the necessary particulars to the pilot's National Aero Club so that the badge and the certificate be duly registered and issued.

If the pilot belongs to a country having no National Aero Club the issue of the badge must be registered by the National Aero Club which controlled the tests.

8.3.7 ACCIDENTS OR ABANDONMENT OF THE AIRCRAFT.

As a general rule, a record will not be certified if, during the attempt, an accident occurred causing the death of the pilot within the 48 hours following the accident or if, during the attempt, the pilot abandons the aircraft. Nevertheless, the National Aero Club may, in its sole discretion, certify the record if it is satisfied that it was completed before the accident or the abandonment.

Part I is entitled "GENERAL PRINCIPLES AND RECORDS" and is aimed most specifically at the regulations governing the establishment of soaring records, both National and World Class.

For duration flights, timing starts from release and terminates upon landing. If a barograph is carried, the rate of drum rotation and release point should be indicated on the barogram. No limit is set on release altitude but it is not considered sporting to exceed 1,000 meters (3,281 feet). If a barograph is not carried on a duration flight, a statement of continual observation signed by an approved observer must accompany the application. One 5 hour flight qualifies for both the Silver and Gold badges.

Distances are measured from the point of release. The exact coordinates of the release point must be given on the application. Distances are measured to the point at which the sailplane comes to rest on the ground. Goal and return flights do not qualify for Silver C distance flights. Triangular flights must be closed courses. For both triangular and broken line flights a declaration of turning points in writing, made previous to the flight and signed by the observer, must accompany the application. Coordinates of each turn point must be given on the application form and if possible, the applicable portion of the sectional aeronautical chart should be attached with the course marked thereon. A simple turn on the outside of the turn points is all that is required. Approved photographic techniques for the identification of turn points appear elsewhere in this issue. In tests for distance, the loss of height between the point of release and the point of landing must not exceed 1% of the distance covered. When the loss of height is more than 1,000 meters (3,281 ft.), the distance certified shall be the true distance covered less 25 times the loss of height reduced by 1,000 meters (3,281 ft.).

The altitude gain is measured from release altitude or the lowest point reached after release to the highest subsequent point on the barogram. To facilitate proper identification of the release point on the barogram, the sailplane pilot should dive off a little altitude immediately after release, after which he should zoom up again.

As the rule implies, all altitude leg applications must be accompanied by a suitable barogram. Procedures previously developed, using photographic techniques, are no longer acceptable proof of altitude gains.

A goal flight is successful if the sailplane comes to rest within 1,000 meters (3,281 ft.) of the exact point stated in the goal declaration statement. Only one goal may be declared for any one flight.

All flights must have the landing statement completed and properly witnessed by one SSA Official Observer or two witnesses.

In cases of sailplanes with a self-contained launching apparatus (engine) the release point shall mean the point at which the launching apparatus stops functioning. The barograph must be so arranged as to automatically and positively indicate this point. The pilot must have no means of affecting this in flight. If the engine is started again in flight the flight is void.

Applicants for FAI awards in the U.S. must hold a valid FAI sporting license or be voting members or Student Members of The Soaring Society of America, Inc. Applications forms are available from your nearest soaring club, SSA State Governor or the SSA.

No application will be considered if the flight took place more than six months from the date received by SSA. Completed applications should be submitted to Box 66071, Los Angeles 66, Calif.

In the U.S., official observers recognized by the National Aero-Club (NAA) are SSA Official Observers. These are defined as all voting members or Student Members of SSA who hold a C badge or better, airport managers, FAA control tower operators and certain SSA Members designated as Official Observers.

The SSA Official Observer who supervises the flight and signs the application form must seal the barograph before the flight. He should initial the seal and then, after the flight, check to see that it is the same seal before he breaks it and calibrates the barogram. Lead light meter seals are preferred for sealing although split shot fishing sinkers used with braided wire may also be used. Commercial seals may be purchased from your nearest General Electric Supply Co., catalog number 386015, 4½ inch meter seals, or from SSA. Pliers with smooth-faced jaws may be used to effect the seal, leaving a surface suitable for initialling.

After breaking the seal, the Observer should enter the pertinent information on the barogram before "fixing" it. This should include his signature, the pilot's name, make, model and registration number of sailplane, type of legs claimed, take-off site, turning points (if any) and make, model and serial number of the barograph. Also, rate of drum rotation of barograph if a duration flight. Then the Observer should "calibrate" the barogram and indicate on it the pertinent altitudes in figures, where they occurred: take-off, release, low point after release (if any and an altitude leg is claimed), maximum altitude (for altitude legs) and landing. Calibration is effected by measuring from the base line trace on the barogram to the points in question and scaling these measurements on a calibration trace made from that barograph within the preceding 12 months. This includes all types of barographs. The calibration trace should be made by a FAA instrument shop or other reliable facility. If the barogram is smoked aluminum foil it should be "fixed" to preserve the trace by using plastic spray or some other transparent coating.

Pilots in flight may not act as observers for each other if both are trying for an FAI award leg.

Since barograms are the proof of accomplishment, they must form part of the official files for the flights to which they apply and cannot be returned to the pilot. Copies could be made before submission by pilots who are so inclined.