



Annual Report to the 103rd FAI General Conference Incheon, Korea October 6-11, 2009

The Amateur-built & Experimental Aircraft movement in the world is healthy and in continuous growth, although the bureaucratic difficulties that affect the whole air sports activity in the world are creating additional constraints to our activities, especially in Europe. The European aircraft homebuilders community is now more directly in contact with the European aeronautical agency EASA through the newly established European Federation EFLEVA. The presence of several common delegates in both organizations (CIACA and EFLEVA) is putting the bases for a profitable collaboration.

The plenary meeting has been held in Friedrichshafen (Germany). The preparation of the CIACA participation in the World Air Games "Torino 2009" has been one of the main topics, considered as a great opportunity to provide a larger visibility to the aircraft homebuilding movement. CIACA are very proud that "Experimental aircraft" has become one of the official 10 disciplines included in the World Air Games.

One of our aims was to demonstrate the CIACA effectiveness not only as a Technical Commission, but also as a "Sport oriented" group. These objectives have been well met in the course of the Torino 2009 WAG. Although, as a matter of facts, the participation of Experimental aircraft in the WAG consisted of a limited number of participants, the event has demonstrated how effective, welcome to the public and promotionally valuable the presence of our community can result for a successful development of the WAG future formula.

Three different special events have been proposed and supervised by CIACA in the WAG 2009:

1- Competitive fly-in of Amateur-built and Restored/replicas of historical aircraft.

Each Nac has had the possibility to present two aircraft in the competition. However, probably due to the difficult economical situation and to the cost of fuel, only few countries have taken this opportunity. As it is frequently demonstrated in other circumstances, the Amateur-built Aircraft communities are better represented, in certain countries, by national associations rather than by the National Aero Club. This has created difficulties in the communications and in the distribution of information to potential competitors. The number of participants might have been much larger if the NaC's had helped more. However those who attended have enjoyed their stay and have appreciated how much the public has showed interested in this branch of the sport aviation. Very useful for the WAG organizers has proven also the opportunity to have at disposal a number of interesting aircraft to be flown, almost instantaneously, whenever a gap in the WAG programme took place. At the end of the WAG CIACA have been very proud to be part of the FAI WAG prize-giving ceremony with two podiums (one for Experimental and one for Restoration/replicas).

2- Demonstrations of electrically and solar-powered aircraft have been very successful, ending into world records claims. The solar-powered aircraft "Sunseeker" has given a great visibility to this growing and innovative technology by crossing the Alps, flying from Torino to Sicily and by reaching an 18000 ft height record. The solar-powered record attempt has been carried out based on the sporting code that CIACA had timely developed in the recent past. Equally promotional has been the (unofficial) speed record of the electrically-powered aircraft "Sky-Spark", that overflew the WAG site at more than 250 Km/hour. Unfortunately the FAI sporting code for Electrically-powered aircraft was not available yet, but this gave CIACA a further encouragement to speed-up the process to issue the draft that is in preparation.

3- Two microlights have been publicly assembled from scratch during the World Air Games in the main square in Turin, have flown in the final day and have been donated to humanitarian organisations. The group of homebuilders consisted of eight boys and girls, one of which sitting in a wheelchair. They belonged to several different countries in the world (including Nepal, a country where a first homebuilt aircraft has just been constructed). This has been a very good opportunity to show everybody the educational and social potentiality of the aircraft homebuilding movement.

We have also learned a lot and new good ideas have arisen in view of the future WAG. For instance, if the WAG airfield will be large enough a parallel (non competitive) fly-in would be recommended because several visitor-pilots would like to join the WAG in flight with their home-built aircraft. This would add a great side event.

The CIACA Phoenix Group Diploma 2009 has been awarded to the restoration of a 1948 Aermacchi MB308 carried out by Andrea Rossetto.

Next year CIACA plenary meeting (35th) will be held in the course of the "AERO" Exhibition in Friedrichshafen on April 12th, 2009.

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