

# *The £50,000 Kremer competition*

This page contains some notes on the £50,000 (fifty thousand pound) Kremer competition, the document proper starts on the next page.

The competition was also known as “the figure of eight competition” or simply as “the Kremer prize.” This is the last form of the classic Kremer prize, being first open only to British and commonwealth citizens but later opened up to the rest of the world as well.

The original prize was £5,000 offered in 1959 although the rules were not published until February 1960. The prize was increased to £50,000 in 1973 and was won on August 23rd 1977 by a team led by the late Dr Paul MacCready Jr, the pilot was Bryan Allen.

While efforts were made to duplicate the look and style of the original document, the original was printed on light blue 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 £50,000 KREMER COMPETITION**

*1st November 1974*

THE ROYAL AERONAUTICAL SOCIETY

4 HAMILTON PLACE LONDON W1V 0BQ

01-499 3515

# THE ROYAL AERONAUTICAL SOCIETY

## *Man Powered Flight*

A prize of £50,000 is offered by Mr. Henry Kremer for a successful controlled flight of a Man Powered Aircraft 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 British Light Aviation Centre.

The Regulations and Conditions governing the award, which is to be known as the £50,000 Kremer Competition are as follows.

This Competition shall be conducted by the British Light Aviation Centre under the Regulations and Conditions laid down by the Royal Aeronautical Society.

### REGULATIONS

#### 1. GENERAL

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

#### PRIZE

The prize is £50,000 sterling.

#### 3. ELIGIBILITY

The competition is international and is open to individuals or teams from any part of the world. Rights of appeal will be governed by the Competition Rules of the British Light Aviation Centre and the Sporting Code of the Fédération Aéronautique Internationale.

#### 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 by the crew of the machine over the entire flight.
- 4.1.4. No device 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 at any time during take-off or flight.

##### 4.2.3 One handler or ground crew shall be permitted

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 British Light Aviation Centre or in conjunction with its authorised representatives.

- 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 course shall be a figure of eight, embracing two turning points, which shall be not less than half a mile apart.
- 4.4.2 The machine shall be flown clear of and outside each turning point.
- 4.4.3 The starting line, which shall also be the finishing line, shall be between the turning points and shall be approximately at right angles to the line joining the turning points.

4.4.4. The height, defined as ground clearance, both at the start and the finish, shall be not less than ten feet above the ground; otherwise there shall be no restriction in height.

4.4.5 The machine shall be in continuous flight over the entire course.

#### **4.5 Observation**

Every attempt shall be observed by the British Light Aviation Centre or by any body or persons authorised by them to act as observers. It may take place in the Competitor's own country if it is affiliated to the FAI. In a country not so it could be advantageous to fly the course in a neighbouring country which is so affiliated.

### **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 0BQ.

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 Royal Aeronautical Society 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 British Light Aviation Centre 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 British Light Aviation Centre.

#### **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 undertake to insure, on behalf of himself, his pilot(s), crew, representatives or employees, against third party risks in connection with the attempt to an unlimited amount. 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 Royal Aeronautical Society considers it necessary to amend them, or the prize has been won.