

FAI SOARING AWARDS RULES AND PROCEDURES

The Silver Badge, Gold Badge and Gold Badge with Diamonds are soaring awards granted to pilots for flights which satisfy the qualifications of each badge as set forth in the Sporting Code of the Federation Aeronautique Internationale (FAI). The FAI is the international governing body for all forms of sporting aviation. The National Aeronautic Association (NAA) in Washington is the official representative of the FAI in the United States. SSA, as a Division of NAA, has been delegated the authority to administer the FAI soaring awards. Pertinent official rules as written in the FAI Sporting Code are set forth below in bold type. Light-faced items in parentheses have been added. This publication supersedes ALL previous instructions and is effective Jan. 1, 1964.

SECTION 3—PART II

8. — INTERNATIONAL F.A.I. BADGES FOR SOARING.

8.1—Procedure and Control of Flights.

The flights made to obtain a badge shall be controlled by the N.A.C. (National Aero-Club) and shall satisfy the definitions and formalities laid down in Part 1 of the present Regulations.

Each barograph used in the tests for the badge must have been calibrated during the 12 months prior to the test; if this condition has not been satisfied the barograph must be calibrated immediately after the test.

8.2—Qualifications.

8.2.1—Silver Badge.

(a) Duration—A flight of at least 5 hours.

(b) Distance—A flight of at least 50 km. (31.1 statute miles) made in a straight line only.

(c) Height—A gain in height of at least 3,000 metres (9,842 ft.).

8.2.2—Gold Badge.

(a) Duration—A flight of at least 5 hours.

(b) Distance—A flight of at least 300 km. (186.4 statute miles) made either:

1. In a straight line, or
2. Around a completed tri-



The Silver badge sew-on emblem, 2-7/8 in. in dia., silver on blue, examples of which are available to U.S. Silver badge holders for 60 cents each, tax incl. Order from SSA, Box 66071, Los Angeles, Calif. 90066.

angular course of which the shortest side must measure at least 28% of the total distance; the turning points must be previously declared; or

3. In a broken line of not more than two legs; the turning point must be previously declared. Goal-and-return is recognized as a special case of a broken-line flight.

(c) Height—A gain in height of at least 3,000 metres (9,842 ft.).

8.2.3—Gold Badge with Diamonds.

The accomplishment of each of the following three performances shall give to the holder of a Gold Badge the right to add one diamond to the badge:

(a) Distance — A distance flight of at least 500 km. (310.7 statute miles) made either:

1. In a straight line, or
2. Around a completed triangular course of which the shortest side must measure at least 28% of the total distance; the turning points must be previously declared; or
3. In a broken line of not more than two legs; the turning point must be previously declared. Goal-and-return is recognized as a special case of a broken-line flight.

(b) Goal—A goal flight of at least 300 km. (186.4 statute miles); made either:

1. In a straight line, or
2. Around a completed triangular course of which the shortest side must measure at least 28% of the total distance; the turning points must be previously declared; or
3. In a broken line of not more than two legs; the turning point must be previously declared. Goal-and-return is recognized as a special case of a broken-line flight.

(c) Height—A gain in height of at least 5,000 metres (16,404 ft.).

8.3—General Conditions.

8.3.1—Three tests are laid down for obtaining each of these badges.

8.3.2—Not more than two tests for any one badge may be attempted during any one flight, except in the case of the Gold Badge with diamonds, for which all of the tests may be made in one flight.

8.3.3—A test may count for all three badges provided it satisfies the regulations relating to each.

8.3.4—The pilot must be alone in the aircraft.

8.3.5—In all tests a sealed barograph must be carried; it must be sealed and opened by an official observer recognized by the National Aero-Club. However, if the test of duration has been observed continually during the flight by an observer, the barograph need not be carried.

8.3.7—Accidents or Abandonment of the Aircraft.

As a general rule, a test 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 test if it is satisfied that it was completed before the accident or the abandonment.

SECTION 3—PART I GENERAL PRINCIPLES AND RECORDS

1. DEFINITIONS.

The evaluation of flights is based upon the following fundamental definitions.