

# *The £1,000 Kremer competition*

*for three minutes duration*

The rules proper start on the next page, this page contains notes by Malcolm Whapshott  
While efforts were made to duplicate the look and style of the original document, the original was printed on light yellow paper.

Please note that inflation means that the current value would be much more and also that the exchange rate will have changed since then.

Please note the telephone number for RAeS is now +44 (0)20 7670 4345 and their web site address is <http://www.raes.org.uk>. The RAeS HPAG web site address is [http://www.raes.org.uk/cmspage.asp?cmsitemid=SG\\_Hum\\_Pow\\_Home](http://www.raes.org.uk/cmspage.asp?cmsitemid=SG_Hum_Pow_Home)

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*Man Powered Flight*

Regulations and Conditions

for

**THE £1000 KREMER COMPETITION**

**FOR THREE MINUTES DURATION**

*July 1976*

**THE ROYAL AERONAUTICAL SOCIETY**

**4 HAMILTON PLACE LONDON W1V 0BQ**

01-499 3515

# THE ROYAL AERONAUTICAL SOCIETY

## *Man Powered Flight*

A prize of £1000 has been offered by Mr. Henry Kremer for a successful duration flight of a Man Powered Aircraft designed, built and flown by citizens of the United Kingdom within the United Kingdom under conditions laid down by the Man Powered Aircraft Group of the Royal Aeronautical Society. The official observers will be selected from a body approved by the Royal Aeronautical Society and the Aircraft Owners and Pilots Association.

The Regulations and Conditions governing the award, which is to be known as the £1000 Kremer Duration Competition, follow.

This Competition shall be conducted by the Aircraft Owners and Pilots Association (AOPA) under the Regulations and Conditions laid down by the Royal Aeronautical Society (RAeS).

### REGULATIONS

#### 1. GENERAL

The prize will be awarded to the first entrant who fulfils the conditions.

#### 2. PRIZE

The prize is £1000.

#### 3. ELIGIBILITY

The entrant, designer and pilot must be citizens of the United Kingdom. The aircraft must be designed, built and flown within the United Kingdom. The general administrative requirements of the Federation Aéronautique Internationale (FAI) will apply. Rights of appeal will be governed by the Competition Rules of the AOPA and the Sporting Code of the FAI.

#### 4. CONDITIONS OF ENTRY

##### 4.1 Aircraft

- 4.1.1 The machine shall be a heavier-than-air machine.
- 4.1.2 The use of lighter-than-air gases shall be prohibited.
- 4.1.3 The machine shall be powered and controlled solely by the crew.
- 4.1.4 No devices for storing energy either for take-off or for use in flight shall be permitted.
- 4.1.5 No part of the machine shall be jettisoned during any part of the flight including take-off.

##### 4.2 Crew

- 4.2.1 The crew shall be those persons in the machine during take-off and flight, and there shall be no limit set to their number.

4.2.2 No member of the crew shall be permitted to leave the aircraft during take-off or while it is in flight.

4.2.3 One handler or ground crew shall be permitted to assist in stabilising the machine during each take-off, but in such a manner that he is unable to assist in accelerating the machine.

##### 4.3 Ground Conditions

4.3.1 All attempts, which shall include the take-off run, shall be made over approximately level ground (i.e. with a slope not exceeding 1 in 200 in any direction), and on a course to be approved by the AOPA or its authorised representatives. It must be free from adjacent hangars and other large buildings which might impart an upward deflection to the air over the flight course.

4.3.2 All attempts shall be made in still air, which shall be defined as a wind not exceeding a mean speed of approximately 10 knots, over the period of the flight.

##### 4.4 Course

4.4.1 The duration of the flight shall be for at least three minutes.

4.4.2 The flight shall be timed from the moment any part of the aircraft or aircrew last leaves the ground to the time that any part of the aircraft or crew next touches the ground.

4.4.3 There is no restriction on the course covered by the flight, except that at some point between take-off and landing, the aircraft shall exceed a height of two metres above the

ground. This is preferably demonstrated by crossing over a visible barrier such as a row of balloons or a tape.

#### **4.5. Observation**

Every attempt shall be observed by the AOPA or by any body or persons authorised by them to act as observers.

#### **5. APPLICATION FOR ENTRY**

- 5.1 Entry Forms shall be obtained from, and returned to The Secretary, Man Powered Aircraft Group, The Royal Aeronautical Society, 4 Hamilton Place, London W1V OBQ.
- 5.2 The entry fee shall be £1 (made payable to the Royal Aeronautical Society), which shall be refunded upon the attempt taking place.
- 5.3 Each entry form shall contain an application for Official Observation of the competitor's attempt.
- 5.4 The entrant shall undertake to abide by the conditions for Official Observation as set out on the entry form and shall undertake to defray all expenses incurred in connection with the Official Observation of the attempt.
- 5.5 Final notice of the proposed time and place of the attempt requiring Official Observation may, if so wished, be sent to the RAeS later than the Entry Form. It must in all cases be received at least thirty days before the proposed date for the attempt. This time is required by the AOPA to arrange for Official Observation. Applications will be considered in order of receipt.
- 5.6 The Entry Form or the final notice of the attempt must be accompanied by the sum of £15, made payable to the AOPA.

#### **5.7 Competitor's Annual Licence**

This licence is required for all pilots taking part in the Kremer Competitions. It is not required for other flights. Application forms may be obtained as in paragraph 5.1.

### **6. GENERAL CONDITIONS**

#### **6.1 Insurance**

The entrant must take out on behalf of himself, his pilot(s), crew, representatives or employees, an adequate insurance to indemnify the RAeS against any claims. Evidence that such insurance has been effected must be produced to the Official Observers before the attempt.

#### **6.2 Eligibility**

In any question regarding the acceptance of entries, eligibility of entrant, pilot, crew or aircraft under these Regulations, the decision of the RAeS shall be final.

#### **6.3 Supplementary Regulations**

The RAeS reserves the right to add to, amend or omit any of these regulations and to issue Supplementary Regulations.

#### **6.4 Interpretation of Regulations**

The interpretation of these Regulations or any of the Regulations hereafter issued shall rest entirely with the RAeS. The entrant shall be solely responsible to the Official Observers for due observance of these Regulations and shall be the person with whom the Official Observers will deal in respect thereof, or any other question arising out of this Competition.

#### **6.5 Revision of Regulations**

These Regulations shall remain in force until such time as the RAeS considers it necessary to amend them, or until the prize has been won,