

FEDERATION AERONAUTIQUE INTERNATIONALE

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

MEETING AT 6 RUE GALILEE, PARIS, ON TUESDAY 8TH FEBRUARY 1983

M I N U T E S

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drawn up by Mr. Graham ANDREWS, Secretary of C.I.M.A. (United Kingdom)

Present :

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

BELGIUM	Mr. Alain VERCAMMENE-GRANDJEAN
FEDERAL REPUBLIC OF GERMANY	Mr. Hajo WIEDORN-ROY
	Mr. Otto von GWINNER
FRANCE	Mr. Bernard LAMY
	Mr. Raymond DOHET
IRELAND	Mr. Tom HUDSON
ITALY	Mr. Iginio GUAGNELLINI
	Mrs. Marina BOCCONCELLI
NETHERLANDS	Mr. Loek LANTWAARD
NORWAY	Mr. Otto SCHARFF
SWEDEN	Mr. Sven HUGOSSON
UNITED KINGDOM	Mr. G.D. ANDREWS
	Mr. S.A. HUNT
UNITED STATES OF AMERICA	Mr. Don STEWART
	Mr. Robert RING
	Mr. Everett LANGWORTHY

F.A.I. : Mr. Bertrand LARCHER, Director General

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The F.A.I. President, Mr. Amos Ishai, welcomed the delegates to F.A.I. Headquarters and asked that C.I.M.A. keep any rules and regulations to a comprehensible minimum to avoid getting "bogged-down" at a later date. Mr. Ishai made the point that F.A.I. depended on voluntary workers to do much of the essential Committee work and made a plea that those who could contribute in this way should do so.

Mr. Larcher reminded the meeting that since C.I.M.A. was now an official F.A.I. Committee, a list of delegates should be sent from each National Aero Club to F.A.I. in June so that these could be approved at the General Conference in Los Angeles. Only approved delegates would be allowed to vote at future meetings of C.I.M.A.

I. APOLOGIES FOR ABSENCE WERE RECEIVED LATE IN THE MEETING
ON BEHALF OF : Ron Dennis, Vice-President, who was ill.

II. THE MINUTES OF THE MEETING OF SEPTEMBER 20/21, 1982 were accepted.

III. Arising from Annex II to the Agenda, Mr. Larcher pointed out that the Record, Distance around a Triangle is properly referred to as Distance around a Closed Circuit.

IV. PILOT PROFICIENCY CERTIFICATES AND BADGES (Annex I to Agenda)

Annex I was agreed with the following amendments :

Bronze Badge : Accepted in full ; it was noted that some countries would have difficulty in starting the precision landings from 300 m (e.g. F.R. Germany where maximum permitted altitude was 150 m).

Silver Badge : a) It was agreed that the total microlight flying time should be reduced to 100 hrs to make this level more attainable.

b) "Dead-stick" landings to within 2 m are very difficult and chancy. 3 aircraft were damaged at Oshkosh 82 attempting this event. Sven Hugosson pointed out that even the World Champions at Precision Flying would not guarantee the proposed accuracy. It was agreed that the allowance should be increased to 5 m.

c) This was thought to be inappropriate to this level of event and was deleted.

d) Remained unaltered after some consideration of a proposal by Don Stewart that a test of fuel usage and timing accuracy should also be introduced using a short, 2 to 4 km, course.

Gold Badge : It was agreed that a further qualification should be added to the list, i.e. National Alpine Rating.

Control Conditions and Requirements

General :

Add to first sentence : "except for item a) in Silver and Gold requirements, when a passenger may be carried".

It was agreed that barographs were not required, even for the Gold standard, and that the badges should be obtained in progressive order only ; however, a flight which qualifies for a higher badge can count towards that badge.

The fifth paragraph should be altered to read : "each leg of any cross-country flight must be completed in not more or less than 15% away from the properly calculated flight time..."

A further sentence to be added : "All flights for International Microlight Badges must be flown on aircraft within the F.A.I. definition of a Microlight (Ultralight)".

IV. (continued)

Official Observers :

Add to the 1st sentence after "International Competition" :
"approved by the National Aero Club".

Delete the second sentence of the third paragraph and replace with : "However, a landing may be certified by one witness of legal adult age who shall give his address and state precisely the location of the landing place. These certificates shall be countersigned as valid by the official observer".

Badges :

Bernard Lamy circulated correspondence and costs for the three standards of lapel badges and Tom Hudson circulated an example of a typical Colibri badge created by Mrs. Hudson. It was agreed after much discussion that the background should be a deepish hue, as similar as possible to that on the gliding badges ; the outer rim should be of the same "metal" as the badge and be wide enough to have F.A.I. at the low point.

The cloth flying suit badges were to be with a white bird and rim with F.A.I. in full - these could be sold to any customer. For the sake of standardisation, Bernard Lamy was asked to co-ordinate initial orders, any national association who wished to take advantage of this initial order should contact him direct.

Lapel badges were only to be issued following receipt of a correctly completed application form. A sample form and a typical certificate which could also be issued are attached.

V. DIFFERENCES IN NATIONAL LICENCING STANDARDS

The I.C.A.O. document reference T 1/61-1160 "Consolidated Presentation of Material Provided by States of Hang Gliders and Microlight (Ultralight) Aircraft" was introduced. It gave some details of the various rules and regulations throughout the world and was 170 pages long. The plethora of different rules and regulations was deplored. In Italy and Norway for example, microlights were still banned. It should be possible to hold a common recreational licence and be able to cross frontiers without problems. It was agreed that C.I.M.A. should draw the attention of the F.A.I. Council to this problem which was seriously hampering the growth of the sport : F.A.I. should then press I.C.A.O. to encourage standardisation at the simplest level together with the recommendation that the sport should be governed by the respective National Aero Clubs rather than Government bodies.

The problem in Italy was compounded by a lack of differentiation between hang gliders and Microlights. Mr. Guagnellini asked for the reference to Powered Hang Gliders in the Sporting Code to be deleted (2.2.26) ; the meeting agreed to support this proposal.

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VI. 1983 COMPETITIONS

After much debate it was felt that at present it was too early to lay down specific rules. At the end of this year's competitions, following the Grand Prix de France, Mrs. Welch, Mr. Lamy and Mr. Vercammene-Grandjean would together formulate a draft set of international rules for circulation to delegates and subsequently for discussion at the next C.I.M.A. meeting. The rules used at the latest Oshkosh rally were described, the emphasis being on pilot performance rather than that of the aircraft. These rules were being amended to form the basis of regional and national events. Mr. Stewart agreed to send a copy of the rules to Mrs. Welch when they were finalised.

Referring to the Belgian Microlight Rally, Mrs. Welch pointed out that according to the Sporting Code, General Section, rules could not be changed after the initial briefing.

Mr. Hugosson suggested that C.I.M.A. appoints International Judges for future competitions ; it was generally felt that this was not necessary since contests would be capable of being measured and did not require subjective judgement. International Championships require an International Jury.

Attention was drawn to the fact that when International Championships are run, the entries must be made by the National Aero Clubs and will be restricted to a maximum number in any national team.

VII. RECORDS (ANNEX II TO AGENDA)

A written request from Milton Brown asked for speed over a recognised course to be added to the list of proposed microlight records. There was considerable discussion round this point. Speed was generally thought to be unsuitable for microlights at their present state of development but this particular type of record was not of the same sort as short dashes (1 km) or closed circuit events and probably no more dangerous than altitude record attempts for example. Finally the annex was put to the vote and was accepted by 7 votes to 2 with one abstention. An agreed minor amendment was that the altitude record should be maintained for 90 seconds (Section 2, 2.3.2.3).

It was pointed out that the C-1-a/o full range of records would still be available to Microlights (Ultralights).

VIII. SUGGESTIONS FOR A MICROLIGHT DIPLOMA

There was unanimous agreement that a diploma should be created ; it should be called the COLIBRI DIPLOMA and be awarded along the same times as described in the citation to the F.A.I. Gold Medal awards.

It was agreed that Mr. Larcher and Mr. Lamy would draft suitable proposals for circulation to the delegates and that C.A.S.I. be informed of the request to create a diploma.

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Minutes C.I.M.A. 8 February 1983 Meeting

IX. ANY OTHER BUSINESS

A general exchange of the state of rules and regulations in individual countries was made and was of great interest.

Mr. Stewart made a plea for standardisation of competitions so that we could rapidly progress towards international standards and thus a World Champion.

- X. The next meeting will take place at F.A.I. Headquarters in Paris on Thursday 19th and Friday 20th January 1984, starting at 09.30 hours.

The meeting closed at 18.10 hours.

NOTE : Following the C.A.S.I. meeting of 9.2.1983

The Bronze Badge can be introduced now and Badges issued as these requirements have been accepted already by the General Conference. The Silver and Gold Badges cannot be issued until after ratification by the F.A.I. General Conference in September this year. In the meantime pilots can work towards the qualification for these Badges, which will count provided the flights are properly observed and recorded.

Ann Welch

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GDA/AV
9.2.1983

APPLICATION FOR A COLIBRI BADGE
FOR MICROLIGHTS

National Aero Club/National Microlight Association

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Name of PilotDate of Birth

Address

.....

Badge ClaimedDate of Registration
of Previous Badges

<u>Bronze Badge Requirements</u>	<u>Signature of Observer</u>	<u>Date</u>
a) 20 Hrs solo on microlight aircraft including at least 50 logged flights
b) 3 Precision landings within 10m of the centre of a given spot
c) 1 Precision landing within 20m of the centre of a given spot from a height of 300m (1000 ft) AGL with the throttle fully closed. Demonstration of correct go-around(overshoot) procedure.
d) Two 75km cross country flights over a triangular course, one with an outlanding at a designated point along the route.

Silver Badge Requirements

a) 100 hours on microlight aircraft including at least 200 logged flights	.....	.....
b) 2 flights to approx. 300m(1000ft) AGL stop engine(s) complete a 360 turn and land within 5m of the centre of a given spot	.....	.....
c) Four 150km cross country flights with any landing or turn points pre-declared. The courses may be straight, dog-leg (1 turn point), out and return, or triangular (2 turn points).	.....	.....

Gold Badge Requirements

a) 300 hrs on microlight aircraft	.....	.....
b) Have competed in 2 National or International microlight competitions conducted in accordance with FAI rules	.....	.....
c) Complete a tour of at least 500 km in length flight plan within 7 consecutive days. The route to contain at least 3 control points which the aircraft is observed to overfly or where a landing is made. Only the final landing of the tour may be made at the initial departure point.	.....	.....
d) Hold one of the following : (1) National microlight instructor rating (2) National microlight record (or have held such a record) (3) National microlight seaplane rating plus two 75km cross country flights on a seaplane. (4) National Alpine Rating	.....	.....

I, The undersigned Official Observer acting for the
(Aero Club or delegated National Microlight Association) certify that
I am satisfied that the above statements are true and that all
conditions for the badge claimed have been properly completed. The
necessary documentatary evidence is attached.

FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE



SAMPLE

CERTIFICAT DE PERFORMANCES

La Fédération Aéronautique Internationale reconnaît les performances ci-dessous certifiées par l'Aéro-Club National délivrant l'insigne d'argent de vol à voile en vertu des pouvoirs qui lui ont été délégués par la F.A.I.

Le Président,

Le Directeur Général,

[Signature]



[Signature]

L'AÉRO-CLUB DE FRANCE

en vertu des pouvoirs qui lui ont été délégués par la Fédération Aéronautique Internationale, a décerné :

L'INSIGNE D'ARGENT DE VOL A VOILE

enregistré sous le N° _____

à M _____

qui a effectué les vols suivants :

DURÉE :	h	mn	, le	à
GAIN DE HAUTEUR :	m		, le	à
DISTANCE :	kms		, le	à

conformément aux règlements de la Fédération Aéronautique Internationale.

AÉRO-CLUB DE FRANCE

6, Rue Galilée
75116 PARIS

FEDERATION AERONAUTIQUE INTERNATIONALE

PERSONAL ADDRESSES OF C.I.M.A. MEMBERS PARTICIPATING
IN THE C.I.M.A. MEETING OF 8TH FEBRUARY 1983

<u>COUNTRY</u>	<u>NAME, PERSONAL ADDRESS & PHONE</u>	<u>JOB TEL. & TELEX</u>
<u>BELGIUM</u>	Alain VERCAMMEN-GRANDJEAN 143, rue Rodembach 1180 BRUSSELS	(02) 343 82 36
<u>FRANCE</u>	Bernard LAMY 42, Bdl Melesherbes 75008 PARIS	(1) 265-02-82 (1) 265-89-28
<u>GERMANY (F.R.)</u>	Hayo WIEDORN-ROY Roemerstr. 8 635 BADNAUHEIM 7	06032-5908
	Otto von GWINNER 7 Eichenallee D-2055 WOHLTORF (near Hamburg)	40-72550-181 Telex : 217931 mefoe.d
<u>IRELAND</u>	Tom HUDSON 60 Hillcourt Road GLENAGEARY Co. Dublin	987733
<u>ITALY</u>	Iginio GUAGNELLINI Largo Richini N° 1 MILANO (Tel) (2) 807-267	(2) 878-992 Telex : 313165 M
<u>NORWAY</u>	Otto SCHARFF Bruksvn. 813 1335 SNAROYA (Tel) 0253-77-43	0238-14-88 Telex : 18517
<u>NETHERLANDS</u>	Loek LANTWAARD Gerbrandystraat 22 MAARSSSEN (Tel) 03465-62894	
<u>SWEDEN</u>	Sven HUGOSSON Malmstigen 15 S-18400 AKERSBERGA (Tel) 46-764-229 30	46-8-23 23 69 Telex : 15 815 AERO S
<u>UNITED KINGDOM</u>	Mrs. Ann WELCH, President 14 Upper Old Park Lane FARNHAM, Surrey GU9 OAS (Tel) 25-27-159-91	
	Graham ANDREWS 93 Pembroke Road CLIFTON, BRISTOL BS8 3EB	0272-735 896
	Steve HUNT 175 Mackie Ave. BRIGHTON, Sussex	079-156-599

<u>COUNTRY</u>	<u>NAME, PERSONAL ADDRESS & PHONE</u>	<u>JOB PHONE & TELEX</u>
<u>U. S. A.</u>	Don STEWART 11420 RT. 165 SALEM, Ohio 44460	216 332 0865
	Robert RING P.O. BOX 101, Biveneroft Lane BERWICK, Maine 03901	207-698-5729
	Everett LANGWORTHY 19004 Harkness Lane GAITHERSBURG, MD 20879 (Tel) 301-840-1479	(202) 347-2808

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