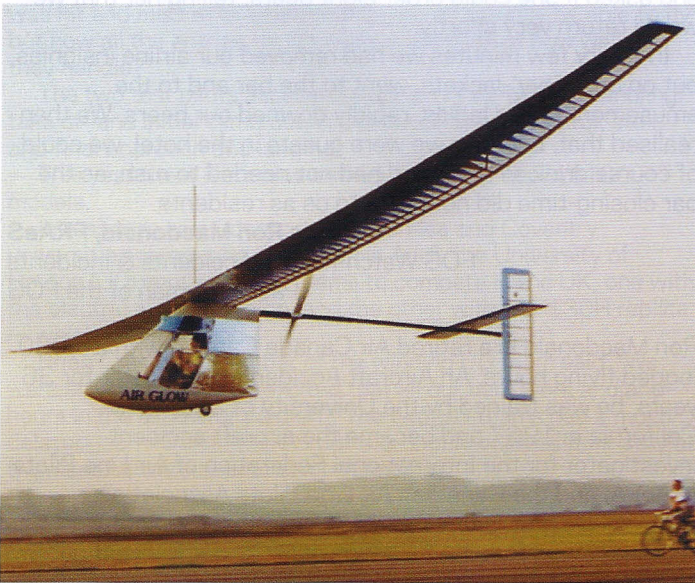


# The Icarus Cup

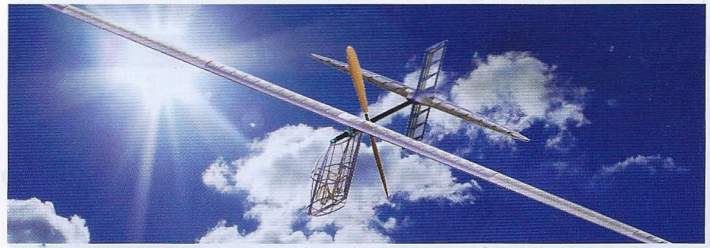
During the Olympic year 2012, there will be a Royal Aeronautical Society event for human-powered aircraft at Lasham airfield in Hampshire from 13 to 22 July for short distance races, organised by the RAeS Human Powered Aircraft Group.

At last a new generation of human powered aircraft is emerging, lighter and more manoeuvrable than their predecessors. These aircraft will be able to fly in reasonable weather conditions and in winds of up to five metres per second (11mph). No longer will the pilots have to be super athletes. Any reasonably fit person should be able to learn to fly and be able to take to the air under their own power. At least two organisations are planning to develop 'kit' aircraft, with the main components straightforward to assemble. The original facilitator of the whole human powered flight movement was the industrialist Henry Kremer. He gave almost half a million pounds in prize money for a range of competitions and, for some of these, there is still over £150,000 waiting to be won. It was his hope that human-powered flight might develop into a competitive sport and even that, one day, it might become an event within the Olympic Games.



The Airglow human-powered aircraft designed by John and Mark McIntyre of Cambridge is flown by Nick Weston at RAF Duxford in July 1990. The Airglow project was funded by a grant from the RAeS Kremer Fund.

Some of the competitions that were set by the Royal Aeronautical Society in the 1980s were 20 years too demanding for the available technology. The designers of the successful aircraft which flew the English Channel in 1978 and later won the speed prizes found their skills were much in demand in the field of unmanned air vehicles while others became involved in solar-powered aircraft for high altitude research. Ideas for human-powered aircraft had to be put on hold. But a completely new industry came into existence to produce a whole range of strong and ultra light materials for



space exploration, for racing cars and for championship bicycles. From these developments has come the realisation that a new range of light but strong sporting aircraft can be designed, built and flown — powered by human beings. The latest aircraft have an all up weight of less than 40kg.

The spontaneous renewal of interest was demonstrated by the attendance at the conference held last autumn at the Royal Aeronautical Society. Now it is our intention to focus this interest with a major rally at Lasham airfield in Hampshire just a fortnight before the opening of the London Olympic Games. There should be at least six aircraft from the United Kingdom and this is a call for constructors from all over the world to come and take part. There will be workshops and demonstrations and a cumulative series of competitions leading up to the final weekend. Programme details and prizes of up to £2,000 will be announced in the near future. It is hoped that, by the end of 2012, both the existing £100,000 Kremer Sports Aircraft and the £50,000 Marathon competitions will have been won. The Royal Aeronautical Society invites the participation of designers and builders of human-powered aircraft and others who are interested, from all over the world.

For information and to receive our news reports contact by e-mail: [fredto@roade.wanadoo.co.uk](mailto:fredto@roade.wanadoo.co.uk).

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