

- (c) Flight, type to be attempted.
- (d) Description of point(s) of turn (geographical coordinates, names on a map, etc.).
- (e) Pilot's name.
- (f) Pilot's signature.
- (g) SSA Official Observer's name.
- (h) SSA Official Observer's signature.
- (i) Make, model and FAA registration number of sailplane.

4. Photographs must be taken by the pilot of each turn point such that proof is obtained that the pilot turned over or around the point (Para. 1.5.3 of the FAI Code). *This proof ordinarily requires three photographs of each turn point so that it may be determined that the pilot flew AROUND the point and not merely to one side.*

5. 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.

6. The Observer then breaks the seal on the camera, removes the film and has it developed, making sure that the film (negative) is kept in a continuous roll.

7. The film (negative) and photographs as submitted with an application for an FAI soaring badge 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 around the turning point of the declared course. This is best done on the backs of prints made from the film.

8. Sealing requirements for cameras are the same as for barographs.

Any questions on the rules should be directed to the FAI Awards Committee, Box 66071, Los Angeles, Calif. 90066.

(Note: Reprints of this article are available from SSA for 10 cents each.)

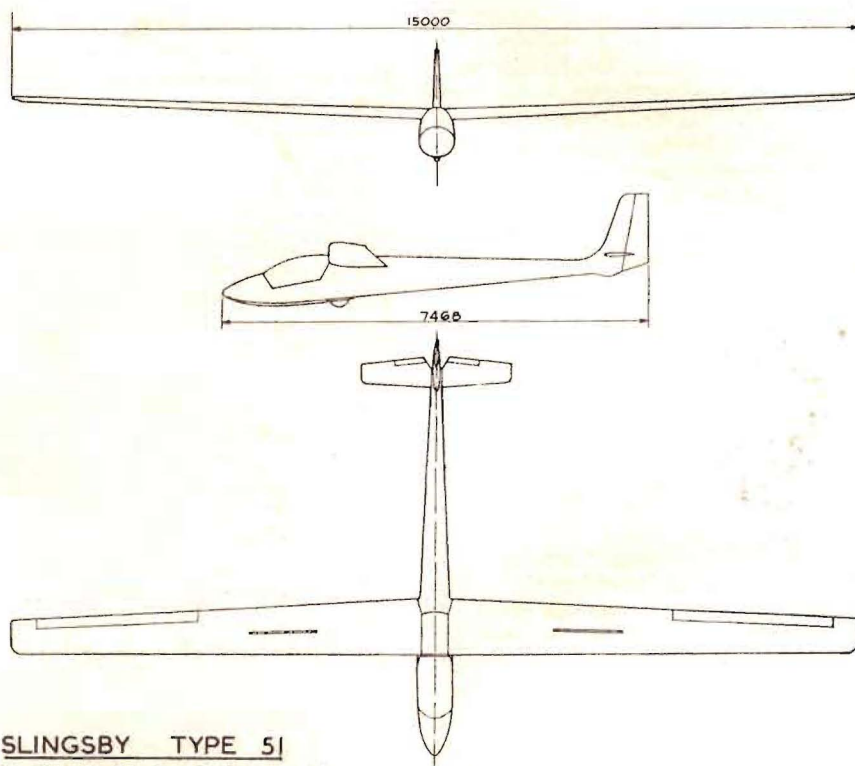
SSA Photo Display

Readers are reminded of the availability of SSA's travelling photo display for the promotion of soaring on a local level. This display consists of over 30 numbered 11" x 14" photos of sailplanes in flight taken by Alex and Dita Aldott.



Photo by Lloyd Licher

Paul F. Bikle, second from right, shortly after being presented with the FAI Lilienthal Medal, the soaring world's highest award. The occasion was the Wright Brothers Memorial Banquet on December 17th in Los Angeles, Calif. The Medal, for 1962, was awarded to Paul in recognition of the remarkable performance he made by soaring to 46,267 feet, thereby establishing the current world soaring absolute altitude record and, in addition the altitude gain record of 42,303 feet. Seated near Paul at the head table were, from L. to R., William A. Ong, President of the National Aeronautic Association and master of ceremonies, Jimmy Stewart, who made some introductions and presentations, and Joseph A. Walker, X-15 pilot and recipient of the FAI De La Vaulx Medal.



SLINGSBY TYPE 51

15 M. STANDARD CLASS SAILPLANE

Pictured above is a 3-view drawing of the new Standard Class sailplane being developed by Slingsby Sailplanes, Ltd., of Kirbymoorside, York, England. A number of these Type 51's are expected to be completed in time for them to be flown in the 1964 British Nationals. Although the pilot sits erect, the fuselage is shallow because controls run along the side of the cockpit rather than under the seat. The 49.2-ft. span wing has an aspect ratio of 18. Empennage areas were minimized by placing them at the end of a long fuselage, equal in length to one wing panel, and making the horizontal tail of the all-moving type.

They are mounted, with captions, on 15" x 18" hardboards which have eyelets for hanging.

Reservations for bookings (not to exceed one week) should be requested from SSA, Box 66071, Los Angeles, Calif. 90066. The fee is \$5,

plus motor freight costs both ways (about \$20 extra). Exhibitors will be responsible for damaged or missing photos (\$10 each). Viewers may order copies, as mounted, for \$10 each, or 8" x 10" single-weight copies for \$1.50 each.