



*Fédération
Aéronautique
Internationale*



Minutes

of the
Annual Meeting
of the
**FAI Amateur Built & Experimental Aircraft
Commission (CIACA)**

held in Friedrichshafen,
Germany
on Sunday, 22nd April 2012

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1. Introduction and welcome

Opening the meeting the Chairman welcomed the delegates to the 37th meeting of the Commission. He extended a particularly warm welcome to Jean-Marc Badan, FAI Secretary General who attended the meeting as the FAI Headquarters representative.

The following delegates were in attendance:

President:

- Alfons HUBMANN (Switzerland) CIACA President

CIACA Delegates:

- Hermann EIGNER (Austria) 2nd Vice President

- Jan FRIDRICH (Czech Republic) Delegate

- Catherine DARTOIS (France) 1st Vice President

- Christian TEUBER (Germany) Delegate

- Maurizio CHELI (Italy) Delegate

- Knut BRODRESKIFT (Norway) Delegate

- Carl ROENN (Sweden) Delegate

- Roger HOPKINSON (United Kingdom) Delegate

- Elaine FECHER (Germany) Secretary

FAI Representative

- Jean-Marc BADAN FAI Secretary General

CIMP Representative to CIACA

- Dr. Jürgen KNÜPPEL CIMP President

2. Apologies for absence, proxies, conflict of interest

Neither apologies for absence nor proxies have been received. No conflicts of interest were expressed.

3. Minutes of 36th CIACA meeting

The President thanked Mrs. Fecher for her help in preparing the minutes. No corrections have been received and the minutes were approved by the delegates. The agenda for the 37th meeting was also accepted unanimously with no items being added.

4. Actions pending from previous meetings

Action 1-2011: No written proposal for the amendment of the Henri Mignet Diploma rules was circulated. The present rules are given in the by-laws. It was agreed that the relevant by-law should be circulated with these minutes.

Action 2-2011: No progress on educational and social initiatives.

Action 3-2011: No progress on the sporting code for ornithopters as the technical standard has not yet been defined.

5. CIACA President report

In his first year as President, Alfons Hubmann has spent most of his time finding his way around the FAI. This has been complicated by the fact that there have been wide-ranging changes in the FAI structure, including the fact that CIACA has now become an Air Sports Commission as opposed to a Technical Commission, its past status.

During the General Conference there was some question as to whether CIACA should be made an Air Sports Commission as other commissions feared overlapping of activities and were not aware of the technical effort involved in building an aircraft. Mr. Hubmann summarised the presentation he gave in Belgrade. In the future, particular emphasis should be put on new technologies (solar, electrical, hydrogen-powered). CIACA must prove that it can develop new activities and co-operate with other Air Sports Commissions.

It is Mr. Hubmann's aim to develop CIACA and make it more global. FAI has more than 100 members whereas, officially CIACA has only 28. All of the delegates regularly attending the CIACA meetings are from European countries. With the establishment of EFLEVA, pure European aspects can be dealt with there, leaving CIACA more scope for global questions.

6. FAI General Conference 2011

The General Conference 2011 was held in Belgrade. Jean-Marc Badan informed the delegates that the minutes and all relevant documents are available on the FAI website. For this reason, his report emphasised the aspects affecting CIACA.

The FAI statutes and by-laws have been changed to include CIACA as an Air Sports Commission and CIACA is now responsible for compiling rules for all competitions - global, international, national - in the amateur-built sector. The sporting codes must be in accordance with the FAI Constitution and the General Section of the FAI Sporting Codes. CIACA is also responsible for promoting amateur-built activities, carrying out studies and making recommendations.

Jean-Marc Badan also informed the delegates of the changes being made at the FAI. A regional management system is being established to help develop local contacts. Regional vice-presidents have been named and a trial is being carried out in 3 areas. Expert groups are also being established to better deal with specific topics - flight safety, training, etc. A commercial company will be set up under Swiss law to promote and develop events, sponsorship, etc. CIACA projects, particularly those involving new technologies, could be of interest to future sponsors and profit from this new commercial company.

The FAI office has also seen changes. Jean-Marc has been appointed FAI Secretary General. The post of Senior Sports Manager has been created and Rob Hughes has been appointed. A new IT manager post has also been created to cope with the changes made in the website and the new communication channels. The CIACA section of the website requires improving. It must be updated and kept active. Project management tools are now available.

7. World Air Games (WAG)

WAG were originally planned for 2013. However, due to the present economic situation, no country could be found to host WAG in 2013. It was thus decided to postpone WAG until 2015. This also has the effect of not co-inciding with the World Games. The bidding process for 2015 has not yet been opened.

Mr. Badan stated that proposals concerning potential events should be in place before the decision is taken as to the venue for WAG to allow any bidders the opportunity of looking for appropriate locations for events. A discussion arose as to what should come first, the decision concerning venue or potential events. Mr. Badan suggested that if a concept was in place, it would be easier to find sponsors.

It was decided to set up an on-line forum to collect ideas during the next 3 months. A general proposal should then be compiled within 6 months and a definite proposal available for the next CIACA annual meeting.

8. CIACA Awards 2011

Phoenix Diploma 1 nomination : Mikael Carlson, SWE : Fokker D VII

Carl Roenn briefly summarised this nomination. The delegates voted unanimously to award the Phoenix Diploma to Mikael Carlson for the restoration of the Fokker D VII.

Phoenix Group Diploma 1 nomination : Stephen Slater and Matthew Boddington, GBR : BE 2c.

Roger Hopkinson summarised this nomination, explaining that it was the restoration of a semi-replica which had been built in 1969 and used for a "Biggles" film. The aircraft was taken to the USA where it crashed and was feared lost. 2005 it was recovered and restored. One of the restorators is the son of the original builder. The delegates voted unanimously to award the Phoenix Group Diploma to Stephen Slater and Matthew Boddington for the restoration of the BE 2c.

Henri Mignet Diploma 1 nomination had been received from France. However, it missed the deadline for nominations and it was not in English. For this reason the nomination was turned down. Mr. Badan invited France to supply a summary in English and re-nominate the project for 2013.

9. CIACA Educational and Social Initiatives

Carl Roenn informed the delegates that EU funding for such initiatives is available. As an example, he suggested a project involving the construction of electrically-powered aircraft by school groups in various countries. It was agreed to set up an on-line forum. Mr. Roenn will supply general information on the possibilities of EU funding within a month.

ACTION 1 : Carl Roenn

Alfons Hubmann will forward the relevant access information to CIACA members so that ideas can be discussed. A final proposal should be ready within 3 months.

ACTION 2 : Alfons Hubmann

Should such a proposal be a success within Europe, it could then be extended to the global scene.

Mr. Badan reminded Mr. Hubmann of a Commission Presidents' meeting and suggested that it could be helpful if Mr. Hubmann had the general information at this meeting. Mr. Roenn promised to try to provide the information on time.

Mr. Hopkinson informed the delegates of the situation in the UK. The LAA has set up a charity which offers educational activities to potential builders. The fees collected for such seminars are then used to finance youth work. The seminars also ensure future home-builders have higher-quality skills. Unfortunately, general information which could be passed on to the educational commission and presented on-line does not appear to be available.

10. New technologies and their progress for aviation

Alfons Hubmann had asked Hermann Eigner to make a short presentation on new technologies and the progress made in the past. Mr. Eigner first looked at the historical aspects before going on to deal with the modern opportunities. The presentation was very informative and Mr. Badan asked Mr. Eigner to make it available for the CIACA website. An on-line forum will be opened to allow discussion and augmentation of the report. This is a field where CIACA can be leading among the other FAI commissions.

11. FAI Sporting Codes for CIACA events

Catherine Dartois presented a short summary of the kinds of competitions which could be held at national, continental and global levels involving amateur-built and vintage aircraft and for which sporting codes could be defined. She offered a total of 7 categories: new design, restoration, workmanship of kit aircraft and aircraft built according to plans, environmental and economy aspects, electrical aircraft, solar-powered aircraft, Formula 1 race and combinations thereof. She suggested the establishment of a working group, the members of which should have some experience in competitions at the national level. It is also not necessary to define completely new rules. Rules applied at WAG could be appropriately adapted; RSA France rules could be adapted; rules for competitions held by other commissions could be adapted. Rules available in the USA may also be relevant.

Mr. Hubmann asked Ms. Dartois if she would head the working group. Ms. Dartois accepted and it was agreed to open an on-line forum where discussions could be carried out. Mr. Hubmann asked the delegates to nominate experts to participate in this working group.

ACTION 3 : All delegates

12. Update on other relevant bodies

Roger Hopkinson, UK delegate and Chairman of EFLEVA, gave a short report on the work done in the past year. An EFLEVA Technical and Business Conference has now been established which will be held in October. 2012 the conference will be held in Duxford on 27th October.

EFLEVA represents its members on regulatory matters and has representatives on a few EASA working groups. Progress has been made on the border crossing issue and a level of regulatory harmonisation has been achieved between DGAC (France) and CAA (UK) which could be applicable to other bilateral relationships. An attempt has been made to collect safety data but this is proving difficult as information standards vary. EFLEVA is also involved in the light aircraft sector. It is hoped that progress can be made as 12 countries have already accepted existing definitions with a further 9 in the process of accepting. The licence and medical examination aspects remain difficult.

The FCL changes made by EASA must now be put into force by the national authorities. It remains to be seen how this will work. There is still a possibility that pilots may require different licences depending on whether they fly EASA-certified or Annex II aircraft. Part M is also under review. It is hoped that the changes will ease the situation for Annex II aircraft.

CIACA delegates occupy two seats in EAS working group where the general problems mentioned above are also discussed.

13. Problems and progress in the home-building community

Before the meeting, several written reports had been received. Each delegate summarised the situation in his/her country.

All country reports received by the FAI accompany these minutes.

14. Public relations

The FAI has a new website and a professional has been appointed to the new IT manager post. It is thus hoped to better combat problems and to make more effective use of all modern communication opportunities. Jean-Marc Badan reiterated the fact that the website can only be as good as the information received. He also suggested that members make their own information data-bases available to all CIACA members rather than set up a new CIACA data-base.

Catherine Dartois underlined the need for a "paper" brochure. It is not always possible to use on-line presentations. A brochure could help increase the number of delegates attending from other continents. A discussion arose concerning the costs involved (CIACA still has no budget) and the fact that once information is printed it is no longer current. Mr. Hubmann asked delegates to inform him of what should be posted on the website and in such a brochure. He would then compile appropriate information blocks and have them posted. Once funds are available, brochures could then be printed on demand.

ACTION 4 : Alfons Hubmann

15. AOB

Roger Hopkinson supplied a brochure on restrictions to airspace in England during the Olympic Games in August 2012.

16. CIACA budget 2012 - 2013

CIACA does not have any income at present. However, it is hoped that this situation will change once the commercial company has been established by the FAI and CIACA

17. Election of office bearers 2012 - 2014

Due to the changes taking place within the FAI and the fact that CIACA has just become an Air Sports Commission it was proposed that the office bearers be elected for a 2 year period. This proposal was accepted unanimously. As a result of an open ballot, the following office bearers were elected:

President:	Mr. Alfons Hubmann	(Switzerland)
1 st Vice President:	Ms. Catherine Dartois	(France)
2 nd Vice President:	Mr. Hermann Eigner	(Austria)
Secretary:	Ms. Elaine Fecher	(Germany)

18. Date and place of next meeting

The 38th CIACA meeting will take place in Lausanne on Saturday, 4th May 2013 (alternative Saturday, 13th April 2013).

Prepared by Elaine Fecher

Approved by Alfons Hubmann

Annex 1:

FAI By-Law 7.13.2 pertaining to the Henri Mignet Diploma

7.13.2. THE HENRI MIGNET DIPLOMA

7.13.2.1. History. Henri Mignet was a legendary French amateur aircraft builder, and designer of the popular 'Flying Flea'. This Diploma was established by the FAI in 1984 upon a proposal by the FAI Amateur Built Aircraft Committee. The award commemorates and should remain in the spirit of Henri Mignet's "Aviation for all" philosophy.

7.13.2.2. Eligibility. This diploma may be awarded to an amateur aircraft builder or a group of builders, who have developed an aircraft of any category (including microlights) which has one or more of the following characteristics:

- *Low cost of operation and of building,*
- *Simple design (use of non-sophisticated design practices and techniques),*
- *Ease of construction and maintenance,*
- *Outstanding flying characteristics,*
- *Special features and innovative concept.*

7.13.2.3. The proposal may involve any of the following:

- *use of "non aviation" engines*
- *alternate fuels*
- *use of alternate materials (non-aeronautical standards)*
- *low noise levels*

7.13.2.3.1. The aircraft should have received its certificate of airworthiness or equivalent.

7.13.2.4. Frequency and Number. Only one Diploma may be awarded each year.

7.13.2.5. Nomination and Approval. Procedures shall be as described in Chapter 9 of the Statutes, subject to the following additional conditions:

7.13.2.5.1. Proposals shall contain:

- *a description of the aircraft – general characteristics including details of materials used, construction methods,*
- *a history of its development and building,*
- *the names of the designer(s) and the builder(s),*
- *three view drawings and a minimum of three photographs taken from various angles,*
- *a short report of flight tests.*