

FORM A – ABSOLUTE ALTITUDE / GAIN OF HEIGHT

1. Claim Statement

Class of record [] Open Class (D-O) only
Category [] General [] Female
Type of record [] Gain of height [] Absolute altitude

Name of pilot Sex
Address Nationality
Sporting licence no. Expiry date
Type of glider Registration no.
Date of flight Take-off time
Surface pressure at take-off time hPa / mb

The glider is a multiplace (Yes [] No []) and was flown: solo [] with crew []

Name of crew Sex Age
Address Nationality
Sporting licence no. Expiry date

PERFORMANCE gain of height metres
CLAIMED absolute altitude metres

If a motor glider was used, the means of propulsion was:
[] Stopped before the start of the soaring performance.
[] Not operated during the performance Remember to complete Form D also.

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2. Launch and Start Statement

Place of take-off Elevation (msl) metres

Latitude Longitude

Launch method Time

Release point (or means-of-propulsion stopped)

Latitude Longitude

Altitude (msl) metres Time

Tow pilot name Tow pilot signature

(Tow pilot data required only if the tow pilot is required to certify release point.)

3. Landing Certificate

Landing place Elevation (msl) metres

Latitude Longitude

Time of landing

In the case of an outlanding NOT observed by an Official Observer, include the original landing certificate and give details of the two witnesses below:

Name

Address

Phone Date of original signature

Name

Address

Phone Date of original signature

4. Flight Recorder Procedures

Flight recorder .igc file reference: **FR #1** **FR #2** (optional backup FR)

All FRs carried on the flight must be checked and the primary FR identified. The FR barogram must bear all the information required by the Sporting Code Section 3 and the barogram of each FR must be submitted. The barograph(s) shall have been calibrated within two years before the flight AND within two months after the flight. The gain of height and/or absolute altitude claimed must be confirmed by a certificate from a NAC-approved person or height calibration lab (list of required enclosures on next page).

Each barograph used was part of an IGC-approved flight recorder. Installation in the glider and any sealing required was in accordance with the IGC approval. The barogram(s) substantiate the claim.

All FRs carried on the flight have the same declaration and flight details. If not, explain the reason.

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FR #1

calibration dates

Type

Before flight

Serial no.

After flight.....

FR #2 (optional backup FR(s))

calibration dates

Type

Before flight

Serial no.

After flight

5. Data Analysis

Name of person approved by NAC to analyse flight data

All checks required to verify the flight have been done and found to substantiate the claim(s) made.

Signed (approved data analyst)

6. Official Observer's verification *(to be completed by all OOs involved with this claim)*

OO name 1 OO signature OO no.

Date *The claim sections I verified are:* 1 2 3 4

OO name 2 OO signature OO no.

Date *The claim sections I verified are:* 1 2 3 4

7. List of Enclosures *(tick those enclosed, keep photocopies)*

- Suitable storage device with .igc format flight data, flight declaration and barogram from all FRs carried on the flight.
- Original landing certificate.
- Both barograph calibration certificates (before and after the flight) for all FRs carried on flight.
- Narrative description of flight by pilot.
- Narrative description by the OO. If more than one OO was involved, the one who took control of the flight recorder(s) after the flight should report.
- Certificate issued by a person or laboratory authorised by the NAC for the calibration and evaluation of barograms, stating the absolute altitude and/or gain of height indicated by the barograph trace in accordance with the FAI Sporting Code Section 3, Chapter 4.
- List of names, addresses, email and telephone numbers of all OOs concerned with the claim.
- Form D (Motor gliders only).
- Form E (to be completed by the NACs concerned).
- Others; specify below:

I certify that this soaring performance was conducted in accordance with the FAI Sporting Code and with (1) all operating limitations established by the aircraft manufacturer, (2) any more restrictive operating limitations imposed by national airworthiness regulations of the civil aviation authority of the country of registration, and (3) airspace regulations where the soaring performance took place.

Signature of pilot

Date