

Microlight Sub committee meeting notes (written by Rob HUGHES)

The meeting stood in memory of Jan Lukes (CZE) who died on 8.11.2016 in an air accident.

Proxies AUT to GER and DEN to NOR.

Section 10

S10 chapter 4 and A3 disagree regarding deck landings; A3 should follow the main body.

Petr Jonas proposed that we move the tape in short landings to 15m before the deck as a psychological barrier to pilots and to discourage approaches that may lead to dangerous landings.

Petr suggested we provide feedback opportunities to entrants after championships - using a survey or feedback form. Petr volunteered to create such a survey.

Competition directors should consider separating deck penalties from navigation scores so that the ability to take off in a deck does not affect navigation scores.

9) Fuel mix - an example for clarity, premix gets 10kg, injection gets 9.8kg.

10) Gates should be perpendicular to the *inbound* track.

12) Weighing - 1.10.3 already includes the ability to check for conformity. The paragraph simply emphasises that weighing is probable.

Is a zero score a penalty? "Competitors who land short will score zero" is not treated as a penalty; therefore the new proposal regarding checking official videos is not relevant.

21) The proposal discusses videos for penalties only and not for scores - so a debate between 250 or 200 points is not covered.

World Air Games

A NOR trike was damaged by rotor downwash from the jump helicopter at WAG - still no resolution regarding the insurance claim and no cash forthcoming.

Consider other options such as flour bombing or even paintballing from trikes. Consider offering a cash prize or a CIMA award for the best task design!

The Sub-committee voted to task the next bureau to develop a microlight format for air games series events.

Other

Tracking - CZE are using telephones with GSM and GPS. GSM signalling cannot be relied upon. ADSB stations become very costly. This is a good project for FAI to coordinate commissions for common tracking solutions.

Ranking system - currently not available. Agust GUDMUNDSSON had previously offered to do some work in this area. Paramotors are working on this. This is on the bureau to-do list.

600kg weight limit. The EASA Basic Regulation may (or may not) change in the near future. If a new weight limit is introduced, then CIMA will have to re-visit its constitution and rules.

Hungarian bid for championships - some local government financing has been found. On the western border with Croatia. Good facilities, 1000m grass runway, easy to access.

Remote juries - consider having one on site and two off site - or more off site. Further discussion at plenary level.

RUS - microlight helicopters? RUS pilots do not compete in CIG events, could they be part of CIMA? Autogyros fit very well into CIMA events but helicopters are different. CIG are keen to attract the class.

RUS organised a flight from Europe to Russia for approx. 20 aircraft, including some without transponders. RUS will attempt to make this official from 2017 onwards and to combine it with a Russian Open Cup, destination St. Petersburg.

RUS are organising a youth championship. CIMA could consider a CAT2 event as a start along this path, maybe combined with a CAT1 event.