

F. A. I. RULES FOR OUT-AND-RETURN AND TRIANGULAR RACES

Now that "tasks" have become a major portion of contest flying, and since the FAI has set up specific distances on which to base average speeds for National and International records, it is well to know the rules governing these record attempts, whether they be made at a contest or in the course of the normal weekend flying.

Lloyd M. Licher has corresponded at length with Mr. C. S. Logsdon, Director, Contest Division, National Aeronautic Association, to clarify the applicable paragraphs of the FAI Sporting Code, Section 3, Class D (Gliding). The numbers in parenthesis reference those paragraphs.

1. (8.7.1) The speed certified shall be the average speed over the course.

2. (8.7.1) The speed shall be calculated on the actual length of the circuit.

3. (8.7) The record must exceed the previous record by 2 km/hr (1.24 mph).

4. (8.7.1) The triangular course must be at least 100 km (62.14 mi.), 200 km (124.28 mi.), or 300 km (186.42 mi.) in length.

5. (8.7.1) No side of the triangle may be less than 30 km (18.64 mi.), 55 km (34.18 mi.) or 80 km (49.71 mi.) for the 100, 200 and 300 km courses, respectively.

6. (8.7.1) A starting plane must be established at the beginning of, and perpendicular to, the first leg of the course.

7. (8.7.1) The starting plane shall have horizontal limits of 300 meters (984 ft.) on either side of the vertical line at the beginning of the first leg of the course—thus a total width of 600 meters (1968 ft.).

8. (8.7.1) The starting plane shall have a vertical limit of 1000 meters (3280.8 ft.).

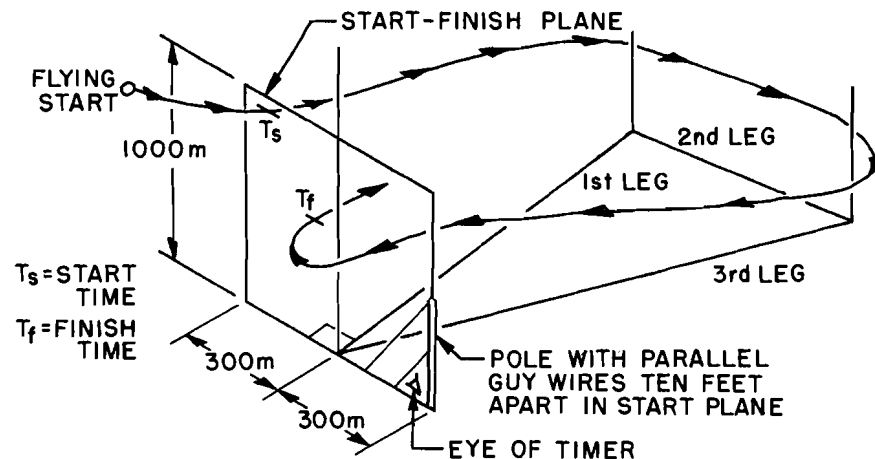
9. Attempted record flights must prove that the start did not exceed the 1000 meter altitude limit, either by a calibrated barogram, or by an official observer so certifying, who was in an aircraft at that altitude when the start was made. If the barogram is used, watches used by the starting timer and tow pilot should be

synchronized, and the glider pilot should dive off enough altitude immediately after release so that the release point is marked on the barogram.

10. A photograph of the device which determines the starting plane must be submitted with the record application. It is suggested that a high pole be put in the starting plane with parallel guy wires also in the starting plane.

11. The end limits of the starting plane should be visible from a starting altitude of 1000 meters (3280.8 ft.). Large colored sheets should suffice.

12. An official observer should be



stationed at each end of the starting line to check conformance with item 7 above.

13. Official observers, as defined by SSA, are active SSA members with "C" badge awards or better; all airport managers are also recognized as official observers.

14. (4.4.2 (b) amended) Simple turns around the outside of the turning points of the triangle are all that is required in flight. 360° turns are no longer necessary.

15. An official observer must witness the turn at each turning point and so certify per 6.2.7. Two disinterested witnesses may substitute for the official observer at the point of turn.

16. Coordinates of the three points of the triangle must be given to the nearest second of latitude and longi-

tude. It is suggested that the centers of airports be used for these points because the coordinates of their centers are established and on file with the government agencies which will determine the exact length of the course for any record application. For determination of whether or not a record flight has been made, a preliminary check can be made by scaling the length of the course from a sectional or local aeronautical chart.

17. If airport centers are not used for points of the course, then the points must be located with respect to some known landmarks. To do this, 7½ minutes series quadrangle maps of the area should be obtained from the Geological Survey, Denver Federal Center, Denver 15, Colorado, for areas west of the Mississippi River, and c/o Washington 25, D. C., for areas east of the Mississippi River.

18. A barogram from a sealed barograph must be submitted with any record application as proof that no intermittent landing was made.

19. (5.3.2) Watches used for tim-

ing the speed runs must have second hands.

20. (5.3.3) Watches used must be checked with "Official Time" for a period of at least three hours, either before the departure or after landing. This means determining the rate error and applying the proportion thereof to the flight time as measured by the watch. Official Time is that broadcast continuously by the National Bureau of Standards on WWV at 5.0 mc, 10.0 mc and other frequencies.

21. The finish requirement consists of completing the triangle by making a simple turn around the outside of the vertical line at the end of the final leg of the course. Timing ceases when the start plane is crossed in the same direction as the start.

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