

CIMA Plenary 2019

Microlight Sub-committee report



Countries present:

NOR:	Tormod VEIBY	CIMA President of Honour	(with DEN proxy)
GBR:	Rob HUGHES	CIMA 1VP	(with ESP proxy)
CZE:	Petr JONÁS	S/C Chairman	
ROU:	Endre Lucian MOLNAR		(with LTU proxy)
ITA:	Angeletti ETTORE		
SUI:	Daniel SPRING		
SWE:	Hans Pålsson		
HUN:	Krisztian DOLHAI		
GER:	Michael KANIA		(with EGY proxy)

Also:

Wolfgang LINTL, CIMA President

Two members of ROU aero club, Theodore and Bogdan.

Total: 13 votes.

Opening

The S/C Chairman, Petr JONAS (CZE), opened with the comment that attendance at CIMA microlight events was decreasing and we should concentrate on rules and concepts to increase attendance.

There were few agenda items and the meeting included a lot of open discussion. The main points were:

EMC2019 feedback

CIMA President Wolfgang LINTL fed back from EMC2019:

- Tasks should be detailed and easy to understand.
- Task descriptions should be published in advance and not altered at the last minute
- Jury should be present on site (no remote jury members)
- Countries should recruit new, younger pilots
- Local Regulations should clearly describe tasks and also penalties
- Scoring should be simple
- Tasks should be easy to understand but difficult to master

Model vs obligatory task catalogue

There was a discussion regarding the S10 A4 'model task catalogue' and that these should become the compulsory format for tasks instead of the suggested model. The S10 Editor will be tasked with examining the task catalogue with a view to propose this change at the CIMA plenary 2020. EMC2020 will follow A4 anyway.

EMC format

EMC2020 will be run over 8 days, starting with the opening ceremony on Saturday, flying from Sunday to Friday and closing on Saturday.

The organisers will run a 'navigation camp' training programme in the week prior to the opening ceremony. This will be open to all with the aim of teaching pilots how to compete successfully in championships. It will be an FAI CAT2 event. CZE already run such events during the year for their pilots.

The EMC2020 organisers will encourage families and friends to attend by emphasising the local accommodation, opportunities and tourism available.

Penalties for precision phase of a mixed task

How to apply penalties to the precision part of tasks? Example: take off in 125m deck, fly a navigation task, then a precision landing. If the competitor fails in the take off phase, what penalty should be applied? Such 'mixed' tasks need to clarify exactly which part of the task overall score is affected by the failed take-off, i.e. scoring could be (max) 200 for take-off, 600 for navigation and 200 for landing. A failed take-off would affect only the 200 available for the take off part.

The growing influence of 600kg aircraft

There then followed a long discussion regarding the changing nature of the commission and the aircraft flown. As 600kg starts to influence CIMA events, the rules and tasks must be adapted to include 600kg aircraft while not ignoring traditional microlights.

It was seen that a wide range of tasks helped to neutralise aircraft performance.

One particular focus was the 125m deck length. 600kg competitors did not like the restriction and it was seen as an obstacle to new pilots taking part in CIMA events. However, the restricted deck length was particular to microlights and tested pilot skill.

There was a proposal to delete pure speed tasks from S10 due to the perceived advantages of heavier aircraft. This led to a discussion regarding the mix of tasks (economy, precision, navigation) and their effect on different aircraft types.

600kg is still new to our sport with few competitors and therefore was not the main focus of the commission - yet. It remains to be seen what will happen in future years and whether or not CIMA should re-focus itself, if those who want to take part in CIMA events are predominantly 600kg pilots.

Survey of non-competing pilots

Petr conducts a survey of non-competing pilots to ascertain why they do not want to compete. This is an ongoing exercise.

Many CZE pilots fly heavier aircraft and therefore do not like short take-off & landings and stopping distance tasks.

Pilots do not like to fly to zero fuel: this is not an S10 requirement and organisers in the past have stipulated a minimum amount of fuel on landing. One other solution could be to allow pilots to choose their own reserve amount of fuel, example: in limited fuel tasks pilots are given 5kg of fuel plus their declared reserve. They must then land with only their declared reserve.

What advantage does the 600kg pilot have over lighter weight aircraft? Clearly they can be faster and more economical and they are less affected by local weather conditions. But they tend to have more restricted visibility, making it harder to spot photos or to land precisely.

The difficulty is to incorporate 600kg alongside lighter weight aircraft so that the relative advantages and disadvantages of each type is reduced as far as possible in order to test pilot skill and not aircraft performance.

E-aircraft and economy tasks

How to measure economy tasks for electric aircraft? The S10 Editor will be tasked with investigating the issue. FAI has established rules regarding electric (and solar) aircraft following the 'Solar Impulse' project and this resource may be of use.

Carriage of sealed radios

CZE suggested the carriage of sealed radios for safety purposes. The general consensus was that this was not needed.

S10 Amendments

	For	Against	Abstain	Result
1: Weight limits for records	2	11	0	NO
2: Min speed	-	-	-	W/D
3: Backtracking	13	0	0	YES
4: Definitions	12	0	1	YES
5: Paramotor scoring	-	-	-	N/A
6: Removal of tasks	6	7	0	NO
7: New circle task	12	1	0	YES
8: PL2 economy	-	-	-	N/A
9: Paramotor endurance	-	-	-	N/A

Notes:

2: The minimum speed was increased to 83km/h in 2018 but was omitted from the S10 revision. It is therefore an editorial change so the proposal was withdrawn.

Rob Hughes
CIMA 1VP
21 November 2019