

## CIMA 2018

### Microlight Sub-Committee report

16 votes present. Proxies are:

SUI has AUT  
GER has DEN  
THA has CHN (not present)  
GBR has HUN  
POL has ISL (not present)  
BRA has ITA  
SLO has ESP  
NOR has SWE

Also present:

CZE, FRA, ROU, UKR

#### **1. Chairman's opening address**

CIMA President Wolfgang LINTL welcomed delegates and thanked them for their attendance.

Add: WAG task format, though this may be covered in item 4.

#### **2. Results of the survey after the 16<sup>th</sup> FAI World Microlight Championship**

- - Generally a positive result. The event used the same organising team as in 2017 so the level of experience/expertise was higher than normal.
- - Pilots prefer skill-based and not machine performance based tasks.
- - The majority find that the difficulty of tasks is right.
- Some want tasks published well in advance and not changed. A similar amount are happy that tasks are a 'surprise' and can be changed at briefings.
- 50% want no remote jury members and that all jury members should be on site.

#### **3. 600kg working group report - task and rules changes related to new MTOW**

All proposals from the WG are in S10 proposed amendments.

There followed a discussion regarding stall speed vs lift off speed. It is easier to define the stall speed than the lift-off speed so we propose no change.

Round the table update regarding 600kg progress:

France: Hope for a resolution by March 2019. Will stick to 65km/h stall speed so 600kg is not possible. Will adopt 500kg (525kg with parachute) for 3-Axis and gyroplanes. Trikes remain at 450/472.5kg. LSA exists for 600kg already.

Romania: Waiting for Germany to legislate and will then follow their system.

Czech Republic: Held up by government but expecting to introduce 600kg, 350kg empty, 83km/h stall by 15 February 2019.

Switzerland: Difficult for microlights to fly. Electric trikes (to 472.5kg) are permitted, as are 560kg gyroplanes. Will likely follow the same system as Germany.

Slovakia: Have had 600kg class since 2011, called "Flight Sport Equipment" but have not competed in CIMA events. Gyroplanes are 560kg.

Germany: Will adopt 600kg, 350kg empty. Not sure about stall speed but it will be 'landing configuration', i.e. with flaps (the distinction was made with LSA which is clean). The introduction has been delayed by CAA and there is no deadline.

United Kingdom: The project has been taken over by the Department for Transport with a deadline of November 2019. No further details available. The British Microlight Aircraft Association has lobbied for 600kg and 45kt.

Norway: Will aim for 600kg, 350kg empty, 83km/h. The opt-out needs to be adopted into national law and this should happen by Spring 2019. The Nordic countries are acting together so it is expected that Sweden, Norway, Finland and Denmark will all do the same. PPL and microlight clubs are joining together and using the name 'Sport Aircraft' but worry that the CAA may combine this group of aircraft with more complex, heavier aircraft for regulatory purposes.

Ukraine: Not yet decided. The competitors' view is to not change from 472.5kg. Aeroprakt certify their aircraft (to above 472.5kg) in other countries.

Brazil: Has basic (smaller, 2 stroke) and advanced (enclosed) microlights. Max 750kg, using a Sport Licence. From 01 January 2019 sub-200kg are 'ultralight vehicle' with no licence needed.

#### **4. Microlight task working group report**

General discussion about incorporating 600kg aircraft. How to ensure that pilots can compete as equally as possible using a wide range of aircraft. Perhaps a separate class for 'classic' and 'advanced' microlights.

What is the difference between 450 and 600kg in competition? Navigation - no difference. Speed - clearly the 600kg are faster. Landing - 600kg needs longer. Economy - most likely the 450 will out-perform. The goal is to cancel out the aircraft's performance but achieving this goal is complicated.

Erszebet VIZAKNAI joined the meeting by Skype to give her presentation:

Paintball tasks are 2 person only

Fly under the bridge - tape was at 15m. Problems with the wind affecting the tape.

WAG event format - timed engine-off landing plus one other element? We need to provide a [time period] of entertainment, meaning that something must be happening all the time for the audience. Balloon hunt (in the air) has been successful in the past.

Flying close to the ground either slow or fast can be dangerous. Timed gates (or timed targets) set the minimum speed, i.e. competitor must reach target 1 at [x] time, target 2 at [x] time.

S10 should have special event rules included. These tasks can be used in Air Games Events (inserting into other major air sport events).

Preferred elements for special event tasks:

Precision take-off and landing

Ascending balloon hunt

Throwing (WL2 only)

#### **5. Adjustment of championship duration - discussion**

Some find that needing 2 weeks for a championship is too long. Is it possible to condense into 8 days? 1 or 2 days for training, 4 days tasks, 1 reserve, 1 ceremonies and travel. In Hungary 2018 the event started on

Monday due to a storm and subsequent damage yet still there were more than enough tasks to complete the championship. CIMA has not suffered an invalid championship in the past due to lack of tasks.

S10 4.7.3 need changing or clarifying. The aim would be: 2 days practice, 4 days tasks, 1 day reserve, 1 day ceremonies and travel.

Work surrounding the World Air Games indicate that championships and events will have a maximum duration of 7 days in the future.

## **6. Inspiration by Air Navigation Race rules for microlight - discussion**

ESP have successfully attracted new pilots using ANR rules - fly inside a corridor, which may be zig-zag or circular etc. Points are lost when you leave the corridor. You declare ground speed and your time is recorded. Flown with flight recorders with live tracking. The task can be displayed live/real time on big screens.

<http://www.wanrc2017castellon.com/>

## **7. Section 10 amendments**

Discussion on proposals 1-4 (definition of microlight). New weight limits are as follows:

Landplane flown solo (current is 300kg) 400kg  
Landplane dual but flown solo (375) 500kg  
(GL1 fits into Landplane dual but flown solo, 500kg)  
WL1 only, landplane flown solo and dual: no separate weight limit  
WL2 only, landplane dual: no separate weight limit  
Amphibian/seaplane solo (330) 450kg  
Amphibian/seaplane dual but solo (405) 550kg  
Landplane dual (450) 600kg:  
Amphibian/seaplane dual 650kg  
(GL2 Autogyro fits into landplane dual 600kg)  
Autogyro operated on water: 650kg

Task the S10 Editor to ensure the definitions of landplane and autogyro are clear in S10 1.5.2

Proposal (4) includes accounting for parachute installation and this was discussed separately.

Vote to remove current 1.3.2: approved

Vote to include: "The installation of a rescue parachute system [...] is highly recommended." - withdrawn.  
This should be included in model local regulations. Approved.

Vote to add proposed 1.3.2 "The installation of a parachute system is defined as weighing nothing" - withdrawn.

There were no proposals to create different classes (sub-472.5kg and super-472.5kg). Different levels could be created, i.e. standard (with GPS, no maximum deck length etc) and advanced (highest difficulty). Or 'novice' according to pilot's total flying hours. This needs investigation.

5) Delayed in order to contact the proposer. Re-visited. The proposal stands but will go back to the proposer and S10 Editor to clarify the minor detail regarding 'active tracks'. Re-visited and approved. S10 Editor, please discuss this with the GBR delegate to clarify.

6) Rejected.

7) Actually, two proposals were put to the WG: 125m and 150m. New length: 125m. Short take-off is 190m.

- 9) Approved
- 10) Approved
- 11) Now an editorial change - S10 editor, please amend as per this proposal
- 12) Rejected
- 13) Approved
- 14) to 18) are now editorial changes - S10 Editor, please amend S10 according to these proposals.

**8. Any other business**

None.

The meeting closed at 16:55.

Rob Hughes  
CIMA 1st Vice President