

VOTRE CONSEIL DÉPARTEMENTAL **PARTENAIRE**

**DU 1<sup>ER</sup> AU 3  
SEPTEMBRE 2023**

# MONDIAL DE L'ULM

AERODROME BLOIS-LE BREUIL

L'ULM  
SOBRE & FUN

[mondialulm.fr](http://mondialulm.fr)





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# EDITORIAL

by *Sébastien PERROT*

**President of the French Microlight Federation**



We've all got ULM to share !

Whether you're an experienced pilot, a student, an instructor, a club manager, a professional or just curious, we all have a certain idea of microlight flying that we all share and that has been going strong for over forty years. The Mondial de l'ULM in Blois is the main meeting place for our passion, where everyone can come together at a time when it's important to share the essential things: the desire to fly, the freedom, the fun, for an aviation that by definition has always been as sober as possible! Microlighting is simple and fun !

This year, as we celebrate the 100th anniversary of the gyrocopter, we've got a few new features : machines, of course (including some electric ones), a village of retro machines, conferences every day, easier travel by road or rail, and more than ever the chance to fly in for a three-day gathering with concerts and festivities with our partners and all the volunteers who make this unique event possible.

MULM is your home away from home !

Sébastien Perrot



# EDITORIAL

by *Philippe GOUET*

**President of the Loir-et-Cher Departmental Council**



The Loir-et-Cher département is delighted to be hosting the third Mondial of ULM, organised by the FFPLUM, at the Blois-Le Breuil airfield.

This event is a must for fans of ultralight aviation and for the general public, who turn out in force every year !

I wanted the department to encourage and support this success, to give the Blois-Le Breuil airfield, now managed by SemOp, a national and international profile. We are well on the way to meeting this challenge and putting our county on the map of major aviation destinations.

In partnership with the FFPLUM and the Aerobiodiversity association, the département has also embarked on a project to collect data and implement concrete measures to prevent and protect fauna and flora. Today, leisure activities and the environment go hand in hand, and one of the aims of developing the aerodrome's activities is to show that aeronautics and the environment can coexist in complete harmony, to the great delight of both users and the public.

I wish you every success for the 2023 Mondial of ULM in Loir-et-Cher !

Philippe GOUET



# EDITORIAL

by Catherine LHERITIER

*President of SemOp Aerodrome of Blois-le Breuil*



With almost 27,900 aeronautical movements recorded in 2022, Blois-Le Breuil aerodrome has always been a stronghold of leisure aviation, where ULM activity continues to grow.

Our desire to support the development of ultralight activities is reflected in a strong partnership with the FFPLUM and the players on the platform by hosting two dedicated events in 2023: "100 years of the gyrocopter" and the 42nd edition of the Mondial of ULM.

Following the example of the green projects supported by the Federation, Blois-Le Breuil aerodrome wishes to support all aeronautical activities in this context of societal transition. I would like to see the development of new services offered to our pilots, in order to meet environmental challenges in line with our sustainable development policy. This is why a project to install an electric recharging point is currently being studied on the platform, for the benefit of the development of electric aviation.

The FFPLUM's move to our airfield, at the Villeroux farm, and our joint commitment to hosting the FFPLUM's Federal Sports Centre, are all major steps towards ensuring the long-term future of the Mondial and supporting the development of microlight activities at Blois-Le Breuil.

Once the European Microlight Capital, always the European Microlight Capital. With its six take-off runways, newly built parking areas, an excellent runway-side restaurant and soon the creation of tourist solutions in Loir-et-Cher via our airfield, coming to visit us becomes much more than a pleasure during the Mondial of ULM !

Catherine LHERITIER



# The MULM sponsors



## Mr Vittorio MAGNI (MagniGyro)

*"Dear pilots and future ULM pilots, The French ULM Federation has asked me to be the sponsor of the 2023 Mondial of ULM and I would like to thank them. I'm very proud and honoured, especially as the 2023 event will celebrate "100 years of the Autogire". At the age of 84 today, I have devoted a great deal of my life to the gyrocopter, flying to the development and production of simple, solid and stable gyrocopters that enable us to share this assion in complete safety. Alongside my children and grandchildren and all you microlight pilots, I'm sure this wonderful adventure will continue for a very long time to come. Thank you all for this shared passion, and happy flying."*



MagniGyro

*Scan me*

To find out more about his history :

## Marie et Alexandre MATEOS

Marie and Alexandre Mateos are well-known French paramotorists and renowned paramotor champions. They have won several national and international titles and competitions, notably in the classic paramotor and slalom disciplines, where they have demonstrated great mastery and an exceptional competitive record. Marie and Alexandre Mateos are renowned for their talent, passion and commitment to paramotoring - not least through their MACFLY equipment brand - and they continue to inspire pilots around the world.



MATEOS

*Scan me*

Discover the Mateos awards :

## Sylvestre CAMPE

Sylvestre Campe has been a tireless explorer for over three decades. He films and collects stories brimming with adventure, nature and culture. As director of photography and producer, he has worked in over 120 countries, travelling from the North Pole to the South Pole, from lush jungles to inhospitable deserts, from the depths of the oceans to the highest peaks, perpetually in search of the unknown and the astonishing. Sylvestre has always believed that the scale and magnificence of our planet is best captured by aerial cinematography. That's why he has seized every opportunity to film from helicopters, microlights and high-wing aircraft without doors.

In partenariat with Arte and the FFPLUM, discover the synopsis of the movie : "The Transamazonica, between sky and earth", released on December 2023 :



*Scan me*

Sylvestre Campe



Mondial de l'ulm 2023  
Emplacement 12 - Zone D2

## XL8 BRISTELL UL

Versions ULM 525 KG équipé « FULL GARMIN »



GARMIN



DU 1<sup>ER</sup> AU 3<sup>ES</sup>  
SEPTEMBRE 2023

AERODROME BLOIS-LE BREUIL

L'ULM  
SOBRE & FUN



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EN LIGNE SUR  
[www.mondialulm.fr](http://www.mondialulm.fr)

## PRATIQUE!

• VENEZ AU MULM L'ESPRIT LÉGER •

**PARKINGS GRATUITS** AUTO - MOTOS ET CAMPING CAR  
**DOUCHES ET SANITAIRES GRATUITS** ET ACCESSOIRES  
**ZONE DE CAMPING** AMÉNAGÉE & GRATUITE

**VOTRE CONSEIL DÉPARTEMENTAL PARTENAIRE**  
Loir&Cher  
LE DÉPARTEMENT

**2 NAVETTES DE BUS GRATUITES**

DÉPART BLOIS GARE SNCF - MULM 9:15 / 18:40  
DÉPART VEINDÔME GARE TVM - MULM 8:45 / 18:20  
RETOUR MULM > BLOIS GARE SNCF 19:15 / 22:15 - DIM. 14:50  
RETOUR MULM > VEINDÔME GARE TVM 18:50 / 22:15 - DIM. 12:30

**SERVICE TAXI**

ALLÔ TAXI VEINDÔME 09 70 35 28 07  
TAXI RADIO DE BLOIS 02 44 78 07 65

## CONFÉRENCES

OUVERTES À TOUT NIVEAU  
LA TENUE EST FACULTATIVE

**THÉMATIQUES**

**DE NOMBREUX THÈMES  
SERONT ABORDÉS TOUT AU  
LONG DU W-END !**



LES 100 ANS DE L'AUTOGÏRE,  
LA CONSTRUCTION AMATEUR EN BOIS PAR LE RSA,  
LA PRÉSENTATION DE L'APP SAFESKY, LA FORMATION  
AVEC AÉROGLIGLI, L'ÉVOLUTION DE LA RÉGLEMENTATION,  
LE TOUR ULM JEUNES, MAIS AUSSI LE SPORT ULM AVEC  
LA PRÉSENTATION DES DIFFÉRENTES COMPÉTITIONS, ...

## ANIMATIONS

**CONCERTS**

LES ARGONAUTES Concert Reggae VEN. 20:00  
ARHIOS Alternative Rock SAM. 20:00

**ESPACE ENFANTS**

Château gonflable, stand maquillage, atelier  
construction bois, manège, jeux...

## PROGRAMME MONDIAL DE L'ULM 2023



### VENDREDI 01 SEPT.

09:00 OUVERTURE DU SALON AU PUBLIC  
11:00 INAUGURATION DU SALON  
12:00 COCTAIL DU DÉPARTEMENT  
DU LOIR-&-CHER  
12:00/14:00 VOLS DE PRÉSENTATION  
19:00 POT DE LA FFLULM/FERMETURE DES STANDS  
20:00 SOIRÉE CONCERT  
22:00 FERMETURE DU SITE  
CONFÉRENCES  
14:15 / 18:00

### SAMEDI 02 SEPT.

09:00 OUVERTURE DU SALON AU PUBLIC  
11:00/13:00 VOLS DE PRÉSENTATION EXPOSANTS  
14:30/16:30 VOLS DE PRÉSENTATION EXPOSANTS  
18:00/19:30 VOLS DE PRÉSENTATION  
19:00 FERMETURE DES STANDS  
20:00 SOIRÉE CONCERT  
22:00 FERMETURE DU SITE  
CONFÉRENCES  
10:00 / 12:00  
14:30 / 18:00

### DIMANCHE 03 SEPT.

DÈS 06:00 ENVOL DE BALLONS ET ULM  
AÉROSTATS CLASSE 5  
9:00 OUVERTURE DU SALON AU PUBLIC  
11:00/13:00 VOLS DE PRÉSENTATION EXPOSANTS  
15:00 FERMETURE DES STANDS  
CONFÉRENCES  
10:00 / 12:00

## 5 VILLAGES THÉMATIQUES À DÉCOUVRIR

**VILLAGE RÉTRO ET CONSTRUCTION AMATEUR**  
Retrouvez les aéronéfs historiques et de passionnés.

**VILLAGE DES 100 ANS DE L'AUTOGÏRE**  
Fêtons ensemble le centenaire  
de cette classe ULM unique en son genre !

**VILLAGE HANDIVOL & HYDRO ULM**  
L'ULM s'adapte et s'ouvre à toutes les activités.

**VILLAGE PARAMOTEUR**

Nos exposants sont spécialisés dans ce domaine  
et vous attendent pour assouvir votre curiosité.

**VILLAGE FÉDÉRAL**

Au cœur du salon, un espace animations,  
des conférences et bien plus encore !

## RESTAURATION & BUVETTE

STANDS AU VILLAGE FÉDÉRAL ET VILLAGE PARAMOTEUR  
SERVICE CONTINU DE 10:00 À 21:30

PLATS  
FRANÇAIS  
CLASSES GASTRONOMIQUES  
CULIBROS  
Au choix  
Au buffet  
Au menu

PRÉFÉREZ-VOUS  
une présentation en libre  
service au village  
fédéral ?

PLUS  
RÉDUCTION  
2 BUVETTES  
avec menus  
à partir de  
10€

## INCIDENT & SECOURS

Vous constatez un incident ou quelque chose d'anormal ?  
Contactez le PC sécurité du salon. Des secouristes et agents sont sur place.

**PC SÉCURITÉ > 01 78 68 29 90**

À L'ENTRÉE DU SALON

STAND  
D2  
03 & 04

VIPER SD-4 ULM  
SKYPER GT-9 ULM

Importateur  
ULM Aero  
France & Spain Team

**PASSION-LIBERTÉ**

06 84 38 55 50  
[www.passion-liberte.fr](http://www.passion-liberte.fr)





# Highlights

MULM concerts and events

## CONCERTS

Free admission from 7pm.  
Food and refreshments on site.

Friday : 8pm-10pm  
**Les Argonautes** - Reggae



Saturday : 8pm-10pm  
**Arhios** - Rock alternatif



**La Fanfare Volante**  
A brass band will be livening up the show and sharing its good humour with us!

# PROGRAM



## Friday from 12am

**Opening of the exhibition on the SemOp stand**  
Cocktail hosted by the Loir-et-Cher department



## Friday from 7pm to 8pm

**Federal drink at the FFPLUM stand**

## Presentation flights

**Sept. Friday 1st** 12h00 - 14h00

**Sept. Saturday 2nd** 11h00 - 13h00  
14h30 - 16h30  
18h00 - 19h30

**Sept. Sunday 3rd** 11h00 - 13h00

## Conferences

14h15 - 18h00

**Sept. Friday 1st**

10h00 - 12h00 **Sept. Saturday 2nd.**  
14h30 - 18h30

10h00 - 12h00 **Sept. Sunday 3rd**

Duration : from 45 minutes to 1h  
Themes : the formation, the security,  
ULM history, practicies...

## Children's entertainment

Giant kites, wooden plane workshops, face painting and a bouncy castle will be on hand to put stars in the eyes of young and old alike.

## ELECTRICAL INNOVATION l'Elektra Solar :

ULM is all about innovation. The world's first electric aircraft were born within the framework of ULM regulations, which are a driving force for innovation. The most common electric aircraft is in fact a certified version of an ultralight. The first hydrogen-powered aircraft flew in microlights (crossing the English Channel) and the main vectors of decarbonisation (turbine, SAF, hydrogen, etc.) are microlights. The Federation's stand will feature the Elektra Solar, a German microlight with a range of two hours.

Discover more about Elektra Solar :



<https://www.elektra-solar.com>

*Scan me*

## The program of the retro village

This year, a new feature will take place on the tube and canvas area of previous years. A new feature that will bring to life ULMs of all generations: from simple to refined constructions, all in one word: ULM !

And yes, we're here to celebrate the ULM with mythical machines that let us dream, from the oldest pilots to the youngest among us.

We will be concentrating on more than fifteen aircraft of all styles and budgets, with tubes and canvas (Maestro or Weedhopper for example), amateur-built aircraft (Jodel, Demoichelle...), biplanes of all kinds (Mistral, Stampe...), hang gliders (Cosmos...) and much more.

But that's not all, ULM is also about sharing and exchanging ideas with our enthusiasts. We'll be bringing our space to life to make this weekend an event within the show. Meetings with manufacturers and pilots, guided tours of ULMs and aerial sweeps of them! Not forgetting the various activities on offer around our area : FFPLUM amateur builders' centre, kite animation stand... and night-time entertainment !

We're starting this year with a bunch of passionate friends, and the ultimate aim is to expand the space over the years !

SO ? Are you ready to join us for the microlight World ?

**Thomas JORON**

# Innovation

ULM adapts !



ULM for everyone, accessible to everyone!

## Side-Fly, the concept

- To design and manufacture a fleet of specially adapted dirigible hot-air balloons, so that even people with disabilities can fly with their own wings.
- Promote disability and break down prejudices.
- Demonstrate to as many people as possible that personal and collective investment can overcome obstacles.

## Historique

April 2021 Meeting between Samuel Marie and a hot-air balloon pilot (Philippe Lusley).

September 2021/2022 Creation of a "disabled-abled" project team.

December 2021 Creation of the Audace Handi Evasion association to run the project.

April 2022 Official launch of the project at the Adventure Vehicle Show (Nantes)

September 2022 Presentation of a model of the adapted cockpit at the Mondial ULM

September 2022 / February 2023 Production of demonstrators, flight tests in the airship hangar in Ecausseville (Cotentin).

February 2023 Signature of the first sponsorship contract with the OCl informatique group, to finance the manufacture of the Side Fly prototype.

February 2023 / June 2023 Manufacture by members of the association of the envelope and cockpit of the 1st Side Fly

23 June 2023 Inflation of the first Side envelope

July/August 2023 Test flights

September 2023 Christening of the 1st Side Fly at the Mondial de l'ULM by Side-Fly godmother Céline Derouallière (Paralympic hopeful)

**The Side FLY Project is supported by the association :**

**Further info : [pascal.huar@audace-handi-evasion.org](mailto:pascal.huar@audace-handi-evasion.org) - (+33)6 37 99 94 41**



# Practical !

Coming to the MULM

## Tickets

- 3 day-pass, standard rate : **15€**
- 3 day-pass, group rate (minimum 18 person) : **10€**
- Sunday only, normal rate : **10€**
- Under 18 : **FREE**
- Licence holders arriving on the SUD runway : **FREE**



Scan me

[Reserve here](#)

To reserve in-flight presentation :

## Free Bus

Free shuttle will provide easy access to the site :

- SNCF station from Blois-Chambord - MULM
- SNCF station from Vendôme - MULM
- North plane tower park - MULM

Start from Vendôme station - MULM : Fri. Sat. Sun. **8 : 45** / Fri. Sat. **18 : 20**  
Start from MULM - Vendôme station : Fri. Sat. **18 : 50** / Fri. Sat. **22 : 15** / Sun. **12 : 30**  
*About 20 min by shuttle*

Start from Blois station - MULM : Fri. Sat. Sun. **09 : 15** / Fri. Sat. **18 : 40**  
Start from MULM - Blois station : Fri. Sat. **19 : 15** / Fri. Sat. **22 : 15** / Sun. **14 : 50**  
*About 30 min by shuttle*

North parking shuttle - MULM every 30 min to **9 : 00** from **19 : 00**

## Taxis

Taxis from Blois and Vendôme will also provide a service from the world of ULM to users :

Taxis radios de Blois - 02 54 78 07 65  
Allô Taxi Vendôme - 09 70 35 28 07



## In figures

The French Microlight Federation is :



6  
Microlight classes



16 200  
Licensees



1 200  
Structures



1 200  
Instructors



940  
Microlight bases



4  
Sports

*Le Mondial de l'ULM*



**MULM**  
MONDIAL DE L'ULM

*c'est :*



3  
Trade fair days



9 500  
Visitors since 2021



120  
Exhibitors



13  
Nationalities



800  
In-flight arrivals



5  
Electrical machines



**MULM**  
MONDIAL DE L'ULM





# Microlight

and its 6 classes



An ultralight, short for "Ultra Light Motorized" (ULM), is a category of aircraft somewhere between a traditional aeroplane and a glider. It is a small single-seater or two-seater aircraft, generally with a fixed wing, powered by a light engine.

Ultralights are designed to be simple, light and easy to fly. It is often built using lightweight materials such as aluminium, carbon or canvas. The structure can be open, offering a better flying sensation and greater visibility for the pilot.

The performance and capabilities of microlights can vary depending on the model. Some microlights are designed for longer flights or specific activities such as aerial photography, wildlife observation or sport.

In short, an ultralight is a small, light, motorised aircraft designed to offer an accessible and enjoyable flying experience. There are 6 different classes of microlight, but all share a simplified design and easy handling.

## The different categories of microlight

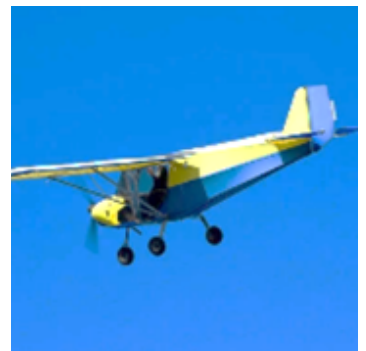
There are different categories of ultralight aircraft, depending on their design, performance and specific use.



**Class 1 The Paramotor** is equipped with a paraglider wing and an engine mounted on the pilot's back or on a trolley, allowing light, flexible and accessible flight to enjoy the aerial landscapes.



**Class 2 The Pendular** has a delta wing and a trolley suspended under the wing, where the pilot and engine are located. The pendular ultralight is controlled by moving the centre of gravity using a pendulum control system.

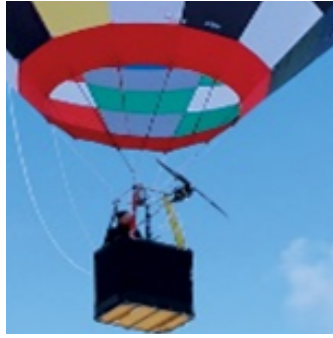


**Class 3 The Multiaxis** has a configuration similar to that of a traditional aircraft, with fixed wings, a fuselage, a tail and control surfaces. They offer great manoeuvrability and a higher cruising speed than other categories of ultralight.





Class 4 The Autogyro, also known as a gyrocopter, is a type of microlight with a rotating wing, but it is powered by an engine and its main rotor is non-powered. The main rotor turns thanks to the force of the relative wind during flight.



Class 5 The aerostat (or dirigible balloon) is a "lighter-than-air" aircraft. The basic principle is to make an object lighter than air (using hot air, or a lighter-than-air gas such as hydrogen).



Class 6 The helicopter are light, powered rotary-wing aircraft capable of vertical take-off and landing. It is highly manoeuvrable and can fly in confined spaces.

Since their creation, ULMs (Ultra Light Motorised Aircraft) have undergone a number of significant changes. Here are some of the main developments in the ULM field :

1. **Technology and materials** Technological advances have enabled the use of lighter and stronger materials, such as carbon fibre and composites, which have helped to reduce the weight of microlights and improve their performance.
2. **Safety** Safety standards and regulations have been put in place to ensure high levels of safety in the design, construction and operation of microlights. Safety systems such as ballistic parachutes and anti-stall devices have been developed to improve flight safety.
3. **Performance** The performance of microlights has improved considerably over time. Advances in the design of wings, engines and control systems have led to higher cruising speeds, better manoeuvrability and greater fuel efficiency.
4. **Avionics** The integration of modern avionics in ultralights has enabled the use of advanced navigation, communication and flight instrument systems. Pilots can benefit from devices such as multifunction displays, GPS, engine monitoring systems, etc.
5. **Accessibility and popularity** Microlights have become increasingly accessible, both in terms of cost and training. This has led to an increase in the popularity of microlights, with more amateur pilots and enthusiasts taking up the activity.

These developments have enabled ultralights to become light, versatile and accessible aircraft, offering pilots a pleasant flying experience and opportunities for aerial exploration.

# Focus on ...

## 100 years of the autogyro

Over the last 100 years, gyrocopters have undergone a number of significant developments.

Here's an overview of the main developments over the last few decades :

**1920-1930** : Invention of the gyrocopter concept by Spanish engineer Juan de la Cierva in 1923.

Development of the first gyroplane models with non-propelled main rotors and propeller engine propulsion.

**1940-1950** : Use of gyrocopters in military applications, including reconnaissance and rescue operations.

Improvements to rotor design and control systems to increase stability and performance.

**1960-1970** : Introduction of new, lighter and stronger materials, such as aluminium and composites, in the construction of gyrocopters.

Improvements to transmission systems and rotor technology, for greater efficiency and ease of use.

**1980-1990** : Development of higher-performance, faster gyroplane models, with particular attention paid to aerodynamics. Integration of advanced systems, such as electric controls and electronic flight instruments.

**2000-2023** : Improved safety of gyrocopters with the introduction of devices such as ballistic parachutes and engine management systems.

Increasing use of gyrocopters for recreational activities, aerial tourism, agricultural surveillance and aerial photography.

Development of electric and hybrid models, contributing to lower emissions and greater environmental sustainability.

These developments have improved the performance, safety and accessibility of gyrocopters over the decades. Today, gyrocopters continue to grow in popularity as versatile aircraft, offering a unique combination of vertical and horizontal flight with great stability and efficient manoeuvrability.



## FOCUS on ...

### the paramotor

The paramotor is a specific type of microlight, also known as a "powered paraglider" or "motorised paraglider". It consists of a paraglider wing and a motor mounted on the pilot's back, propelling the aircraft. It is a form of motorised free flight.

The paramotor wing is similar to that used in paragliding, with inflatable air cells and a flexible structure. It provides lift to enable the pilot to take off and fly. The engine, generally a two-stroke petrol engine, is attached to a lightweight frame carried by the pilot.

The paramotor pilot wears a special harness that acts both as a paragliding harness and as a support for the engine. He uses the paraglider's brake controls to control direction and altitude, while the engine throttle is adjusted using a throttle handle. The engine's propulsion allows the pilot to take off on foot from a short runway or even from flat ground.

The paramotor with trolley is a paramotor configuration where the engine and glider are mounted on a wheeled chassis. This offers greater stability on the ground, makes take-offs and landings easier, and enables extra loads or passengers to be carried. This configuration makes the paramotor more versatile and accessible to a wider range of users.

The paramotor is appreciated for its simplicity and portability. It is relatively easy to learn to fly and does not require a complex aeronautical infrastructure. Paramotor pilots can take off and land from suitable fields and can fly at relatively low speeds, allowing them to explore landscapes and enjoy scenic flights.

The paramotor is often used for recreational activities, such as leisure flights, discovery flights and nature exploration flights. It offers a sensation of smooth flight and proximity to the environment, making it an attractive option for light aviation enthusiasts.



## Paramotoring is both a recreational activity and an aerial sport

As a sporting activity, it includes various disciplines and competitions where paramotor pilots can compete against each other. Here are just some of the sporting activities linked to paramotoring :

- **Precision flying competitions** Pilots must perform precise manoeuvres, such as circling, zigzagging and level flight, in an attempt to get as close as possible to a target on the ground.
- **Endurance races** Pilots compete on defined courses, where they must fly a given distance in a limited time. The winner is the one who completes the course fastest.
- **Slalom events** Pilots must fly through a series of gates arranged in a slalom pattern. Flight time and penalties for touching or missing a gate are taken into account to establish the ranking.
- **Freestyle competitions** Pilots use their acrobatic skills to perform spectacular tricks and manoeuvres in the air. Creativity, precision and fluidity of movement are assessed by a panel of judges.

These competitions give paramotor pilots the opportunity to showcase their technical skills, precision and flying ability. They also encourage the development and improvement of piloting techniques.



*The French Paramotor team and its staff at the recent World Championships in Bornos, Spain.*



## Partnership with the French Navy

The French Navy and the French Microlight Federation have formed a partnership for young people.

The aim of this partnership is to give young people in the Navy who are interested in aeronautics and those in our Federation the opportunity to share the experience of "sailors in the sky" and to benefit from an aeronautical culture broadened by the diversity and novelty of microlight flying. In both technical and human terms, the French Navy and aviation share long-standing and strong common values. As proof of the closeness between the two institutions, many microlight machines borrow a large number of technologies from the world of the sea, and many of their pilots have a passion for the sea, a magnificent space of freedom, rigour and solidarity.

This partnership between the French Navy and the French federation of ULM (FFPLUM) offers a new and instructive perspective on the consequent diversity of the French Navy's professions on the one hand, and on the mesh of varied practices and personalities to be encountered with microlights on the other. In our view, it's vital that we take the time to communicate and meet each other, so that our young people can find their way without going through the usual channels. By joining forces, the Navy and the FFPLUM are offering new chances and opportunities to our young people, because they are convinced that know-how and interpersonal skills are essential if they are to develop fully in a wide variety of sectors and acquire a multitude of skills. Together, their values form a solid, complementary and structuring foundation for successful career guidance.

**With this in mind, we would like to see this partnership become a long-term one, with sea-air camps and other events.**



# "Les Marins du Ciel"

## What is naval aviation ?

This is a working environment in which the sea and the air are combined, with the ultimate aim of ensuring control of the airspace over the sea and the projection of power from it. To excel in this field, which is specific to the French Navy, a good knowledge of the environment combined with a mastery of aeronautical tools is a must. With a wealth of expertise, the sailors in this field complement the forces at sea : submarines and surface ships, or on land: commandos.

Thanks to the 200 aircraft (helicopters, fighter planes, maritime patrol and surveillance aircraft, etc.), a very wide range of professions are available to carry out deterrence, rescue at sea and anti-trafficking missions. Thanks to these sailors, with the help of others, more than 300 lives are saved every year, thanks in particular to the sea rescue helicopters, and the interests of France and the French people are protected.

More than 350 sky marines are recruited and trained each year, and more than 6,000 sky marines are mobilised in naval aviation bases and aviation support structures (e.g. naval aviation pilot, helicopter diver or machine operator, aircraft handling operator, yellow dog, etc.): Naval aviation pilot, helicopter diver or machine operator, aircraft handling operator, yellow dog...) and among them, some are catapulted from the Charles de Gaulle aircraft carrier aboard a Rafale Marine, others detect enemy submarine signals aboard a maritime patrol aircraft or orchestrate the ballet of aircraft from their control tower, both on land and at sea. Whatever their qualifications or experience, aged between 16 and 30, there are several ways to become a sky mariner and join the naval aviation service.



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## *Partnership*

with the French Army Light Aviation

### **History of ALAT**

The French Army Light Aviation (ALAT) has been involved in all French Army operations since its creation in 1954. With more than 5,000 aircombatants, it accounts for 70% of the French armed forces' helicopters. The airmobile component of the French Army, it includes special forces and conventional forces.

It has two main types of helicopter, reconnaissance and attack helicopters (HRA) for information and destruction (Gazelle and Tiger) and manoeuvre and assault helicopters (HMA) dedicated to heli-transport, combatant drop-off, logistics or medical evacuation missions (Puma, Cougar, Caracal and Caïman). ALAT evolved from the artillery, which provided airborne resources under the name of Aviation Légère d'Observation d'Artillerie (ALOA) at the end of the Second World War.

Next year it celebrates its 70th birthday !

### **Mission - Major operation**

The ALAT practises aerocombat, i.e. the integration of airmobile and land-based manoeuvres. Able to move around obstacles on the ground by day or night, it is highly mobile, bringing agility, lightning speed and firepower to manoeuvres. Operating in tactical flight, i.e. making maximum use of terrain masks to avoid detection and engagement, the ALAT favours infiltration into the depths of the enemy system to hit major targets and weaken the enemy before the first contact with ground troops.

Over the last few decades, the French Army's light aviation has been involved in all kinds of external operations such as Côte d'Ivoire, Afghanistan, Mali, etc., counter-insurgency operations where the helicopters' rapid manoeuvring capability is particularly useful for supporting ground troops and searching for and destroying armed terrorist groups.

# Contacts

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