

European Disabled pilots



A global oversight of « unusual » flying

A thousand of disabled pilots

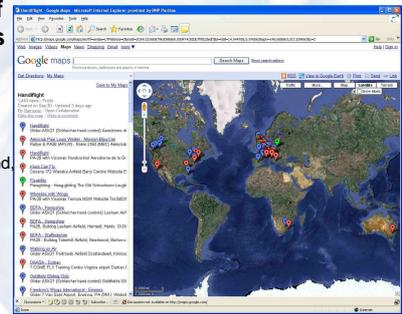
Flying mainly in :

- North America,
- Europe
- Australia & N-Zealand.

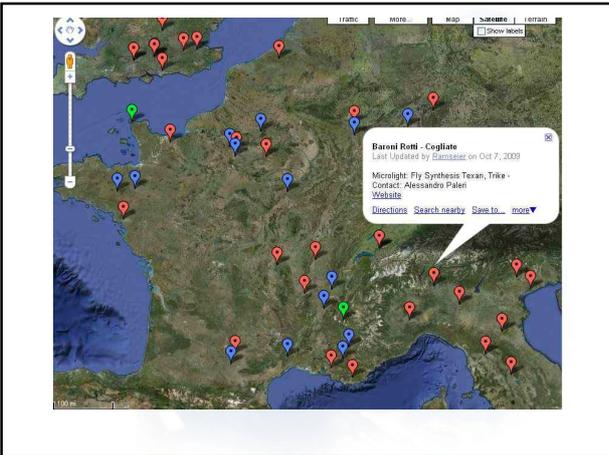
Bearing a

- sensorial : 10%
- physical : 90%

•disability



<http://www.aerodrome-gruyere.ch/handflight/map>



... In Europe :

More than 600 disabled pilots flying :

- Gliders : 20 %
- Ultralights : 35 %
- Certified ACFT : 45 %

Most of them bearing a physical disability

– Among which five professional pilots –

A bit of history

1941 Douglas Bader



A bit of history

A left arm amputee,
Earl de Guitaud d'Epoisse

buys and adapts a
BOISAVIA Mercurey in
1953.



Which he ferries to
Madagascar

(pict 1984)



A bit of history

1962

Raymond **Shallow**

Flies a glider fitted with a « cane » that allows him to operate manually the rudder



A bit of history

1970's

Several paraplegic pilots throughout the world realise

Adaptations

- i.e. hand controls – on different certified aircraft and gliders.



A bit of history

1980's and 90's

Several deaf persons

Train and get their

pilot licence

(generally with partial restrictions),



A bit of history

2004

THE « SOUNDFLYER »



mirauds.volants@free.fr

Regulation issues

- EASA member countries have at present a very wide scope of regulations :

from complete impossibility (latin Countries + many East Europe Countries)
to more or less restrictive adapted licences rules

- In all cases two issues have to be addressed :
 - the medical certificate ;
 - the technical adaptation

Regulation issues

The future European regulation

- Open and flexible rules
 - No specific law applying to disabled flying
 - A clear medical setup
 - Coded restrictions applying to most common cases
 - A larger decision responsibility left to FE

Technical adaptations



Technical adaptations



- **THE FUTURE :**

Fly-by-wire hand control
of the rudder

Will allow the lower limb
disabled pilot to control
the aircraft with
ergonomics 100 %
similar to any pilot

Disabled Aviators and FAI

- No privilege
- No specific air sports competition for D.A.
- FAI's support for regulations / certifications
- Communication mutual support

THANK YOU
FOR YOUR ATTENTION

ANY QUESTIONS ?