



*Fédération  
Aéronautique  
Internationale*



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# Minutes

## of the Annual Meeting of the **FAI Amateur Built & Experimental Commission**

**held in Paris, France  
on 31 March 2006**

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**Minutes of the 31<sup>st</sup> CIACA -FAI Meeting**  
**Held at Aero Club de France Headquarters, Paris**  
**31<sup>st</sup> March 2006**

**PRESENT:**

In the chair	Mr. Pierluigi	DURANTI (Italy)	President
AUSTRIA	Mr. Johann	GUTMANN	Delegate
FRANCE	Ms. Catherine	DARTOIS	Delegate
	Mr. Frédéric	HUBSCHWERLEN	Observer
	Mr. Hedhi	BELAGE	Alt. Delegate
GERMANY	Mr. Christian	TEUBER	Delegate
	Ms. Elaine	FECHER	Secretary
SWEDEN	Mr. Carl	ROENN	Delegate
TURKEY	Dr. Suleyman	TOLLN	Delegate
U.K.	Mr. Graham	NEWBY	Delegate
	Mr. Chris	FINNIGAN	Alt. Delegate

**1. Introduction and welcome**

Opening the meeting the Chairman welcomed the participants and thanked Catherine Dartois for the excellent preparation of this 31<sup>st</sup> meeting of the Commission.

**2. Apologies for absence, proxies**

The Swiss delegate, Werner Schneider, had expressed his intention of attending but, due to unexpected commitment at the very last moment, he was prevented from joining. He had sent apologies, in particular because he was not able to personally give an update on the CIACA technical forum. However, he had sent a written report about the progress in the CIACA web site status.

No other apologies for absence had been received, rather surprising concerning the small number of delegates who were actually present at the meeting.

A change in the delegate for the Netherlands had been announced (Mr. Dorus Lendering in place of Mr. Olaf van Bockel) . However, no delegate from the Netherlands attended.

**3. Minutes of 29<sup>th</sup> CIACA FAI meeting**

The Chairman thanked Mrs. Fecher and Mr. Newby for their help in preparing the minutes, which were unanimously accepted.

The agenda was also accepted unanimously with no items being added.

**4. Actions pending from previous meeting**

The Chairman then went through the actions pending from the previous meeting, with the exclusion of those which were covered anyhow by dedicated agenda items :

Action No. 4: Henri Mignet diploma: unfortunately once again there has been no nomination for this award.

Action No. 8: CIACA technical forum: the action is still kept pending as Werner Schneider was not present at the meeting and no progress report could be given.

## 5. CIACA President Report

Most of what the Chairman had to report is covered by individual agenda topics.

However, the Chairman made some comments on CIACA visibility within the FAI scenery and the possibility for CIACA to better contribute to the promotion of Air sports. The amateur-built movement is a very large one in the world and it would deserve more popularity. He also pointed out that, due to the absence of competition-oriented events for homebuilt aircraft, the movement neither creates money-raising opportunities nor attracts very large number of spectators with the exception of a few big international fly-in's. He also pointed out how strongly the FAI community is "competition-oriented" which, not necessarily, means "air-sports" oriented.

The actual meaning of "Air-sports" should be better and more deeply assessed. It is, in fact, to be wondered whether someone who builds his own airplane and flies it, in certain cases with significant performance though non-competition-oriented, does not deserve to be considered as belonging to the family of "Air-sports". Also due to this ambiguity, not being formally recognized as an "Air Sports" commission, CIACA is prevented from voting within FAI, thus further reducing its capability to be listened to as deserved by the FAI community.

This, in turn, makes the commission less effective than potentially expected, and this might be one of the reasons for limited delegate attendance. In certain occasions, in fact, some of them have pointed out that the member of their national communities expects more effective results from the presence of their delegate in the CIACA.

After a discussion on the above matters the following series of actions, aimed at improving the situation, were agreed :

- to keep developing socially-oriented initiatives and harmonize them, to make them popular through proper information channels, and to aim at producing the often proposed "international social homebuilt aircraft initiative" (cf. topic 10).
- to keep supporting the development of solar-powered aeroplane initiatives, which sooner or later will offer CIACA the opportunity of supervising sport events in this field (record breaking attempts at first).
- to keep supporting the initiative to develop a specialized homebuilt racer class as a premise to further specialized spectacular competitions (cf. topic 11)
- to significantly improve the effectiveness of information distribution via a live web site.

## 6. FAI General Conference

The FAI(Centenary) General Conference was held in Paris. A written report supplied by Max Bishop was presented. The CIACA Chairman, in fact, could not attend because he had to choose in favour of the CASI meeting, held a few days before, which the Chairman felt he had to attend, where two important items relevant to CIACA were on the agenda.

In summary, these were the main outcome of interest for CIACA:

- New Members: Jordan, Moldova, Uruguay, Mongolia.
- Board empowered to establish a Membership Working Group to study new FAI membership rules.
- Board to continue work on World Air Games (2009?)
- Executive Board Minutes now to be made public.
- 2006 FAI General Conference in Santiago de Chile
- **FAI Gold Air Medal to (Amateur-aircraft builder) Jon JOHANSON (Australia) for his extraordinary performance ([www.vansaircraft.com/public/jj-persn.htm](http://www.vansaircraft.com/public/jj-persn.htm)) :**
  - three times round the world (1995,1996,2000)
  - both poles

The Chairman closed his summary with words of thanks on behalf of Max Bishop to Catherine Dartois and RSA France for their support in organising the General Conference.

## **7. CIACA at ILA2006**

The Chairman reiterated the fact that ILA2004 had been a promotional success for CIACA. It was thus more than surprising that the response to ILA2006 has been very limited. Before the meeting, only Austria and Italy had nominated members to fly to Berlin. The Chairman asked if any nominations from other countries would be made. No new nominations were forthcoming. It was thus decided to propose all 5 volunteer aircraft to the organisers of the exhibition.

**Action No. 1: P. Duranti + E. Fecher**

The idea to organise a fly-in during the week-end of ILA2006 at Schoenhagen Airfield had to be abandoned due to lack of interest. It was suggested that, instead of trying to organise a CIACA fly-in, it would be easier to present CIACA at the national fly-ins. To this end, a flyer should be published which could be made available to all delegates. Due to the fact that FAI is interested in increasing its popularity in the aviation world, the Chairman was optimistic that money could be made available to finance such a flyer and took the action to investigate about feasibility and possibility to obtain support from FAI Hq.

**Action No. 2: P.Duranti**

**(Post-meeting notes :** On May 19<sup>th</sup>, 20<sup>th</sup>, 21<sup>st</sup> the foreseen international group of homebuilt aircraft attended the Berlin ILA 2006 Aerospace Exhibition. A limited but very interesting representative of German, Italian and Austrian Amateur-built aircraft have been admired by thousands of visitors in a dedicated display area. CIACA President P.Duranti and Vice-President C. Dartois, as well as the Austrian Delegate H. Gutmann were also present and were very well received by the board members of the German Homebuilders Association OUV. See official web site of ILA 2006 , where in the photo gallery the CIACA Display area is also presented).

## **8. FAI Centenary celebrations**

The Chairman showed a presentation from Max Bishop on the FAI Centenary Celebrations (14.10.1905), together with the Table of High Flyers (see summary in Annex 1).

In that frame the 22<sup>nd</sup> FAI World Grand Prix took place from 26<sup>th</sup> to 28<sup>th</sup> August 2005. Werner Schneider and his colleagues of EAS (Swiss Homebuilders Association) attended for CIACA (see display area in the Annex 1 presentation).

## **9. CIACA awards**

### **Phoenix Diploma**

After a short presentation of the project by Hans Gutmann, Mr. Krobath (Austria) has been unanimously awarded the Phoenix Diploma for the re-construction of the "Autoplan" , built in 1909 by the Austrian aviation pioneer Alfred Ritter von Pishof, who flew it the first time in 1910 at the Wiener Neustadt Airfield.

### **Phoenix Group Diploma**

The Chairman presented the Italian nomination for the Phoenix Group Diploma. "Giorgio Pirovano and Friends" group have been unanimously awarded the Phoenix Group Diploma for the re-construction of a 1973 Gazelle helicopter.

### **Henri Mignet Diploma**

No nominations

The Chairman concluded this topic of the agenda by reminding the delegates that, despite the fact that there are several interesting projects ongoing, too few nominations are received. He asked the delegates to make their national associations more aware of the CIACA awards.

**Action No. 3: All delegates**

## **10. Educational and social initiatives**

A few years ago, there were virtually no such activities. Now, they are very much on the increase. It is the most important aspect as far as underlining the effectiveness of CIACA is concerned.

In the past, there has been much discussion on organising an international initiative with the help of EU money. The Chairman asked Carl Roenn whether this was still feasible. Mr. Roenn is optimistic that it can still be done. He apologised for the fact that he had not gained much ground in this respect but his professional work-load has increased recently.

The Chairman encouraged those countries where such projects are operating successfully to pass on their experiences to those members who would like to start an initiative. He further described a new project in Italy involving aerospace technician students who are building two P 130 micro-lights.

Catherine Dartois described in detail the situation in France. The RSA youth programme officially covers about 20 projects at present, although there are several others which have not yet been registered. One problem which has arisen recently is that several projects rely heavily on individuals and when the individual is no longer available, the project dies. However, there is a lot of interest throughout France in such projects.

Sweden has 7 projects ongoing at the moment. Carl Roenn explained that a foundation has been established by the Royal Aeronautical Society and the EAA based on the "School at Work" programme.

In the UK, 4 groups of Air Scouts have built one aeroplane and flew for the first time at the beginning of the winter. It is planned to go to various air shows to promote such initiatives. Graham Newby also reported about the Air Camps which the PFA organises in collaboration with the Boy Scouts movement. Six such air camps have already been held and have been a great success. He offered the syllabus to any members interested in organising similar events.

The initial idea to organize the construction of an internationally-built homebuilt aircraft was again discussed, to be based on components built in different Countries by groups of students and/or young people in general (including those affected by social difficulties) . A research for a Coordinator and a sponsor shall be conducted as a starting point .

### **Action No. 4 : P.Duranti**

In summary, the Chairman underlined the importance of these initiatives and suggested that they be included in the flyer which CIACA would like to print.

The Chairman thanked the delegates for their interesting presentations and then ended the morning session of the meeting.

## **11. New home-built racer class**

Frédéric Hubschwerlen gave an interesting progress report on the home-built micro-light racer, MTOW ca. 280 kg (with parachute) . The technical rules have now been completed. Progress has also been made on the micro-light itself with plans now being drawn. Dyn Aero has indeed developed a kit which more or less fits the rules. Three wing configurations have been examined and the project is now in the detailed design phase. Calculation reports are being compiled as per JAR-VLA and BCAR.

Once the prototype has been fully flight-tested, plans will be made available via RSA (2007). It is hoped that the wing will be completed in June and that the fuselage will follow in the summer.

This aeroplane will be used to launch the race idea of a very simple and cheap to build aircraft. A critical goal, then, is to persuade industry to get involved.

It is hoped that the first race could be held during the World Air Games in 2009 as such a race would be spectator-friendly.

### **Action No. 5: Frédéric Hubschwerlen**

## **12. Discussion on main problems and progress of each country.**

Unfortunately, only a few countries (Italy, Sweden, Switzerland, Turkey, annexes 2,3,4,5) have supplied their reports in time for the meeting. The Chairman asked the delegates to make sure that the reports for the next meeting be handed in on time.

**Action No. 6: all delegates**

## **13. EASA MD 032, Terms of reference**

Graham Newby handed out a paper which he asked the delegates to study before the meeting on 1<sup>st</sup> April of the Europe Air Sports committee. A discussion was postponed until that meeting.

## **14. Definition of "Amateur-built Aircraft"**

A few months ago, the Chairman had asked delegates to ascertain which definition of "Amateur-built Aircraft" is applied in their countries. This request had arisen from discussions with the various sport commissions within FAI as regards to the request of CIACA to include the term "Amateur-built Aircraft" in the recognition of world records, should such a record have been completed by such kind of aircraft. Some sport commissions had not seen themselves able to include this term as they had no definition of it. The delegates pointed out that "amateur-built aircraft" are indeed defined by FAA and the European Law (Through EASA) and that definition shall therefore be accepted internationally :

"aircraft of which at least 51 % is built by an amateur, or a non-profit making association of amateurs, for their own purposes and without any commercial objective"

Note : The subject of record performed by means of "Amateur-built Aircraft" was to be covered in the frame of the CASI meeting. In fact, the CIACA Chairman, on that occasion, had to confirm that the concept was not to have extra records or to change existing records, but simply to add the designation "Amateur-built" to existing documentation where this applied to the aircraft concerned. It was suggested that this should include aircraft with this designation in their official airworthiness document. After discussion, this was agreed for all FAI classes, except model aircraft in which most were already amateur-built. ASC Presidents, except CIAM, were asked to have the amateur-built designation incorporated in their record documentation.

## **15. Electrically and Solar powered Aeroplanes (SpA)**

The Chairman reported that the rules concerning records with these types of aircraft have now been compiled by the CIACA subcommittee, thus implicitly underlining CIACA's competence as a "sports" committee. The Icaré solar-powered aircraft built at the University of Stuttgart by a group headed by Prof. R. Voit-Nitschmann is now ready to perform a record whilst the Solar Impulse, under development by the Swiss team led by Bertrand Piccard, aim at performing an around-the-world trip within a few years.

Note: The CIACA Chairman had to visit the FAI CASI meeting in order to "defend" the CIACA responsibility for the new Section of the FAI Sporting code for Solar-Powered Aeroplanes (SpA). In fact FAI Statute 5.7.1 shows that CIACA is one of four Technical Commissions of FAI. Statutes 1.6.1.2 and 5.6.2.2 show that it is only the Air Sport Commissions that have powers to control a specific section of the Sporting Code. Therefore, the CASI Bureau had suggested that SpA continue to be attributed to CASI but that CASI should formally appoint CIACA as its agent to manage the new SC 13 on its behalf.

The CIACA Chairman presented his position and pointed out that, if records were to be properly registered by FAI, a Sporting Code needed to cover SpA and a draft Code number 13 for SpA (SC 13) had been prepared by CIACA. The CASI President complimented him on the large amount of work that had been done as the result of 10 years work by CIACA and that noticeable development in SpA had happened during this time.

Pierluigi Duranti stated that CIACA preferred to be fully in charge of SC 13 but accepted that a Statute change would be necessary before this could happen. He also said that in several CIACA reports to General Conference, their work on SpA had been accepted without any mention of a Statute change being required. It was reported the best solution was to accept the CIACA work. The CASI President said that the draft should be checked so that it could be ensured that it was compatible with the other Codes in terms of procedures and wording. This was agreed and the CASI Bureau was given this task.

**As a conclusion it was stated by CASI that Section 13 will be formally under the control of CASI but CIACA is appointed as CASI agent to manage the document.** Future updates will be drafted by CIACA and copied to the CASI Secretary who will circulate them to [casi-com@fai.org](mailto:casi-com@fai.org) for delegates and [nac-active@fai.org](mailto:nac-active@fai.org) for NACs , in case there are any comments before the update is issued by FAI.

## **16. CIACA technical forum**

Unfortunately due to the absence of Werner Schneider, no information can be given on this item.

## **17. Public relations / press / communications**

### **Information data-base**

In the past, a table containing general information about the amateur-built aircraft situation in the member countries had been compiled and regularly updated. However, the table has not been updated for a few years now. The Chairman proposed that the table be sent to the delegates so that they can both provide up-to-date information and put forward proposals how to improve the table content. Once the table has been updated it will then be placed on the CIACA website and kept alive.

**Action No.7: P.Duranti**

There had once existed a much more detailed data-base, including a comparison between the different countries regulations, which Catherine Dartois had compiled but (as confirmed after the meeting), due to computer changes and problems, this data base has been lost.

Therefore Catherine will propose a new scheme for the data base, to be then circulated to all Delegates for comments.

**Action No.8: Catherine Dartois**

The CIACA website is now up and running. Werner Schneider is undergoing training to enable him to edit the content of the website. The database on the original site had been growing as individual home-builders had supplied information about their aircraft. It was thus suggested that Werner Schneider be asked to send a monthly email to delegates asking for information - as a reminder.

The report made by an independent IT expert and handed over by Chris Finnegan will be passed on to Werner Schneider. Mr. Finnegan stated that the IT expert had also offered further assistance. should it be required.

The delegates were also asked to set up links between their own websites and the CIACA website. Appropriate reciprocal links will be set up from the CIACA homepage.

## **18. CIACA economic situation**

Nothing has changed with respect to the economic situation. Suggestions as to how to improve the situation are very welcome. The Chairman mentioned that FAI headquarters might be requested to offer limited support for specific actions, such as the printing of a small brochure.

## **19. Other business**

Hans Gutmann reported on the contribution made by the amateur-built community to round-the-world flights. There is a website [www.earthrounders.com](http://www.earthrounders.com) and he suggested a link be set up with the CIACA website. He hopes to organise a flight of amateur-built aircraft to the Olympic Games in China in 2008.

The Chairman reminded the delegates of the Alvaro de Orleans Bourbon foundation which makes an award every two years for special aeronautical performance. He suggested proposing contributions. The deadline for nominations is 30<sup>th</sup> June 2006.

He also asked Germany if there was a possibility of improving contacts between CIACA and the city of Ulm which awards the Berblinger Prize for new technical ideas in aeronautics.

### **Action No. 9: Elaine Fecher**

A general discussion on the purpose of CIACA followed. The Chairman underlined the importance of personal contact between the various countries and the fact that in the past, countries which had experienced problems with their authorities with respect to amateur-built aircraft had been able to benefit from the experience of those members who had already managed to establish such a community. Now, however, this aspect is becoming less important as most countries accommodate amateur-built aircraft. Does CIACA have a future?

The delegates stressed the importance of CIACA as a good forum for the exchange of ideas and help with national authorities. Hans Gutmann reported that IFR flight for the home-built was now being initiated in Austria due to the fact that it is permitted in Sweden, information Austria would not have had, had it not been a member of CIACA.

(AS a post meeting notice, in this respect, the Chairman informs that contacts with the Czech Republic amateur-built aircraft movement have recently been established, with a request for information by homebuilders who need support in their dialogue with the national Czech authorities).

## **20. Election of office bearers 2006 - 2007**

As a result of a secret ballot, the following office bearers were elected:

President:	Mr. Pierluigi Duranti	(Italy)
1 <sup>st</sup> Vice President:	Ms. Catherine Dartois	(France)
2 <sup>nd</sup> Vice President:	Mr. Carl Roenn	(Sweden)
Secretary:	Ms. Elaine Fecher	

## **21. Date and place of next meeting**

The 32<sup>nd</sup> CIACA meeting will take place in Rome on 20<sup>th</sup> April 2007

Prepared by Elaine Fecher

Approved by Pierluigi Duranti