

## THE 1966 RECORD



### SHK

First Place—British Nationals  
First Place—Swiss Nationals  
First Place—Canadian Nationals  
Second Place—German Nationals

### STANDARD AUSTRIA

Second Place—U. S. Nationals

### MOTORLESS FLIGHT ENTERPRISES

125 Farmstead La.  
Glastonbury, Conn.  
06033  
Ph. (203) 633-4588

841 Seale Ave.  
Palo Alto, Calif.  
94303

## Long Flights Reminder

A Summary of Long Soaring Flights of 1965 was published in the May, 1966, issue of *Soaring*. At the same time a request was made that Long Flights made during 1966, whether they be badge attempts that didn't quite succeed, contest flights that would not otherwise be mentioned, or character-building endeavors, be reported to national headquarters so that a similar Summary could be prepared for this year. Reports of such flights have been coming in at a gratifying rate and have been published as they arrive. The total for the year seems likely to be substantially higher than the 103 Long Flights reported for 1965.

If you have not been reporting your flights please take this as a reminder to do so. We would like the following information about flights in excess of fifty (50) miles:

Name; Date of flight; Make and model of sailplane; Latitude and longitude of point of origin, of any turnpoints and of destination of flight; Distance of flight; Duration of flight; Remarks concerning purpose of flight, nature of lift used and other points of particular interest.

You may submit this information (on a postal or 3x5 card) to Long Flights, SSA, Box 66071, Los Angeles, California 90066. Your cooperation will be greatly appreciated.

## BAROGRAM

### PREPARATION

Numerous applications for FAI soaring-badge legs and completed badges have had to be returned to the applicants in recent months because of improperly completed barograms. The most common omissions are either the Official Observer's *signature*, the pilot's name, or the flight date. These are needed to identify the barogram as being the one for the flight described on the application form. The *signature* of the Observer on the barogram is the only evidence SSA has that he saw it and certifies the information thereon as being correct.

Other minimum information that should be on each barogram includes the make, model and registration number of sailplane used, type of legs claimed, make, model and serial number of barograph, release point and, if an altitude leg is claimed, the low and high points. If numbers are added they should agree with those on the application form.

In addition, all barograms submitted should have a base line scribed on them from which altitudes can be measured. If the barograph does not have a separate base-line stylus, the drum should be rotated after turning the instrument on (shortly before take-off) to scribe a base line at the known elevation of the take-off site. After fixing, scaled elevations from the base line to the trace can be converted to altitudes by measuring them on the calibration chart for the instrument. This should be plotted from a calibration trace made within the preceding 12 months or shortly after the flight.

An exact measurement of the release point is necessary for all distance flights in order that the 1% rule may be checked or to determine if there is any distance penalty. If the trace does not give a clear indication of where the release was made (the pilot should dive off a little altitude immediately after release to notch the trace) so it can be

scaled, a signed statement from the tow pilot, if he is an SSA Official Observer, as to what the release altitude was will suffice. A good Observer will alert the tow pilot to note the release point and altitude for his pilot's flight and will time both the take-off and release so that the release point on the trace can be determined or confirmed from the time differential involved.

The SSA Official Observer who signs the application form as having supervised the badge flight should be the same one who seals the barograph, witnesses its installation in the sailplane, sees that it is not removed before take-off, breaks the seal after confirming that it is the one he initialled when sealing, and signs the barogram.

Full procedures for complying with the rules governing badge flights are covered in SSA Item #15, "FAI Soaring Awards Rules and Procedures," copies of which are sent to all new SSA members. Extra copies may be purchased from SSA for 20 cents each.

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