



# FEDERATION AERONAUTIQUE INTERNATIONALE

## FAI AWARDS FOR THE YEAR 2007

*Diplomas to be approved by FAI Vice Presidents*

### HONORARY GROUP DIPLOMAS

*These Diplomas were established in 1965 by the FAI. They may be awarded to groups of people (design offices, scientific bodies, aeronautical publications, etc.) that have contributed significantly to the progress of Aeronautics or Astronautics during the previous year or years.*

#### **Czech Aviation Authority – Department for ATC and Aerodromes (Czech Republic)**

The Department for Air Traffic Control and Aerodromes under the leadership of Mr. Petr Rudolf, PhD is a very active part of the Czech Aviation Authority. It has afforded Czech Sport Aviation greater access to Czech Air Space and has protected airfields for use by air sports, parachuting and general aviation. Thanks to the work of Dr. Rudolf and his colleagues, it is possible for air sports to make the most effective use of Central European Air Space, especially over the Czech Republic Territory.

#### **Räyskälä Säätio (Finland)**

The Räyskälä Foundation has been managing and developing Räyskälä airfield and aviation centre for the past 45 years. The aviation centre has played host to many international FAI Championships as well as staging the annual national championships along with other competitions in different air sports.

#### **Commission Patrimoine de l'Aéro-Club de France (France)**

The mission of the French Aero-Club's Heritage Commission is to safeguard French aeronautical heritage. It helps to preserve and also to invigorate the roots needed to build and develop the heritage of tomorrow. To achieve this, the Committee works closely with various agencies such as the Ministries for Defence, Culture and Communication, the Air and Space Museum, Air France and other associations. This Commission meets once per month; its activities are centred on three main areas:

- Maintaining records of this heritage; airplanes, balloons, trophies, objets d'art, documents, airfields and hangars: for instance, the "Y" shaped hangar for airships at Meudon.

- Protecting this heritage; classification and restoration of aircraft, documents and airfields: for instance, Montaudran, the runway at Toulouse airfield and the cradle of history of the Aéropostale service, has been classified as a historical monument.

- Communicating through this heritage, most notably through the Grand Prix of Heritage, as well as exhibitions and symposia. For example, the Commission organised the Homage to the "Free French Air Force" in early 2001 at Les Invalides in Paris.

The Commission also comprises a panel of experts whose purpose is to analyse scientifically those objects which are brought to its attention in order to establish their authenticity.

### **Flugsportclub Charlottenburg Berlin e.V. (Germany)**

The FCC Berlin is a real winner in German reunification. Established in 1956 and initially hampered by its location in the isolated West Berlin territory, it has developed since reunification into a most important gliding training centre. The Club has created an impact not only nationally but also internationally due to its programme of events and excellent hospitality. Activities include:

- Providing training for domestic and international teams and clubs since 1994
- Organising regional Gliding Championships open to international participants in 1994, 1995, 1997, 1999, 2001, 2003 and 2005.
- Organising the German Gliding Championships in 1996, 2002, 2005 and 2007
- Organising FAI Gliding Championships:
  - 2000 - European Gliding Championships
  - 2007 - Lilienthal Glide
  - 2008 - 30<sup>th</sup> FAI World Gliding Championships, Open, 18M, 15M Class

### **Ireland West Airport Knock (Ireland)**

Ireland West Airport Knock opened for flights on 20 May 1986 following a long campaign by Monsignor James Horan. The airport was intended to bring employment to an impoverished corner of Ireland, as well as to allow pilgrims to visit the nearby Roman Catholic Knock Shrine.

Development was slow in the early years but since 2002 the airport has experienced record-breaking passenger numbers and business growth. In 2007, 557,000 passengers used the airport.

Knock was voted Ireland's best regional airport in 2004 and again in 2006 by the Chambers of Commerce of Ireland.

### **Korea Parachute Association (Korea)**

The Korea Parachute Association has provided parachute training for more than 20,000 members in the 45 years since its establishment in 1964. During this time it has brought air sports to the general public by way of various demonstration skydives. It has also contributed to the spirit of international exchange and friendship in the Asia-Oceania Skydiving community.

### **Klaipėdos Sklandymo Klubas (Lithuania)**

Klaipėda Gliding Club is the main gliding sport base and training centre for glider and amateur pilots in Western Lithuania. The club cultivates the following branches of aviation sports; gliding, precision flying, hang gliding, paragliding and general aviation. The Club also gives methodical support to the aero clubs of Akmenė, Silutė and Telsiai. The base created by Klaipėda Gliding Club offers a suitable location for organising national and international championships and contests.

### **Aero Club of Radom (Poland)**

Founded in 1946, the Aero Club of Radom belongs to the elite group of the best clubs in Poland. A significant date for the Club was 1975 when the Centre of Aerobatic Powerplanes was established. It was at this time that the Aero Club acquired the modern aerobatic plane - Zlin 526AFS, shortly followed by its successors, the Zlin 50LA & LS and, in 1996, the Extra 300L for unlimited aerobatics. Some of the best and most world-renowned pilots come to Radom to train: Jerzy and Stanisław Makula, the Kasperek family including the champion Janusz, Marek Szufa and many, many others.

The Aero Club of Radom provides training for pilots, parachutists, model makers, gliders and motor hang-gliders. It has also proved itself as an excellent organiser of powered-plane and aerobatic championships including the Advanced World Aerobatic Championship. The club has staged National events at Radom 14 times during its history.

### **Aeroklub Aeroluks (Serbia)**

The Aero Club “Aeroluks” in Belgrade was newly founded in 2004 to bring together the most proficient aeromodellers in Serbia in order to act as an icebreaker for new aeromodelling areas and activities. Its foundation was fully sponsored and supported by the Belgrade company “Luxor”, a fact which helped assemble about 40 aeromodellers of high reputation and also attract native Serbian experts from other countries. The initial idea was twofold; to revitalise aeromodelling classes which had been very popular and had achieved international recognition several decades before, and also to start new aeromodelling categories which had not previously being flown in Serbia. Aeroluks first focussed on Control Line, Indoor and Magnetic Steering Gliders, attaining national level in 2005. This progression continued with the F2B World Cup in 2006 and the peak of its activity was in 2007 when Aeroluks very successfully organised three European Aeromodelling Championships (Junior Free Flight – F1ABJ in Aradac-Zrenjanin, Control Line – F2ABCD at Batajnica Airfield -Belgrade and Indoor – F1D at the Belgrade Fair) and all in only two months. Two World Cups and one Open International event were also held in the same year. In 2008 Aeroluks organised the World Indoor Aeromodelling Championship, one F2B World Cup and two F1E World Cups. Aeroluks involves itself in the promotion of aeromodelling to young people in free flight and control line flying. The next step is to produce cheap and safe F2 models which are good for practicing and also fun, so as to increase interest in this type of flying. In order to achieve this, Aeroluks is building the necessary infrastructure (concrete circles with fences) at the Belgrade Sporting Flying Field. Aeroluks has renewed the international reputation of Serbian aeromodelling because of these activities. One of the Members of Honour of this Aero Club is His Royal Highness Crown Prince Alexander II Karadjordjevic.

### **Magnet Press Slovakia (Slovak Republic)**

The publishing company “Magnet Press Slovakia” was founded in 1993 with the main aim of providing Slovak readers with imported Czech aviation journals after the division of the former common state of Czechoslovakia in 1993.

During these years Magnet Press Slovakia has become one of the main suppliers and more recently editors of magazines, journals and books covering aviation in Slovakia.

The common Czech and Slovak journal “Aerohobby”, which publishes flying-related articles in both Czech and Slovak, is considered to be very important to all the members of the Slovak National Aeroclub. Magnet Press Slovakia regularly gives media support to all aviation sports competitions, airshows and other flying activities in Slovakia.

### **ARK Komarov (Slovenia)**

The Space Modelling Club “Ark Komarov” of Ljubljana is the primary Slovenian space modelling club with traditions extending back to 1969. In the early days both high-power and space modelling competition activities were staged, but later on airport activity prevailed. This club provides the largest number of national space modelling team members and many of them are world or national record holders. There are also many space modelling world or European champions, including Joze Cuden, Anton Sijanec, Marjan Cuden, Miha Cuden (junior), Tomaz Kogej (junior), Miha Kozjek, and Blaz Grgic. ARK Komarov is also widely well known for its contribution to the development of space modelling rules and designs. Some of its members are FAI Space Modelling judges and have served in many international events; Marian Cuden as the RSO (Chief Judge) at the 11<sup>th</sup> European Space Modelling Championship in Slovakia in 2007 and also at the 17<sup>th</sup> World SM Championships in Spain in 2008. His brother Joze as FAI Jury reserve in three World Championships and European Championships and has occupied different high positions from Vice President of the Slovenian NAC to FAI Vice President for Slovenia in 2006. Joze Cuden and Anton Sijanec are members of the FAI Space Models and Education Sub-Committees respectively. The club’s most significant activity is the continued organisation of the “Komarov Cup”, or “Ljubljana Cup”, which has been the final event in Space Modelling World Cup classification for years and shall celebrate its 30<sup>th</sup>

anniversary in October 2008. This is the most important annual Space Modelling event in the World after World or European Championships because it brings together sportsmen from approximately 12 FAI member countries and, in addition to its supreme organisation, fair judging and excellent participation, it contributes to the development of friendship and technical improvements by encouraging people to excel. Witness to this is the fact that several World Records have been broken at this event.

#### **Real Aero Club de Castellón (Spain)**

The Aero Club of Castellón and its managing commission were created during a meeting held on April 25th 1958 in the assembly hall of the city council. The inaugural President was Mr Rafael Ribes Pla, recently deceased. This commission obtained the necessary authorisation from the Civil Aviation Authorities and joined the Royal Aero Club of Spain. Back in those days, several air festivals were held, the first one on June 28<sup>th</sup> 1959. In May 1966, homage was paid to Captain Tomas Castaño, who was present at the event. In 1985, after the death of Mr Manuel Navarro when Mr Vicente Pla Broh took over as President, the Powered Flying World Championships was held here.

The Aero Club of Castellón is based at the Municipal Aerodrome by the sea. It offers a wide range of sporting activities and, from a tourist's point of view, everything a sport aviation enthusiast could wish for. These days it acts as the final staging point for several "Vueltas Aéreas", and also for both national and international Rallies.

Since its foundation, the Aero Club of Castellón has struggled fight the closure of the aerodrome of Castellón, which has been managed by the Aero Club since its creation. This aerodrome is sited in a strategic position not only for general and sporting aviation but also for the tourist sector of Comunidad Valenciana. The defence of these facilities makes the Aero Club of Castellón an example to all Spanish sporting aviation due to the tenacity shown in order to avoid the disappearance of the aerodrome.

#### **Centre for Aviation Competence of the University of St. Gall (Switzerland)**

For the last 3 years the Centre for Aviation Competence has been publishing numerous papers aided by its scientific researchers and is now regarded as a reputable aviation centre of competence at international aviation conferences. As a member of many associations (e.g: Air Transport Research Society, European Air Law Association etc), the CFAC-HSG is able to distribute its research publications widely. Two representatives of the CFAC-HSG are editors at the international Journal of Aviation Management. Its education section offers conferences and courses on most varied aviation topics. A public lecture series makes research results available to the public and thus broadens the general interest in aviation.

#### **Commercial Aviation Safety Team (USA)**

A joint venture between industry and government, the Commercial Aviation Safety Team (CAST) is a unique partnership with safety goals that, at first, were thought impossible to reach. The need to work together to reduce the number of aviation accidents and to identify and assess risks has proven that consensus between industry and government can focus on and achieve mutually rewarding goals, among them a risk reduction by 83% in the year 2007.

The voluntary commitment among all the partners to achieve a safer aviation environment by adopting a pro-active approach by operators, manufacturers, user groups, and analysts has enabled this achievement and set the path for future cooperation and efforts. The second decade of CAST is underway with hopes of making history with additional safety enhancements to ensure that this direction continues. Today, fatal accidents are reduced to only one in 22.8 million flights, a remarkable milestone, for which the National Aeronautic Association is proud to nominate CAST for the FAI Honorary Group Diploma (for Aeronautics).

## PAUL TISSANDIER DIPLOMAS

*This Diploma, established by the FAI in 1952, is named after Mr. Paul Tissandier, Secretary General of FAI from 1919 to 1945. It may be awarded to those who have served the cause of aviation in general and sporting aviation in particular, by their work, initiative, devotion or in other ways*

### **COUNTRY**

### **NAMES**

#### **Australia**

#### **Mike Close**

Mike Close has been involved in model aviation administration at Club State and Nationals levels for over 20 years. He was a member of the New South Wales State Executive and then served for 3 years as President before being elected as National President of the Model Aeronautical Association of Australia over 10 years ago. He still holds this position and continues as Vice President of the National Aero Club since 2001. Mike has put hundreds of unpaid hours a year into both organisations including setting up the MAA Manual of Procedures system, which has drawn warm appreciation from the Civil Aviation Safety Authority, and procedure for the collection of information for the FAI Database.

#### **Austria**

#### **Hans Hynek**

Hans Hynek played a very important role in the World Gliding Championship 1989 in Austria / Wr Neustadt. It was the 1<sup>st</sup> World Championships in cooperation with Hungary at the time of "cold war".

Hans is an active pilot in gliding, motorgliding and powerflying. He has also been an instructor for 35 years. He is the Chairman of a great air sports club in Wr. Neustadt and all activities in the surrounding area. We will celebrate the Centenary of the first flight of a powered aeroplane in Austria in 2009 at this historic place.

Hans is also an official of the Vienna Aero Club and holds the position of controller in the National Aero Club of Austria.

Hans has been working in different airport disciplines for more than 30 years.

#### **Belgium**

#### **Jacques Servais**

A glider pilot since 1949, Jacques Servais has also been a gliding instructor, examiner, tug pilot and an Officer of the Royal Verviers Aviation. In his role as long time administrator in the Belgian Gliding Federation and the Royal Belgian Aero Club – of which he was President of the Sporting Commission for several years – he is particularly appreciated for his ability and his perseverance in negotiations with the Belgian aeronautical authorities.

#### **Patrick Pauwels**

Active since 1984 in the "Liga van Vlaamse Zweefliegclubs" (League of Flemish Gliding Clubs), Patrick Pauwels has represented his country at the FAI International Gliding Commission since 1992 and is a board member of the European Gliding Union. As the administrative coordinator of the Royal Belgian Aero Club, he is highly appreciated for his devotion and for his competence in his handling of many different air sports.

#### **Czech Republic**

#### **Antonin Otrusina**

Antonin Otrusina has been a member of the Gliding Commission of the Aero Club of the Czech Republic for many years as well as trainer and coach of Czech National Junior Gliding Team. As a gliding instructor he has taught many young gliding pilots. He is the holder of a number of Czech national gliding records. Antonin has more than 2,000 flying hours and 60,000 kms experience. He is nominated for his whole life of dedication to gliding.

#### **Ivo Vodsedalek**

Ivo Vodsedalek is the founder and inaugural President of the first Ballooning Club in the Czech Republic after the 2<sup>nd</sup> World War – The Balloon Club of Prague, which represents the sport of ballooning in the National Aero Club's aeronautical activities. Together with friends from Poland, Ivo built the first gas balloon in the Czech Republic after the 2<sup>nd</sup> World War. He is the holder of the first balloon pilot licence in the Czech Republic since the 2<sup>nd</sup> World War.

Later he built the next seven gas balloons and educated 11 pilots along with the necessary technical staff. Ivo is nominated for his whole life's work for ballooning.

## **Denmark**

## **Aksel C. Nielsen**

In 1967 Aksel Nielsen was instrumental in founding one of the two first parachute jumping clubs in Denmark – and has been a loyal member since the start. The creation of Danish parachute activities was not easy – and needed the full commitment of, and a lot of work from, its pioneers.

Aksel served as President of the Danish Parachute Association from 1981 to 1985. He was elected to the Royal Danish Aeroclub's board in 1981 and then as President of the Royal Danish Aeroclub in 1992. He served as President until spring 2008.

Aksel has been FAI Vice-President since the mid 1990s and became involved in the first FAI World Air Games organising committee along with other FAI sub-committees. He has been instrumental in more serious attempts to get different FAI activities to Denmark in recent years.

## **Finland**

## **Aki Suokas**

Aki Suokas holds an MSc in Aviation Engineering and has been self employed for some 15 years, contributing to Finnish commercial and recreational aviation in the fields of consulting, flight testing, designing aircraft and testing modifications. His latest successful design project Pik-27 "Sehinu", an efficient and economical aeroplane dedicated to towing gliders, made its first flight in December 2006. As an eager private pilot, Aki has won several national championships in precision flying, as well as representing Finland at international level.

## **France**

## **Jean Salis**

Born in 1937, Jean Salis is President of the "Jean Baptiste Salis" association which was founded in 1976. The association took the name of his father, a restorer and collector of aeroplanes and who founded the "Cerny La Ferté Allais" airfield. The aim of this association, which is located on the airfield, is to protect and to present, on the ground or in flight, those planes with world aeronautical heritage. Besides being a museum comprising venerable flying machinery, several aircraft are maintained in a flying state and tour France each year during the rally season. In 1990 the "B.17 Always Flying Fortress" association was added to the original collection, followed by the Memorial Flight and some other individual collections. The whole history of aviation is included in this museum, from 1<sup>st</sup> world war fighters until early airliners such as the wonderful "Jünker 52".

Jean has actively contributed to the development of the "Collection of restricted flying airworthiness" certificate which was developed in France in 1978. This certificate permits the 68 old aeroplanes in the museum to be demonstrated in flight to the public. Currently, 230 planes are registered in France as collection aircraft. The association is well known for its annual "May rally", during which the museum's aeroplanes are presented on ground and in flight by aviation lovers.

By his energetic actions Jean has saved the destruction of the witness to our history. He also knows how to pass on the passion for aviation to the younger generations.

## **Claude Raymond Dubreil**

As both a paratrooper and a civilian, Claude Dubreil has made over 2,500 jumps. His contribution to the sport as a volunteer has been constant over the fifty years he has been involved. He has held different offices in this time, including 10 years as Treasurer of the French Parachute Federation and a number of years as President of the Lasclaveries - Pau Civilian Parachute School. He is currently President of the Ligue of Aquitaine which is the regional representative of the Federation. He has organised several competitions and brought many people to the sport.

Claude has received recognition of his contribution with the following medals:

<i>Military</i>	Military Medal
	Medal for Overseas Service
	Medal of Maintenance Operations in Algeria
<i>Civilian</i>	Medal of Honour of the Ministry of Sport
	Aeronautical Medal

## **Jean-Pierre Spyns**

Jean-Pierre Spyns started his parachuting career in the army where he was involved in many serious battles including Dien Bien Phu, a terrible part of French history. Over the years he has made more than 3,500 jumps. He has always been a driving force in his region and is currently President of the Ligue of Midi Pyrénées, in which role he organises many different activities including competitions and meetings. He is a member of the regional Olympic Committee and represents parachuting on the board of the Airsports subcommittee. He is a founder member of the Jurassics, a group of parachutists of over 50 years of age whose next objective is to organise a jump where the ages of the different participants add up to 1000 years. The last jump managed to achieve 780 years. He has recently taken up paragliding in the Pyrenean Mountains, close to his home.

He has also received recognition for his contribution with the following medals and distinctions:

<i>Military</i>	Military Medal for Voluntary Services Military Medal Croix de la Valeur Militaire with three citations Croix du combattant volontaire – Indochina
<i>Civilian</i>	Ordre National du Mérite Gold Medal of Sport Ministry Légion d'Honneur

## **FYR of Macedonia**

## **Vande Gavrovski**

Vande Gavrovski made his first skydive in 1966 and in 1970 he gained his skydiving instructor license. Since 1973 he had trained a great number of students, and has made more than 2,000 jumps.

Vande has taken part in many international skydiving competitions and since 1993 has been the leader of the best national team.

This recognition is assigned to him for his sporting achievements and his cooperation with National Aero Club of the Republic of Macedonia.

## **Greece**

## **Mihalis Gritziotis**

Mihalis Gritziotis was born in 1936. After high school he joined the Icarus Flying Academy of the Hellenic Air Force. During his military service he flew many types of aircraft but he was mainly responsible for educating young flying officers.

Mihalis joined the Athens Aeroclub in 1972, and after he retired as a Brigadier from military service in 1984, he was responsible for teaching young people to fly. To this day, more than 500 Greek aviators have learned to fly with him. Mihalis is also an official CAA examiner.

Mihalis has participated in several Rally Flying competitions, as competitor, contest director and Jury member. He was also a Board member of the Athens Aeroclub for many years.

For his great contribution to sports aviation, Hellenic Aeronautical and Airsports Federation is proud to nominate Mihalis Gritziotis for the Paul Tissandier Diploma.

## **Ireland**

## **Pauline Baker**

Despite only gaining her PPL(B) in 2004, Pauline Baker broke two World Records in September 2005, with less than 50 hours P1 in her logbook. This achievement was followed, in January 2007 with six further World records, in Italy and Switzerland.

In addition to her World record attempts, Pauline has continuously promoted the sport of Hot Air Ballooning in Ireland. She has held the position of President of the Irish Ballooning Association for several years. She has also been a director and organiser of the Irish Ballooning Championships in recent years, the longest running National Ballooning Championships in the World.

## **Italy**

## **Alessandro Bianchi**

Alessandro Bianchi was born in Rome on January 28th 1945. He was Rector of the University of Reggio Calabria and a transportation planning teacher. Between 2006 and 2008 he was the Minister of Transportation.

During his period serving as minister he contributed greatly to the development of aeronautics and in particular to solving the problems of general aviation, providing decisive support to the Aero Club of Italy, dealing with the smaller airfields policy, a new law on microlight aircraft, and to the development of flying culture.

## **Sara Sacchet**

Born in Bolzano in 1964, Sara Sacchet graduated in Physical Education in Florence with full marks, writing her graduation thesis on Parachuting. A former Formation Skydiving (FS) competitor in 4-way and 8-way in the 1980s, she has served as a FAI International Judge since 1993. Since that year she has been involved in every World Cup and World Championship in this discipline; Chief Judge in 2005 in Arizona (USA) and in 2006 Gera (Germany), and Event Judge on several occasions. Since 2002 she has represented Italy as FAI International Parachuting Commission Delegate and she is also a member of the IPC Judges Committee and the FS Committee. With the help of her husband, himself a former FS competitor and now National FS Judge and Vice President of the Italian Parachuting Federation, she organised the 58<sup>th</sup> IPC Meeting in Florence. She acts in the Italian Parachuting Federation's Bureau as Judges' Representative and fulfils the same role in the Aeroclub d'Italy.

## **Mario Mazzucchelli**

Born in Ferrara, Mario Mazzucchelli obtained his private pilot's licence in 1995 and later gained his gliding and commercial pilot licences.

In 2006 and with 7,800 hours experience, he obtained the FAI gold badge with 3 diamonds for powered flight.

Mario was for many years a member of the Popular Aviation Club Council (The experimental aircraft association). He built an aircraft model whose results in the wind tunnel were made available for the degree thesis of the aerodynamics faculty of engineering. This faculty worked on the "Pellegrino Project" which was to involve Mario conducting a circumnavigation from Milan - South Pole - North Pole - Milan. This project was unfortunately interrupted due to Mario's health problems.

## **Japan**

## **Shinichi Michizuka**

In recognition of his outstanding contribution to the promotion of hot air balloons as an air sport.

### *Summary of air sport career:*

1985 – Competition Director of "Iwadeyama Balloon Festival"

1991-1995 – President of Tohoku Hot Air Balloon Conference

1995 – 2005 Director of the Japan Balloon Federation

2005 – 2008 Accounting Director of Japan Balloon Federation

2006 – Member of Accident Investigation Commission of Japan Balloon Federation

### *Description of outstanding services:*

Mr Shinichi Michizuka is a pioneer who first organised a balloon competition in Japan. Since 1985 when he was competition director of the "Iwadeyama Balloon Festival", he has made an outstanding contribution to the promotion of hot air balloons as an air sport

In 1991, he established a local club and went on to serve as President. He has been very active in the promotion of air sports as well as the preservation of the local environment in the region. Since 2005 as the accounting director of Japan Balloon federation, he has played an important role in improving the accounting management by implementing a new accounting system.

Over 17 years as an instructor and examiner of the Japan Balloon Federation, he has trained many pilots and contributed to the enhancement of flight safety and capability.



In recognition of all his accomplishments and extraordinary career in aviation.

*Summary of air sport career:*

1962 – Glider Instructor of Japan Students Aviation League  
1967 – 1994 General Manager of Japan Aeronautic Association  
1968 – Airworthiness inspector of the Ministry of Transport  
1994 – 2004 Director of Sekiyado Soaring Centre  
2004 – Chairman of Sekiyado Soaring Centre

*Description of Outstanding services:*

For 8 years starting in 1958 Ichiro Sato worked at a glider manufacturing company and was recognised as one of the few pilots who understood the whole design characteristics of the aircraft in Japan.

Since 1968 he has been authorised as an airworthiness inspector. Since 1985 he has been assigned a member of the Air Accident Investigation Commission of the Ministry of Transport.

From 1967 until 1994 he served the Japan Aeronautic Association as General Manager. During this period he contributed to the promotion of air sports and showed great devotion to the establishment of the Sekiyado Soaring Centre, the first soaring centre located in the Tokyo Metropolitan area. He also played an important role in the training of many glider pilots.

Since 1994, Ichiro has been an executive in Sekiyado Soaring Centre, where he has improved management practices and promoted air sports to the people in the region.

**Korea**

**Jung-dae Lee**

Career Period: 30 years

Since 1985 Jung-dae Lee has participated in eleven consecutive World Hang Gliding Championships.

He has been a hang gliding instructor with the Korean Air Force Academy for 23 years starting in 1986 and instructor to over 5000 cadets.

He has contributed to the propagation of microlighting as a pilot and instructor since 1988.

**Lithuania**

**Jonas Algimantas Skurdenis**

Since 1972 Jonas Algimantas Skurdenis has been President of Klaipeda Gliding Club. He is a glider pilot, master of sports, gliding sports coach and a prize winner at Lithuanian and USSR gliding championships. He is an elected member of the commission of the Lithuanian aviation sports federation.

As President, Jonas has contributed greatly to the development of the Klaipedia Gliding Club. Under his guidance, Klaipeda Gliding Club has been well provided with flying facilities and the aerodrome infrastructure has been considerably expanded and prepared for organising national and international championships.

Jonas puts a great deal of effort into training and qualifying sportsmen and women, both as groups of glider pilots or as individuals. Because of his initiative, the Open Baltic States Senior Gliding championships were staged at Klaipeda Gliding Club's base in 1997, 1998, and 1999.

**Norway**

**Rolf Inge Sotberg**

For the past 32 years Rolf Inge Sotberg (born in 1953) has been one of the central resources for the strategic and operational management of safety in the Norwegian Air Sports Federation, Parachute Section (F/NLF). This includes both club level in Stavanger Parachute Club and work in the national Safety and Training Committee in F/NLF.

Rolf started his parachute career in Bodø in 1973, and relocated in 1975 to Stavanger where he immediately engaged in material safety. He also educated himself to become a master rigger and instructor, and in 1978 he joined the national safety committee. His

sport parachute career includes international participation and several National records in Canopy Formation (CF).

Rolf is currently Chief Master Rigger and as such a member of the national Safety and Training Committee in F/NLF. He is still an active parachutist and holds the parachute expert certificate and instructor examiner ratings.

He has served for more than 30 years in national safety management within our organisation. He has shown a highly valuable, capable and firm leadership for the continuous development and implementation of our sport parachuting safety management and is a worthy candidate to receive the Paul Tissandier diploma.

## **Poland**

### **Jacek Kibiński**

Jacek Kibinski is a hang-gliding, powered hang-gliding and microlight instructor. He graduated from Jagielloński University in Kraków (Physics Department) and gained a technical PhD. His first contact with aviation was a flying course in 1966 (USA). In 1975 he joined the group of pioneers who introduced hang-gliding in Poland.

The most important part of his hang-gliding and powered hang-gliding activity has always been the development of new regulations. He is the author of numerous NAC regulations and books on flying (hang-gliding, weight shifted microlights). Those publications still remain basic sources of knowledge for thousands of popular aviation enthusiasts in Poland. He also served as a consultant to the Ministry of Transportation.

In the last 25 years Jacek has taken part in many national and international microlight events, as an organizer, team leader, steward or Jury member. For many years he has been a member of the Polish Microlight Commission. In the last 15 years he has also worked as a Delegate of the Aero Club of Poland to many international organisations (CIVL, CIMA, EA MWG and EMF).

### **Jan Kujawa**

Jan Kujawa is a gliding and powered flying instructor. He graduated from the Technical University in Warsaw (Aviation Department). From 1966 to 2007 he worked for Polish Airlines. For many years he has been the Vice President of the PLL LOT Aero Club and Vice President of the Aero Club of Poland, a member of the Flying Commission and Executive Board of the Aero Club of Poland.

He is an excellent sport pilot (CPL, IR, ME, FI). Additionally he has the Silver Gliding Badge. He now spends time passing on his complex knowledge to the younger generation of pilots, giving lectures and teaching flying.

He is one of the main supporters of the Polish Teams and the organisers of national or international events.

Jan has received many awards for his contribution to development of the aviation sports. The Aero Club of Poland decorated Jan with the badge and title of Meritorious Medal for Sport Aviation.

## **Portugal**

### **Francisco José Antunes Figueiredo de Andrade**

Francisco José Antunes Figueiredo de Andrade is a significant figure in the history of the Portuguese General and Sporting Aviation, with particular distinction in association activity. In addition to his exemplary dedication to pilot activity, Francisco showed very early on at the age of 18 a strong interest in the Association's business. This has brought him notability as member of the Aero Club de Braga and in several managerial Committees. In sporting circles recognition must be given for his participation in numerous Flying Rallies in which he has always demonstrated his dedication to the evolution of General and Sporting Aviation. He is an example of dedication to the "Aviation cause", in Portugal and especially in the northern region, occupying the Presidency of the Aero Club de Braga since 1999. In consideration of his devotion and dedication to the cause of aviation, both generally and also particularly in the sporting arena, the President of the Aero Club de Portugal, in its role as FAI member, has the great honour in considering the attribution of the Diploma P. Tissandier to the illustrious pilot Mr Francisco José Antunes Figueiredo de Andrade in recognition of his extraordinary and outstanding devotion to furthering aeronautics.

## **Romania**

## **Viorel Vasile Salistean**

Viorel Vasile Salistean is Graduate Engineer in Aeronautics and 50 years of age.

Viorel flew for 18 years (4500 flying hours) on test flights within the Romanian Aeronautical industry and has been fond of aeromodelling for quite some time.

He has been involved in aeromodelling since 1965 and holds the title of Master of Sport in Aeromodelling. He currently participates in F1B and F1E class competitions.

Viorel has been an international time keeper since 1998, having participating in 14 European and World championships.

He has developed and published the Romanian Aeromodelling Year Book since 2002 (6 issues), including all the results achieved by the Romanian aeromodellers during both the domestic and the international competitions during the year.

Viorel has been a Contest Director for several F1E World Cup Contests.

In 2006 and 2007, Viorel was Contest Director for 2 World Championships and one European Championship:

- 2006 F1E European Championship for Juniors and Seniors, held in Turda, Romania
- 2006 F1D World Championship for Juniors and Seniors, held in Slanic Prahova Salt Mine, Romania
- 2007 F1E World Championship Juniors and Seniors, held in Turda, Romania

During these events he ensured fair competition conditions for all participants, so that both the FAI Jury and the competitors appreciated his work.

## **Russia**

## **Alexey Koryapin**

Alexey Koryapin has been involved in sports space modelling since 1970. He has been a member of the national space modelling team since 1982. He is a 3-times World Champion, 5-times USSR Champion, 8-times Champion of Russia, and Prize-Winner in the 1<sup>st</sup> World Air Games. Still active as a competitor, he is now the chief coach of the national sports space modelling team which continues to perform successfully in national and international contests.

His team was the winner of the World Championship 2006 in Baikonur and Open Asian Championship 2007, having won 16 Gold, 12 Silver and 12 Bronze Medals in individual and team classifications. He is well known as an innovator, constantly improving his sporting skills and his models, particularly in class S1A (altitude models) and S8 (radio controlled boost-glider duration models). For his great contribution to the development of nationwide and worldwide sports space modelling.

## **Alexander Kapralov**

Alexander Krapalov has been involved in helicopter flying since 1965. He graduated from the Central Aeronautical Technical and Flying School in 1970. Up until 1981 he was employed as a flight instructor by the Vladimir Aviation Training Center, during which time he trained approximately 80 pilots. Between 1972 and 1981 he was a member and captain of the national sports helicopter flying team. Alexander is an overall World champion (1973), overall USSR champion (1974), multi-time winner and prize-winner in many various scale helicopter competitions, and he has participated in many air displays and air festivities. Alexander is known as the designer and performer of unique aerobatic formations by "MI-1" and "MI-2" helicopters. He is an Honoured Master of Sports of the USSR and is now enjoying retirement. For his great contribution to the development of nationwide and worldwide sports helicopter flying he is considered quite worthy of being awarded with the Paul Tissandier Diploma.

## **Tamara Egorkina**

Tamara Egorkina has been flying aircraft since 1958 and helicopter flying since 1969. She is a graduate of the Central Aeronautical Technical and Flying School and Kiev Institute of Civil Aviation Engineers. Tamara has piloted 17 types of aircraft with a total of 5800 hours. She has taken part in various air displays and air festivities. From 1971 to 1975 she was a member of the national sports helicopter flying team. In 1973 she gained the title of Overall World Champion. She is a Master of Sports in the International Category. From 1960 to 1978 Tamara was employed by the 1<sup>st</sup> Moscow Aeroclub as a flight instructor. In

her capacity as a coach, she trained 120 glider, aircraft and helicopter pilots. In the 1980s she coached the national sports helicopter flying team. Tamara is an Honored Coach of Russia. She has served on several occasions as a judge at the National Champions as well as 5 times as judge at the World Championships. Now retired, she remains active in helicopter sports activities as Vice-President of the Helicopter Sport Federation of Russia. For her great contribution to the development of sport helicopter flying she is considered quite worthy of being nominated for the Paul Tissandier Diploma.

## **Serbia**

## **Ljubomir Radosavljevic**

Ljubomir Radosavljevic (33), an electric power technician, married and a father of three children, has been a devoted aeromodeller since his elementary school days. He started his aeromodelling activity as a member of the "Modelar" Aero Club and from 2004 continued as the director of a newly established "Aerolux" Aero Club in Belgrade. He has proved his aeromodelling skills on several occasions in classic free flight, indoor and control line. Five times winner in F1D and twice in F1G national events, he is still a regular member of NAC Serbia's national indoor and control line teams. He has re-established control line activity in Serbia after a break of almost 20 years, firstly starting with national events and then by introducing World Cup events in Serbia. His greatest achievement for Serbian aeromodelling is the organisation of three European Aeromodelling Championships in Free Flight (F1A, F1B, F1C), indoor (F1D) and Control Line (F2A, F2B, F2C, F2D) in 2007 – all in only two months! He is also the organiser of the first World Aeromodelling Indoor Championships in Serbia in 2008. He has been a member of the CIAM Control Line Subcommittee since 2007 and a member of Serbian Aeromodelling Commission for many years. In addition to his international activities, Ljubomir is also actively engaged with young aeromodellers. He has succeeded in publishing "Boomerang", a magazine for school children with a circulation of 60,000 copies, including some simple models which can be cut out of cardboard. This is an effective means of widely promoting aeromodelling to young people in Serbia. His next projects are the construction of flying sites for F2 models in Belgrade, which will provide the infrastructure for training thousands of control line flyers, and mass production of a simple and cheap control line model for training these pilots. His greatest wish is to make Serbia an international aeromodelling regional centre in South Eastern Europe.

## **Slovak Republic**

## **Gustáv Šmehýl**

Born in Žilina in 1921, Gustáv Šmehýl has devoted his active life to air sports – in particular gliding, which he began in 1936. In 1946 he obtained the Silver and later on in 1955 the Gold FAI badge for gliding. In 1951 he became national champion and in 1954 he was a member of the Czechoslovak team which finished in third place at the World Gliding Championship in Poland.

Aside from his sports activity, he has been one of the best builders and engineers of wooden gliders.

For many years he was responsible for the sport of gliding and as a flight instructor he has trained many young pilots and shared his rich aviation experience with them.

## **Slovenia**

## **Joze Cuden**

Joze Cuden (53) is the editor of "TIM", a Slovenian magazine for the technical education of school children. Aero and space modelling have regularly featured in their pages with recent information, plans, drawings, photos and comprehensive instructions, and this has greatly contributed to the increase in interest of youngsters in these air sports. Jose has been involved in space modelling for more than 40 years since his elementary school days and he is the pivotal person in Slovenia for space modelling. He has climbed every step in air sports hierarchy from young competitor to national team member, national team manager, President of the national Space Modelling Commission, member of CIAM Space Models Subcommittee, Vice President of Slovenian NAC to the FAI Vice President in 2006. He is also an outstanding sportsman and was World space modelling champion in class S1B in 2000. Curiously for the Cuden family is that his brother Marian and his son Miha were also space modelling World Champions in 1987 and in 2002 (Junior) respectively. Joze is also the author of the book "Space Modelling", published in 1994, with the most

scientific approach to this air sport so far. He is the Work Group Leader for Education and Publication of the SAPHIRE Space Models Development Programme which has been active within CIAM Space Models SC since 2002. However Joze's greatest contribution to international space modelling is, alongside his club mate Anton Sijanec, as chief organiser of the final event of "Ljubljana Cup – SM World Cup" staged by "ARK Komarov Club" in Ljubljana, which shall celebrate its 30th anniversary in October 2008. This event brings together space modellers from up to twelve FAI member countries and is the most important space modelling event after World or European Championships

## **Spain**

### **Juan Manuel Valle Torralbo**

Juan Manuel Valle Torralbo was born in Santander on the 22<sup>nd</sup> November 1945. An Iberia pilot since 1971, he joined the reserve in 2006, and has acted as DC-8 and DC-10 instructor.

Juan graduated in History. His dedication to Aeronautics started with Aeromodelling when he was 16 years old. In 1966, while preparing to enter the General Air Academy, he started gliding intensively, a sport he has never dropped. He has been awarded the Silver and Gold Badge with a Diamond in this discipline. He is part of the group of pilots that founded the "Aeroclub J.L. Aresti", devoted to Aerobatics from 1978 until 1988, when it turned into Fundación Infante de Orleans (FIO).

Juan joined the Aerobatics National Team (ENVA) as a technician in 1982, acting as Director and Team Manager of ENVA until 1987. By that time, he was practicing ballooning and sport parachuting equally. During all these years he has held, and still holds, important positions as a director in the Royal Aero Club of Spain (RACE) as well as Director in the Royal Spanish Aeronautical Federation (RFAE).

He still practises gliding in Lillo, an aerodrome in whose creation he played a decisive role, and he flies regularly with the two planes he has restored, both attached to FIO: a 1933 Boeing Stearman and a 1941 Stinson Sentinel.

His contribution to the development of both sporting and professional aviation covers a whole life of dedication which has enabled the participation of many Spanish pilots and sportsmen in all kinds of national and international aeronautical activities and competitions.

### **José Luis Olías Sánchez**

Jose Luis Olías Sánchez is the embodiment of an aeronautics enthusiast in many aspects. Born in Madrid in April 1955, he is a private (1974), ULM (1987), paragliding (1989) and gliding (1997) pilot, though his activities are not limited to these disciplines. He also practices aeromodelling and aerobatics, has competed in rallies and been a member of the national team (2002). He is a pilot for the Fundación Infante de Orleans, Competition Director and Judge for gliding and a passionate restorer and curator of old aircraft. This passion earned him the Fundación Infante de Orleans award to the best restoration in 2003, and in 2004 the FAI Phoenix Diploma.

His prizes as a sportsman are also numerous. During the Powered Flying Spanish Championship, he won the gold medal in Cordoba's timing event (2000), as well as in the timing, rally and landing tasks in Lérida (2002). Besides this, he received the silver medal in the rallies in Cordoba's Rally (1999) and in the Spanish Aerobatics Championships (2003).

His list of achievements in organisation is equally large. He was the Technical Director for the Timing Spanish Championships held in Burgos in 1981, 1982 and 1983; Technical Director during the first concentration of Vintage Aircraft (1984), Technical Director during the Bicentenary Diego Marin Festival (1993) and organiser of the course about fabric covering of vintage aircraft (1997).

As co-organiser, we must point out his participation in the World Aerobatics Championships which took place in Burgos in 2001 and 2005, in Granada in 2007, and in the FAI General Conference (2004) as well as in the Royal Aero Club of Spain Centenary ceremonies and the Airmasters in Melilla (2003), León (2004) and Menorca (2006).

Nowadays, José Luis Olías is the President of the Royal Aero Club of Spain and of the Royal Aero Club of Burgos and also Vice-President of the Royal Spanish Aeronautical Federation and of "Asociación Aeroclasico".

**Sweden****Lars-Göran Andersson**

Lars-Göran Andersson took up gliding in 1956 and has since made over 4,000 flights. In 1963 he became a glider instructor and continued as such for more than 20 years.

He has been on the board of the Swedish Air Sport Federation for 18 years, of which Vice President for 14 years, and has represented Sweden at 14 FAI General Conferences. He has also been on the Board of the Royal Swedish Aero Club and of the Swedish Soaring Association.

On the Board of the Swedish Air Sport Federation he has had responsibility for, amongst other things, economy monitoring, central office coaching and district development.

But his many years as a glider instructor, on the Board and as Vice President are not the main reasons for this nomination. We nominate him for his unselfish devotion to air sports, his sharp intellect and his very sound sense of what is feasible, what is suitable, what is ethical and what is the right priority. In short, a great air sportsman who has spent most of his life promoting and developing air sports in Sweden.

**Turkey****Halil Ulum**

Halil Ulum was born in 1963 in Gelibolu and began parachuting in 1980, joining the THK (Turkish Aeronautical Association) in 1985. He has trained thousands of civil and military students, worked on accuracy, style and canopy formation branches, and also tandem piloting for 5 years.

He has 2900 jumps. Seven of them were performed at night, eleven of them were into water and three of them were into mountains.

**USA****John and Martha King**

Synonymous with the best in flight instruction, King Schools is now the world's leading producer of aviation training videos and computer software for aviation activities. John and Martha King have created a company dedicated to general aviation pilots, whose flight training is, without doubt, the most important undertaking they will attempt. The quality of the training films and the love of flight that inspired them have always been foremost with the Kings. Their products have touched the lives of more than half of all the instrument rated pilots in the United States, and over one-third of all pilots in the United States have relied on King Schools for initial and advanced training.

The Kings started their schools in response to a need for formal and structured flight training, to ensure that the fundamentals of flight would be taught systematically and thoroughly. In achieving their goals, they gave form and quality to pilot education, and for their creative, dynamic, and successful methodology, the National Aeronautic Association is proud to nominate John and Martha King for the FAI Paul Tissandier Diploma.

## **MONTGOLFIER BALLOONING DIPLOMAS**

(proposed by the FAI Ballooning Commission)

*These Diplomas, established by FAI in 1960, are named after Joseph and Etienne Montgolfier who built the world's first successful manned flying machine, a hot air balloon, in 1783. A Montgolfier Diploma may be awarded annually for the best sporting performances in the previous year in Gas, Hot Air and Roziere Ballooning, and for a major contribution to the development of the sport of ballooning.*

### **BEST PERFORMANCE, HOT AIR BALLOONING**

#### **Richard Jaworski (USA)**

The basis for this nomination is for Richard Jaworski's World Record performance in the AX-4 category. Not only did his flight greatly exceed the previous world records for duration, Richard Jaworski was also the balloon's system concept designer, engineer, project manager and test pilot.

#### **World Duration Records Prior to Richard Jaworski's AX-4 Flights**

AX-4                8 hours, 39 minutes

AX-5                12 hours, 21 minutes

AX-6                23 hours, 55 minutes

AX-7                24 hours, 21 minutes

Richard Jaworski     AX-4   23 hours 11 minutes

Richard spent several years integrating modern concepts, materials, and technologies to produce a very efficient AX-4 balloon system. In 2006, on one test flight, he broke the AX-4 and AX-5 duration records with a flight of 13 hours and 12 minutes. This "proof-of-concept" test flight was followed by an all out record attempt in 2007.

Richard is a nuclear engineer by profession who has been flying hot air balloons for 35 years. In preparation for the flight, Richard not only trained for cold temperatures, but he also promoted a healthy lifestyle as he lost weight and physically prepared for the flight.

The balloon system is an AX-4 light weight double envelope, which efficiently uses heat from a customized burner controlled by an autopilot, and fuelled from carbon fibre tanks. To minimize balloon load, the pilot dressed in a down suit, sat inside a -40° F sleeping bag, and is suspended in a harness system. The harness restriction and lack of balloon rotational capability required Richard to fly at times backwards or sideways to his flight path.

This flight started on the morning of February 4, 2007 at Grand Forks, North Dakota, USA and concluded the next morning in rural North Dakota. The temperature ranged from -25° F to -30° F. The balloon system performed well and so did the pilot, despite being restrained by a harness at these extreme temperatures for 23 hours and continuing to fly a hot air balloon through the night. It was so cold that days later, when the balloon was inspected, it was determined that over 100 pounds of ice had accumulated between the two envelopes.

## **BEST PERFORMANCE, ROZIERE BALLOONING**

### **Troy Bradley (USA)**

On November 14 to November 16 2007 Troy Bradley flew his small AM-3 Rozier balloon for over 41 hours, covering over 1,300 km. This set eight new world records for duration and distance, shattering the previous AM-3 records of 27 hours 25 minutes and 921 km.

Troy Bradley is the most prolific balloon world record holder in the United States and very possibly the world. When these current world records are ratified, Troy will have set a total of 58 world records during his lifetime. He is the first person to have set records in gas, hot air and Rozier balloons. These accomplishments are especially remarkable considering Troy is only 43 years old.

Troy has spent his lifetime in the air. Soloing at age 14, he has logged more than 4,600 hours aloft. In 1992, he made the first US to Africa balloon flight and set the absolute duration record (6 days) for all types of balloons. In 2002 Troy broke the oldest standing aviation record flying a very tiny gas balloon over 1,200 miles. The previous record of 500 miles had stood for 80 years.

This flight was launched from Greeley, Colorado, USA on November 14, 2007 and terminated near Pleasant Springs, Wisconsin, USA after being aloft solo for 41 hours 23 minutes and travelling a distance of 1,326 km.

## **BEST PERFORMANCE, GAS BALLOONING**

### **David Hempleman-Adams (GBR)**

This unprecedented proposal to award two Montgolfier Diplomas in the same year to one pilot is based on the following two flights:

On 2<sup>nd</sup> July 2007 David Hempleman-Adams took off from St Johns Newfoundland and, after crossing the Atlantic Ocean, landed on 6<sup>th</sup> July near Dijon in France. He flew in a balloon of only 1000 cu.m. of the type normally used in the Gordon Bennett Race. This is the smallest balloon that has ever been used for an Atlantic crossing. David made the flight solo, relying on short naps, but was nevertheless very tired on landing. The flight achieved World Records of 4227.1 km and 89 hours 20 minutes in class AA-6.

On 14<sup>th</sup> January 2007 David set new British and World records in class AX-5 with an altitude of 9900m. This was only achieved after 4 years and three separate journeys to Canada. On the first attempt, the record had seemed to be achieved from instrument readings, but, after applying temperature corrections, it was just under the required amount. The flight involved many modifications to the balloon to remove unnecessary weight. The fourth attempt was made from Red Deer near Calgary and ended with a landing much harder than planned after a flight to over 32000 feet and groundspeeds at altitude of over 100 knots. Despite confirmation of altitude from Air Traffic Control, the barographs had not worked due to the extreme cold of -60°C. After some adjustments to provide warmed storage for the barographs, David repeated this arduous flight for a second time the following day and succeeded in capturing the proof of the record at the fifth attempt.



## **MAJOR CONTRIBUTION TO THE DEVELOPMENT OF THE SPORT OF BALLOONING**

### **Gert Scholz (AUT)**

Gert Scholz has been active in several areas of ballooning since 1977, thus celebrating the 30<sup>th</sup> anniversary as a balloonist in 2007.

Some of his contributions to the sport of ballooning include:

#### *Administration:*

- Head of the ballooning section of the Aero Club of Austria, 1979 – 1988
- CIA Delegate
- ONF Delegate (since 1991, National Sporting Commission)
- Int. Jury at Hot Air Balloon Europeans in Lezno, Poland, 1988
- Steward at the 6<sup>th</sup> Hot Air Airship in Gatineau, Canada 1998
- Jury Member at some championships in Austria

#### *Innovations:*

Gert implemented the Austrian Nationals in 1980. That was an important milestone for ballooning to become a competitive sport in Austria.

#### *Organisation of several balloon events:*

Gert introduced – together with Josef Starkbaum – the first Winter Hot Air Balloon Competition in the Alps worldwide in 1979: the “BP Gas Alpine Balloon Trophy”. In 2008 the “BP Gas Trophy” takes place for the 29<sup>th</sup> time and the 30<sup>th</sup> BP Gas Trophy is already planned for 2009.

Gert Scholz is organizer of all 29 “BP Gas Trophies”:

Furthermore, Gert has organised: Several hot air balloon World and European Championships, the gas balloon World championship, the hot air airship World Championship, 5 Coupe Gordon Bennett championships, 8 Austrian Nationals and 9 Para Ballooning Cups. In 1996 he organised the CIA Plenary Meeting in Voesendorf, Austria and in 2001 he acted as co-organiser of the „Flugtag – 100 Jahre Österreichischer Aero Club“.

#### *Sporting activities:*

2-times Gas Balloon World-Champion, copilot with Josef Starkbaum, plus a 3<sup>rd</sup> and 4<sup>th</sup> place in other World Championships.

Coupe Gordon Bennett 9 take offs, 6 victories in a row, copilot with Josef Starkbaum.

As Gert Scholz is celebrating his 30<sup>th</sup> jubilee as a balloonist in 2007, the FAI Montgolfier Diploma would be an appropriate present.

## **DIPLOMA FOR OUTSTANDING AIRMANSHIP**

*This Diploma may be awarded to a person or a group of persons for a feat of outstanding airmanship in sub-orbital flight during one of the previous two years that resulted in the saving of life of others or was carried out with that objective*

### **Terrence Trapnell (USA)**

Serving the indigenous poor in interior Brazil, Mr Trapnell has flown in and out of 30 wilderness strips which require deft manoeuvring and unparalleled airmanship. His range of abilities has made him an accepted part of the Brazilian landscape. Between missions to fly doctors in and out of the jungle interior, he studied optometry and has fitted more than 800 patients with glasses. During his stays in various locales, he noted the high incidence of cervical cancer among the people he was encountering and established a coordination point for OB/GYN services. His graciousness and generosity have earned him the acceptance of the people he deeply cares about.

As a member of the Remote Area Medical Volunteer Corps, he is serving as a bush pilot with extraordinary skills and medical know-how. The National Aeronautic Association is proud to nominate Mr. Terrence Trapnell for the Diploma for Outstanding Airmanship.

### **Chuck Schroll (USA)**

Dr. Schroll is an Emergency Room physician in Tucson, Arizona and a volunteer pilot for Lighthawk, an international organization dedicated to protecting threatened and endangered wildlife species in North and Central America.

However, Dr. Schroll's real airmanship abilities are best employed in the medical missions he flies into Baja California and Mexico, where his pilot skills are tested in unimproved, short landing strips and unpredictable winds. Each month he undertakes medical missions into these areas to take sick patients to emergency medical care, if they cannot be treated on site.

For his unique back country piloting skills necessary to fulfil the missions that he serves, the National Aeronautic Association is proud to nominate Dr. Chuck Scroll for the FAI Diploma for Outstanding Airmanship.

## **CHARLES LINDBERGH GENERAL AVIATION DIPLOMA**

(proposed by the FAI General Aviation Commission)

*The Lindbergh Diploma may be awarded annually to individuals or organizations that have contributed significantly over a period of not less than ten years to the progress and success of General Aviation in either air sport or transportation, or in the work of international bodies concerned with General Aviation; or to recognize technical breakthroughs in the field of General Aviation as an incentive toward general progress, and for the purpose of stimulating research and development of new concepts and equipment contributing to operational efficiency and flight safety.*

### **Heinrich Schawalder (Switzerland)**

Heinrich Schawalder started flying in Zürich in 1957, moving into competition flying in Switzerland in 1961. He has been Swiss Champion 7 times.

*International Competitions as Pilot:*

1<sup>st</sup> WPFC 1975 in Gävle (Sweden)

And in every World or European Championship

Last Championship 1988 in Sywell (UK)

In Total 13 Years as Competition Pilot

*International Competitions as Chief Judge or Jury Member:*

Chief Judge for European Precision Flying Championships:

Czestochowa (Poland), Nancy (France), Ried (Austria)

Chief Judge for World Precision Flying Championships:

Deblin (Poland), Västerås (Sweden), Troyes (France)

Chief Judge for World Air Games: Cordoba (Spain)

Jury: Dunakeszi (Hungary), Fort Worth (USA)

**GAC**

1<sup>st</sup> Meeting as Delegate 1989 in Vienna (Austria)

Elected as Secretary, Member in the GAC Board

Later as Secretary and Vice President (as it is today)

Resigned 2006

In Total 17 Years in the GAC Board as Secretary and Vice President.

Since 2005 Heinrich has been working for the Air Nav Race (ANR). He was elected Chairman of the Air Nav Race Subcommittee in 2007.

## **LEONARDO DA VINCI PARACHUTING DIPLOMA**

(Proposed by the FAI Parachuting Commission)

*This Diploma may be awarded to a parachutist who has successfully fulfilled the function of Chief Judge at least twice at an international competition and at least once at a World Parachuting Championship ; or fulfilled at least three times consecutively the function of International Judge at a World Parachuting Championship.*

None

## ALPHONSE PENAUD AEROMODELLING DIPLOMA

(proposed by the FAI Aeromodelling Commission)

*The Diploma may be awarded to an aeromodeller of a FAI Member who has obtained at least three times consecutively the title of national champion, obtained at least once the title of world champion or for other outstanding sporting achievements.*

**Marian Popescu (Romania)**

National Champion, Class F1C in 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007

World Champion, Class F1E Team Romania in 2003 and 2007

## ANTONOV AEROMODELLING DIPLOMA

(proposed by the FAI Aeromodelling Commission)

*This Diploma may be awarded by the FAI to an aeromodeller for technical innovations in aeromodelling.*

**Paul Beard (GBR)**

Every now and then a person or a product comes along that changes forever the way we do things, whether in our day to day life or in a leisure pursuit. In this instance it is in the field of radio control aeromodelling that things have changed in a radical way with the advent of 2.4Ghz spread spectrum technology.

In 1995 Paul was working on spread spectrum radio systems for Hertz car rental, and these are still in use today to check cars in remotely. The idea to re-deploy some of these components to try and put together a radio control system came at this time. In essence the system worked but had unacceptable fade problems. It took him a further seven years to resolve this technical matter. During this time Paul had no idea whether he would be able to overcome these problems and design a viable spread spectrum radio link for radio controlled models, especially one that was both reliable and affordable. The time and money investment was enormous, but the prospect of improving the safety of radio control for modellers was a huge motivator, and by 2003 he had a viable prototype.

Paul and Horizon Hobby USA first came together in a working relationship in 2004 and further development of the system saw the first commercially available 2.4Ghz Spektrum systems introduced to radio control car and boat users. These were quickly followed by the introduction of a 7-channel system for aeromodellers. The introduction of the Spektrum system served to kick start the 2.4GHz revolution for model use.

The introduction of this 2.4Ghz technology to aeromodellers around the world has amongst the other benefits that the system has to offer, removed the risk of being "shot down" and to that end every aeromodeller is indebted to Paul Beard.

## ANDREI TUPOLEV AEROMODELLING DIPLOMA

(proposed by the FAI Aeromodelling Commission)

*This Diploma may be awarded annually by the FAI to an aeromodeller of a FAI Member for an outstanding record performance in aeromodelling.*

**Sergey Makarov (Russia)**

S. Makarov is 6 times National Champion, 3 times winner of the Cup of Russia and winner of the World Air Games (1997). He has been a prize-winner in World and European Championships on several occasions, including twice World Champion and European Champion in team classification. He is a many time winner and prize-winner in World Cup events.

Sergey has contributed greatly to the technical modification of glider models by using composite materials and modern technologies. He has developed methods building models from scratch, which has increased considerably the resulting quality of components. In 1992 he Sergey was awarded the "Gold Rib" international prize by the French aeromodelling magazine. His last model was recognised by the USA aeromodelling magazine as the best in the world.

For his many years of high individual sports achievements, his great contribution to the team victories at the World Championships and European Championships, his devotion to the promotion of sports aeromodelling Sergey V. Makarov is quite worthy of the FAI Award – Andrey Tupolev Diploma.

## FRANK EHLING DIPLOMA

(Proposed by the FAI Aeromodelling Commission)

*This Diploma may be awarded annually for outstanding accomplishment, by an organisation or individual, in connection with the promotion of aviation through the use of flying models.*

### **Ottar Stensboel (Norway)**

Ottar Stensboel is a life long member of the NLF (Norwegian Air Sports Federation) and has been an active aeromodeller for most of his life. He remains very active both in enjoying his sport, educating young people and spurring their interest in the aeronautic environment and aeromodelling.

As a young officer in the air force in the late 1950s early 1960s he was commissioned to different parts of the country. As an idealist he helped to start several local aeromodelling clubs in the places where he was stationed. These aeromodelling clubs are still active today and all of them still remember Ottar's pioneer work in making the club a reality.

Ottar has also created very close links with the Boy Scouts of Norway and succeeded in getting aeromodelling in their achievement program. Ottar still maintains this connection today.

He has visited numerous primary schools to talk about and introduce aeromodelling as an educational tool in order to introduce young people to physics, mathematics and meteorology in an understandable and fun way.

In the late 1960s he instituted a summer week long modelling holiday in the mountains above Lillehammer, and this week became known to aeromodellers around the world as the "Pellestova" week, an ideal place to fly RC gliders in beautiful surroundings. Ottar stayed on as the prime mover for this week for more than 25 years and at each year's event he chaired a remote control introduction course for young people. But due to the planning and development in connection with the 1994 Winter Olympic, the site lost its potential as a RC site and had to be abandoned.

To help beginners and also give advice to other modellers Ottar has written two books on aeromodelling which have been published and translated to other languages. His latest book has been updated and is still in use in our clubs to introduce and help beginners to enjoy aeromodelling both as a competitive sport and a recreational hobby.

Beside his own enjoyment of the sport, Ottar has always striven to introduce young people to aeromodelling and we have to say his efforts have been successful.

During his retirement Ottar also worked part time for some years in our central office looking after aeromodellers' needs and helping our clubs with their organisational requirements.

Ottar has had a major influence on the development of Norwegian aeromodelling and his will to share his love of aeromodelling as a sport with other people, young and old, should not be forgotten.

Ottar has been among those people that have worked hard and brought the aeromodelling sport up to the level of recognition that the sport enjoys today in Norway.

## LEON BIANCOTTO AEROBATICS DIPLOMA

(proposed by the FAI Aerobatics Commission)

*This Diploma may be awarded to individuals or organisations that have contributed significantly to the sport of aerobatics.*

None

## VLADIMIR KOMAROV DIPLOMA

(proposed by the FAI Astronautic Records Commission)

*These Diplomas may be awarded to astronauts, members of multi-seater crews, for outstanding achievements in the field of exploration of outer space in the previous year.*

### **The STS 117 Mission and resident International Space Station Increment 15 crews** (International)

*The crew of STS 117:*

Rick Sturckow, Commander NASA Astronaut  
Lee Archambault, Pilot, NASA Astronaut  
Patrick Forrester, Mission Specialist, NASA Astronaut  
Steve Swanson, Mission Specialist, NASA Astronaut  
James Reilly, Mission Specialist, NASA Astronaut  
Daniel Olivas, Mission Specialist, NASA Astronaut  
Clayton Anderson, Mission Specialist, NASA Astronaut

*International Space Station (ISS) Assembly Mission 13A along with the Increment 15:*

Fyodr Yurchikhin, Commander, RSA Cosmonaut  
Oleg Kotov, Flight Engineer, RSA Cosmonaut  
Sunita Williams, Flight Engineer, NASA Astronaut

The success of the STS-117/Increment 15 mission was extremely important in returning to the normal assembly operational sequence for the International Space Station and will contribute greatly to the future of human space flight operations.

The STS-117 mission began with a successful launch on June 8, 2007. While en-route to the International Space Station, the Atlantis crew executed multiple techniques to inspect vehicle's thermal protection system for any damage. During the inspection and through photography from the ISS along with imagery from flight day 1 it was determined that there had been damage to the port OMS pod blanket.

Immediately after docking with the ISS, the Shuttle crew used the Space Shuttle's robotic arm to lift the mission's primary cargo, the S3/S4 truss from its berth in the payload bay and manoeuvred it for handover to the Space Station's Canadarm2. Subsequently, this arm was utilized to install the S3/S4 integrated truss. Four space walks were accomplished to install the S3/S4 integrated truss, deploy the S4 solar arrays, and prepare them for operation along with retracting the P6 2B channel solar array so the Solar Alpha Rotary Joint (SARJ) could be rotated. A fourth spacewalk was added during the flight in order to fix a blanket on the OMS pod and install a hydrogen vent line. Without the extraordinary skill of these astronauts during these space walks the STS-117 mission would not have been a success and future construction of the ISS would have been in jeopardy.

The STS-117 mission was completed with a nominal landing at Edwards Air Force Base in California after two attempts for landing at the Kennedy Space Center, Florida. This outstanding mission is highly deserving of the Komarov Diploma.

## **The STS 118 Mission and resident International Space Station Increment 15 crews (International)**

### *The crew of Space Shuttle Mission - STS 118*

Scott Kelly, Commander, NASA Astronaut  
Charlie Hobaugh, Pilot, NASA Astronaut  
Tracy Caldwell, Mission Specialist, NASA Astronaut  
Rick Mastracchio, Mission Specialist, NASA Astronaut  
Barbara Morgan, Mission Specialist, NASA Astronaut  
Dave Williams, Mission Specialist, CSA Astronaut  
Alvin Drew, Mission Specialist, NASA Astronaut

### *International Space Station (ISS) Increment 15 crew:*

Fyodor Yurchikin, Commander, RSA Cosmonaut  
Oleg Kotov, Flight Engineer, RSA Cosmonaut  
Clayton Anderson, Flight Engineer, NASA Astronaut

The success of the Space Shuttle STS-118 mission in concert with the ISS Increment 15 crew was extremely important in returning to the normal assembly operational sequence for the International Space Station and contributed greatly to the future of human space flight operations.

The STS-118 mission began with a successful launch of the space shuttle Endeavour on August 8, 2007. This mission marked the first flight of Endeavour since December 2002, following a lengthy modification period.

Before Endeavor docked, her crew performed both a robotic arm inspection of the thermal protection system, as well as, performed the rendezvous pitch manoeuvre, enabling the Expedition 15 crew to fully photograph the Orbiter's heat shield. These inspections revealed damage to one of the thermal protection tiles on the underside of the orbiter.

During the docked period, the combined Space Shuttle/ISS crew completed four extravehicular activities (EVA's), transferred approximately 6,000 pounds of food, water and other cargo to the ISS and returned 4,000 pounds. All mission objectives relevant to ISS including, but not limited to, installation of the S5 truss segment, replacement of Control Moment Gyroscope (CMG) 3, and installation of the unpressurised carrier External Stowage Platform (ESP)-3 were completed, flawlessly.

After further inspections and engineering analysis, the decision was made land as is, versus the risk of further damaging the TPS. The management team did decide to cut the mission short by one day, in response to the potential of Hurricane Dean threatening the Houston Mission Control Center. The STS-118 mission was completed with a nominal landing at the Kennedy Space Center, Florida on August 21, 2007. This outstanding mission is highly deserving of the Komarov Diploma.

## KOROLEV DIPLOMA

(proposed by the FAI Astronautics Records Commission)

*This Diploma may be awarded to technicians or engineers having worked in orbit or on a celestial body in building structures and/or their equipment, or in a non-planned restoration or repair of a broken device to make possible the continuation of a mission, and, on this occasion, having demonstrated human work in space.*

### **The STS 120 Mission and resident International Space Station Increment 16 crews (International)**

*The STS 120 Space Shuttle crew:*

Pamela Melroy, Commander, NASA Astronaut

George Zamka, Pilot, NASA Astronaut

Scott Parazynski, Mission Specialist, NASA Astronaut

Doug Wheelock, Mission Specialist, NASA Astronaut

Stephanie Wilson, Mission Specialist, NASA Astronaut

Paolo Nespoli, Mission Specialist, ESA Astronaut

Dan Tani, Mission Specialist, NASA Astronaut

*International Space Station Increment 16 crew:*

Peggy Whitson, Commander, NASA Astronaut

Yuri Malenchenko, Flight Engineer, RSA Cosmonaut

Clayton Anderson, Flight Engineer, NASA Astronaut

The success of the STS-120/ISS 10A mission was critical in allowing the European and Japanese modules to be added to the International Space Station. It began with the successful launch of the space shuttle Discovery on October 23, 2007. This extremely complex mission was planned for 15 days. Integrated EVA and robotic operations were used to install Node 2, Harmony module, to the ISS and relocate the P6 truss. Not only were these major objectives completed, but the mission was re-planned numerous times as discrepancies with the Solar Array Rotary Joint (SARJ) and the P6 solar array were discovered.

During EVA 2 operations, Dan Tani translated to the starboard SARJ for a contingency inspection and discovered serious debris contamination. This unexplained anomaly required a full re-planning the remaining EVAs to further investigate.

During EVA 3 truss assembly operations, the crew successfully extended the 2B solar array; however, halted extension of the 4B solar array when a large tear was observed. With the solar array partially deployed, neither the SARJ nor the Beta Gimbal Assembly could be rotated to aim the solar arrays toward the sun to generate power. Additionally, the SARJ contamination prohibited it from being rotated. With the inability to rotate the solar arrays as needed, a fix for the torn solar array became the primary focus for the mission.

On EVA 4, the robotic arms were uniquely configured to position the crew at the remote site of the damage. The home-made solar array hinge stabilizers, "cuff links", were used to successfully reconnect the sections of the array. Once the torn sections of the array were successfully reconnected, the team was able to finish the solar array deployment; regaining power generation capability.

Without the extraordinary skill of these astronauts during these space walks, the STS-120 mission would not have been a success and future construction of the ISS would have been in jeopardy.

The STS-120 mission was completed with a normal landing at the Kennedy Space Center in Florida on November 7th, 2007. This outstanding mission is highly deserving of the Korolev Diploma.

## ODYSSEY DIPLOMA

(proposed by the FAI Astronaut Records Commission)

*This Diploma may be awarded to a person or a group of persons whose actions, achievements, or works on earth, in space, or on a celestial body have safeguarded or may safeguard human life in space.*

None

## HANG GLIDING DIPLOMA

(proposed by the FAI Hang Gliding & Paragliding Commission)

*This diploma may be awarded to an individual who is considered to have made an outstanding contribution to the development of hang gliding by his or her initiative, work or leadership in flight achievement*

None

## COLIBRI DIPLOMA

(proposed by the FAI Microlight Commission)

*This Diploma may be awarded each year to an individual who has made an outstanding contribution to the development of microlight aircraft.*

None

## ANN WELCH DIPLOMA

(proposed by the FAI Microlight Commission)

*This Diploma was established by the FAI in 2006, on a proposal by the FAI Microlight Commission.*

*One Diploma may be awarded each year to the pilot or crew of a Microlight who made the most meritorious flight which resulted in a Microlight World record claim ratified in the calendar year preceding the CIMA meeting.*

**Ramon Morillas (Spain)**

For his flight by paramotor of 1,105 km from Jerez in Spain to Lanzarote in the Canaries.

## PHOENIX DIPLOMA

(proposed by the FAI Amateur-Built & Experimental Aircraft Commission)

*This diploma may be awarded for the best reconstruction or restoration of a vintage (more than 30 year old) aircraft achieved by an individual amateur.*

None

## PHOENIX GROUP DIPLOMA

(proposed by the FAI Amateur-Built & Experimental Aircraft Commission)

*This diploma may be awarded for the best reconstruction or restoration of a vintage (more than 30 year old) aircraft achieved by a group of any size or description (e.g. museum, sponsored group, society, company).*

**Giorgio Pirovano and Friends (Italy)**

For the restoration of the Helicopter Bell 47.

Continuous innovation and constant achievement through research in the field of aeronautics means that even recent aircraft produced just a few decades ago are relegated into history. This is the case with the AB 47; but in spite of its “old” age it has gained a new allure.

Restoring an aircraft considered “historical” by modern technological standards to a flying condition could be compared to the restoration of an art masterpiece.

The intention is most likely the same: to bring back to life the product of a human mind.

Bringing an aircraft back to a state of airworthiness is a cultural deed. It is the ambitious effort to link tradition with technology as a dialogue between the past and the future and also the need to consider again this “culture” as a synthesis between man, science and technology, between technical knowledge and philosophy, overcoming the rigorous division of knowledge towards a new and necessary scientific humanism.

## HENRI MIGNET DIPLOMA

(proposed by the FAI Amateur-Built & Experimental Aircraft Commission)

*This Diploma was established by the FAI in 1984 on a proposal by the FAI Amateur-Built Aircraft Committee. One Diploma may be awarded annually after being proposed by the FAI Amateur-Built Aircraft Committee to an amateur builder who has fulfilled one or more of the following conditions: the development and construction of an aircraft of a new design which has: outstanding performance and low fuel consumption at cruising speed, low noise level, safe handling characteristics*

None

## PIRAT GEHRIGER DIPLOMA

(proposed by the FAI Gliding Commission (IGC))

*This Diploma, created by the FAI Gliding Commission (IGC) in 2000, may be awarded annually for eminent services to international gliding*

None

## PAST PRESIDENTS DIPLOMA

*This Diploma was created in 1973. It is awarded to Past Presidents of the FAI in recognition of their services to FAI. The Diploma is accompanied by a distinguished lapel decoration (see By-Law 13.4).*

None



## **SANTOS-DUMONT GOLD AIRSHIP MEDAL**

(proposed by the FAI Ballooning Commission)

*The Santos-Dumont Gold Airship Medal may be awarded annually to recognize the best sporting performance in the previous "Montgolfier year" (see FAI By Law 12.2.1.2.5.) in airships, or a major contribution to the development of the sport of Airship flying in general. A Medal may also be awarded for a series of performances that together represent a remarkable sporting performance.*

None

## **LILIENTHAL GLIDING MEDAL**

(proposed by the FAI Gliding Commission)

*This Medal may be awarded for a particularly remarkable gliding performance, or eminent services to gliding, to a currently active glider pilot who has established an international record during the past year or made a pioneer flight (defined as a flight which has opened new possibilities for gliding and/or gliding techniques) or rendered eminent service to the sport of gliding over a significant period of time*

### **Derek Piggott (UK)**

For over 55 years Derek Piggott has been an inspiration to glider pilots and gliding instructors throughout the world, initiating and developing the detailed craft of gliding instruction – by personal example, lecture tours and over a dozen specialist papers and classic books.

His charismatic leadership has greatly improved the safety of gliding and the quality of instructional techniques and methodology. By invitation he has visited many countries whose gliding communities are eager to listen to and learn from his undoubted words of wisdom.

With his insatiable appetite for flying, his diverse gliding activities have included flying the replica of the first man carrying glider designed by Sir George Cayley; the Southampton University man-powered aeroplane and all other challenges offered to him. He has flown and evaluated 207 glider types and his comprehensive handling notes have been of great benefit to pilots about to fly types new to them. Although over 84 years old, he still competes in British and American contests with enormous enthusiasm.

He has broken a number of British National records, was the winner of the National Aerobatic Championships and numerous regional gliding contests, holds a 'Diamond C'. His list of his achievements and lecturing activities throughout the world is quite remarkable.

While this citation cannot possibly do justice to Derek Piggott, it demonstrates what a worthy recipient of the Lilienthal Medal he would be and clearly fulfils the requirement of "eminent services to the sport of gliding over a long period of time".

## **PELAGIA MAJEWSKA GLIDING MEDAL**

(proposed by the FAI Gliding Commission)

*The Pelagia Majewska Medal may be awarded annually to a female glider pilot to reward a particularly remarkable performance in gliding during the past year, or eminent services to gliding over a long period of time.*

### **Maksymiliana Czmiel – Paszyc (Poland)**

In recognition of both her sporting achievements and general contribution to gliding.

Mme Czmiel-Paszyc (for those interested in her gliding record register in which she is mentioned under different names: Czmielowska, later Paszyc or Czmiel-Paszyc), was born in 1932 in Harnes, France. She arrived in Poland with her family in 1946 and started gliding in 1949. In a very short space of time she was recognised as a girl extremely keen on aviation. She became an aeroplane pilot in 1950 and in 1952 (when she gained her first diamond) she started her high-performance gliding career as a competitor in many national and international gliding contests. She has no less than 3 world gliding records to her credit:

Mme Czmiel-Paszyc has worked for many years in the Civil Aviation Office (the central Polish Civil Aviation Authority), being - among others - a national examiner for gliding.

Her flying experience, her sporting activities over a long period of time, combined with her popularity; she is an eminent personality in the field of aviation: "Maxi" – this nickname has contributed to attracting young people, especially female enthusiasts, to gliding.

And last but not least: she is still an active pilot, flying in competitions, and this is certainly a quite remarkable achievements: 58 years of competition flying.

## GOLD ROTORCRAFT MEDAL

(proposed by the FAI Rotorcraft Commission)

*This medal is to reward a particularly remarkable achievement in rotorcraft including use as a sporting vehicle, or eminent services to the development of rotorcraft over an extended period of time*

### **Wolfgang Perplies (Germany)**

Wolfgang Perplies has been a member of the German Helicopter Club for very many years. He has been a helicopter pilot since the early 1970's. As a military pilot it was his duty to fly very many different types of helicopter and during that time Wolfgang logged more than 4000 hours, the majority as a senior instructor.

In 1981 he joined the Helicopter Movement (DHC) of the DAeC, (German Aero Club). In the last 32 years Wolfgang has served the helicopter world in many capacities. He has been Team Trainer and Team Manager of the highly successful German National Helicopter Team. He qualified as an International Judge and has acted as Chief Judge in many Helicopter Championships.

In later years FAI-CIG (FAI Rotorcraft Commission) promoted him to be CIG's Chief Judge. He has been an organiser of National and International Championships including World Helicopter Championships and has served as a Member of the International Jury on a number of occasions.

Wolfgang is the delegate for the German Helicopter Club to the DAeC. He is also a member of FAI-CIG. As a member of the Commission he was elected and has served as Secretary of CIG for several years. CIG appointed him as Chairman of the Rules Committee to serve with other World Experts with respect to the drafting, improving and creation of special events, particularly for the World Air Games.

Within the Global Helicopter Movement Wolfgang is known as "Mister Rules". He has been and remains the conscience of the Global Helicopter Movement. He is internationally respected as the leading authority and has for many years been an Ambassador for the global use of helicopters in the sporting field.

## FAUST VRANCIC MEDAL

(proposed by the FAI Parachuting Commission)

*The Medal may be awarded annually, on the decision of the FAI Parachuting Commission, for technical innovation or achievement in parachuting. It cannot be awarded to Delegates to the FAI Parachuting Commission*

### **Ted Wagner & Larry Hill (Denmark & USA)**

For technical achievement in inventing and developing OmniSkore, a real-time video display of skydiving action transmitted to television for the viewing audience's pleasure.

#### *Resume:*

In 1993, Larry Hill, owner of Skydive Arizona and organizer of the 1993 WPC, asked software engineer, skydiver and FAI judge Ted Wagner to build a system that would take a live microwave video feed and enhance it with computer generated graphics - showing the team's name, the formation being built, a running chronometer and unofficial score - for the benefit of the spectators, who would watch the action on television sets around the drop zone.

OmniSkore made its international debut at the 1993 WPC in Skydive Arizona. OmniSkore has since been used at every FAI world meet.

More than half a dozen countries use OmniSkore for their nationals each year, including Great Britain, Italy, Norway, Sweden, Denmark, Germany, Holland, Russia, and, of course, the United States.

OmniSkore has also been used at every World Games since its creation: 1997 in Finland, 2001 in Japan; and this year in Germany.

## GOLD PARACHUTING MEDAL

(proposed by the FAI Parachuting Commission)

*This Medal may be awarded annually for an outstanding accomplishment in connection with parachuting. This may be in the realm of sport, safety, or, at the option of the Commission, an invention.*

None

## ANDREI TUPOLEV AEROMODELLING MEDAL

(proposed by the FAI Aeromodelling Commission)

*This medal may be awarded to any aeromodeller who in the same year wins the World and National Aeromodelling Championships in the same class of models.*

**Per Findahl (Sweden)**

World Free Flight Champion in 2007, F1A, Odesa, Ukraine

Swedish Champion in 2007, Rinkaby, Sweden

## AEROMODELLING GOLD MEDAL

(proposed by the FAI Aeromodelling Commission)

*This medal may be awarded annually to an aeromodeller of an FAI Member for outstanding merit in organisation activities, especially to someone who has fulfilled at least three times the function of an FAI jury member at World or Continental Championships and served at least three years as a delegate or in another function to the FAI Aeromodelling Commission.*

**Narve Jensen (Norway)**

*FAI Jury member at World or Continental Championships*

- WC Scale 1986 Oslo, Norway
- WC Scale 1996 Périgueux, France
- EC Scale 1997 Suceava, Romania
- WC Scale 1998 Pretoria, South Africa
- EC Scale 1999 Vodochody, Czech Republic
- WC Scale 2000 Interlaken, Switzerland
- EC Scale 2001 Wloclawek, Poland
- WC Scale 2002 Tillsonburg, Canada
- EC Scale 2003 Gras, Austria
- WC Scale 2004 Deblin, Poland
- EC Scale 2005 Pombal, Portugal
- WC Scale 2006 Norrkoeping, Sweden

*Judge or similar function at World or Continental Championships :*

- WC Scale 1992 Muncie, USA
- EC Scale 1993 Lappenranta, Finland
- WC Scale 1994 Arnhem, The Netherlands
- EC Scale 1995 Deblin, Poland

*NAC delegate to FAI Aeromodelling Commission (CIAM) or another function within CIAM :*

Norwegian Delegate to CIAM since 1973 for 34 years and still today.

Chairman of the Scale Subcommittee since 1995 up to the present day.

*Shown outstanding merits in developing aeromodelling by organisational activities:*

- Was the elected President of the Modelling Section of the Norwegian Aero Club for 19 consecutive years 1977 -1996.
- Also founded and was the publishing Editor of the national Modelling magazine for 18 years 1978 - 1996 and is still the editor of the scale section of the magazine today.

## PEPE LOPES HANG-GLIDING MEDAL

(proposed by the FAI Hang Gliding Commission)

*This medal may be awarded for outstanding contributions to sportsmanship or international understanding in the sport of hang gliding. The medal will only be awarded for truly significant acts or services and will not necessarily be awarded every year*

None

## NILE GOLD MEDAL

(proposed by the FAI Aerospace Education Commission)

*This medal may be awarded to a person, group of persons or organisation to reward distinguished work in the field of aviation and space education*

### **Iris Cummings Critchell (USA)**

Iris Critchell has spent her whole life dedicated to her country and aviation in one form or another. Iris was also a member of the US Olympic Swimming team that went to Berlin in 1936, and witnessed the demonstration sport of gliding while there.

In 1939 Iris was among the first intakes of the University of Southern California's newly formed Civil Pilot Training program at Mines Field (now LAX) where she gained her Private License and completed an advanced aerobatics course. In 1941 Iris instructed on the Civil Training Program at Brackett Field, La Verne, and in 1942 for the Navy Cadet Program for the University of the Pacific, Carson City, Nevada. In December of 1942, Iris trained at Houston for the Army Air Corps, and was then assigned to the Women's Auxiliary Ferry Squadron (which later became known as the WASPs) where she served as a ferry pilot.

After the war, Iris was contacted by her old professors to come back to the USC to help form a new curriculum that gained FAA approval, for a College of Aeronautics at Santa Maria to help airmen returning from the war to train for the airline industry. Iris taught classes for Primary, Instrument, Commercial and Instructor Courses. Iris was a founding member of a group of women pilots whom resurrected the Ninety Nines (Powder Puff Derby), and competed in the All Women Transcontinental Air Race 15 times, winning two, and being placed in the top 10 on 7 occasions.

In 1961, Iris, along with her husband Howard, who was also a pilot, set up what was to become known as the Isabel Bates Foundation, and it was here that Iris developed this unique program using the aeroplane as an educational tool to enhance the education of young people. This program ran from 1962-1990, during which period Iris served as Director of the Bates Foundation Program on the Harvey Mudd College facility, as well as Chief Flight Instructor for the Flight Training phase of the program.

In faculty Emeriti status Iris taught Aeronautics for five more semesters at Mudd, and continues to this day in assisting students on aero engineering projects. In addition to all this, Iris still gives her time serving as an archivist and "historical aviation resource" person for the Aeronautical Library Special Collection at the Sprague library at the Harvey Mudd College

Iris has served as a designated FAA Pilot Examiner for 21 years, a member of the Ninety-Nines for 55 years, and is a member of numerous aviation and professional organizations. She has referenced many books and oral histories, and today is still an active pilot well into her eighties, and richly deserves our recognition in her outstanding life.

She has numerous ratings and has won several awards, as follows:

1972 The FAA Ontario District named her Flight Instructor of the Year.

2002 Iris was inducted into the National Flight Instructor Hall of Fame.

Iris was honoured with the FAA Wright Brothers "Master Pilot" Award for "Fifty years of dedicated service, technical expertise, professionalism, and many other outstanding contributions that further the cause of Aviation Safety."

## DE LA VAULX MEDAL

(automatically awarded)

*De La Vaulx Medals are awarded to all holders of recognised absolute world records established during the previous year*

### **STS 120 and ISS 16 Crews Members (international)**

Absolute World Record Total duration of flight of spaceships while linked

07.11.2007

10 days 21h 52 min

### **STS 118 and ISS 13 A 1 Crews Members (International).**

Absolute World Record - Assembled mass of spaceships linked in flight

22.08.2007

342'622.5 kg

## LOUIS BLERIOT MEDAL

(automatically awarded)

*Blériot Medals are awarded to holders of the highest records for speed, altitude and distance in a straight line established in the previous year by light aircraft of the first three sub-classes, as defined in Section 2 of the Sporting Code*

None

## SABIHA GÖKÇEN MEDAL

*The Medal is reserved for the woman who performs the most outstanding achievement in any air sport in the previous year.*

### **Funda Durusu Cici (Turkey)**

Funda Durusu Cici (28) is a graduate of the Faculty of Nursing and Faculty of Management, with a Masters Degree in International Relations. Her first encounter with paragliding was in 2000 with THK (Turkish Aeronautical Association). Once her talent was noticed, Funda started working at THK as a paragliding pilot in 2001. In 2004 she was assigned as Turkey's delegate to FAI and attended the CIVL meeting held in Croatia. In the same year Funda earned title of first Turkish female paragliding instructor. In 2006 she was assigned as deputy director of a Category 2 cross country championship. She became the first female to fly a paramotor in the Turkish Republic of Northern Cyprus in 2006 and in the Turkish Airfield in 2007. Funda competed as the only female member of the Turkish national team in the 4<sup>th</sup> FAI World Accuracy Championship in 2007. Despite her numerous degrees in cross country and accuracy categories, her first international experience came with a world championship. In this championship she broke new ground with her successful landings and became World's First Female Champion. Funda was 1st runner up in PWC Accuracy Championship in Pernik. She became female category champion and together with her team at the 2007 Turkish Championship where she also acted as team captain. She has trained more than 750 students and is currently writing a book to share her experiences. Funda has many published articles on paragliding and has received International Judge Training from FAI. Funda chose aviation not as a hobby but as a profession despite her academic degrees in three fields.

#### *Reason for her nomination:*

Our pilot Funda Durusu Cici successfully represents the modern Turkish Republic and provides a good example for women both in Turkey and around the world with her courage, talent and by breaking new ground. If Funda is deemed worthy of the Sabiha Gökçen Medal, a figure she regards as her role model, she will feel the strength to break more new ground and maintain her successful course.

## BRONZE MEDAL

(proposed by the FAI Secretary General)

*This Medal is reserved for persons who have rendered eminent services to the FAI in administrative work, in Commissions, or in the organisation of FAI sporting events.*

### **Srdjan Pelagic (Serbia)**

Srdjan Pelagic has played a key role in the increasing international popularity of the sport of space-modelling. Within the FAI Aeromodelling Commission, as Chairman of the SpaceModelling Sub-Committee, he has worked tirelessly over a period of many years to convince his fellow aeromodellers of the importance of his discipline, and has paid special attention to bringing young people into the sport. He has been instrumental in introducing the discipline into more and more countries, so that at the last World Championship, 144 competitors from 27 countries assembled at the space-centre in Baikonur. Having made inroads into the Asian and American continents, he is now focusing on expanding the sport in Africa.

In his own country, Mr Pelagic has spared no effort to promote the FAI in many different ways and to encourage an international outlook amongst air sports people. He has played a key role in planning and organising many international championships there, and has given advice on international affairs to successive NAC officials.

## SILVER MEDAL

*The Medal is reserved for persons who have occupied high office in FAI or in an aeronautical organisation in one of its member countries, and in the discharge of their duties have shown exceptional powers of leadership and influence, to the benefit of the whole international air sport community.*

### **Antonio Quintana (Spain)**

Antonio Quintana holds the following flying qualifications; Commercial Pilot, Flight Instructor, Aerobatic Pilot, "C" Gliding Pilot, Elemental Paragliding Pilot and Paramotor Pilot.

*Other qualifications include:*

- MBA - Master of Sports Administration and Management from the Complutense University of Madrid and the Spanish Olympic Committee
- Spanish Delegate to the FAI Aerobatic Commission
- Manager of the Royal Aero Club of Spain since 1985
- President of the Royal Spanish Aeronautical Federation since 2001

For a long period of time, Antonio has conducted a complex process to transform and enhance the Spanish aeronautical sports system and has supported the introduction of new sports in Spain and the participation at the international level.

He has organized and has played a leading role in several events:

- FAI General Conference, Madrid, Spain 1986
- 1<sup>st</sup> FAI European Microlight Championship, Sanchidrián, Spain, 1986
- FAI World Rally Flying Championship, Castellón, Spain 1986
- FAI World Parachuting TR, Ampuriabrava, Spain 1989
- Aerobatic International Master, Ocaña, Spain 1990
- FAI World Microlight Championship, Valladolid, Spain 1992
- For the first time, various FAI Commissions held their annual meeting together, in Marbella, Spain 1994. This was possible thanks to the support of Antonio Quintana.
- Contest Director of the 12<sup>th</sup> FAI European Aerobatic Championship, Córdoba, Spain 1999
- General Manager of the II World Air Games (WAG 2001), Spain
- International Judge at the FAI European Aerobatic Championship, Lithuania 2002
- Director of the 97 FAI General Conference, Madrid, Spain 2004
- Contest Director of the 23<sup>rd</sup> FAI World Aerobatic Championship., Burgos, Spain 2005
- Contest Director of the 24<sup>th</sup> FAI World Aerobatic Championship, Granada, Spain 2007

## YURI A. GAGARIN GOLD MEDAL

(proposed by the FAI Astronautics Records Commission)

*The Yu. A. Gagarin Gold Medal may be awarded to an astronaut who, in the previous year, is considered to have made the greatest achievement in Man's conquest of Space. The medal may also be awarded to a crew*

### **Expedition 16 Crew (International)**

The crew of Expedition 16, Commander Peggy Whitson, NASA Astronaut, Soyuz Commander Yuri Malenchenko, RSA Cosmonaut and Flight Engineer Dan Tani, NASA Astronaut for their record setting activities which were crucial to the continued construction of the International Space Station (ISS).

The Expedition 16 crew was instrumental in the installation of the Node 2 Harmony module to its permanent location on the front of the US laboratory, the inspection and data gathering of critical samples to understand the anomaly found on the Solar Alpha Rotary Joint (SARJ) and finally, the critically timed Bearing Motor Roll Ring Module (BMRRM) repair.

The increment stage operations started with the arrival of STS 120 which included the addition of the Harmony module to the ISS and the relocation of the P6 Solar Array. During this mission, the Expedition 16 crew was thoroughly involved with the nominal tasks as well as the contingency tasks which occurred as a result of the torn solar array. Peggy Whitson and Pam Melroy identified the solar array tear and worked hand in hand with the control teams to determine the extent of the damage and the repair options. Dan Tani was instrumental in the success of the extremely complex robotic operations which involved the first time use of the Canadarm 2 and the Orbital Boom Sensor System (OBSS) as an EVA platform for the solar array tear. That was just the start of a very demanding stage.

Shortly after the STS 120 mission, Peggy Whitson and Yuri Malenchenko performed the first of three planned Extravehicular Activities (EVA, space walks) to prepare the Harmony module to move to its permanent location on the front of the US laboratory. This flawless EVA was followed by extensive robotic arm operations for the module reconfiguration. Dan Tani and Peggy Whitson used the Canadarm 2 to remove the Pressurized Mating Adapter (PMA) 2 from the US Laboratory, connect it to the Node2, and then the Node2 and PMA2 were moved together to the front of the US laboratory. Subsequently, Peggy Whitson and Dan Tani performed the second and third EVAs to transfer two Node 2 electrical trays to the interface between Node 2 and the US Laboratory to provide permanent power, data and thermal connections.

Their stage work together was unquestionably the most difficult and demanding to date and allowed the ISS to be returned to a configuration for additional modules to be added. These three crewmembers performed tirelessly to ensure the necessary growth of the International Space Station, paving the way for the European and Japanese modules. For their true international efforts to establish the International Space Station as a permanent outpost and their unique contributions to the exploration of space, the National Aeronautic Association is proud to nominate the Expedition 16 stage crew for the Yu A. Gagarin Gold Space Medal.

## FAI GOLD SPACE MEDAL

(An absolute majority is required to determine the recipient of the Medal)

*The Gold Space Medal is reserved for those who have contributed greatly to the development of Astronautics by their activities, work, achievements, initiative or devotion to the cause of Space*

### **John D. Olivas & James F. Reilly – Mission specialists on STS 117 (USA)**

On June 8, 2007 STS-117 was launched into space from the Kennedy Space Center (KSC), Florida. The mission delivered the second starboard truss segment and associated energy systems, including a second set of solar arrays to the International Space Station (ISS). The crew installed the systems and brought a previously assigned crewmember from the ISS and left an Expedition crewmember in her place.

This 28<sup>th</sup> flight of the *Atlantis* space shuttle also experienced a two-day extension of the mission to add a fourth extra-vehicular activity (EVA). During this extension, the Mission Specialists repaired a gap in the Orbital Manoeuvring System thermal blanket, which provides heat shielding on re-entry. This is credited with the safe return of the astronauts and also resulted in STS-117's being the longest mission for *Atlantis*, which landed at Edwards AFB on June 22<sup>nd</sup>, because of weather conditions at KSC.

For successful completion of the mission to the ISS and, through EVA, during which repairs were made to the shuttle, the safe return of all the astronauts to earth, the National Aeronautic Association is proud to nominate John D. Olivas & James F. Reilly, Mission Specialists of STS-117 for the FAI Gold Space Medal.

## THE FAI GOLD AIR MEDAL

(An absolute majority is required to determine the recipient of the Medal)

*The Medal is reserved for those who have contributed greatly to the development of aeronautics by their activities, work, achievements, initiative or devotion to the cause of Aviation.*

### **Captain Eugene A. Cernan (USA)**

With passion and wisdom for inspiring the next generation of aviators, Captain Cernan has an exemplary legacy, which he is still building. During 20 years as a naval aviator, including 13 years of record-setting space missions with the National Aeronautics and Space Administration, he has received nearly all of the highest honours the United States can bestow on one of its citizens. His continuing efforts to educate students and promote among teachers the benefits of infusing aviation concepts into their lessons have increased his stature among those in educational institutions, civic groups, and national organizations. His solid engineering and aeronautical experience and expertise are coupled with sincerity and integrity, which are evident in his speaking engagements and truly the mark of a singular person. The National Aeronautic Association is proud to nominate Captain Eugene A. Cernan for the FAI Gold Medal.