

Fédération Aéronautique Internationale

Record claim form for gliders or motor gliders

FORM B – DISTANCE

1. Claim Statement

Class of record	<input type="checkbox"/> Open Class D-O	<input type="checkbox"/> 15 m Class D-15
	<input type="checkbox"/> World Class D-W	<input type="checkbox"/> Ultralight Class D-U
Category of record	<input type="checkbox"/> General	<input type="checkbox"/> Female
Type of record	<input type="checkbox"/> Straight distance to a goal	<input type="checkbox"/> Free distance
	<input type="checkbox"/> Out and return distance	<input type="checkbox"/> Free out and return distance
	<input type="checkbox"/> Three TP distance	<input type="checkbox"/> Free Three TP distance
	<input type="checkbox"/> Triangle distance	<input type="checkbox"/> Free triangle distance

Name of pilot Sex

Address Nationality

.....

Sporting licence no. Expiry date

Type of glider Registration no.

Date of flight Take-off time

Surface pressure at take-off time: hPa/mb

The glider is a multiplace (Yes No) and was flown solo or with crew

Name of crew Sex Age

Address Nationality

.....

Sporting licence no. Expiry date

PERFORMANCE CLAIMED	Distance of kilometres (penalty, if any, is deducted - see Section 6)
----------------------------	--

If a motor glider was used, the means of propulsion was:

Stopped before the start of the soaring performance

Not operated during the performance *Remember to complete Form D also.*

FAI glider & motor glider form B for distance claims

2. Launch and Start Statement

Take-off place Elevation (msl) metres

Latitude Longitude

Launch method Time

Release point (or means-of-propulsion stopped)

Latitude Longitude

Altitude (msl) metres Time

Tow pilot name Tow pilot signature

(Tow pilot data required only if the tow pilot is required to certify release point.)

If start point was not the release point (or means-of-propulsion stopped)

Start altitude..... metres Start time

3. Flight Declaration Statement

The below way point data is to be copied from the flight recorder .igc file.

Start point Lat Long..... Elev. (msl) m

Turn Point 1 Lat Long..... Elev. (msl) m

Turn Point 2 Lat Long..... Elev. (msl) m

Turn Point 3 Lat Long..... Elev. (msl) m

Finish (Goal) Lat Long..... Elev. (msl) m

4. Class Conformity

To verify conformity with 15 metre, World, or Ultralight class rules, the glider used was:

Measured Weighed Inspected *(tick by OO where applicable)*

A description of the verification method used is to be included with this claim.

5. Flight Recorder Evidence

Flight recorder .igc file reference: **FR #1** **FR #2** (optional backup FR)

Flight recorder procedures were used as specified in the FAI Sporting Code, Section 3. The following declaration must be signed (in part 9 of this form) by the OO who has verified the flight recorder evidence. The flight recorder evidence enclosed supports the claim of having reached:

the Start Point TP 1 TP 2 TP 3 the Finish Point (Goal)

FAI glider & motor glider form B for distance claims

6. Arrival at Goal and Landing Certificate

Landing place

Latitude Longitude

Landing time..... Elevation (msl) metres

If a goal was declared, it was reached as specified in the FAI Sporting Code, Section 3.

Finish point (if not landing place)

Altitude of the glider at the finish point (msl): metres Time

Difference between the start / release altitude or altitude of stopping the MoP (whichever applies), and the altitude of the glider at the finish point was metres.

Excess height over 1000m (if any) metres Distance penalty (if any) km

In the case of an outlanding NOT observed by an Official Observer, include the original landing certificate and give details of the two witnesses below:

Name

Address

Phone Date of original signature

Name

Address

Phone Date of original signature

7. Flight Recorder procedures

All FRs carried on the flight must be checked and the primary FR identified. Each FR barogram must bear all the information required by the Sporting Code, Section 3. If a barogram is being used to verify the start or finish altitude, that barogram shall be within the required calibration period.

FR #1

FR #2 (optional backup FR)

Type

Type

Serial no.

Serial no.

Calibration dates of the FR producing the barogram of the claimed performance:

Before flight

After flight

Each barogram used is part of an IGC-approved flight recorder. Installation in the glider and any sealing required was in accordance with the IGC approval. The barogram substantiates the claim.

All FRs carried on the flight have the same declaration and flight details. If not, explain the reason.

FAI glider & motor glider form B for distance claims

8. Data Analysis

Name of person approved by NAC to analyse flight data

All checks required to verify the flight have been done and found to substantiate the claim(s) made.

Signed (approved data analyst)

9. Official Observer's verification (to be completed by all OOs involved with this claim)

OO name 1 OO sig. OO no.

Date..... The claim sections I verified are: 1 2 3 4 5 6 7

OO name 2 OO sig. OO no.

Date..... The claim sections I verified are: 1 2 3 4 5 6 7

OO name 3 OO sig. OO no.

Date..... The claim sections I verified are: 1 2 3 4 5 6 7

10. List of Enclosures (tick those enclosed, keep photocopies)

- Suitable storage device with .igc format flight data, flight declaration and barogram from all FRs carried on the flight.
- Barograph calibration certificate (if required).
- Original landing certificate.
- Narrative description of flight by pilot.
- Description of method of measurement/observations taken by OO to verify that the glider qualifies for the class claimed.
- Narrative description by one OO on behalf of all OOs concerned.
- Distance evaluation by NAC authorised person or organisation.
- List of names, addresses, email, and telephone of all OOs concerned with the claim.
- Form D (Motor gliders only).
- Form E (to be completed by the NACs concerned).
- Others; specify below:

I certify that this soaring performance was conducted in accordance with the FAI Sporting Code and with (1) all operating limitations established by the aircraft manufacturer, (2) any more restrictive operating limitations imposed by national airworthiness regulations of the civil aviation authority of the country of registration, and (3) airspace regulations where the soaring performance took place.

Signature of pilot

Date