



## FEDERATION AERONAUTIQUE INTERNATIONALE

### FAI MICROLIGHT COMMISSION (CIMA)

#### Minutes of the plenary meeting held at the Olympic Museum in Lausanne, Switzerland on 14 & 15 November 2003

**Present:**

In the Chair: Mr. Tormod VEIBY, President of CIMA (NORWAY)

BELGIUM	Mr. Rene VERSCHUEREN, Alternate Delegate
CHINESE TAIPEI	Mr. Allen KAO, Delegate Mr. Joseph LIEN, Alternate
CZECH REPUBLIC	Mr. Jan BEM, Delegate
FRANCE	Mr. Joel AMIABLE, Alternate Delegate
GERMANY	Mr. Wolfgang LINTL, Delegate
HUNGARY	Mr. Marton ORDODY, Delegate
ITALY	Mr. Erich KUSTATSCHER, Delegate Mr. Dino ROBERTO, Observer
JAPAN	Mr. Etsushi MATSUO, Delegate
LUXEMBURG	Mr. Gerhart GERECHT, Delegate
NETHERLANDS	Mr. Jan van der HEIJDEN, Delegate
NORWAY	Mr. Tormod VEIBY, Delegate & President
PORTUGAL	Mr. Carlos TRIGO, Delegate & 2nd Vice President
SOUTH AFRICA	Mr. Chris van EEDEN, Alternate Delegate Mr. Brian YOUNG, Observer
SWEDEN	Mr. Tomas BACKMAN, Delegate & 1st Vice President
SPAIN	Mr. Antonio MARCHESI, Delegate Mr. Jose Luis ESTEBAN, Alternate Delegate
SWITZERLAND	Mr. Patrick WATERMANN, Delegate Mr. Hans FRITSCH, Observer
TURKEY	Mr. Ali YUCEL, Delegate

	Mr. Unay KUTLAY, Alternate Delegate
UNITED KINGDOM	Mr. Richard MEREDITH-HARDY, Delegate Mr. Keith NEGAL, Alternate Delegate
UNITED STATES OF AMERICA	Mr. Thomas GUNNARSON, Secretary

**Also in Attendance:**

Mr. Max BISHOP	FAI Secretary General
Mr. Wolfgang WEINREICH	FAI President
Mr. Jean Marc BADAN	FAI Promotional Affairs

**INTRODUCTORY REMARKS**

Mr. Veiby welcomed delegates and Mr. Bishop to the meeting. He then made some remarks about Ann Welch who died last December. He noted that she was a special person to those who knew her and it was a pleasure working with her. A loving remembrance ceremony was held in Great Briton in April where 280 people attended the "Celebration of the Life of Ann Welch." Ann started flying in 1936 and was a notable figure in powered and gliding flight. She ferried combat aircraft during War World II and later became a central leader in competitive gliding after the war serving FAI and the FAI gliding commission. She was FAI's magazine editor for a number of years and held positions in the gliding commission including IGC section editor.

Ann was influential in the establishment of the FAI hang gliding commission. She wrote the hang gliding section of the FAI sporting code and organized numerous hang gliding contests. When microlighting developed to the international level, Ann led its introduction to FAI for which we are eternally grateful. Ann was the first CIMA president and wrote Section 10. We know Ann from CIMA championships as an inspiration and strict master of the sport. She will be remembered for her becoming smile and enthusiasm for the sport. Mr. Veiby asked for a minute of silence to pay tribute to her memory.

**ITEM 1. APOLOGIES FOR ABSENCE**

Apologies for absence were received from the following countries:

BELGIUM, POLAND

The United Kingdom held a proxy for the United States.

**ITEM1a. DECLARATION OF CONFLICTS OF INTEREST**

Mr. Bishop outlined the FAI policy for Conflicts of Interest stating that these standards of behavior applied to anyone with responsibility in FAI activities. Examples of potential conflicts of interest included a business arrangement or any personal interest that may effect a decision. Those in a position of possible conflict of interest were now required to so state to FAI (publicly or privately).

Mr. Veiby asked those present for any conflicts of interest. Mr. Negal stated his current position as chairman of Pegasus/Mainair would cease at yearend and therefore eliminate any possible conflict of interest there.

**ITEM 2. DELEGATE INTRODUCTIONS AND REPORTS**

Delegations introduced themselves and gave a short report of activity in their respective countries (reports attached).

### **ITEM 3 MINUTES OF THE LAST CIMA MEETING**

The minutes of the 2002 plenary meeting were unanimously accepted with no changes.

### **ITEM 4. REPORT FROM THE FAI SECRETARY GENERAL**

Mr. Max Bishop, FAI Secretary General, gave the following report:

- A. FAI IS A LEGAL ENTITY. FAI is the legal umbrella for air sports. Some commissions have recent external oral and written agreements that have created problems for FAI when they did not realize the legal consequences. It is important that CIMA understands any agreement it makes is on behalf of FAI.
- B. FAI VISUAL IMAGE. FAI will soon update its visual image including the FAI logo to make it more attractive and exploitable. Mr. Bishop will send the proposed image to any delegate wishing to comment on the new design before it is finalized.
- C. FAI SUBSCRIPTIONS. Ninety percent of FAI income has been derived from member subscriptions and the income level has remained constant since 1993. In response to FAI members wanting a fairer system to determine subscription, FAI plans to implement a new subscription system in 2005 based on the number of a country's air sports persons. The system would group countries in families based on air sports population size. This would also determine FAI voting privileges.
- D. WORLD AIR GAMES BIDS. By the end of November 2003, FAI was expected to choose either Poland or Malaysia to host the next world air games.
- E. ANTI DOPING. The FAI Sporting Code General Section now includes rules for anyone participating in FAI-sanctioned international competition. Using a banned substance is cheating. Use of performance enhancing drugs can damage health and is a detriment to the sport. Any competitor could be tested for banned substances. Mr. Bishop asked delegates to please make teams aware of the banned substances which can be found on the FAI website. A world code has been developed by the World Anti-Doping Agency (WADA) and accepted by many governments. The cost per test is 3-400 EUR. FAI was trying to prevent out-of-contest testing for CIMA. A therapeutic exemption was available for those whose doctor has prescribed them a banned substance for medical reasons.
- F. AIRSPACE. The new European Aviation Safety Agency (EASA) will centralize European airworthiness and licensing. Europe Air Sports has an agreement with EASA for regulatory matters to minimize upcoming single sky policy for air sports.
- G. ICAO: An ICAO licensing panel has been developing recommendations for amending current flight crew licensing requirements in ICAO regulations including possible inclusion of microlights. At the FAI General Conference in Krakow, an FAI representative was assigned to participate in the ICAO meetings on behalf of air sports. At that time, Mr. Veiby, on behalf of CIMA, voiced strong opinion that inclusion of microlights should be opposed. When the representative suggested there may be some advantages such a border crossing, Mr. Veiby stated that the lack of ICAO certification and governance had been the overwhelming success factor why microlights today were the most dynamic and growing aspect of sports aviation, and that hordes of microlights were successfully flying criss-cross Europe every weekend. He then demanded an unreserved commitment that any such moves in ICAO would be argued against with all the might that FAI could muster. The representative promised this in front of the GC assembly. There was no opposition to Mr. Veiby's argumentation from the GC delegates.

Mr. Bishop introduced FAI President Weinreich who offered some personal background and then some general comments with emphasis on the world air games. He requested that CIMA name a specialist to assist FAI with world air games development.

Mr. Bishop then introduced Mr. Jean-Marc Badan, FAI Promotional Affairs, who discussed his role at FAI and ways CIMA could help promote microlight activities. Mr. Badan is in charge of internal and external FAI communications and media contacts. He said FAI has a strategy for promoting itself, developing brands and its visual image and increasing air sports coverage to the media.

Mr. Badan handed out a summary of centennial projects that FAI is preparing including a book on the history of air sports and FAI as well as events planned for Paris and Lausanne in 2005. FAI was encouraging all commissions to develop an event to commemorate its 100<sup>th</sup> anniversary. Examples included 100 balloons crossing the English Channel and a helicopter flight from Paris to Lausanne. CIMA was encouraged to develop a notable microlight flying event.

Mr. Badan wanted to increase the distribution of FAI news and asked CIMA to provide him with microlight media contacts and event organizers for that purpose. He also asked for a simple description of the air sport such as types of aircraft, events, competitive tasks in contests, etc. for the general public.

#### **ITEM 5. REPORT OF THE CIMA PRESIDENT**

President Veiby reported on the commission's activity throughout the year as presented to the FAI General Conference the month before (report attached). He noted that for the first time, all seven microlight classes participated in a CIMA sanctioned world championships. The use of flight recorders provided excellent results and new opportunities. Keeping all classes together in a championships remained a challenge. CIMA was working toward continental championships outside Europe with possibilities in Asia and North America and development of tasks for the 3<sup>d</sup> WAG. FAI was to be commended for its high level of intra communication and excellent service.

#### **ITEM 6. FAI SPORTING CODE SECTION 10**

Mr. Backman, Section 10 Editor, presented proposals as reflected in the Draft 2003 Edition posted on the CIMA website, to amend Section 10 with the following results:

TEAM PRIZE – Merits of the three proposals were discussed with a decision to make no changes for 2004. FAI is now producing small medals that may be given to each person on a winning team at a championships prize giving ceremony. The CIMA bureau was given the authority to decide whether or not small medals would be included in future microlight championships.

#### **Chapter 1-3 No changes**

##### **Chapter 4**

4.29.1 – Change score sheets to Final and Final after upheld protest. Rejected: 2 For, 7 Against, 7 Abstained. Mr. Bishop recommended CIMA to tell the next championships organizer to not use "official" in score sheets.

##### **Chapter 5**

5.4.1 – No vote, editorial change.

5.4.5 – Emergency parachutes weigh nothing. Unanimously approved at last CIMA meeting.

##### **Annex 1**

Headline – Add conformity requirement statement. Unanimously approved.

1.2 – Add correction calculation formula. Unanimously approved.

1.3.2 – Delete section. Approved: 10 For, 7 Against, 1 Abstain.

2 – Deletion of 1.3.2 means 2, 2.1 and 2.2 were also deleted.

Declaration sheet – Change from All Up Weight to MTOW. Unanimously approved.

SEPARATE ANNEX 3 AND 4 FROM SECTION 10. Unanimously approved.

##### **Annex 3**

First page—Add the word "Master" to Local Regulations title. Unanimously approved.

1.8 – Add PL1, PL2, PF1. Unanimously approved.

1.11.9 – Add SECURE AREA section. Unanimously approved.

1.11.10 – Add QUARANTINE section. Unanimously approved. "In quarantine" deleted from fourth line.

2.2.1 – Running engine until it stops. Rejected: 6 For, 4 Against, 8 Abstain.

2.2.3 – Add KNOWN GATES section. Unanimously approved. Change "must" to "may" in second and third lines. Add "height" after 1000 feet.

- 2.3.1 – Move to Annex 4. Unanimously approved.
- 2.3.5 – No change as team scoring did not change.
- 2.4 – Add GENERIC TASKS section. Unanimously approved.
- 2.5 - Add symbols. Unanimously approved. Move to Annex 4.

**Annex 4** No changes.

**Annex 5**

- 4.5 – Delete sentence regarding aerotowing. Unanimously approved.

**Annex 6**

- 4.2 – Tamper proof seal. Unanimously approved.
- 4.4 – Add “at least serial number.” Unanimously approved.
- 4.6 – Can’t alter firmware. Unanimously approved.
- 4.9.3.3 – Change “must” to “should.” Unanimously approved.
- 4.9.3.4 – Change “must” to “should.” Unanimously approved.
- 4.9.4.2 - Change “must” to “should.” Unanimously approved.
- 5.6 – Change “mandatory” to “optional.” Unanimously approved.
- 5.6.1, 5.6.2 – No longer needed, deleted.
- 5.8 – Change “must” to “should.” Unanimously approved. Add X to chart.
- 5.8.1 – Delete. Unanimously approved. 5.8.2 changed to 5.8.1.
- 6.4 – Delete COPYRIGHT section and 6.4.1. Unanimously approved. COPYRIGHT section to be inserted in Local Regulations.
- 7.3 – Delete flight recorder copyright ownership. Unanimously approved. Insert in Local Regulations.

**ITEM 7. COLIBRI BADGE REQUIREMENTS FOR PPG/PHG**

Mr. Matsuo presented a proposal to shorten the badge distance requirements for PF1, PF2, PL1 and PL2 classes in consideration of their lower performance compared to the classic classes. Mr. Matsuo stated the desire to promote CIMA-related activities in these classes and this change would help. After further discussion it was agreed that the issue deserved further study. Mr. Bishop suggested studying other FAI commission flight proficiency awards.

PROPOSAL: Mr. Matsuo proposed to shorten the Colibri badge distances for paraglider classes to 50 km, 100 km and 650 km for the bronze, silver and gold badges, respectively.

ACTION: REJECTED: 5 For, 10 Against, 3 Abstain.

PROPOSAL: A proposal was made to establish a working group to assess the Colibri badge system and propose changes for the next CIMA plenary meeting.

ACTION: APPROVED: 14 For, 2 Against, 2 Abstain. Working group members will include Mr. Gunnarson (Chair), Mr. Meredith-Hardy, Mr. van Eeden, Mr. Matsuo and Mr. Meredith-Hardy. The working will coordinate any proposal with the Section 10 editor.

**ITEM 8. WORLD MICROLIGHT RANKING SYSTEM**

Mr. Gunnarson offered a brief summary of developments over the past year and introduced Mr. Meredith-Hardy who gave a presentation on the COMPS ranking system and how a CIMA ranking system could be implemented. The following actions were proposed by the WMRS working group:

PROPOSAL: Accept the COMPS ranking system in principle.

ACTION: APPROVED: 15 For, 0 Against, 3 Abstain.

PROPOSAL: Use the COMPS method of calculation for a CIMA ranking system.

ACTION: APPROVED unanimously.

PROPOSAL: The current CIMA ranking is published on the CIMA part of the FAI website.

ACTION: APPROVED unanimously.

- PROPOSAL: A system of centralized "CIMA Ranking ID's" is established.  
 ACTION: REJECTED: 0 For, 9 Against, 5 Abstain. Must include Sporting License.
- PROPOSAL: There will be a 'ranking championship sanction fee'.  
 ACTION: APPROVED unanimously. The new ranking system committee will propose a fee amount for bureau approval.
- PROPOSAL: A calendar of forthcoming ranking events is posted on the CIMA FAI website.  
 ACTION: APPROVED unanimously.
- PROPOSAL: A 'contractor' is hired by FAI / CIMA to provide current CIMA ranking.  
 ACTION: The new ranking system committee will make a proposal for bureau approval.
- PROPOSAL: It was proposed to disband the existing working group and establish a new standing committee to oversee the operation and implementation of the ranking system.  
 ACTION: APPROVED unanimously. Committee members are Mr. Gunnarson (Chair), Mr. Meredith-Hardy, Mr. Esteban and Mr. Montigneaux (Advisor). The committee is authorized to make proposals directly to the bureau for approval, and, with approval, implement the system.

A major reason why all the proposals weren't agreed was because they were not all entirely compatible with FAI policy and procedures. The new committee will continue on this work as the principle was agreed leaving just the implementation to be dealt with. It was agreed that once the committee reaches a conclusion that is consistent with FAI practice, it may be approved by the CIMA bureau before the next meeting. There is therefore the possibility a FAI ranking system for microlights could be in place early in 2004.

#### **ITEM 9. 2003 WORLD CHAMPIONSHIPS**

Mr. Negal reported there were 191 competitors from 19 countries. There were 51 PPGs and 10 solo three axis, both increased from the previous championships. Use of flight recorders was a step forward and there were numerous letters received praising the organizers for doing a good job. A report on the championships had been published on the FAI website and scores were posted on the championships site. Mr. Negal offered the following comments on problems running the championships in hopes that future organizers could learn from them:

- A. Safety: A trike that got loose with its engine running at full power in camp could have been a tragedy. Aircraft should not be allowed to run up in camp.
- B. Complaints: 161 local inhabitants complained about the championships, 137 of those were directed at PPGs. There were five threats of legal action. Long Marston was unsuitable for PPGs as the low flying disrupted so many residents. PPG competition may not be accepted anywhere in the UK for that reason.
- C. Medals: Due to an error in matching the number of classes with medals, there were not enough medals at the time of prize giving.
- D. National anthems and flags: Not all countries sent flags as requested. One audiotape had the wrong anthem. One country needed three flags (1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> place in same class).
- E. Entries: There was a discount on entry fees to encourage early entry. Expenses were budgeted on the number who said they were coming. Then not everyone pre-registered showed up yet higher expenses were already committed.
- F. Registration site: COMPS worked great but not everyone who registered showed up. A place to submit airworthiness documentation was not in the system. Classic classes web access to the COMPS system was really slow. Paraglider classes had a satellite link for higher speed access.
- G. Scoring: Classic and Paraglider classes were scored separately. Due to lack of experience, scoring, complaints and logistics got out of hand in Classic classes.
- H. Team leader: The UK team had no team leader so there was no filtering of complaints. As a result, 58% of all complaints came from the UK team.

- I. Risk Analysis: The local council wanted a risk analysis for the public use areas. This was very time consuming for the organizer.
- J. Airworthiness: With no guest entry, like in France, the organizer had to submit to the CAA every competing aircraft's airworthiness documentation to get a Permit To Fly good for 28 days. A decision was made to send all the paperwork at once yet it was several days into the event before all the documentation was ready. The Russian team provided an excellent document from their government indicating that their aircraft had all been inspected and had valid airworthiness through the championships. No permit to fly was received for PPGs. Visitors who brought aircraft to tour the area during the championships were difficult to control. One team wreaked havoc while flying low and landing at airports without proper authorization.

Mr. Backman presented the jury president's report (attached). Two major issues were the poor appearance of Long Marston when entering the grounds and the disappointing separation of Classic and Paraglider classes. In general, the jury was very pleased with the organization and running of the championships.

#### **ITEM 10. BIDS FOR 2004 CONTINENTAL CHAMPIONSHIPS**

Mr. Trigo presented the Portuguese bid including the following information:

- Location: Castelo Branco, Portugal.
- Dates: 31 July – 8 August, 2004. 26-30 July for training days.
- Entry fees: 400 Euros for pilots and navigators, 250 Euros for team leaders.
- Website: [www.emc2004.net](http://www.emc2004.net)
- Paraglider classes would either be on the same field as classic classes or two km away.
- EMC 2004 would be an Open Championships.

PROPOSAL: It was proposed that the CIMA bureau be given authority to approve the Local Regulations and Organizer Agreement by 1 January 2004.

ACTION: APPROVED Unanimously.

PROPOSAL: It was proposed that the International Jury consist of Mr. Backman (President), Mr. Bem and Mr. Gunnarson. Stewards proposed were Mr. Lintl, Mr. Negal and Mr. Esteban.

ACTION: APPROVED Unanimously.

PROPOSAL: It was proposed that Mr. Esteban be appointed 2004 European Championships Monitor.

ACTION: APPROVED Unanimously. Mr. Esteban will contact the organizers to arrange details of any monitoring activity as recommended in S10 4.4.1.

Mr. Veiby, Mr. Trigo, Mr. Bishop and Mr. Weinreich signed the Organizer Agreement. Mr. Trigo said he would take the agreement with him and secure a signature from the Portuguese National Aero Club.

#### **ITEM 11. BIDS FOR 2005 WORLD CHAMPIONSHIPS**

Mr. Amiable presented the French bid to host the 2005 world championships in Levroux, France, site of the 2000 European championships. Proposed dates were 12-20 August 2005. Information on the bid would be available at [www.ulmfrance.fr](http://www.ulmfrance.fr)

PROPOSAL: Mr. Veiby proposed for CIMA to tentatively approve France as 2005 WMC host pending approval of the Local Regulations.

ACTION: APPROVED Unanimously.

#### **ITEM 12. 2005 WORLD AIR GAMES**

Mr. Meredith-Hardy reported that he had received little information recently so he had little to add at this time. He said the Malaysian bid appeared to be along the lines of the FAI ideal with a central stadium and time slots. An advantage to this bid was the offer to pay for competitor transportation expenses. The Polish bid appeared to offer a more traditional championships format. Mr. Meredith-Hardy expressed concern that

competitors from countries further away from Poland might not attend as they may have already committed their financial resources for the 2005 World Microlight Championships. Tentative dates for the games in Poland and Malaysia were 27 July - 5 August and 14-20 August, respectively.

Mr. Weinreich offered some additional information concerning progress on the World Air Games. He expressed concern that several issues remained unresolved in the bidding process. The end result could be a delay of the games for several years.

#### **ITEM 13. COLIBRI DIPLOMA AWARD AND DIAMOND COLIBRI BIDS**

Mr. Robert Mair of Germany was awarded the Colibri Diploma for his work to bring in a diesel engine in microlight flying.

Mr. Csongor LATKY and Mr. Andor KÁNTÁS of Hungary were awarded Diamond Colibri badges for their flight in an Apollo Fox AL2 ultralight, from Keszthely, Hungary (on the bank of Lake Balaton) to Sydney, Australia which is a bit over 22,000 km. Information on their flight, and the cause it promoted, could be found at [www.fly4rett.fw.hu](http://www.fly4rett.fw.hu).

#### **ITEM 14. INTERNATIONAL MICROLIGHT DATABASE**

Mr. Gunnarson described the scope, value and history of the database project. He said the database would be transferred to the CIMA website along with the survey forms. He also noted the number of CIMA delegate's reports that included news of current regulatory actions that will affect microlighting in a number of countries. He stated one of the goals of the database was to provide delegates with a tool to show aviation authorities the size of the industry and the sport's safety record.

Mr. Negal reported on the Europe Air Sports Microlight Working Group meeting held 27 September in Mallorca. Topics included changes in the European regulatory environment, insurance, PPGs, flying abroad, safety, formation of the European Microlight Federation, disabled microlight pilots and aircraft MTOW.

Mr. Negal announced the formation of the European Microlight Federation. Its purpose was to promote and protect microlighting (using the EASA Definition of microlight) in Europe and to actively participate in the formulation of regulations and actions that may concern this activity so as to ensure its welfare and the free movement of microlights. In order to achieve this aim, as an independent, self-governing and non-profitmaking umbrella association for national microlight associations in Europe, the EMF would seek, in particular, to consult with all relevant regulatory authorities in Europe for the benefit of microlighting. It would endeavour to cooperate with FAI, with Europe Air Sports (EAS) and the European National Aero Clubs (NACs) or the national body representing microlighting when this is not the National Aero Club.

Mr. Gunnarson noted that the non-profit Light Aircraft Manufacturers Association in the US ([www.lama.bz](http://www.lama.bz)) was significantly increasing its role in microlight regulatory affairs in the States.

#### **ITEM 15. CIMA BUDGET**

Mr. Gunnarson reported that the commission's account held 21,441.42 Swiss Francs (CHF) as of the date of the meeting, an increase of 296.40 CHF from the previous year. The past year's income included 7,754.00 CHF in sanction fees from the World Microlight Championships in Long Marston, UK. Expenses included 2,125.00 CHF for 2003 World Championships medals and 5,332.60 CHF for the CIMA President's FAI-related travel and accommodations.

#### **ITEM 16. ANY OTHER BUSINESS**

- A. Mr. Trigo suggested that CIMA appoint a "liaison officer" to the commemorations of FAI's 100th anniversary.



PROPOSAL: Mr. Veiby proposed Mr. Trigo be appointed "liaison officer" to the commemorations of FAI's 100th anniversary.

ACTION: APPROVED Unanimously.

- B. Mr. Trigo suggested that CIMA nominate an expert to go to China to help on the organization of an Asian Microlight Championships. Mr. Matsuo stated at this time the organizers would likely only have paraglider classes.

PROPOSAL: Mr. Trigo proposed Mr. Meredith-Hardy be appointed CIMA expert to assist with developing an Asian championships.

ACTION: APPROVED Unanimously.

- C. Mr. Trigo suggested CIMA nominate or contract with a Webmaster for the CIMA pages on the FAI website.

PROPOSAL: Mr. Veiby proposed the bureau be given authority to appoint or hire a CIMA Webmaster.

ACTION: APPROVED Unanimously.

- D. Mr. Trigo suggested CIMA create a CIMA award in memory of Ann Welch.

PROPOSAL: Mr. Veiby proposed that CIMA accept the award in principle and form a working group to propose requirements and process for a CIMA award in memory of Ann Welch.

ACTION: APPROVED Unanimously. Working group members are Mr. Trigo, Mr. Negal, Mr. Veiby and Mr. Gunnarson.

- E. Mr. van Eeden offered remarks on his perspective on the work of CIMA and how it may wish to increase its visibility through greater promotion and advertising.

## **ITEM 17. ELECTION OF OFFICERS**

### **FAI Microlight Commission Bureau**

The following officers were elected for 2004:

President	Mr. Tormod Veiby (NOR)
1st Vice-President	Mr. Carlos Trigo (POR)
2nd Vice-President	Mr. Tomas Backman (SWE)
Secretary	Mr. Thomas Gunnarson (USA)

### **FAI Technical Commissions**

CIMA representatives were appointed as follows:

Aeromedical	Mr. Joel Amiable (FRA)
Amateur-Built Aircraft	Mr. Tom Gunnarson (USA), Mr. Carlos Trigo (POR)
Education	Vacant
Environmental	Mr. Marton Ordody (HUN)

### **Other Commission Positions**

The following were established or re-affirmed:

Section 10 Working Group	Mr. Backman (Editor), Mr. Meredith-Hardy, Mr. Trigo, Mr. Esteban
Flight Recorder Working Group	Mr. Meredith-Hardy (Chair), Mr. Esteban, Mr. Amiable, Mr. Hempy
World Ranking Committee	Mr. Gunnarson (Chair), Mr. Meredith-Hardy, Mr. Esteban, Mr. Montigneaux (Advisor)
Media Officer	Mr. Gunnarson
2005 World Air Games Contact	Mr. Meredith-Hardy
2005 FAI Centenary liaison officer	Mr. Trigo
Colibri Badge Working Group	Mr. Gunnarson (Chair), Mr. Meredith-Hardy, Mr. van Eeden, Mr. Matsuo and Mr. Meredith-Hardy.

Expert for Asian Championships  
Ann Welch Award Working Group

Mr. Meredith-Hardy  
Mr. Trigo, Mr. Negal, Mr. Veiby, Mr. Gunnarson

**ITEM 18. DATE AND VENUE FOR NEXT MEETING**

The next CIMA plenary meeting will take place at FAI headquarters in Lausanne, Switzerland on Friday 12 November and Saturday 13 November 2004 starting at 09h00.

Deadline for proposals for revising Section 10 is 1 September 2004 and 15 September 2004 for any other proposals to be included on the 2004 agenda.

Respectfully submitted  
9 January 2004



Thomas GUNNARSON  
Secretary

Signed as a true record  
by the President of CIMA

Tormod VEIBY  
President

**Attachments**

Meeting attendee address list  
Delegate's reports  
President's report  
Flight Recorder presentation  
World ranking presentation  
Jury President's report

*Following are reports received from countries that provided electronic copies of their reports given at the 2003 CIMA plenary meeting. In all, there were 19 oral reports given during the meeting.*

## **BELGIUM**

### **Rapport Belgium by René Verschueren**

Secretaries of Belgian PPG federation ( [www.fbpm-bpmf.be](http://www.fbpm-bpmf.be))

PPG federation is separated of Microlight federation, but, we see us once a month in the Belgian aéroclub.

In Belgium, we try since 10 years to have a law even if we write the law, our administration do nothing.

So PPG's are not allowed but tolerated.

Microlight federation doesn't make championship but PPG's federation do each year a Belgian championship.

This year 4 persons have been on the World championship in England. Results are not bad for the first time but not so good.

PPG's in our federation are 150 but we estimate 400 ( out of our federation or occasional). We have 15 schools and 1 of the school try to train handicap people. Now we have 4 hemiplegics who fly with trike paramotor.

## **SOUTH AFRICA**

*CIMA 2003*

### ***MISASA Reportback***

*(Microlight Section of the Aero Club of South Africa)*

MISASA represents only weight shift and 3-axis falling within the FAI definition of Microlight Aircraft. PPG in South Africa is administered by the Paragliding section of Aeroclub.

For more information on MISASA visit [www.misasa.co.za](http://www.misasa.co.za)

## **STATISTICS**

- Schools 34
- Pilots ± 2600 - of which 2034 are active
- Average pilot's hours/year = 89
- Microlights -2000 registered

- Instructors - 215
- Instructors Active - 134
- Full time instructors - 30
- South African civil Aircraft register 7700 - 24.7% are microlights ( $\pm 2000$ )

## **DEVELOPMENT**

MISASA is part of the Aero Club of SA's development programme and great effort is being put into introducing the previously disadvantaged communities to Microlight Flying. MISASA also forms part of the South African Air Force Siyandisa project - aimed at disadvantaged communities. Through exemptions it might be possible to apply Microlights commercially in the near future. Pilots trained through the development programme could be commercially applied - especially in the tourist industry.

## **TRAINING**

- MISASA (through its schools) trains 400 new pilots/year
- MISASA (through its schools) trains 25 Instructors
- 30 Instructors upgraded in 2003
- 35% of pilots fly 3-axis and 65% fly weight shift
- 20% are qualified on both

## **MARKETING**

MISASA places great emphasis on marketing. Both internally and externally. The general public through ignorance or misinformation still perceives Microlighting as an dangerous pastime. Conventional pilots generally frown upon Microlighters as pilots incapable of flying anything bigger. Through the MISASA website, but especially through the Microflight Africa magazine, MISASA has made great inroads to addressing these negative perceptions. The marketing campaign has in fact brought many PPL pilots to our fold through converting onto Microlights.

Merchandising plays an ever increasing positive role in the higher visible profile Microlighters enjoy. The T-shirt campaign is a great success and through schools providing introductory flights to the public and tourists, these shirts are sold and are worn by pilots and public alike.

## **SAFETY**

Safety stays a concern with too many fatal and serious accidents happening. These accidents are mostly attributed to pilots and instructors operating outside of the control of MISASA. The SA CAA cites the new SA Constitution as reason for not marketing MISASA as the representative body for Microlighting. This attitude is of great concern to MISASA as it will lead to a great proliferation of pilots and instructors operating outside the constraints of the high standards MISASA requires of these pilots.

STATS for 2003:

- 8 fatalities
- 14 serious accidents
- No increase over last 2 years
- Total hours flown - 88 x 2035 = 181 115
- 26 239 hours / fatality

## **APPROVED PERSONS**

The Approved Person scheme is under the control of MISASA and the EAA. MISAA has very strong control over the quality of AP's and no AP is allowed to function without the authority of MISASA.

With the increase of high tech new 3-axis Microlights, MISASA has decided to type rate AP's. They will no longer get a general rating. In order for a new AP to sign out a specific aircraft, he needs to get authority from the aircraft manufacturer after attending a type specific technical AP course.

MISASA currently has 194 AP's on record, but this number will decrease as inactive AP's are weeded out.

## **TOURISM AND TRAINING**

South Africa is the ideal venue for full time training of especially overseas pilots. With all year round favourable flying conditions and a very favourable exchange rate we provide the ideal conditions for any pilot to finish his course and to do various adventure flying trips.

Various Flight Schools offer tailor made adventure flights to tourists and new pilots alike. Some of the adventures include:

- The Kalahari Bundu Bash
- Zululand Boogie (Kwazulu Natal)
- Jock of the Bushveld Air Race (Next to Kruger National Park)
- Wild Coast Breakaway
- Drakensberg Mountains
- Mozambique Beach Adventure
- Botswana MakgadiKgadi pans
- Namibia Fish river canyon
- Whale Watching
- The Sardine run
- And many others!

## **MANUFACTURERS**

- Solo Wings

#### 1000 Trikes in July 2003

- Rainbow Aircraft  
Trikes and 3-axis Aircraft
- Aviate Products  
Sold A/C to SA Defence Force
- Thunderbird 3-axis
- Various agents for most overseas manufacturers

### COMPETITIONS

- Not focusing on international competition
- Local and regional (training) competitions only
- Basic skills enhancement for grassroots pilots is priority
- Regional Training camps
- After reaching primary goals, MISASA will look towards competing in World Championships again

### 100 Years of Powered Flight

As part of the Centenary celebrations of 100 Years of Powered flight, MISASA is involved in the following projects:

- Flying Lions project see [www.theflyinglion.com](http://www.theflyinglion.com)
- Color in competition - FAI initiative
- 14 Air shows/fly-ins
- A Round the World Trip by two South African trike pilots starts on 17 December see [www.safreedomflight.com](http://www.safreedomflight.com)

## UNITED STATES OF AMERICA

### USA Annual Report to CIMA 2003

This year marks the 100<sup>th</sup> anniversary of powered flight, celebrating the pioneering achievements of the Wright brothers who were first to sustain controlled powered flight over the sands of Kitty Hawk, North Carolina on December 17, 1904. Indicating how far aviation has advanced, this year also marked the retirement of regularly scheduled passenger service for the supersonic Concorde. A few weeks from now, in commemoration of the centennial of flight, the Smithsonian Air and Space Museum will open a new facility to the public at Dulles International Airport in Virginia. Among the displays will be a number of ultralight aircraft that have defined the history of our air sport and industry.

Since 1985, the United States Ultralight Association (USUA) has been delegated by NAA, the Aero Club of the United States, as the official governing body for its respective

air sport. Together, the eight organizations under NAA represent all major air sport disciplines in the United States, and have as their members' nearly 400,000 air sportsmen.

In March 2003, USUA appointed David Hempy and Paul Wells to be CIMA delegate and alternate delegate, respectively. Both Dave and Paul have experience conducting, and competing in, regional and national level championships. Dave has also been member and pilot on the 2001 and 2003 U.S. microlight teams. Dave was also appointed chair of the U.S. Contest and Records Board.

## SPORT

This summer the United States sent its largest-ever team, consisting of five aircraft plus crew for the classic solo classes, to the World Microlight Championships in Long Marston, UK. Despite their low scores, team members displayed a level of maturity and good sense (and sense of humor) that projected well during the championships. It is yet a young team that continues to mature with each passing event.

Back at home, 40 pilots have flown in 25 meets so far this season while participating in the U.S. Microlight Championships Series. At each meet they accumulate points toward national recognition after the season ends December 31<sup>st</sup>. It appears no records were attempted or Colibri badges earned by American ultralight pilots this year.

The U.S. Microlight Contest and Records Board has just published a bid package for the 2004 U.S. National Microlight Championships. It is intended to be an open championship and foreign pilots will be encouraged to participate.

## INDUSTRY

There are roughly 15,000 active pilots and 20,000 aircraft meeting the FAI microlight definition operating in the United States. The largest increase in activity this past year has been in powered paragliders while trike sales continue upward but at a slower pace. Most fixed wing sales have been negatively affected by the pending Light Sport Aircraft rules as many wait on purchasing a new aircraft to see what happens. Powered parachute sales have been flat.

According to the U.S. safety agency NTSB, through 11 November there were 46 accidents in aircraft meeting the microlight definition of which 13 accidents produced 14 fatalities. NTSB does not investigate every microlight accident so these numbers are somewhat low. Unfortunately, we lost several industry leaders this year to aircraft accidents - Mike Jacober, who was pioneering the use of the Antares trike for Glider Trike operations and Rich Pendergist, USUA Executive Vice President. Pat Schultheis, owner of Phantom Aircraft, died in a motorcycle accident.

Last details of the expected Light Sport Aircraft airworthiness consensus standards, being developed through the ASTM process, are being completed now. The consensus standards will allow manufacturers to build, test and sell ready-to-fly new aircraft designs without having to obtain a very expensive and complex FAA type or production certificate. FAA expects to delegate substantial authority to industry for both pilot certification and airworthiness functions. This will have significant impact on

membership and trade groups. Already, the Light Aircraft Manufacturers Association (LAMA) is saying it will offer audits for manufacturers to show compliance with the consensus standards. LSA is now expected to be released in the spring of 2004.

With the release of Light Sport Aircraft, FAA intends to amend ultralight regulations to allow tandem training and recreational operations for ultralights that use a harness (i.e., foot-launchable trikes and paragliders).

Lack of insurance continues to dampen interest in the market as potential aircraft purchasers and manufacturers shy away from such risk exposure. There is no likelihood of change in the situation until the market grows enough to satisfy underwriting minimums or there is fundamental change in the basic tenets of the litigious American society.

The U.S. Microlight Contest and Records Board looks forward to continued growth in its contest and records program and hopes to host the first North American Continental Championships in 2006.

*Report presented 14 Nov 2003 by Tom Gunnarson  
of the U.S. Microlight Contest and Records Board*



# **C.I.M.A. ANNUAL REPORT**

## **F.A.I. GENERAL CONFERENCE KRAKOW 2003**

by

**Tormod VEIBY, President**

**F.A.I. International Microlight Aviation Commission**

**First full World  
Championships  
in all 7 classes**

# **Microlight aircraft**

- Single seat weightshift controlled trikes
- Dual seat weightshift controlled trikes
- Single seat 3-axis
- Dual seat 3-axis
- Single seat parawing trikes
- Dual seat parawing trikes
- Footlaunched powered paragliders (PPG)

# **First World Championships with full use of Flight Recorders**

- **Excellent  
results**
- **New  
opportunities**



# **A challenge to keep classes together in one championship**

- Parawing classes vs. Classic classes

# **Continental Championships outside Europe**

- **Asia (PPG)**
- **North America - possibly**

# 3 WAG

- Development of new tasks







# Intra communication

- As always, excellent service from the FAI secretariat in Lausanne
- Thank you for your attention



# GNSS Flight Recorders

**Status report**

Presented by

Richard Meredith-Hardy



# FAI Section 10, Annex 6

- Came into effect 1 Jan 2003
- Flight recorder Approval Committee (FRAC)
  - Jose Luis Esteban [ESP]
  - Joel Amiable [FRA]
  - Richard Meredith-Hardy [GBR, Chairman]
- No approved flight recorders yet.
  - Standard too severe.
  - Technical difficulties with Manufacturer of most promising device.



- MLR SP24 XC
- FFPIUM had 75 available to loan
- International Jury gave special permission to use them as 'Primary' in Classes PF1, PL1 & PL2
- 431 tracks recorded
- More than 95% success rate
- Only 1 'critical' failure (Only because Pilot had no secondary evidence).

FOR MORE INFO...

[www.flymicro.com/fr](http://www.flymicro.com/fr)



# The next moves

- Thales (Manufacturer of MLR) will not make the 'microlight' version available for sale, but they have now made the software which converts the device between Hang glider and Microlight versions freely available.
- Proposed alterations to S10 Annex 6 should permit the MLR SP24 XC to be approved to the standard.
- Jose Luis Esteban is writing the 'transfer software'
- **The MLR SP24 XC should be approved by early 2004**
- An invitation will be sent to other manufacturers.

FOR MORE INFO...

[www.flymicro.com/fr](http://www.flymicro.com/fr)



# Analysis software

- Three packages currently available permit any championship to be scored
  - CouTraCi (France)
  - Oziexplorer (Australia)
  - SeeYou (Slovenia)
- Jose Luis Esteban has created MicroFLAP which is much more suited to our needs.
- Was used with great effect at WMC 2003

## FOR MORE INFO...

CouTraCi	<a href="http://www.perso.wanadoo.fr/y.ctr">www.perso.wanadoo.fr/y.ctr</a>
Oziexplorer	<a href="http://www.oziexplorer.com">www.oziexplorer.com</a>
SeeYou	<a href="http://www.seeyou.ws">www.seeyou.ws</a>



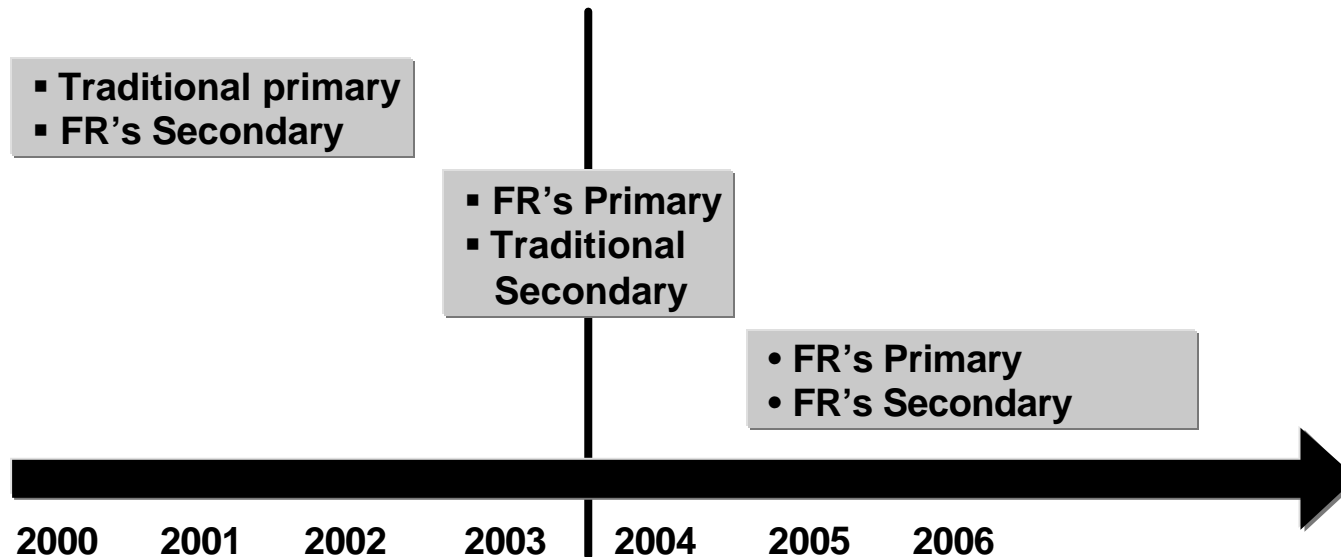
# Limitations of the system

- As with any complex system there are limitations a championship organizer must recognize.
  - Skilled staff are required (but the overall staff requirement should be greatly reduced).
  - The Director must clearly understand the ‘two maps’ problem and reconcile all positions which are scored.
  - The Director must understand the limitations of the available analysis software.



# Long term schedule

- Timetable agreed by CIMA in 2000



- Reviewable each year but we are still on target to have FR's as 'sole method of collecting evidence' in 2005.





# EMC 2004

- Organizer is planning to use FR's as 'primary' for all classes.
- FFPIUM has volunteered to loan organizer their FR's
- € 25 discount for all competitors who have their own approved FR.

FOR MORE INFO...

EMC 2004 Local regulations



# GNSS Flight Recorders

END

# WORLD RANKING

## **PROPOSAL**

Presented by  
Richard Meredith-Hardy

# Why do we need a ranking system?

- ◆ It encourages pilots to travel to championships they may not otherwise have gone to.
- ◆ It could provide some extra income to CIMA (The CIVL one has).
- ◆ It helps to promote our sport.
- ◆ It is useful to pilots in getting and maintaining sponsorship deals.
- ◆ Some sort of selection may well be necessary for future WAG's. A ranking system is the obvious solution.

# Current status

- ◆ Sub committee formed at 2003 meeting
  - ◆ Tom Gunnarson [USA Chairman]
  - ◆ Jose Luis Esteban [ESP]
  - ◆ Richard Meredith-Hardy [GBR]
  - ◆ Thierry Monteigneaux [FAL]
- ◆ Prototype ranking system established on the COMPS website.  
 [www.flymicro.com/COMPS](http://www.flymicro.com/COMPS)
- ◆ The sub committee has agreed the COMPS system should be presented to CIMA

# What makes a good Ranking system?

Fundamental to the creation of a ranking system are the questions:

1. **What makes a championship good?**

- ◆ A high quality (ranked) group of competitors.
- ◆ A lot of aircraft in class.
- ◆ A lot of tasks.
- ◆ A high international status.

2. **What makes your result in a championship good?**

- ◆ You came high in the positions in a good championship.

3. **What makes a ranking system good?**

- ◆ Is reasonably simple to calculate and understand.
- ◆ Is not impossibly turgid, ie a newcomer can get into the rankings in a reasonable time.
- ◆ It encourages the things which should be encouraged in Microlight Championships.
- ◆ It doesn't introduce undesirable behaviour.

The **COMPS** system attempts to address all these issues

# The **COMPS** System - 1

Establishes a 'Championship value' based on:

- ◆ Quality of competitors
- ◆ Number of aircraft in class
- ◆ Number of tasks in class
- ◆ International status

2003 World Championships						
	Opposition quality value	No. Aircraft value	No tasks value	Total	Status value	Competition value
WL1	126	51	150	300	700	1000
WL2	141	69	150	300	700	1000
AL1	100	30	150	280	700	980
AL2	134	54	150	300	700	1000
PF1	128	150	102	300	700	1000
PL1	130	51	102	283	700	983
PL2	0	21	102	123	700	823

# The **COMPS** System - 2

Assigns each competitor 'Ranking points' according to:

- ◆ Competition value
- ◆ Position in class

The Winner gets the full CV, every other competitor gets RP's equal to 5% less than the position above

For a championship which qualifies for a maximum CV.			
Place	Cat 1	Cat 2	Cat 3
1st	1000	800	600
2nd	950	760	570
3rd	903	722	542
4th	858	686	515
5th	815	652	489
6th	774	620	465
7th	736	589	442
Etc...	Etc...	Etc...	Etc...



# The **COMPS** System - 3

A person's rank is determined from an ordered list comprising:

- ◆ The sum of the pilot's four best RP's
- ◆ In the last 2 years and three months.

Issue 8, from 31 Aug 2003						
Rank	Name [Nation]	Best 4 RP's				Total
1	Samir ELARI [FRA]	989	903	864	0	2756
2	Cathy AMALRIC [FRA]	989	903	864	0	2756
3	Igor POTAPKIN [RUS]	983	635	479	478	2575
4	Richard RAWES [GBR]	1000	882	669	0	2551
5	Simon BAKER [GBR]	1000	821	729	0	2550
6	Anita HOLMES [GBR]	1000	821	729	0	2550
7	Vadim BUKHTIYAROV [RUS]	888	696	503	456	2543
8	Dani MARTINEZ [ESP]	950	569	519	504	2542
9	Paul DEWHURST [GBR]	1000	871	670	0	2541
10	Endre THUROCZY [HUN]	928	864	702	0	2494

...Etc. There are currently 356 ranked pilots in the COMPS system.

# The **COMPS** System

- ◆ All classes are grouped into one complete ranking. This positively encourages people to fly in different classes. Any purely class based system would positively discourage people from moving class.
- ◆ The method in which a competitor's RP's are calculated positively encourages people to enter classes with small numbers of competitors.
- ◆ The 27 month cut-off prevents too much 'turgidity' in the rankings, encourages people to compete more, and in an extreme case could allow a brilliant total newcomer to get from nothing to the top of the ranking in as little as two years.
- ◆ This scheme encourages people to participate in more regional & open National championships.
- ◆ The way the CV is calculated encourages competitors to ensure organizers get lots of entries and have lots of tasks.

# PROPOSAL 1

- ◆ CIMA uses the COMPS method of calculation for a CIMA ranking system.

Next question: *Where should it be published?*

# PROPOSAL 2

- ◆ The current CIMA ranking is published on the CIMA part of the FAI website

Next question: *How should it work in practice?*

# How it could work in practice

- ◆ It would be possible to have a stand-alone ranking system so long as there is an established method of inputting the key data. Essentially there must be a way of reliably identifying individual competitors.

Next question:

- ◆ *How to identify each individual?*

# PROPOSAL 3

- ◆ A system of centralized “CIMA Ranking ID's” is established.
  - ◆ This is different to a FAI licence which are issued by NAC's.
  - ◆ It makes membership of the scheme entirely voluntary.
  - ◆ There would be a small fee (€ 25)
  - ◆ Valid for as long as a competitor is still ranked and their nation is still a FAI member.

Next question:

- ◆ *How do championships get into the ranking?*

# PROPOSAL 4

- ◆ There be a 'ranking championship sanction fee'
  - ◆ FAI category 1 & 2 championships are automatically included as part of the normal fee.
  - ◆ To be included in the ranking, "Category 3" championships (open National Championships Etc) must pay the equivalent of of "One pilot's entry fee".
  - ◆ The ranking can include only one Category 3 championship in any one nation in any one class in any one calendar year and at least 1/3 of the max possible score must be derived from tasks compatible with the task catalogue in S10.

Next question:

- ◆ *How do people know about these championships?*

# PROPOSAL 5

- ◆ A calendar of forthcoming ranking events is put on the CIMA FAI website.
  - ◆ Category 1 & 2 events are put on when FAI receives the organizer agreement.
  - ◆ "Category 3" events are put on once the fee is paid.
  - ◆ Deadline of 6 weeks before the event.
- ◆ Next question: *Who is going to maintain it?*



# PROPOSAL 6

- ◆ A 'contractor' is hired by FAI / CIMA to provide current CIMA ranking.
  - ◆ It is unlikely FAI has the resources to operate such a system
  - ◆ Contractor builds and maintains a system which can automatically provide all the information to the FAI / CIMA website in a timely manner.
  - ◆ Contractor operates an "e-commerce" site to collect fees.
  - ◆ No cost or risk to FAI /CIMA, instead contractor retains a percentage of the revenue.

# PROPOSAL 7

- ◆ A standing sub-committee is established to oversee the implementation and operation of the ranking system.
  - ◆ Establish the exact specification and rules of the scheme.
  - ◆ Establish and oversee implementation timetable.
  - ◆ Makes sure the contractor continues to deliver the goods.

# IMPLEMENTATION

- ◆ If CIMA agrees to all 7 proposals then the sub-committee can get on with the work of writing the exact rules and appointing a contractor.
- ◆ CIMA ranking could be established from 1st January 2004.
- ◆ 'Transitional period' between then and the end of EMC 2004 (Aug 2004). In this time nobody should be removed from the published ranking because they don't have a "CIMA Ranking ID", but no new score additions may be made to the ranking without one.
- ◆ At the moment the scores from this 'next' category 1 championship are added to the ranking, all people who do not have a "CIMA Ranking ID" to be completely removed from the ranking.

# SUMMARY OF PROPOSALS

1. CIMA uses the COMPS method of calculation for a CIMA ranking system.
2. The current CIMA ranking is published on the CIMA part of the FAI website.
3. A system of centralized “CIMA Ranking ID's” is established.
4. There be a 'ranking championship sanction fee'.
5. A calendar of forthcoming ranking events is put on the CIMA FAI website.
6. A 'contractor' is hired by FAI / CIMA to provide current CIMA ranking.
7. A standing sub-committee is established to oversee the operation and implementation of the ranking system.

# WORLD RANKING

END

## **The International Jury report from the 9:th World Microlight Championship at Long Marston, England 23:d to 30:th of August 2003.**

### **Jury**

Tomas Backman (SWE, President),  
Tom Gunnarsson (USA)  
Carlos Trigo (PRT)

### **Site**

Long Marston is an old airfield from the time of the Second World War. The place is spacious and gave plenty of room for the WMC activities. Normally the airfield is used for a variation of purposes apart from flying, such as drag racing, supply stock for building contractors, storage of excavating machines as well as ballast mounds. These other activities unfortunately gave an untidy look to the WMC surroundings. At the beginning of the competition there was a dragracing contest going on and it was sometimes quite disturbing.

The PF and PL area was separated from classic classes by more than a kilometre air distance and approximately two kilometres by a very bumpy road. This separation caused the two classes to be more or less divided into two separate championships and difficulties when trying to communicate, associate and watching each other's activities. It also was the seed to administrative problems of which I will come to later in this report.

### **Facilities**

The camp for the competitors was on the airfield and this made it possible to have the aeroplanes close to the tents and caravans. There was an ample supply of showers, water taps and toilets, but costs for this could probably have been less, had the PL,PF and the classic classes been at the same place. Breakfast, lunch and dinner were provided via a small canteen. This arrangement proved to have a limited capacity and long time queuing was not uncommon. The served meals could be taken at tables provided outdoors or in a large canvas tent in case of foul weather. Adjacent to this tent, there was an other with a bar and a dance floor and a rostrum for musicians, all intended and used for evening divertissements. At the site of PF and PL there was an Internet café where FR's tracks and score sheets could be studied, but no restaurant. The PF and PL people had to travel all the way to the classic classes site to get a served meal.

There was no near by shop for food or other necessities which was a drawback for many competitors living on a budget and finding it expensive to have every meal at the canteen.

### **Administration**

Registration of competitors took an awful lot of time. Mostly due to negligence from competitors to come to the reception in time. Since registration was not ready at the time for the first day of competition it might have been wise to utilised a seeking mission for those competitors missing. Since the competition called for so many participants, it was clear that the administration staff was not up to the required number.

### **Safety**

The organisation provided a quality manager that also filled the mission of safety officer. It also issued a set of very well prepared safety instructions that, apart from being handed out to the team leaders, also was read out loud at the general briefing prior to the competition and also at the first task briefing. The safety rules, as well as flying rules mainly issued to prevent disturbance among the population in nearby villages, was very well looked after and any known violation was promptly dealt with.

Despite this, there was an incident where a competitor completely violated the rules for engine run-up and had his machine running away with him self on the outside. The machine came to a stop after damaging an other team's aircraft, destroying a tent and caused substantial damage to a van. Luckily nobody was hurt. The person responsible for all this was disqualified from the event.

### **Briefings**

Task sheets at the briefing for classic classes were lacking standardisation. At the beginning the sheets had no task numbers, no dates when to be flown and no total score formula. At the end of the competition this had improved. At the same time in the PF and PL task sheets no such deficiency was

to be found. Task sheets at the classic classes was handed out at the briefing, at the PF and PL briefings this was done an hour or so in advance, much to the benefit of briefing time spent. It is the opinion of the jury that briefing sheets shall be issued well in advance of the briefing, at least to give non english speaking nations time to read it through and understand its content. It was also to many changes to the tasks at the briefing of the classic classes.

### **Tasks**

The number of tasks flown was 11 for the PF and PL and 16 for the classic classes. This was an outstanding achievement and something for the next organiser of WMC or CMC to follow. The tasks for classic classes were well designed and the inventive power was admirable. The only objection was that too many tasks emphasised on speed. One special feature was to bring the competitors out into the English and Wales countryside to various improvised landing fields, from where they had to continue on a new task. The competition as a whole was run in one of the most beautiful parts of England and Wales and that added to the pleasure for everyone. All this was very much appreciated. The PF and PL tasks also took their competitors out to new airfields and their tasks were well composed and decisive. Both competition directors showed extensive experience in the running of competitions.

### **Running the tasks**

The classic classes were run without the help of GPS loggers, contrary to the PF and PL classes. This caused a need of many skilled marshals and that was also provided throughout the competition. The chief marshal had a firm grip of the event and was fast to arrive at decisions when needed. One problem for the classic classes was the need to read the number of the competing aircraft as they were flying over turn points, hidden time gates etc. This was at times very difficult due to the fairly high altitude some of the contenders had chosen to fly at. A good help to solve this was that almost every competing aeroplane had been photographed in the air prior to the competition and thereby could be identified by their colour, outline, special feature etc. But even so, there were moments when the recording of incoming aircraft was on the verge of not being correctly notified.

The above mentioned classic classes problems and also the need of many marshals were never an issue for the PF and PL competition.

It is the jury's firm conviction that the classic classes competition in the future must base its recordings of the competitors flown track by the use of GPS loggers.

### **Noise disturbance**

The general manager had more than a hundred telephone calls from neighbours in adjacent villages, complaining about noise and over flying aircraft. It might have been wise that prior to the event had the organisers advertised in the local papers and television, giving a note that WMC was about to take place at Long Marston in the near future and asked for understanding and forgiveness if someone was going to be disturbed. To know in advance usually have a mellowing effect on people with touchy minds.

### **Score sheets**

Provisional score sheets for the classic classes were issued in due time and many times in revised versions. But there was a time lag in the issuing of Official score sheets and the majority of those were not posted for the public until Saturday. This was not a satisfactory solution as in this case it meant that all protests (5 all in all) was submitted to the jury on Saturday afternoon. This in turn meant that the closing ceremony could not be held at 5 o'clock as decided but had to wait until 8 o'clock.

It also meant that the team prize was not calculated at the time of the prize giving ceremony and therefore could not be given to the winning teams at that moment.

It is obvious that the root of this disturbance is that the administrative staff was overloaded with work and should have consisted of more people. At the PF and PL site the administration was all run with the help of FR-loggers direct into the computers. This meant a rapid issuing of score sheets yet the number of people dealing with this were very few. Had the administration been at the same place for classic classes and PF and PL a lot would have been gained in standardisation of the task and score sheet format and in giving assistance to each other.

### **Complaints and protests**

There were 5 protests in all. One from the PF and PL classes and the rest from classic classes.

Protest no 1 came from the Spanish team leader regarding task number 15 for classic classes. The protest was upheld.

Protest no 2 came from the British team leader regarding task number 9 for classic classes. The protest was denied.

Protest no 3 came from the Austrian team regarding task number 5 for PF and PL classes. The protest was not accepted since it was submitted to the Jury almost 3 hours after the deadline for protests.

Protest no 4 came from the British team leader regarding task number 8 for classic classes. The protest was denied.

Protest no 5 came from the British team leader regarding task number 14 for classic classes. The protest was denied.

The jury has collected ?100 and £ 40 in protest fees for CIMA

The unusually small number of protests must be seen as a result of experienced competition directors and a competent and devoted marshalling during the whole event.

### **Prize giving ceremony**

At the prize giving ceremony it was discovered that the management did not have the right number of medals, which was caused by a misunderstanding among the organisers. It was “solved “ by handing out the team medals, which, as said before, could not be awarded at that moment anyway, as individual medals instead. The hole thing created an embarrassing feeling, which was underlined by not having the correct national anthem of Russia available and that the wrong flag was hoisted for a third price winner in one of the classes.

When the championship was declared as concluded, a big and impressive firework went off to the tunes of a variety of popular classical music.

### **Summing up**

The ambitions from the organiser to make the 9:th World Microlight Championship one of the best so far, was not to be mistaken and as far as the competition itself and its marshalling is concerned it was a success. From the administrative side many new experiences were made and I am sure, will be evaluated for future international microlight events. One major objection thou regarding the whole event is the manner in which the separation of PF and PL classes and the classical classes was done. It was the intention of CIMA to have one WMC with all classes together; it didn't turn out that way, but rather two separate championships going on at the same time. The main reason behind this is not known, but we must see to that this doesn't happen again.

Tomas Backman

President of the International Jury