

National Report Italy

I would like to send you few notes as national report about the Italian activity in non commercial aviation. The increase in the costs of avgas and in insurance fare, represent, from my point of view, the major obstacle to the increase or in maintaining the same level in the number of aircraft and in hours of flight in general aviation.

Different conditions about the ultralight with and without engine. The ULM activity and the paragliding and parachuting activity are all in an outstanding growth. It is outstanding the number of new airstrip and small airports that are booming in all the parts of Italy, particularly in North and in centre of Italy.

I'll give you an example of which I have personal knowledge: In a radius of 20 kilometers from the centre of Rome there are 36 airstrips mostly for the ULM but long enough to consent my landing and take off with my certified aircraft. It means at least 400 meters. How many are the new or the total of the ULM aircraft in Italy? Nobody knows because a large percentage does not have any number or letters on their aircraft. It is outstanding the sophistications of mostly of the new ULM both in material and in instrumentation. Mostly of the new aircrafts are able to reach more than 130 knots. I suppose that mostly of the new aircraft are overweight. Except for the deltas, still in increase number, in the new ULM aircraft the tubes and canvas are on the point to disappear in favour of all in light alloy or composite structure. About the medical situation, the examinations are, for the general aviation carried out by m.d. specialists in sport aviation (four years postgraduate course) or from the specialists in sport medicine (also in this case four years post graduate course). Mostly the ULM clubs have their own doctors.

There are some crashes with both certified general aviation aircrafts and with the ULM and non motorized aircraft. As usual mostly of it are due to the pilots responsibility and not from technical problems. It seems that the modern ULM (mostly in condition of over weight) are very well built and not prone to structural damage in flight as it was quite frequent some years ago.

Do not forget that Italy is full of mountains and dangerous winds, but perhaps not so cloudy as in U.K. !!!! At my age I have every 6 month my medical examination and I still enjoy flying, perhaps more than before. I did attend several Congresses (National and International) in which I was required to give lectures on light aviation and I gave conferences At some Rotary, Lions, Panathlon clubs: It is surprising for me that the Ministry of Military Aviation and the National Broadcasting TV asked me to act as co-speaker at the most important airshow of my country (and this gave me the opportunity to be the only civil aircraft to land in the most secret experimental base of Military Aviation (Pratica di Mare) That 's all. Looking forward to meet you in Vienna

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