



*Fédération
Aéronautique
Internationale*

FAI Sporting Code

Section 11 – Manpowered Aircraft

Class I

1992 Edition

Approved by the FAI Air Sport General Commission
(CASI) on 11th June 1991

Section 11 and General Section combined make up
the complete Sporting Code for Manpowered Aircraft

*Avenue Mon-Repos 24
CH-1005 Lausanne
(Switzerland)
Tél.: +41(0) 21/345.10.70
Fax: +41(0) 21/345.10.77
E-mail: sec@fai.org
Web: www.fai.org*

FEDERATION AERONAUTIQUE INTERNATIONALE
Avenue Mon Repos 24, 1005 LAUSANNE, Switzerland

Copyright 2001

All rights reserved. Copyright in this document is owned by the Fédération Aéronautique Internationale (FAI). Any person acting on behalf of the FAI or one of its Members is hereby authorized to copy, print, and distribute this document, subject to the following conditions:

- 1. The document may be used for information only and may not be exploited for commercial purposes.**
- 2. Any copy of this document or portion thereof must include this copyright notice.**

Note that any product, process or technology described in the document may be the subject of other Intellectual Property rights reserved by the Fédération Aéronautique Internationale or other entities and is not licensed hereunder.

RIGHTS TO FAI INTERNATIONAL SPORTING EVENTS

All international sporting events organised wholly or partly under the rules of the Fédération Aéronautique Internationale (FAI) Sporting Code¹ are termed *FAI International Sporting Events*². Under the FAI Statutes³, FAI owns and controls all rights relating to FAI International Sporting Events. FAI Members⁴ shall, within their national territories⁵, enforce FAI ownership of FAI International Sporting Events and require them to be registered in the FAI Sporting Calendar⁶.

Permission and authority to exploit any rights to any commercial activity at such events, including but not limited to advertising at or for such events, use of the event name or logo for merchandising purposes and use of any sound and/or image, whether recorded electronically or otherwise or transmitted in real time, must be sought by way of prior agreement with FAI. This includes specifically all rights to the use of any material, electronic or other, that forms part of any method or system for judging, scoring, performance evaluation or information utilised in any FAI International Sporting Event⁷.

Each FAI Air Sport Commission⁸ is authorised to negotiate prior agreements on behalf of FAI with FAI Members or other entities as appropriate, of the transfer of all or parts of the rights to any FAI International Sporting Event (except World Air Games events⁹) which is organised wholly or partly under the Sporting Code section¹⁰ for which that Commission is responsible¹¹. Any such transfer of rights shall be by "Organiser Agreement"¹² as specified in the current FAI Bylaws Chapter 1, para 1.2 "Rules for Transfer of Rights to FAI International Sporting Events".

Any person or legal entity which accepts the responsibility for organising an FAI Sporting Event, whether or not by written agreement, in doing so also accepts the proprietary rights of FAI as stated above. Where no formal transfer of rights has been established, FAI retains all rights to the event. Regardless of any agreement or transfer of rights, FAI shall have, free of charge for its own archival and/or promotional use, full access to any sound and/or visual images of any FAI Sporting Event, and always reserves itself the right to have any and all parts of any event recorded, filmed and/or photographed for such use, without charge.

¹ FAI Statutes, Chapter 1, para. 1.6

² FAI Sporting Code, General Section, Chapter 3, para 3.1.3.

³ FAI Statutes, Chapter 1, para 1.8.1

⁴ FAI Statutes, Chapter 2, para 2.1.1; 2.4.2; 2.5.2 and 2.7.2

⁵ FAI Bylaws, Chapter 1, para 1.2.1

⁶ FAI Statutes, Chapter 2, para 2.4.2.2.5

⁷ FAI Bylaws, Chapter 1, para 1.2.3

⁸ FAI Statutes, Chapter 5, para 5.1.1; 5.5; 5.6

⁹ FAI Sporting Code, General Section, Chapter 3, para 3.1.7

¹⁰ FAI Sporting Code, General Section, Chapter 1, paras 1.2. and 1.4

¹¹ FAI Statutes, Chapter 5, para 5.6.3

¹² FAI Bylaws, Chapter 1, para 1.2.2

Chapter 1.1 CLASSIFICATION

- 1.1.1 **Class I - Manpowered Aircraft**
- 1.1.1.1 Sub-Class I-C - Manpowered Aeroplanes
- 1.1.1.2 Sub-Class I-D - Manpowered Aeroplanes with stored energy
- 1.1.1.3 Sub-Class I-E - Manpowered Rotorcraft

Chapter 1.2 RECORDS IN CLASS I

- 1.2.1 **Record categories**

Unless otherwise specified, the following records are recognised in each of the sub-classes I-C, I-D and I-E.
- 1.2.1.1 Straight distance.
- 1.2.1.2 Distance around a closed circuit with 2, 3 or 4 declared turn points.
- 1.2.1.3 Duration.
- 1.2.1.4 Duration in hover (Sub-class I-E only).
- 1.2.1.5 Speed around a closed circuit (Sub-classes I-C and I-D only).
- 1.2.2 **General Rules**

Reference is made to Chapter 6, General Section of the Sporting Code.

Definition :
Man-powered Aircraft : An aerodyne which takes off and remains airborne using solely the muscular energy of one or more persons on board.
It may not employ any systems of static support (gas, hot air, etc.) and may not carry any kind of apparatus which could receive energy during flight but may carry apparatus to store muscular energy.
- 1.2.3 **Special Rules**
- 1.2.3.1 No part of the aircraft shall be jettisoned and no person shall leave the aircraft during the flight including at take-off.
- 1.2.3.2 Up to two ground crew are permitted to assist in stabilising the aircraft during take-off but they may not assist in accelerating it.
- 1.2.3.3 The take-off and flight must be made from and over an approximately level surface with a slope not exceeding 1:100 in any direction and free from adjacent buildings or other large objects which might impart an upward deflection to the air. The difference in altitude between take-off and landing shall not exceed 1:200 of the flight distance.
- 1.2.3.4 In the case of distance records, at some point during the flight the aircraft and crew must exceed a height of 2 m above the ground.
- 1.2.3.5 In the case of a distance record in a closed circuit, provided that at least one complete circuit of the course has been made, the distance flown shall be measured to a landing place along the course. The landing shall be made not more than 100 m outside the line of the course. If made beyond this limit, the distance shall be measured to the point at which the aircraft last exceeded 100 m prior to landing from the nearest point of the course.
- 1.2.3.6 **Manpowered Rotorcraft** : For duration in hover a height of at least 3 m must be reached and the central axis of the rotorcraft must remain within a designated square of not more than 20 m on each side.
- 1.2.3.7 In the case of speed records, at the start and finish of each record attempt the lowest part of the aircraft and crew must exceed a height of 2 m above the ground.
- 1.2.3.8 **Manpowered aeroplane** : For a speed record around a closed circuit (Sub-classes I-C and I-D) the course shall be triangular embracing three turning points and with a perimeter of 1500 m. The start and the finish line shall be the same line. It shall be positioned normal to and touching at its inner and the mid point of a longer side of the course. The length of the line shall not exceed 150 m. The entire aircraft shall be required to pass over this line at the start and finish for the purpose of timing the flight.

- 1.2.3.9 In the case of a speed record using stored energy (Sub-class I-D), the aircraft in the same configuration as used to fly the timed speed course shall demonstrate its ability to fly a similar course conforming to these regulations once in the opposite direction, untimed, to qualify for any record.
- 1.2.3.10 The physical energy of the airborne crew is the only energy that may be stored. All devices and associated equipment used for storing energy shall be regarded as fixed parts of the aircraft. The period for storing energy must not exceed 10 minutes immediately prior to the crossing of the start line. The timed flight will commence at the end of the 10 minutes period or when the nose of the aircraft crosses the start line, whichever is the soonest. The timed flight will terminate when the nose of the aircraft crosses the finish line on completion of the course.
- 1.2.3.11 A **new record** must constitute an improvement of **at least 1%** over the preceding one.
- 1.2.4 **Feminine Records**
Feminine records may be set in Class I.
- 1.2.5. **CLAIM STATEMENT AND CERTIFICATES**
- 1.2.5.1 CLAIM STATEMENT :
Reference is made to the General Section, Chapter 6, item 6.8.2 with regard to the claim statement.
- 1.2.5.2 CERTIFICATES REQUIRED :
Each record file shall contain the flight certificates as listed below.
- 1.2.5.3 VALIDITY OF CERTIFICATES :
All certificates must be signed or countersigned by the Official(s) controlling the record attempt.
- 1.2.5.4 FLIGHT CERTIFICATES :
- 1.2.5.4.1 **Take-off** with name and place of Take-off.
- 1.2.5.4.2 **Start Line** : Position of start line and its length. Evidence of crossing the line and time recorded.
- 1.2.5.4.3 **Course flown** : Details of course, length and how measured.
- 1.2.5.4.4 **Turn and/or Control Points** : Name, position and identification marks of points. Evidence that points were correctly rounded.
- 1.2.5.4.5 **Finish Line** : Position and length of finish line and evidence of correct crossing with time recorded.
- 1.2.5.4.6 Evidence that the required **height** was maintained during the attempt.