



FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE

AMATEUR-BUILT & EXPERIMENTAL AIRCRAFT COMMISSION
C.I.A.C.A.
COMMISSION INTERNATIONALE DES AMATEURS CONSTRUCTEURS D' AERONEFS

RECORDS BY AMATEUR-BUILT AIRCRAFT

Message from CIACA President Pierluigi Duranti

Dear members of CASI,

A reply to my letter of April 11th, 2005 (enclosed) I have had a profitable exchange of correspondence with Art Greenfield (GAC), which seems to open the path to a possible step forward in the direction to apply a dedicated box in the "preliminary claim" form for Aeroplanes records, pointing out if the relevant machine is an "Amateur-built" one or not.

Unfortunately, no other commissions have declared their position about, so far. On the other hand the subject, though not critical, has demonstrated not to be completely trivial also for other Air Sports.

To support this I like to mention the recent application that CIACA have received from Australia, discussed and proposed for the "Mignet Diploma 005": the Amateur-built, light weight 400 m³ hot air balloon "Griffin Mylar Magic" which has been designed and built specially to break the FAI X-2 World Duration Record, what seems to have happened on February 1th, 2004 with a flight of 4 hrs, 39 min. and 50 sec.

I do not know whether such record has definitely been endorsed, but the innovative and technologically advanced design, as well as its simplicity, cheap construction and outstanding performance exhibit the "Aviation for All" philosophy of Henry Mignet and, for that reason, CIACA put forward the proposal for awarding the Diploma.

If the record will be officially recognized by FAI, this would be a typical example of what we mean: the record would be accomplished by an "amateur-built" Hot air Balloon (Officially certified in Australia as such by the Australian Civil Aircraft Register). In this case CIACA would consider correct that in the official document its belonging to the "Amateur-built" community of flying machines be officially recognized. But, in view of a systematic recognition of this particular situations, where the record breaker is also the constructor of his/her machine, it would be recommended that any Air Sports Commission (with the obvious exclusion of the aero-modellers...) introduce a dedicated box "Amateur-built" in their "Record Claim form".

Similar situations can, or will in the future, be applicable to records of "Amateur-built" gliders, helicopters, gyrocopters etc.



FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE

AMATEUR-BUILT & EXPERIMENTAL AIRCRAFT COMMISSION
C.I.A.C.A.
COMMISSION INTERNATIONALE DES AMATEURS CONSTRUCTEURS D' AERONEFS

CIACA Proposal : Recognition for FAI records broken by Amateur-built aircraft

It is not infrequent that FAI records be performed by means of Amateur-built and Experimental aircraft. In the frame of the CIACA meetings discussions the subject has been raised with a clear aim at obtaining a certain "visibility" about the non-negligible fact that the relevant flying machine is not an industrial common product.

In our opinion it is worth to make people aware of the fact that a certain performance has been obtained with an homebuilt aircraft. The record itself deserves even more merit if the record-man/woman have personally built or have significantly contributed in building their own machine.

The question has been raised how it is formally possible to ascertain whether the relevant flying machine actually is an "homebuilt" aircraft or not. Even more difficult is to verify if the record-man/woman have personally built the machine.

Whilst agreeing upon these difficulties CIACA are herein putting forward a proposal to initiate a process in the direction to pursue, in future, the goal to clearly make public the belonging of the relevant flying machine to the Amateur-built and Experimental aircraft community.

To start with, our proposal is to include, within the information to be provided in the record application form the box " Home built" or "Experimental" or "Amateur-built" YES/NO.

Such definitions, in fact, in most countries are explicitly declared in the aircraft certification documents (therefore they can be checked if necessary).

The question whether the record-man/woman has actually played a significant role in the construction could be, for the time being, avoided. However a possible path, involving the relevant NAC responsibility, could be studied and defined in the future, aimed at providing also this piece of (formal) information.

Our intention is of course not in any way to detract from the achievements of record-breakers who did not build their own aircraft, but simply to identify which great achievements can justifiably be considered to belong to the community of home-builders.

CIACA will very much appreciate this first step towards the recognition of an important difference which should be dutifully recognized.