

# USE OF CAMERAS FOR FAI AWARDS AND RECORDS

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The following is an explanation of the procedures to follow when using cameras for obtaining FAI awards or when attempting record flights, as approved by the National Aeronautical Association.

In general, the camera takes the place of an official observer or witnesses at a turning point of a course being flown; or it may be used in conjunction with a clock and altimeter to replace the sealed barograph on flights to measure altitude. As such it must have the same integrity and offer the same proof of accomplishment. This means that the camera must be sealed during the flight, as required by paragraph 6.2.9 (b) of the FAI sporting code.

1. Before the take-off, an SSA official observer shall load the camera with an unused film.

2. The observer must then seal the camera, or place it in a perforated box which can be sealed and would prevent the camera from being opened.

3. The observer then takes a photograph of a printed notice giving the following information:

- (a) Date.
- (b) Time.
- (c) Type of flight being attempted.
- (d) Description of point(s) of turn (geographical coordinates, name on a map, etc.)
- (e) Pilot's name.
- (f) Pilot's signature.
- (g) Signature of the SSA Official Observer.
- (h) Make, model and CAA registration number of glider.

4. After the flight the sealed camera is handed back to the observer who again photographs the start notice, modified by the addition of the later time.

5. The observer then breaks the seal on the camera, removes the film and has it developed, making sure that the film is kept in a continuous roll.

6. The photograph(s) taken by the pilot during the flight must clearly show geographical features of the

turn point(s) from an angle that will prove to witnesses who are familiar with the aerial features of the terrain that a simple turn was made outside the turning point of the declared task. Three hundred and sixty degree turns are no longer required at turning points.

7. The film as submitted with an application for an FAI Soaring badge or record report must be supplemented with a certificate for each turning point involved, signed by a reliable witness who is familiar with the aerial features of the terrain in question, stating that the film shows that a simple turn was made outside the turning point of the declared course.

8. In all cases where a camera is used to substantiate a record flight, there must be a detailed description in the record report of the camera technique involved.

9. A sealed barograph must also be carried on all task flights where a camera is used to photograph turning points. The camera only takes the place of an observer at a turning point. The barograph must be calibrated in order to determine release altitude and landing altitude as is normally done to establish whether or not the distance penalty comes into play. The barograph also gives proof that no intermediate landing was made. However, a barograph is not necessary if the flight is under the continual surveillance of an SSA official observer and the release altitude is recorded on film as described below.

10. A camera may be used in conjunction with a sweep second hand clock and a sensitive altimeter to take the place of a barograph for recording altitude gains or absolute altitude.

11. The sensitive altimeter must be calibrated either before or after the flight.

12. The sensitive altimeter must be connected to a static line during the flight.

13. The static line, if elastic, must

be inaccessible to the pilot during flight.

14. The sensitive altimeter must be set to the known take-off elevation before the flight.

15. A transparent cover is then placed over the clock-altimeter combination and sealed to prevent manipulation of the set knobs during flight.

16. The technique of photography is the same as in items 1, 2, 3, 4 and 5, with the exception that 3(d) is not needed.

17. The sequence of photographs in flight shall show the release altitude, and low point after release and the maximum subsequent altitude.

18. The release altitude for all flights must be recorded in the contesting sailplane by a barograph or on film. It may be determined by a photograph of the disconnected towline-towplane combination, which includes the clock-altimeter combination or which is followed immediately by a photograph of the altimeter and clock. The time of release, as so recorded, could then be confirmed by the towpilot or ground observers if their watches were synchronized with the one in the sailplane.

19. Sealing requirements for cameras, altimeters and clocks are the same as for barographs. The seal must be initialed by the SSA Official Observer prior to the flight and checked by him before breaking the seal after the flight. Lead light meter seals are preferred although split shot fishing sinkers used with braided wire should be satisfactory. Pliers with smooth-faced jaws may be used to effect the seal.

Since cameras, altimeters and clocks are so much more available than barographs and turning point observers, and often times more reliable, it is hoped that the foregoing information will lead to many more attempts being made at C badge legs and record flights.

## MASA

At the Annual Meeting of the *Metropolitan-Airhoppers Soaring Association, Inc.*, in January of this year the following officers were elected.

President—Alex Dawydoff  
Vice President—Ted Pfeiffer  
Secretary—Kurt Rosner  
Treasurer—Cynthia Lawrence

Everyone please note that the one and only mailing address for MASA is Box 825, Union, New Jersey.