

CIMA proposed changes to FAI Sporting Code 2011 (Microlight Autogyros)

By Richard Meredith-Hardy, CIMA President

Introduction

When the FAI Microlight Commission and FAI Class R were created in the early 1980's it wasn't because there was no provision for them within the existing FAI Class structure, because there was. They were created because microlight pilots were a culturally different group of people flying 'different' aircraft who wanted to do completely different things with them to anything that existed at the time. Thirty years and forty two FAI Category One championships later it could be said this has been a success.

While microlights may not be considered so 'different' today as they once were, national regulations in most FAI member nations continue to classify them as a distinct type of aircraft. It is also well understood the pilots who fly them are a noticeably distinct group of people with a specific set of interests. The FAI Microlight Commission is therefore as relevant as it ever was.

Since the millenium, regulatory changes in a large and increasing number of FAI member nations has introduced the notion of Autogyros whose pilots must have a microlight licence, must follow the same rules as microlights and who have the same restrictions as microlights (see [Annex 1](#)); they are in fact microlight pilots.

These pilots of Microlight Autogyros have competed in 'unofficial' classes at FAI Category 1 microlight championships three times since 2000 and in many national microlight championships. It is therefore well known they integrate almost completely seamlessly into Microlight Championships. CIMA Delegates report there is a demand from pilots to compete at an official international level, but the FAI Sporting Code did not permit them to compete for FAI medals in FAI Microlight championships.

To solve this, a proposal was made by Spain to the 2009 CIMA Plenary introducing two new classes of Microlight into FAI Sporting Code Section 10 (S10); namely RGL1 and RGL2, respectively Autogyro / Landplane / Flown solo and Autogyro / Landplane / Flown with two persons. (see [Annex 2](#))

Besides the fact that they have a different kind of wing, it was proposed they must otherwise conform to all FAI's other standard definitions of a Microlight as defined in S10, notably the max. MAUW (300 / 450 Kg) and the minimum speed at Maximum Take Off Weight (MTOW) of less than 65 km/h. The net effect was to create an entirely new type of aircraft within the FAI compendium, the "Microlight Autogyro".

As the decision only related to microlight aircraft, and FAI statutes; 5.2.3.3.7.10 states the specific duties and powers of the FAI Microlight Commission shall include "*All matters relating to microlight (ultralight) aircraft*" then it is clear that by making it, the commission would be acting entirely within the authority vested in it by the FAI constitution.

In making its decision to accept the proposal, the CIMA Plenary recognized it created a new 'partial-overlap' with FAI class E-3-a, but this was identical to the overlaps which have existed without controversy for thirty years between class R and other FAI classes including C-x-a, C-x-ao, DM, and aircraft covered by FAI Section 13.

It was also clear the decision would be regarded as contentious elsewhere in FAI while the guide to areas of responsibility of each FAI Air Sport Commission contained in provision 1.4 of the Sporting Code General

Section (GS) did not include "Microlight Autogyro" as a type of aircraft in FAI Sporting Code Section 10 and included in FAI Class R.

Proposals to CASI were therefore assembled and sent to FAI Secretariat in January 2010 for appropriate distribution. Of course it was particularly important a copy went to the FAI Rotorcraft Commission (CIG) because GS 1.4, the guide to areas of responsibility, says that CIG is responsible for Autogyros. However, it would appear Secretariat failed to copy them to anyone in CIG until they were distributed with the 2010 CASI meeting agenda on 13 September 2010.

The minutes of the CASI meeting of 7 October 2010 record "*... It became obvious that there had been a breakdown in communication and the two Presidents were asked to resolve this matter together ... and ask that the Commissions consult together and come up with a proposal.*"

[Annex 3](#) herein contains copies of correspondence between the two Commission Presidents since then. As it appears no agreement can be made, then from CIMA's perspective nothing has changed since 2010 and it must rely on CASI to make a decision.

In summary, CIMA's main case is:

1. Microlights are constitutionally CIMA's area of responsibility within FAI, CIMA was entitled to make the decision to introduce the concept of 'Microlight Autogyro' into Sporting Code Section 10, but this would remain contentious until such time as CASI amended GS.
2. To avoid any misunderstandings, the 2010 CIMA Plenary formally endorsed its 2009 decision.
3. There is plenty of evidence Microlight Autogyros exist at the national regulatory level of FAI member nations in considerable numbers and thus have a right to a place within the FAI Microlight family governed by the FAI Microlight Commission.
4. CIMA delegates report a demand by Microlight Autogyro pilots to compete in international microlight championships and it is proven that Microlight Autogyros integrate easily into CIMA's existing microlight championship format.
5. It is reasonable to allow the community of Microlight Autogyro pilots the opportunity to compete with other microlight pilots at international Microlight championships sanctioned by the FAI.

This is therefore a request for amendments to the FAI Sporting Code General Section with three related proposals to bring it into line with decisions made by the CIMA plenary. In each case they include existing text and **proposed new text (in red)**.

On a personal concluding note, my first encounter with an Autogyro in a Microlight competition was in 1989. If our proposals are accepted by CASI in 2011 then pilots of Microlight Autogyros will have their first ever opportunity to compete for FAI medals at the 2012 World Microlight Championships in Spain; twenty three years is surely a long enough wait.

Attachments

Annex 1: Regulatory status of Microlight Autogyros in FAI member nations.

Annex 2: Relevant excerpts from Sporting Code Section 10 as agreed at the 2009 CIMA Plenary.

Annex 3: Correspondence between CIMA President and CIG President. (7 letters)

Proposal 1

GS 1.4 FAI INTERNATIONAL AIR SPORT COMMISSIONS

FAI COMMISSION Name & Initials		Sporting Code Section	FAI CLASSES	
Activity	Initials (For words, See Glossary)		Class Letter	DESCRIPTION
...				
Microlights	CIMA	10	R	Microlight Aircraft Powered Hang Gliders Powered Paragliders Microlight Autogyros
...				

Note:

This provision in GS is sub-titled: *The FAI Statutes specify the areas of responsibility of each FAI Air Sport Commission. The following table is provided as a guide ; commission initials are explained in the Glossary.*

FAI statutes state: 5.2.3.3.7. *The specific duties and powers of the FAI Air Sport Commissions shall include: ... 5.2.3.3.7.10. FAI MICROLIGHT COMMISSION All matters relating to microlight (ultralight) aircraft.*

The provision is a guide, the proposal refers to nothing other than microlight aircraft, CIMA has constitutional authority for all matters relating to microlight aircraft.

Proposal 2

2.2.1.15 Class R.

MICROLIGHT: A one or two seat aeroplane with a specified maximum mass and characterised by a very low wing-loading.

POWERED HANG GLIDER: A hang glider fitted with means of propulsion capable of launching it and sustaining flight.

POWERED PARAGLIDER: A paraglider with means of propulsion capable of launching it and sustaining flight.

MICROLIGHT AUTOGYRO: A one or two seat rotorcraft with a specified maximum mass, the wings of which are not provided with any form of power drive.

Proposal 3

GS, GLOSSARY OF TERMS AND ABBREVIATIONS

Alphabetical

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R (FAI Class) - Microlights, Powered Hang Gliders, and Microlight Autogyros.

...

ANNEX 1

Regulatory status of Microlight Autogyros in FAI member nations.

Three questions were put to all CIMA delegates about Microlight Autogyros in their nation. This Annex is simultaneously being maintained at <http://wiki.fai.org/x/qICd> which may contain more responses than shown here and does contain several notes.

1. Are Microlight Autogyros in your country regulated like Microlights, like Helicopters, like themselves (ie special regulation just for them), or a mixture?

CZE	Microlight Autogyros has independant regulation for Microlight Autogyros (see note 2)
DEU	Microlight autogyros are regulated like microlights, no difference. Type certification, licence etc. running by DULV and DAeC as for 'normal' microlights.
ESP	A microlight autogyro pilot is a microlight pilot with an autogyro qualification.
FRA	Autogyros are microlights (note 6) since 1998. To fly with autogyro you need to have a microlight licence for autogyro class (class 4)
GBR	All autogyros are treated together under a special regulation, though it has many similarities to microlighting.
ISL	Autogyros are microlights
ISR	The Autogyros which registered in Israel are Microlights and the criteria is the MTO weight (up to 450Kg is Microlight and up to 600Kg is LSA)
ITA	yes gyros are regulated like others microlight.
JPN	The flight of Autogyros in Japan is the handling which is the same as the Japanese microlight. But, it is the rule of the special Japanese microlight. (see note 5)
LTU	A microlight autogyro pilot is a microlight pilot with an autogyro qualification.
NOR	Microlight Autogyros are regulated in the same way as 3-axis and weight-shift.
NZL	Gyros are regulated under the microlight (Part 103 - note 4) system. They are treated as just another class of microlight (same as for Trikes).
POL	Autogyros in Poland compose a separate ultralight aircrafts that undergoes the same regulation as Microlight class.
TPE	Article 7: In accordance of respective design, Ultralight vehicles are classified as fixed wing, helicopter, autogyro, paraglider and weighshift... (see note 1)
USA	Gyroplanes are treated as a class of rotorcraft here (the other class of course being helicopters). That means that for decades a gyroplane pilot could be a student, private pilot, commercial pilot, and flight instructor. They would have to meet the same requirements as a general aviation airplane pilot (Including medical requirements), although obviously the testing, experience and other requirements were tailored to the aircraft. Gyroplanes can also be flown here as ultralights as long as they meet the US definition of an ultralight: (see note 3) When there were two-seat ultralight training exemptions, gyroplanes were again included. Now with the US Sport Pilot rules, gyroplanes are once again included. Interestingly, helicopters are not included in sport pilot.

2. Is this different for different aspects of regulation? Licencing, medical, airworthiness, airspace.

CZE	Licencing is independant on other ML cathegories, there is its own training system
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	Medical is the same as for other powered ML is - JAR FCL, 2nd class Airworthiness is judged and confirmed by special ML Autogyros requirements rules Airspace - flights must follow ICAO standards annex 2, day VFR conditions - this is the same for any air traffic from ML to GA -(ML are in CZE a part of GA).
DEU	No difference
ESP	Same as microlights.
FRA	access and licencing is the same as the other microlight classes
GBR	You need a separate PPL(G) licence and a separate medical. Some of the licence exams are the same as microlight ones. Airworthiness is similar to microlights (Annex II). Airspace is similar to microlights.
ISL	Same as microlights
ISR	The license is a special Rotorcraft license and the pilots learn on their own aircraft. They can't fly on Helicopters .All the other are the same as Microlights.
ITA	No differences
LTU	Ultralight pilot licence and qualification for RRL (ROTORCRAFT LAND),RRS (ROTORCRAFT WATER),RRA (ROTORCRAFT AMFIBIA).VFR Day. Medical requirements : car driver medical certificate. Airworthiness is the same like microlights,only MTOM is 580 kg. (For microlights RAL,RWL is 450 kg. without rescue sistem and 472.5 - sistem installed). Airspace same as for general aviation.
NOR	Same as microlights.
NZL	Pilot certificate requirements are identical. We add the requirement for a Gyro exam pass.
USA	The only difference between gyroplanes and everything else here is that so far you cannot certify an aircraft under the light sport aircraft regulations like you can the rest of sport aviation. This is something the community is working on.

3. In your estimation, is the Microlight Autogyro pilot community in your country more closely 'allied' to the microlight community, the helicopter community, or neither?

CZE	Is possible to say, Autogyros community -they are minority yet, but Autogyros pilots are almost holders of AL licences, they are not isolated.(see note 2)
DEU	Due to the regulation bodys they are allied to the microlight community. There have nothing in common with helicopter. Even by EASA they are handled outside and falling under Annex II
ESP	Microlight pilots move from fixed-wings or trikes to autogyros and vice-versa. They have common hangars and activities. Microlight competition rules have always included autogyros and they have taken part in competitions intermittently, as pilot's interest decays due to the lack of international competition. Recently, the news of possible international competition have increased the number of autogyros taking part in our microlight nationals.
FRA	a lot of autogyros pilots have an other class licence and are not "closer" they are a part of Microlight
GBR	Autogyros are very much closer to microlights than to helicopters. The British Rotorcraft Association recently asked to merge with the British Microlight Aircraft Association. Autogyros operate alongside microlights and autogyro manufacturers attend microlight exhibitions in the UK.
ISL	Very few exist, but are microlight related.
ISR	In Israel the Autogyros are part of the Microlights community
ITA	most of gyros pilots came from trikes or three axis so, in my opinion, are very close to that

	categories.
LTU	Autogyros is part of the Lithuanian Microlight Federation (ULOPF) community. We have one Ultralight Autogyros Pilot school regulated by UL Federation.
NOR	Autogyros are closely integrated into our microlight community.
NZL	Closest to the microlight community (many 'crossover' pilots, but they tend to be a group unto themselves- hold their own annual fly-in.)
POL	Autogyro pilots originate from different activities (mostly microlight and paramotor). They compose a community of friends flying together. I don't think they are allied to helicopter community.
USA	Here, the Popular Rotorcraft Association is the organization that specializes in gyroplanes. They also include experimental helicopters, but they mostly seem to be a gyroplane organization. Gyroplanes here probably have equal ties to the sport aviation community and the helicopter community.

ANNEX 2

Relevant excerpts from Sporting Code Section 10. **Provisions in red** are those agreed at the 2009 CIMA Plenary in respect of Microlight Autogyros.

1.3 DEFINITION OF A MICROLIGHT OR PARAMOTOR AIRCRAFT

1.3.1 A one or two seat powered aircraft whose minimum speed at Maximum Take Off Weight (MTOW) is less than 65 km/h, and having a MTOW of:

- 300 kg for a landplane flown solo
- 330 kg for an amphibian or a pure seaplane flown solo;
- 450 kg for a landplane flown with two persons
- 495 kg for an amphibian or a pure seaplane flown with two persons

Note. These definitions also apply to foot-launched Microlight and Paramotor aircraft.

1.3.2 The MTOW described in 1.3.1 may be increased by 5% if the aircraft is equipped with a parachute system designed to bring the entire aircraft to the ground if it is deployed.

1.4 TYPES OF MICROLIGHT AND PARAMOTOR AIRCRAFT

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1.4.4 An Autogyro is a powered aircraft, which in flight, derives most of its lift from an autorotating rotor system not provided with any form of direct power drive.

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1.5 CLASSES OF MICROLIGHT AND PARAMOTOR AIRCRAFT

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Autogyro / Landplane / Flown solo	RGL1
Autogyro / Landplane / Flown with two persons	RGL2

ANNEX 3

Correspondence between CIMA President and CIG President.

Richard Meredith-Hardy
President: FAI Microlight and Paramotor Commission (CIMA)

Radwell Lodge
Baldock
Herts, SG7 5ES UK
Tel +44 1462 834776
Mob. +44 7771 526513



President of the FAI Rotorcraft Commission
c/o FAI
Avenue Mon Repos 24
CH-1005 Lausanne
Switzerland

21 October 2010

Dear Sir

At the last CIMA Plenary in November 2009 there was a proposal to introduce two new classes of microlight into FAI Section 10, specifically RGL1 and RGL2, Microlight Autogyros. The proposal defined them as “A powered aircraft, which in flight, derives most of its lift from an autorotating rotor system not provided with any form of direct power drive” and additionally must conform to the ‘global’ microlight definition as stated in FAI Section 10; basically 450 Kg MAUW when flown with 2 people or 300 Kg MAUW when flown solo, and a minimum speed in level flight at MTOW of 65 km/h.

The proposal was accepted unanimously by the CIMA Plenary, and is minuted.

This proposal did not suddenly appear out of thin air, there is quite a long history to it, starting in 2000.

That year, the European Microlight Championships were hosted by France. They had recently had a change of national legislation which created a raft of new types of aircraft which fell within their rules for microlights, including helicopters, autogyros, airships and balloons. Since there were no international competitions for autogyros, and microlight autogyros have a performance similar in many respects to other types of microlight, and were thought to be capable of flying all the standard tasks in a microlight championship without any special arrangements, the local organizers wanted to include them in the championships.

Of course it was recognized that CIMA could not sanction an FAI autogyro championship so the question was put to FAI Secretariat “what to do?” The advice was to approach the FAI Rotorcraft Commission and see whether they would be interested in co-hosting a championship, or making some other arrangement so that microlight autogyros could compete. I understand the response from the FAI Rotorcraft Commission was something along the lines of “It’s nothing to do with you” (but I have no record of the correspondence from the time.)

The EMC organizers nevertheless went ahead with an unofficial competition for autogyros which at least established that it was possible to safely fly an autogyro which met the French microlight definition in all the tasks normally flown in a FAI Microlight Championships, and that there was an interest by autogyro pilots to do this.

The same thing happened in 2005, this time at the World Microlight Championships, also in France. I believe a similar approach was again made to the Rotorcraft commission, with a similar uncompromising response.

As I understand it, there were several other ‘informal’ approaches to the Rotorcraft Commission on the same subject in this 10 year period, either Commission President to Commission President or via Max Bishop, always with the same response, and even though the Rotorcraft Commission had no competition format of its own to offer the autogyro community.

The first time I competed in a microlight competition which included autogyros was in 1989. I dare say that wasn't the first, so there is a long history of them participating in microlight events. Since that first attempt in

2000 to get FAI microlight autogyro competitions going there has been a significant increase in global numbers of 'lightweight' autogyros. Some other nations besides France have realigned their national regulations to include autogyros as microlights, their pilots often must have a national microlight licence, and it is not uncommon to find microlight pilots who fly autogyros as well as other types of microlight. The effect of all this is to have generated an increasing interest by autogyro pilots in the sort of competition as has been done for many years in microlights. Today, microlight autogyros regularly compete at national level in microlight competitions, but are still completely disenfranchised at international level by FAI.

As it happens, I was Section 10 editor last year, 2009. When I received this proposal in October 2009, my first response was rather cautious as it obviously raised an issue involving another FAI commission. Following consultations with the CIMA Bureau, on 19 October 2009 I discussed the matter with Max Bishop, and his advice was to include the proposal rather than deal with it by other means because several 'diplomatic' attempts at a solution had already failed. It was recognized there was a demand, but there was still no evidence the Rotorcraft Commission had any plans to sanction FAI championships for autogyros.

At the end of the 2009 Plenary I was elected the new President of CIMA. Since the CIMA Plenary had agreed unanimously to include microlight autogyros within its remit, one of my new duties was to write a proposal for CASI reflecting the decision. The first draft of this went to Max Bishop on 25 November 2009 with the question "does this look like the right way to approach all this? When we have a final draft, what happens next?"

His response was: "Good work When you have CIMA agreement, just send it to me officially with a covering letter asking that the FAI General Conference and CASI be requested to take the necessary amendment action."

In due course our final draft was sent to FAI Secretariat together with my covering letter, and these were subsequently dispatched by Max on 15 January 2010 to the President of CASI. As the proposal document also included some changes to FAI statutes, on 21 January it was also sent by Max to the Chairman of the Statutes Working Group with the note "Most of the CIMA proposals concern the SC General Section only. However, Proposals 7, 8, and 9 call for minor changes to the Statutes and By Laws. The FAI President has seen these and voices no objection."

Since the whole thing was done with the explicit advice of the FAI Secretary General and seemed to have been extensively distributed I assumed that everything was in hand. I have no knowledge of when it was distributed to the Rotorcraft commission, but in any case, on 13 Sept 2010 all FAI commission presidents received a link to the CASI agenda from the FAI Secretary General, and one of its attachments was our proposal document.

At no time before the CASI meeting of 7 Oct 2010 did I receive any question or comment about our 'Microlight Autogyro' proposal from anyone, not the FAI President, the FAI Secretary General, the President of CASI, nor the President or any other representative of the Rotorcraft Commission.

So when our proposal came up in the CASI meeting it came as a considerable surprise to me that there was such vehement opposition from the Rotorcraft Commission.

So now we're back at the beginning, having to explain everything again:

- CIMA has identified a demand for competitions from amongst a section of the autogyro community.
- There are various clauses in FAI statutes, notably in the Functions and responsibilities of the FAI, "1.3.3. To establish and enforce rules for international air sports competitions" and "1.3.4 To organize World and Continental Championships and other air sports events in those disciplines recognized by FAI" which clearly establish the fact that FAI is obliged to organize championships for the autogyro community.
- Since CIMA already organizes championships highly suited to microlight autogyros it is quite simple to include them in its existing events, it has tried to get the Rotorcraft commission involved, but has been consistently rejected over a number of years.

- So far as I have been led to believe, there has never been any intention by the Rotorcraft commission to provide competitions for microlight autogyros, and this finally led the FAI Secretary General to a position where he encouraged CIMA to introduce its proposal.

It is very important to be clear about one thing; the CIMA proposal is NOT an attempt to 'steal' something from another commission. There's no question of 'removing' or 'usurping' anything from the control of the Rotorcraft commission, CIMA is simply proposing to introduce a new class of microlight based on its existing rules in which some types of autogyros have the option to participate; that's all.

CIMA has even chosen to identify them with a different name: 'Microlight Autogyro', to prevent any possible confusion with nonclamenture in any other FAI documentation.

And there is a precedent: The net effect of this proposal will be no different to the long standing 'overlap' between microlights and the two GAC classes C-1a/o (< 300 Kg TOW) and C-1 (< 500 kg TOW). GAC doesn't provide competitions designed for these lightweight aircraft, CIMA does, so pilots of these aircraft come and compete with us. And it works both ways; sometimes pilots of aircraft which are usually considered 'microlights' have claimed records in these GAC classes, usually because there isn't an equivalent record in Section 10, or for some reason the aircraft did meet the GAC criteria but couldn't be proven a microlight for the flight in question. This is good for pilots as it provides an alternative method for their exceptional endeavour to be recorded for posterity, and good for FAI whose function is "To establish, define and verify international air and space records". CIMA does not have a problem with this, and since there has been no 'complaint' we are aware of in the last 30 years it could be reasonably assumed GAC doesn't have a problem with it either.

Starting 11 November 2010 CIMA has its next Plenary. As commission President, naturally I will be obliged to report on Bureau activities since the last Plenary, and CASI decisions will obviously be a topic. Since all CIMA delegates will want to know why the Rotorcraft Commission is so opposed to this proposal I would be most grateful if you could explain the reasons so the Plenary can make an informed decision as to where it goes from here.

Yours Sincerely,

A handwritten signature in black ink, reading "Richard Meredith-Hardy". The signature is written in a cursive, flowing style with a long horizontal line extending from the end.

Richard Meredith-Hardy
CIMA President



4th November 2010

Dear Mr. President

The Secretary-General has forwarded a copy of your letter to me dated 21st October 2010 sent via Lausanne.

I am saddened that, prior to the Conference, you did not advise me of your intentions. As you were discussing it a year ago I would have thought that either a conversation with me or a diplomatic approach would have been the best way of raising it. I have only just seen your letter to Max Bishop dated 3rd January 2010. This was kept from CIG even though it was written a few weeks before our Plenary Meeting.

With regard to your submission to CASI it is with regret that I was not aware of it and nor was my CASI Representative. Neither of us were circulated either with the agenda or any of the annexes prior to the meeting.

In light of your various observations I approached the two previous CIG Presidents. Beyond that the earlier ones are no longer alive.

I contacted Fredi Herbert, President of Honour who also is our current CASI Representative. He tells me that, during the time he was Delegate to CIG, and subsequently for a number of years President, no approach was made by CIMA to CIG.

I also raised the question with his predecessor Elfan ap Rees. He informed me that there was some approach made in late 1980s when he was only a Delegate. This was at the time when the late Richard Fenwick (France) was CIG President. He recalls that the Rotorcraft Commission expressed a view that all forms of rotary wing flight should remain within CIG.

Over 4 years ago, before a CIG Meeting Max Bishop asked, informally, what my reaction might be to the transfer of autogyros to CIMA. I advised Max that there would have to be a formal approach by their President. Your predecessor did not take the matter any further. Prior and about a year earlier I asked your President if there would be any interest in discussing holding joint events, possibly on the lines of Air Games. I recall no interest being shown by CIMA.

Your observation that there were other informal approaches does not appear to have support. Regretfully I suggest that you may have been given inaccurate information. If you can provide dates and identities to support this I will instigate investigations.

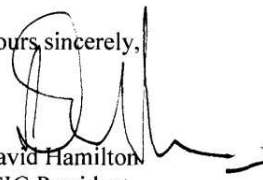
You allege that CIMA has tried to get the Rotorcraft Commission involved in autogyro events and that CIG has consistently rejected them over a number of years. There is no evidence that I have seen or has been provided by my predecessors to support this. Again may I have details.

The proposal brought forward to you in 2009 appeared to come from Spain. We also have a Delegate from Spain. Consistently he refuses to respond to correspondence. This has been taken up several times with the FAI Spanish Executive Board Member who tells me that he has tried to get a response but has failed. If there has been such a demand in Spain I am somewhat surprised that we were not informed along this route.

I believe you said that there were hundreds of autogyro pilots wishing to compete. If this is true and there is substantial demand I would like detailed evidence of who, what and where this has come from. Surprisingly we have Delegates from other countries in Europe none of which appear to have drawn this to our attention.

I have circulated your letter to the Bureau prior our next meeting together with a copy of my reply. I will ensure that the matter is on the next CIG Agenda. In the meantime, I think it would be proper for you to withdraw your final paragraph where you asked, without any supporting evidence, why CIG is so opposed to your proposal.

Yours sincerely,



David Hamilton
CIG President

Richard Meredith-Hardy
President: FAI Microlight and Paramotor Commission (CIMA)

Radwell Lodge
Baldock
Herts, SG7 5ES UK
r.mh@flymicro.com Skype: richardflymicro
Tel +44 1462 834776 Mob. +44 7771 526513



President of the FAI Rotorcraft Commission (CIG)
Mr David Hamilton
2 Park Avenue
Harpenden
Herts, AL5 2EA

27 July 2011

Dear David

The deadline for submissions to the 2011 CASI agenda is rushing towards us, and I am mandated by my commission to do something about Microlight Autogyros.

To summarize my understanding of the recent history of this:

- As a result of a proposal from Spain, the CIMA Plenary of November 2009 resolved¹ to introduce two new classes of Microlight - RGL1 and RGL2. However, it was noted that since FAI Class R in the FAI General section does not include rotorcraft a proposal to include 'Microlight Autogyros' in the class must be endorsed by CASI.
- That proposal was made to CASI in October 2010. CIG objected and CASI resolved that *CIMA and CIG should co-operate to find a solution.*
- Neither our correspondence of October and November 2010 or our discussion at the ASC Presidents meeting 3-4 March 2011 seem to have progressed this much.
- The CIMA Plenary of November 2010² reconfirmed Spain's original 2009 proposal.
- I note the references to this matter in the March 2011 CIG Plenary meeting minutes.³

The current position therefore seems to be that we have not found a mutually acceptable solution, I am still mandated to pursue this matter on behalf of CIMA in CASI, and I assume CIG still objects.

Since there does seem to be some confusion about our intentions, it is important to say CIMA does not wish for, and has never made any suggestion of 'transference' as mentioned in the 2011 CIG Plenary minutes. Our proposal is not intended to interfere with any CIG areas of competence but is a 'parallel' proposal with the effect of creating an identical kind of class 'overlap' which has comfortably existed for many years between CIMA and several other FAI commissions, notably GAC.

Since we are the microlight commission, we are only interested in aircraft which otherwise conform to all FAI's global definitions of 'Microlight' as laid out in FAI Section 10, so Microlight Autogyros would 'overlap' into FAI Class E-3-a, but not all aircraft in that class would conform in a reverse direction, the same as only some aircraft in FAI Class C-x-a or C-x-ao or aircraft covered by FAI Section 13 conform to our definition of a Microlight Aeroplane.

¹ Item 111 of the minutes, www.fai.org/microlight/system/files/CIMA_minutes_2009.pdf

² Item 7 of the minutes at <http://tinyurl.com/cima2010minutes>

³ Item 7 of the minutes of the Bureau meeting and 15a of the Plenary minutes <http://tinyurl.com/cig2011minutes> and minutes Annexes 3 & 4

In recent years there has been a considerable increase in the numbers of light-weight autogyros and FAI has never provided any rules or structure for them in competition. In the meantime they have competed in many national microlight competitions and at least twice 'informally' in international microlight competitions. We have found they integrated into these almost completely seamlessly.

CIMA delegates consider Microlight Autogyro pilots tend to operate like, and be culturally quite close to microlight pilots, there is no provision for them in FAI competition, they do integrate easily into microlight competitions, hence their wish to add them into FAI Class R, but in a way which is no different to any existing class overlaps between FAI commissions.

We both live in the same county of England, I wonder if it might be possible to have one last meeting about this before about 10th August when I must submit the proposal I've been instructed by my Plenary to make to CASI. I am more-or-less available any time between now and then so please feel free to call me at any time on either of the numbers above, or email me, so we can arrange a suitable time and place.

Yours Sincerely,

A handwritten signature in black ink, reading "Richard Meredith-Hardy". The signature is written in a cursive style with a horizontal line underneath the name.

Richard Meredith-Hardy
CIMA President



Richard Meredith-Hardy
President FAI Microlight and Paramotor Commission CIMA
Radwell Lodge
Baldock
Herts SG7 5ES

5th August 2011

Dear Richard

Thank you for your letter dated 27th July 21011 which I received 36 hours ago.

I note your deadline for submissions to the 2011 CASI Meeting. I would be fascinated to know what information you have received and from whom. Once again neither the CIG Delegate to CASI nor myself have received any information. I am frustrated that I am not receiving the appropriate documentation nor is my Commission.

You itemise your understanding of the history. Your proposal, at last year's meeting, was bounced upon me without any prior warning. It was, to say the least, discourteous. In responding to your comments at the meeting it was pointed out, after checking CIMA Minutes it was not the position that you were authorised to take.

Subsequently you wrote to me on 21st October 2010. It was not sent direct but to Lausanne. I responded on 4th November having carried out initial enquiries from previous Presidents of the Commission and to long standing Delegates. This confirmed that your comments made at the CASI Meeting did not appear to be correct.

You refer to discussions that you and I had on 3rd/4th March 2011. Unfortunately again you are wrong. Having looked at my diary for 3rd and 4th March 2011 I was presiding over a CIG Plenary Meeting. When I said at the CASI Meeting there had been no approach you appeared to ignore me. I have asked you on three occasions to withdraw your unfounded remarks but you have treated my requests with contempt.

I asked you to provide detailed evidence of the 100's of autogyro pilots who wish to compete in competitions. You have declined to respond. Members of my Commission have queried, whether this is a figment of your imagination as you remain unwilling to produce any supporting evidence.

2 Park Avenue, Harpenden, Herts. AL5 2EA, United Kingdom Phone +44 1582 765072
Email david@davidhamiltonsurveyors.co.uk

I submitted a report, with the correspondence, to CIG's Plenary Meeting in March. This included your letter to me and my response. The Delegates confirmed the result of my previous enquiries in that nobody, be they Presidents or Delegates going back more than 20 years, knew of any formal or written approaches being made to the Commission. I believe that, subsequent to this, you have accepted that no such formal approach had been made by CIMA to CIG. There certainly is no evidence of it that I have seen.

Setting the facts apart the Commission were informed by its Secretary that he was in active contact with an Autogyro Expert. Discussions were in place regarding competitions. A full report and proposals will be made to the next Commission Meeting.

The Secretary advised the Bureau at its meeting last week, that considerable advances have been made. Details of the tasks proposed will be published to all Delegates before the end of the year. These will be subject to their approval after discussion at the next Plenary Meeting.

We have not sat doing nothing. If there is a demand for such competitions CIG is very interested in progressing the challenge.

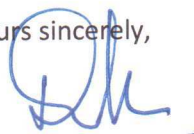
The General Section states that rotorcraft are defined as aerodynes that derives the whole or a substantial part of its lift from a rotary wing system. Autogyros are within this definition. The Delegates are unanimous that autogyros fall within the responsibility of CIG, any part of which they are not prepared to relinquish.

CIG are eager to provide challenges. Had you been prepared to provide information regarding these 100's of pilots wishing to compete and on what basis we would have been well advanced by now.

You may, of course, wish to put your proposal to CASI. This will be fought very hard by CIG as unwelcome interference by you coupled with your refusal to provide the information that we requested nine months ago. They have also asked me to refer to the lack of openness in disclosing what was in our exchanges last year.

I expect that you will give very careful consideration to any proposal you might make and provide me with the information that I have been seeking for a long period of time.

Yours sincerely,



David Hamilton
CIG President

c.c. FAI President



President of the FAI Rotorcraft
Commission (CIG)
Mr David Hamilton
2 Park Avenue
Harpenden
Herts, AL5 2EA

6 August 2011

Dear David

Thankyou for your letter received this morning.

A few points in reply:

- I don't think it is a secret the CASI agenda must be published the standard 45 days in advance of the meeting, which is 29 August. I believe it is polite to submit proposals some time earlier so the secretary has good time to assemble it all, and that time is fast approaching.
- Just to set the record straight, CIMA's proposals to CASI 2010 were sent to FAI Secretariat in January 2010 for appropriate distribution. That they apparently failed to copy it to you is hardly my fault, it's what they're paid to do. In any case the CASI meeting agenda, complete with our proposals, was distributed on 13th September 2010 to all CASI delegates so I suppose that included you. The meeting was on 7th October, so it is difficult to understand your claim that it "*was bounced upon you without any prior warning*" because it appears you must have had it at least three weeks in advance.
- Your claim that I took some sort of position "*that I was not authorized to take*" at the CASI meeting is quite untrue in respect of anything to do with Microlight autogyros. I can only imagine you are getting confused with an item concerning an amendment to our commission name. The position I took on behalf of CIMA on that was taken in good faith, has since been confirmed by our Plenary and has been re-submitted to the Statutes Working Group for approval in 2011.
- I sent my letter of 21 October 2010 to you by email via FAI Secretariat because I did not know your address. At least it appears you got it that time.
- On the matter of previous contacts between CIMA and CIG, my two predecessors, both now Presidents of Honour of CIMA, have each confirmed to me they had various contacts with CIG Presidents on this matter going right back to 2000, indeed one of the meetings was in the presence of Max Bishop. Since I believe both of them, I think I am as 'correct' about this history as you clearly think I am not and can only suppose we will have to agree to disagree on this.
- Of course the ASC President's meeting was on 6 May, my mistake, but I think you'd agree our discussion there did not result in any progress towards a solution, hence my offer of a further meeting, to which you don't seem to have replied.
- I cannot personally give you much detailed evidence of Microlight autogyro pilots who want to compete in competitions, but our Delegates can, because they often see them competing in their National Microlight

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Championships into which they fit almost seamlessly. I'm sure any CIG delegate would be more than welcome to go along to observe and they'd see for themselves this phenomenon is not such the *'figment of my imagination'* as you seem to believe it is. The fact is, pilots of Microlight autogyros have been competing in Microlight events at national level and have been asking for the opportunity to compete at an international level for a very long time. In the face of an increasing demand a solution was eventually proposed by Spain at our 2009 Plenary, and accepted. That decision was rather overwhelmingly re-confirmed at our 2010 Plenary.

- I find it difficult to explain any more clearly that CIMA does not wish for, and has never made any suggestion that CIG should 'relinquish' any existing areas of competence. In an effort to allow Microlight autogyros the ability to compete internationally under the FAI flag our delegates simply wish to create an identical kind of class 'overlap' which has perfectly comfortably existed for many years between CIMA and several other FAI commissions, notably GAC.
- I am not quite sure what you mean by *"lack of openness in disclosing what was in our exchanges last year"*. From our part, all correspondence on this matter has been copied to Secretariat and is always available on our wiki for CIMA delegates to review.

My offer of a meeting is still open, but as already stated, it's not long before I must send our proposals to CASI. I will personally make sure you get copies this time.

Yours Sincerely,

A handwritten signature in black ink, reading "Richard Meredith-Hardy". The signature is written in a cursive, slightly slanted style with a horizontal line underneath the name.

Richard Meredith-Hardy
President
FAI Microlight & Paramotor Commission



President FAI Microlight and Paramotor Commission CIMA
Radwell Lodge
Baldock
Herts SG7 5ES

10th August 2011

Dear Richard

Thank you for your emailed response.

Our two Commissions hold a difference of opinion.

I agree that CIMA's proposals sent to the FAI in 2010 were not distributed to my Commission although Rob Hughes attended the Commission Meeting two months later, when employed by FAI. We fail to why he did not disclose it at that time.

With regard to distribution of the CASI Agenda, yet again, further mistakes were made whereby our CASI Delegate received no papers nor did I until I arrived at the meeting. I took it up with the Secretary-General at the time fruitlessly.

I am surprised that you suggest that there had been contacts with CIG Presidents going back 11 years. Was there anything in writing, if so I have never seen anything? I would appreciate any information that you can produce in respect to identities of people concerns, dates and places.

My Predecessor has held extremely high positions in the Swiss Aero Club and World Financial Circles. He is extremely distressed by your suggestions which seem to impinge upon his honesty. Perhaps it would be better if evidence cannot be produced that they are formally withdrawn.

I note that you do not have evidence of microlight autogyro pilots who wish to compete. You will remember that I asked for you to provide the appropriate evidence after the last General Conference. If these are events are at National Level presumably they are not even Category II events. What happens at a local level is a little different.

2 Park Avenue, Harpenden, Herts AL5 2EA, United Kingdom Phone +44 1582 765072
Email: david@davidhamiltonsurveyors.co.uk

If you have any specific details of the competitions and their rules/tasks that have been set under FAI Regulations would you be kind enough to let me have them so that I can circulate them to our Delegates.

We are well advanced in preparing details of competitions which merge very well with our own series of tasks. These will be tabled for approval in a few months time. At this stage there seems to be little more that I can do at the moment until our next Plenary Meeting.

In the meantime if you can provide the information I have requested I will arrange for its circulation.

Yours sincerely

David Hamilton



President of the FAI Rotorcraft
Commission (CIG)
Mr David Hamilton
2 Park Avenue
Harpenden
Herts, AL5 2EA

15 August 2011

Dear David

In terms of my involvement in this as CIMA President, the decision our Plenary made in 2009, and outlined in the 2010 proposal to CASI, was made at the same meeting at the end of which I was first elected commission President. My job therefore was to pick up the baton handed to me by my predecessor and follow it through by making the proposals to CASI.

In terms of previous contact with CIG in this matter I must therefore rely on what my predecessors and the FAI Secretary General of the time have said:

Max Bishop wrote to CIMA President in an email dated October 2010:

...I can confirm that I personally approached CIG on a couple of occasions asking them either to do something for gyro competitions or allow CIMA to do something. And I can confirm that nothing ever happened...

Tomas Backman (SWE), CIMA President 2004 - 2009

What I can recall from discussions with CIG President regarding microlight gyrocopters is that it took place during ASC President meetings in Lausanne at least once, but probably more, I'm quite sure it didn't take place at General Conferences. Anyway, the discussions were very informal and just between the two of us, so I have no notes to back up my memory, but we never got anywhere.

Tormod Veiby (NOR), CIMA President 1996 - 2003

I cannot contribute anything approaching a specific reference to when this matter was raised. There was never anything in writing, and the question was never raised in the plenum of for instance CASI or the ASC Presidents meeting. When I raised this issue, which I did several times at various occasions through the years it was more in the form of attempts of informally airing the subject at coffee breaks, but never with any success.

Whilst my intention is absolutely not to question anyone's integrity, this seems pretty good evidence to me that the matter was raised a number of different times over a considerable period. Ultimately, it doesn't matter, all I'm interested in is finding a way for pilots of Microlight Autogyros to compete at an international level under the FAI flag, something which has been denied to them for a very long time, but which CIMA can very easily provide.

I said in my last letter I personally don't have evidence of pilots who want to compete, but many CIMA delegates do, because, I said, Microlight Autogyros

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often compete in microlight championships at a national level. Whether those events were in the FAI calendar or not is irrelevant because participation by Microlight Autogyros must, for the time being, be 'unofficial' but I can tell you National Microlight Championships are usually run to FAI rules because usually part of their purpose is to select the national team and it would be counter-productive to use a different set of rules.

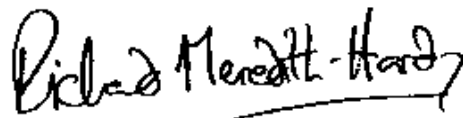
Our delegates are usually deeply involved in selecting their national Microlight teams and they are saying that at their national level they have a expanding number of Microlight Autogyro pilots who are competing nationally and want to compete at an international level. I'm sure CIG delegates would be most welcome to attend any of these events to see what goes on.

Besides what is going on at national level, we know they integrate easily into FAI championships because the organizers of the FAI 2000 and 2010 European Microlight Championships, and the 2005 World Microlight Championships, all included 'unofficial' Microlight Autogyro classes which were run to the exact same rules alongside the 'official' championships. The FAI officials at those championships, whilst of course having no formal capacity in respect of these 'unofficial' classes were nevertheless on-site as 'interested observers' and never reported any technical issues which might prevent them becoming anything other than good 'official' microlight classes.

As for what we do at FAI Microlight championships, the rules are published in FAI Sporting Code Section 10. Annexes 3 & 4 are the pro-forma local regulations and task catalogue respectively. You can find them all on the FAI web site. I can also direct you to the list of all of our past championships at <http://wiki.fai.org/x/VoIE> some of which link through to the original official web sites containing the rules and tasks as actually implemented at those championships.

Since the time has now come that I must submit our proposals to the CASI Secretary for inclusion with the 2011 CASI meeting agenda, please find them attached. Somewhere I think I already said my first encounter with a Microlight Autogyro in a Microlight competition was in 1989. If our proposals are accepted by CASI then pilots of Microlight Autogyros will have their first opportunity to compete for FAI medals at the 2012 World Microlight Championships in Spain; twenty three years seems a long enough wait.

Yours Sincerely,

A handwritten signature in black ink, reading "Richard Meredith-Hardy". The signature is written in a cursive, flowing style with a horizontal line underneath the name.

Richard Meredith-Hardy
President
FAI Microlight & Paramotor Commission