# Annual Report

**to the 104th FAI Annual General Conference**
Dublin, Ireland
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The Amateur-built & Experimental Aircraft movement in the world is very healthy.
Unfortunately the community is much larger than what can appear in the FAI meetings and events. In fact, in several countries, either the aircraft homebuilders associations are not linked to their national Aero Club, or the National Aero Clubs do not nominate a delegate or do not encourage their delegates to be more active .
Of course this unpleasant situation weakens the strength of CIACA and reduces the circulation of information to and from a number of countries, thus limiting the potentiality of our initiatives. Certain national homebuilders associations do not find advantages in participating in the CIACA activities. Some of them used to attend in the past, when aircraft homebuilding was not legal in many countries or it was much harder than now to establish proper relationships with the local Civil Aviation Authorities. At that time CIACA helped a lot of countries to start and to undertake a profitable dialogue with their CAA . Nowadays, especially in Europe, this problem has been solved and aircraft homebuilding is largely recognized as a legal activity, although the level of satisfaction and the rules are still different from one country to another.
Outside Europe several associations are linked to the U.S.A. Experimental Aircraft Association, a powerful international organization that have no delegate in CIACA.
As far as the European airworthiness rules for homebuilt aircraft is concerned, the subject is now covered by the recently established European federation EFLEVA which, in particular, takes care of representing the European homebuilders community with respect to EASA. To be member of EFLEVA is expensive and certain countries give priority to such investment rather than sending their own delegate to CIACA meetings.
Another reason of such poor participation can be found in the absence, in the past, of official (FAI) international competitions for homebuilt and experimental aircraft, which on the contrary is the case for most of other air-sports.
In this respect the strong effort of CIACA to be one of the Air-Sport disciplines represented in the WAG Torino 2009 has proven successful. We are very determined to support future WAG editions and to improve quality and visibility of our WAG initiatives. We have deeply assessed the result of that first experience and have established a dedicated committee that will revise the WAG rules for experimental and homebuilt aircraft.
We expect that this will motivate the NAC's to better consider the participation in the CIACA initiatives and to encourage their "athletes" to take part in the WAG-CIACA events. This will imply that participants hold a FAI sporting license, thus contributing in creating a stronger link with FAI.

With the aim to better motivate a larger participation of delegates in CIACA we are increasing our effort to strengthen and diversify the CIACA initiatives . In particular :

- Socially useful initiatives. The number of successful application of aircraft homebuilding for social and educational purposes is increasing. CIACA are now studying how the knowledge of these deserving activities can be made more popular to the media, thus contributing in a better attitude of the public with respect to the aeronautical world. NAC's should keep an eye on these subjects and be more actively interested in taking advantage of the popularity that these initiatives can assure through the media.

- Solar-powered Aeroplane : We are proud because at long last our dedication to Solar-Powered Aeroplanes is proving effective . For the first time the Section 13 of the FAI Sporting Code, dedicated to Solar-powered Aeroplanes (SpA) and produced by CIACA, will be applied. It is in fact well known that the Solar Impulse SpA, developed in Switzerland by Bertrand Piccard, has recently achieved a significant performance by flying through the night taking advantage solely of the solar energy accumulated during the day and the application for a record has been put forward.

- Electrically-powered aeroplanes: In line with the approach already followed for the solar-powered aircraft and considering the number of new projects in this technological field, CIACA have developed a dedicated (draf) sporting code section (No.14) for electrically-powered aeroplanes, that is to be submitted soon to CASI for approval and formal delivery. (According to the FAI statutes, in fact, CIACA as a technical Commission cannot be in charge of a Sporting Code section, and must behave on behalf of CASI).

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- Still on the subject of innovative kind of aircraft we have been just informed about a successful flight of a Canadian human-powered ornithopter. For long time, in the past, we have been in contact with the few teams that, in the world, are working on ornitopters. For this reson the specific engineering knowledge present in the CIACA in relationship to this category is available for filling the present gap in the FAI Sporting code.

The CIACA commitment in dealing with the FAI sporting codes for specific , new categories , as well as the presence in the WAG with competitions for homebuilt aircraft demonstrate that the CIACA terms of references have evolved and significantly changed through the years. For these reasons we believe that it is no longer appropriate to define CIACA as an FAI Technical Commission only. Also during the recent Air-Sport Commission President meeting it has been clearly stated by the majority of attendees that aircraft homebuilding is an Air-Sport activity .
We are strongly convinced that a revision of the CIACA status should be undertaken and the commission should became a Technical and Air-sport commission. We are aware that this would likely imply an FAI Statute modification and in this direction we intend to submit the official request through the proper FAI procedure .

This year the annual plenary meeting of CIACA was held in Friedrichshafen (Germany) in April 2010.
In that occasion the Henri Mignet Diploma was unanimously awarded to the finnish project PIK-25 Varttimarkka for its outstanding performance and low bio-fuel consumption at cruising speed, its low noise level and its safe handling characteristics.

Finally, I would like to thank all the FAI staff for their continuous and effective support through the past year and, in particular, the contribution of Jean-Marc Badan in supporting the CIACA initiatives.

Pierluigi Duranti
CIACA President

Torino, August 25th, 2010