Microlight and Paramotor record claim form

PRELIMINARY CLAIM

To be completed in all claims. This is the minimum information which must be received by FAI within 7 days of the record attempt [1], preferably to record@fai.org

Date of record attempt: .....

Organizing NAC: .....

[2] Controlling NAC *(if different):* .....

[3] Aircraft class: .....

[4] Record category: .....

Performance: .....

Pilot: .....

Co Pilot: .....

Location / from-to: .....

[5] Model of aircraft, or wing / canopy: .....

[6] Manufacturer of aircraft, or wing / canopy: .....

[7] Model of trike / frame: .....

[8] Manufacturer of trike / frame: .....

Model of engine: .....

Manufacturer of engine: .....

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For office use

Date received .....

FAI record claim No. .....

Notes

[1] *GS 6.8.4.*
[2] *GS 6.4 also see* Attempting a record abroad
[3] *For classes refer to S10, 1.5.2*
[4] *See Form 1 and S10, 3.2 Check the category of the claim: ONLY ONE!*
[5] *Enter aircraft model if it is of a type where the wing is considered integral to the fuselage (eg 3 axis aircraft)*
[6] *Enter aircraft manufacturer if it is of a type where the wing is considered integral to the fuselage (eg 3 axis aircraft)*
[7] *Not applicable for aircraft where the wing is considered integral to the fuselage. (eg 3 axis aircraft).*
[8] *Not applicable for aircraft where the wing is considered integral to the fuselage. (eg 3 axis aircraft).*

Microlight and Paramotor record evidence form

To take effect from 1 January 2010

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Internationale

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Instructions

It is mandatory to submit all World Microlight and Paramotor record claims on these forms [9] (except Championship records, see separate forms [10]). It is strongly recommended they are also used even if you are intending just to attempt a national record as they are designed to make the whole business of collecting all the information you need to make a sustainable claim relatively straightforward.

No World record claim can have any hope of success unless the claimant and the observers are fully conversant with all the rules for the particular record being claimed. The rules are contained in the FAI Sporting Code for Microlights and Paramotors which is a combination of the FAI General Section and FAI Section 10 [11]. Every applicant for a World record must also have held a FAI licence at the time of the attempt [12] and a World record claim cannot be accepted until it is ratified as a National record [13] so check also whether your National Aero Club (NAC) has its own rules additional to FAI rules regarding the conduct of national record attempts.

Make sure you know the current record, plus the minimum allowable margin[14] so you know what you have to beat! Check your national records, World records [15] and records pending ratification.

New for 2010

Paramotors and foot-launched Microlights are deemed to meet the minimum speed so a minimum speed declaration in these classes is no longer required. In other classes, if proof is supplied that the national airworthiness system of the nation in which the aircraft is registered requires the aircraft to have been demonstrated to have a minimum speed equal or better than FAI's requirement, then no extra minimum speed declaration is required.

It is no longer required to supply a printout of IGC files, electronic data is enough.

It is no longer possible to make record claims based on photographic evidence alone, there must be GPS track evidence.

Two new classes for Microlight Autogyros are introduced into S10, but for technical reasons microlight records in these classes will not be possible until an announcement is made at www.fai.org/microlight.

The FAI records database has been improved to accommodate aircraft types made from three parts (eg wing / trike / engine or canopy / paramotor frame / engine) and this is now reflected in these forms.

Notes

[9] *S10, 3.16.1 Claims should be made on the set of forms applicable to the current edition of S10, this is shown at the foot of every page. As these forms may be amended or improved at any time, please check you have the latest version from* www.fai.org/microlight/documents/sc10 .

[10] *The latest versions are always available on the FAI Web site:* www.fai.org/microlight

[11] *The latest versions are always available on the FAI Web site:* www.fai.org/microlight

[12] *GS 6.5: When a claim is submitted, it must be shown that a valid FAI Sporting Licence, which covered the period of the performance, was held by the claimant.*

[13] *GS 6.1.2: To be eligible as a World Record, the performance must have been recognised as a National record.*

[14] *S10 3.4.3: A new record must exceed the previous record by 1% for distance and speed records and by 3% for altitude and height records.*

[15] *Check* records.fai.org/microlight *and* records.fai.org/microlight/pending.asp

How to use these forms

Each set of forms should be used for ONE record claim only. If it is intended that more than one record is to be attempted in a single flight, then the corresponding number of complete claim files should be completed.

A preliminary World record claim must be received by FAI within 7 days of its completion as a record attempt [16] with at least the information required in the preliminary claim form. Upon receipt, FAI will issue a claim reference number and the claim will appear in the official list of *claims currently pending ratification*. After the record is recognised as a National record the complete file must be submitted to FAI by the organising NAC and normally must be received by the FAI Secretariat within 120 days of the attempt.

Depending on the category of record being claimed, a complete record file will consist of the forms according to the schedule in Form 1, plus attachments.

All entries in **all required forms** must be completed according to the instructions in the form except those entries specifically noted as not being applicable for the category of record being claimed where you should write N/A *(Not applicable).*

Original signed copies of each form is required, scans or other electronic copies are not acceptable. It is not necessary to include these instructions.

Depending on the category of record being claimed, various documents should be attached to each claim, eg maps, barograph or flight recorder calibration certificates Etc. Electronic data should be included on CD. Each attachment should be clearly numbered, signed and dated by pilot and observer, and the corresponding attachment number entered on the appropriate form.

This represents the minimum requirement. Basically, the more evidence you include, the greater the chance of a successful claim. Just because you are using a GPS, this is no reason not to use a barograph too; if the GPS trace is intermittent then you could use the barograph trace to back it up. The same applies to secondary GPS, photos, video, witness statements and any other evidence you can collect which might eventually help to substantiate your claim.

FAI Sporting licences

With effect from 1 January 2009, your FAI Sporting Licence will only be valid if your NAC has up-loaded details of it onto the central FAI Sporting Licence database in Lausanne. You are strongly advised to make sure that your NAC has done this for you and it is in the microlight and paramotor category before making your record attempt.

Aircraft takeoff weight

Many record attempts will start with the aircraft being close to the maximum permitted weight as defined in the FAI definition of a microlight or paramotor. It should be noted that if the aircraft is even 1 gram over this weight at takeoff then the performance will no longer qualify for a microlight record claim.

Flight recorders & Barographs

All record claims must include a GPS flight track but it is strongly recommended that all record attempts are done with a CIMA type 2 [17] GPS based flight recorder (FR). The use of one of these devices will greatly improve the chance of a successful claim of any record category as they are an integrated flight recorder and barograph capable of secure data recording.[18]

In practice, the "without engine power" records can only be done with one of these FR's as they are the only device [19] capable of securely recording whether the engine is running or not in flight.

A barograph with a calibration sheet is required for altitude or climb to height records [20] but in all the remaining record categories just a CIMA type 1 or type 3 FR (an ordinary GPS) will provide enough proof of no intermediate landing, when and at what height start and finish lines were crossed and that turnpoints were rounded correctly. The observer should take care to make sure all the requirements pertaining to these types of FR are fulfilled [21].

In all cases careful planning is required to ensure adequate performance data is collected to sustain a successful claim.

Notes

[16] *GS 6.8.4 Email to record@fai.org is recommended.*
[17] *S10 A6 2.2 The FR is currently approved by the GNSS FR Approval Committee of IGC (FAI Gliding commission) for flights up to and including FAI/IGC world records.*
[18] *A list of IGC approved FR's can be found at www.fai.org/gliding/system/files?file=igc_approved_frs_0.pdf .*
[19] *Only some types! Check the capability of the device.*
[20] *S10 5.6.5*
[21] *S10 A6 2.1.2 & 2.3.2*

Attempting a record abroad

You can only hold one FAI Licence at a time [22] and you can only claim a national Microlight or Paramotor record via the NAC who issued your FAI Licence, but records can be attempted abroad. In this case FAI rules [23] establish the concept of an 'Organizing NAC' which is your NAC and a 'Controlling NAC' which is the NAC where the record will be attempted and who is responsible for observing it. Not every country in the World has a FAI member NAC [24] in which case the Controlling NAC defaults to the Organizing NAC.

In practice you have two options: Either you get the controlling NAC to observe the attempt, or you use an observer accredited by your NAC who has also been approved in advance by the controlling NAC to do the job. Either way, all the evidence must get back to your (organizing) NAC so the claim can be established as a national record and, if applicable, thereafter submitted to FAI as a World claim.

If you attempt a record during an international flight then the controlling NAC can be the one where you either take off or land, but in any case the NAC's of the other countries to be over flown should be informed of the attempt in advance.

Fees

FAI charges the organising NAC CHF100 per World record claim, regardless of ultimate success. Your NAC may pass this on to you and may also make additional charges for administering the claim.

Abbreviations used in these forms

GS: FAI Sporting Code, General Section.
S10: FAI Sporting Code, Section 10.
S10 A1: FAI Sporting Code, Section 10, Annex 1. (Conformation requirements)
S10 A6: FAI Sporting Code, Section 10, Annex 6. (GNSS Flight Recorders and other electronic devices)

Corrections and improvements

These forms are intended to make the job of making a valid claim easier for the pilot, the controlling and organizing NAC's and FAI secretariat, but most of all they should help the observer collect all the necessary information in an orderly way. All suggestions for correction and improvement should be sent to *record@fai.org*

Amendments

The version of this document is noted in the file name.

Version	Date	Amendment
1	Not dated	Initial draft
2	Not dated	Revised initial draft
3	18 Jan 2007	First published version
4	11 Mar 2007	Additional interpretative advice.
5	1 Jan 2008	Updated to reflect the 1st Jan 2008 edition of FAI Section 10.
6	1 Jan 2009	Updated to reflect the 1st Jan 2009 edition of FAI Section 10.
7	1 Jan 2010	Updated to reflect the 1st Jan 2010 edition of FAI Section 10.

Notes

[22] *GS Chapter 8.*
[23] *GS 6.4*
[24] *Current FAI members are listed at* www.fai.org/fai_members/

FORM 1 - GENERAL CLAIM DECLARATION *(To be completed in all claims)*

Organizing NAC .....

[25] Controlling NAC *(If different)* .....

Date of record attempt ..... Claimed performance .....

Place / Location of record attempt .....

Pilot ..... Co-Pilot *(If applicable)* .....

[26] Aircraft Class .....

[27] Record category in FAI class R

✓		RECORD CATEGORIES IN FAI CLASS R	Summary of forms which must be completed.
	1	DISTANCE IN A STRAIGHT LINE WITHOUT LANDING	1,2,3,4,5,8,10,14,15
	2	DISTANCE IN A STRAIGHT LINE WITHOUT ENGINE POWER	1,2,3,4,5,7,8,10,14,15
	3	DISTANCE IN A STRAIGHT LINE WITH LIMITED FUEL	1,2,3,4,5,7,8,10,14,15
	4	DISTANCE IN A CLOSED CIRCUIT WITHOUT LANDING	1,2,3,4,5,6,7,8,9,10,14
	5	DISTANCE IN A CLOSED CIRCUIT WITHOUT ENGINE POWER	1,2,3,4,5,6,7,8,9,10,14
	6	DISTANCE IN A CLOSED CIRCUIT WITH LIMITED FUEL	1,2,3,4,5,6,7,8,9,10,14
	7	ALTITUDE	1,2,3,4,5,7,8,14
	8	TIME TO CLIMB TO A HEIGHT OF 3,000 m	1,2,3,4,5,8,13,14
	9	TIME TO CLIMB TO A HEIGHT OF 6,000 m	1,2,3,4,5,8,13,14
	10	SPEED OVER A STRAIGHT COURSE	1,2,3,4,5,6,7,8,12,14
	11	SPEED OVER A CLOSED CIRCUIT	1,2,3,4,5,6,7,8,9,12,14

General declaration

We certify this information is correct AND the attempt was made in accordance with all the rules and regulations of the FAI Sporting Code for Microlights and Paramotors.

Pilot Signature ..... Date .....

Observer Signature ..... Date .....

[28] NAC Certification

I certify this claim has been established as a national record in accordance with all the rules and regulations of the FAI Sporting Code for Microlights and Paramotors.

NAC claiming record *(Organizing NAC)* .....

Name of NAC official .....

Title ..... E-Mail .....

Signature ..... Date .....

Notes

[25] GS 6.4 also see Attempting a record abroad
[26] For classes refer to S10, 1.5.2
[27] S10, 3.2 Check the category of the claim: ONLY ONE!
[28] GS 6.1.2: To be eligible as a World Record, the performance must have been recognised as a National record by the NAC concerned.

FORM 2 - CREW INFORMATION *(To be completed in all claims.)*

Pilot

Name ....

Address..... .....

....

Phone No. ..... E-Mail.....

Sex *(m / f)* ..... Date of Birth *(dd mmm yyyy)* .....

Citizen of: *(country)*..... .....

FAI Sporting Licence issued by: ....

Number ..... Expiry date .....

Co Pilot *(If applicable)*

Name ....

Address ....

....

Phone No. ..... E-Mail.....

Sex *(m / f)* ..... Date of Birth *(dd mmm yyyy)* .....

Citizen of: *(country)*..... .....

[29] FAI Sporting Licence issued by: ....

Number ..... Expiry date .....

We certify this information is correct.

Pilot Signature ..... Date .....

Observer Signature ..... Date .....

Notes

[29] The pilot-in-command and crew must both hold a FAI sporting licence. S10, 3.4.9

FORM 3 - OBSERVER INFORMATION *(To be completed in all claims.)*

[30] Official Observer 1

Name ....

Address..... .....

Phone No. ..... E-Mail.....

NAC Observer number ....

Official Observer 2 *(If applicable)*

Name ....

Address..... .....

Phone No. ..... E-Mail.....

NAC Observer number ....

Official Observer 3 *(If applicable)*

Name ....

Address..... .....

Phone No. ..... E-Mail.....

NAC Observer number ....

I certify this information is correct.

[31] Controlling NAC ....

Name of controlling NAC official ....

Title ..... E-Mail .....

Signature ..... Date .....

Notes

[30] In principle only one Official Observer is required for a record attempt though for some record attempts more may be needed for practical reasons. All observers should have copies of GS & S10 and NAC rules regarding the conduct of national record attempts (if applicable). Observers are reminded in particular to read S10 Annex 5.4 regarding their duties.

[31] In cases where the controlling NAC is different to the organizing NAC, correspondence between the two NAC's indicating the arrangements which were made to observe the attempt should be included as attachments to this claim. See GS 6.4 and Attempting a record abroad

FORM 4 - AIRCRAFT INFORMATION *(To be completed in all claims.)*

[32] Model of aircraft, or wing / canopy: ....

[33] Manufacturer of aircraft, or wing / canopy: ....

[34] Model of trike / frame: ....

[35] Manufacturer of trike / frame: ....

Model of engine: ....

Manufacturer of engine: ....

Registration number (if applicable)..... .....

Other evidence (photos, video Etc) is included as claim attachment No: .....

Proof of aircraft minimum flight speed [36]:
Either: A Microlight and Paramotors Performance declaration [37] is included as claim attachment No:.....
Or: Evidence the aircraft is certified to a national airworthiness system which requires a demonstration of minimum flight speed characteristics equal or better than the FAI minimum [38], is included as claim attachment No: .....
Or: Demonstration of minimum flight speed characteristics:

[39] *The above type of aircraft has demonstrated the following minimum flight-speed characteristics in a flight test in the following conditions:*

Take off weight *(Kg)*..... .....

Leg 1 speed *(Km/h):* ..... Leg 2 speed *(Km/h):* .....

Average speed over the two legs *(Km/h):* ....

The component of the wind perpendicular to the course did not exceed 10 Km/h *(True / false)* .....

Ambient air temperature at test altitude *(°C)* ..... Ambient air pressure at test altitude: *(Mb)* .....

[40] **Minimum Flying Speed** corrected to standard conditions *(Km/h):* .....

We certify this information is correct.

Pilot Signature ..... Date .....

Observer Signature ..... Date .....

Notes
[32] Enter aircraft model if it is of a type where the wing is considered integral to the fuselage (eg 3 axis aircraft)
[33] Enter aircraft manufacturer if it is of a type where the wing is considered integral to the fuselage (eg 3 axis aircraft)
[34] Not applicable for aircraft where the wing is considered integral to the fuselage. (eg 3 axis aircraft).
[35] Not applicable for aircraft where the wing is considered integral to the fuselage. (eg 3 axis aircraft).
[36] S10 A1 1.1 Not required for paramotors and foot launched microlights.
[37] S10 A1 The Microlight performance declaration form.
[38] S10 A1 1.2 A copy of the relevant national legislation is required together with the test certificate or aircraft certificate of airworthiness.
[39] S10 A1 1.5 Method of demonstrating minimum flying speed.
[40] S10 A1 2 Correction to standard conditions calculation. Must satisfy the Microlight or Paramotor definition, S10 1.3.1

FORM 5 - TAKEOFF POINT *(To be completed in all claims.)*

[41] Take off point *(Lat - Lon)* ....

Date ..... [42] Time *(To nearest sec)* .....

[43] True takeoff point altitude *(m)* ....

Place / description ....

[44] Gross weight of aircraft at takeoff *(Kg)* ....

[45] Amount of fuel carried *(Kg)* ....

[46] Fuel system sealed *(True / false)*..... .....

[47] The aircraft was foot-launched from a surface which has no slope greater than1% over a radius of 100m from the take off point *(true / false)*.....

Other evidence (photos, video Etc) is included as claim attachment No: .....

We certify this information is correct.

Pilot Signature ..... Date .....

Observer Signature ..... Date .....

Notes

[41] The precise point at which all parts of an aircraft or its crew cease to be in contact with or connected to the ground or water. GS Annex A, A8.6.

[42] For climb to height records, time = "Time started rolling/running", for other records time = "time wheels/feet leave the ground".

[43] For example, derived from a map, survey, or altimeter set at the current local QNH.

[44] It is vital to every claim that the takeoff weight is within the FAI Microlight or Paramotor definition requirements in S10 1.3.1 See also S10 5.2.1 Weighing equipment.

[45] Only required in limited fuel records, S10 3.7.1 & 3.11.1: max. 7.5 kg of fuel.

[46] Only required in limited fuel records.

[47] Only required for foot-launched aircraft.

FORM 6 – START LINE *(Only record categories 4,5,6,10,11.)*

Leg 1

[48] Start line position *(Lat-Lon)*..... .....

[49] Place / description ....

Time the aircraft crossed the start line *(To nearest Sec)* .....

Altitude the aircraft crossed the start line (*m*)..... .....

Other evidence (photos, video Etc) is included as claim attachment No: .....

Leg 2

[50] Start line position *(Lat-Lon)*..... .....

Place / description ....

Time the aircraft crossed the start line *(To nearest Sec)* .....

Altitude the aircraft crossed the start line (*m*)..... .....

Other evidence (photos, video Etc) is included as claim attachment No: .....

We certify this information is correct.

Pilot Signature ..... Date .....

Observer Signature ..... Date .....

Notes

[48] S10 5.8.3 states that all distances shall be measured using the WGS84 ellipsoidal world model. All positions in record claims should therefore be based on the same WGS84 datum. It is recommended the format DD MM.mmm N/S DDD MM.mmm E/W is used (Decimal minutes).

[49] Start line specification: S10 5.7 and GS Annex A, A8.4. For distance in a straight line with limited fuel the start line is the take-off point (GS Annex A, A8.6).

[50] 2nd start line only required in speed over a straight course where the aircraft will cross a start line twice.

FORM 7 – FINISH LINE *(Only record categories 2,3,4,5,6,10,11.)*

Leg 1

[51] Finish line position *(Lat-Lon)* ....

Place / description ....

Time the aircraft crossed the finish line *(To nearest Sec)* .....

Altitude the aircraft crossed the finish line (*m*) ....

[52] The altitude of the aircraft at the finish line was
not less than its altitude at the start line. *(True / False)* .....

[53] The altitude of the aircraft at the finish line was
not lower than the takeoff point. *(True / False)* ....

Other evidence (photos, video Etc) is included as claim attachment No: .....

Leg 2

[54] Finish line position *(Lat-Lon)* ....

Place / description ....

Time the aircraft crossed the finish line *(To nearest Sec)* .....

Altitude the aircraft crossed the finish line (*m*) ....

The altitude of the aircraft at the finish line was
not less than its altitude at the start line. *(True / False)* .....

[55] The altitude at which the aircraft crossed the start line was within 100m
of the altitude at which it crossed the start line on leg 1 *(True / False)* .....

Other evidence (photos, video Etc) is included as claim attachment No: .....

We certify this information is correct.

Pilot Signature ..... Date .....

Observer Signature ..... Date .....

Notes

[51] Finish line specification: S10 5.7 and GS Annex A, A12.4
[52] Only required in closed circuit records, speed over a straight course and distance in a straight line without engine power.
[53] Only required in distance in a straight line with limited fuel.
[54] 2nd finish line only required in speed over a straight course where the aircraft will cross a finish line twice.
[55] S10 3.14.5

FORM 8 - LANDING POINT *(To be completed in all claims.)*

[56] Landing point position *(Lat - Lon)* ....

Date ..... Time *(To nearest sec)* .....

[57] True landing point altitude *(m)* ....

Place / description ....

[58] Fuel system seal intact *(True / false)* ....

No fuel, ballast or other disposable items were
jettisoned between takeoff and landing *(True / False)* .....

[59] The aircraft took off from land and landed on water, or vice-versa. *(True / False)* .....

Other evidence (photos, video Etc) is included as claim attachment No: .....

We certify this information is correct.

Pilot Signature ..... Date .....

Observer Signature ..... Date .....

Notes

[56] GS A12.5 The precise point at which any part of an aircraft or its crew first touches the ground or water.
[57] For example, derived from a map, survey, or altimeter set at the current local QNH.
[58] Only required in limited fuel records.
[59] Only required in amphibian records.

FORM 9 – COURSE DESCRIPTION *(Only record categories 4,5,6,11, closed circuits.)*

Start line position *(Lat – Lon)* ....

Leg 1 length *(Km)*..... % total length ..... Bearing *(deg)* .....

Turnpoint 1 position *(Lat – Lon)* ....

Leg 2 length *(Km)*..... % total length ..... Bearing *(deg)* .....

Turnpoint 2 position *(Lat – Lon)* ....

Leg 3 length *(Km)*..... % total length ..... Bearing *(deg)* .....

Turnpoint 3 position *(Lat – Lon)* ....

Leg 4 length *(Km)*..... % total length ..... Bearing *(deg)* .....

Turnpoint 4 position *(Lat – Lon)* ....

Leg 5 length *(Km)*..... % total length ..... Bearing *(deg)*.....

Turnpoint 5 position *(Lat – Lon)* ....

Leg 6 length *(Km)*..... % total length ..... Bearing *(deg)*.....

Finish line position (Lat – Lon) .....

[60] Total course length *(Km)* ..... [61] The circuit was only flown once *(True / False)* .....

[62] FAI Distance calculation is included as claim attachment No:.....

[63] All leg lengths are within the permitted length deviation *(True / False)* .....

[64] The length of the closed circuit is not less than the record distance being claimed. *(True / False)* .....

[65] The change in course direction does not exceed 145 deg. at any turnpoint. *(True / False)* .....

A map showing the course is included as claim attachment No: .....

We certify this information is correct.

Pilot Signature ..... Date .....

Observer Signature ..... Date .....

Notes

[60] S10 3.8.5 The length of a closed circuit shall be measured as the sum of the geodesics joining the start point with the finish point, via the turnpoints in the order flown by the aircraft. S10 3.8.1 Start point and finish points must be the same point.

[61] S10 3.8.6

[62] The distance shall be measured by determining the geodesic between each point based on the WGS84 ellipsoidal World model. See www.fai.org/distance_calculation *or* www.flymicro.com/records/distcalc.cfm

[63] See S10 3.8.3 for leg length tolerances.

[64] Only required for speed over a closed circuit. S10 3.15.2

[65] Only required in closed circuits of more than 2 legs and a total distance of more than 100 Km. S10 3.8.2 & 3.8.4

FORM 10 – IN FLIGHT PERFORMANCE *(Only record categories 1,2,3,4,5,6 distance.)*

[66] Distance between start line and finish line or landing point *(Km)* .....

[67] Turnpoints were all passed correctly *(True / False)* .....

FAI Distance calculation is included as claim attachment No: .....

A map showing the course is included as claim attachment No: .....

Other evidence (photos, video Etc) is included as claim attachment No: .....

We certify this information is correct.

Pilot Signature ..... Date .....

Observer Signature ..... Date .....

Notes

[66] *The distance shall be measured by determining the geodesic between each point based on the WGS84 ellipsoidal World model. See* www.fai.org/distance_calculation *or* www.flymicro.com/records/distcalc.cfm

[67] *Only required in closed circuit records. S10 3.8.7 The FR trace is observed to pass through a quadrant (90°degree sector) on the ground with its apex at the turn point and orientated symmetrically to and remote from the two legs of the course which meet at the turn point.*

FORM 11 – IN FLIGHT PERFORMANCE *(Only record category 7 altitude.)*

[68] Altitude correction calculation

a) Takeoff point pressure altitude as recorded by FR or barograph *(m)* .....

b) Calibration sheet indicated error at pressure alt a *(m)* .....

c) a + b = Actual pressure altitude at the takeoff point *(m)*.....

d) True takeoff point altitude *(m)* ....

[69] Source of true takeoff point altitude information . .....

e) c + d = value FR or barograph is under/over reading due to local air pressure *(m)* .....

f) Max FR or barograph recorded pressure altitude achieved *(m)* .....

g) e + f = Max altitude corrected from local air pressure to 1013.2 Mb *(m)* .....

h) Calibration sheet indicated error at pressure altitude g *(m)* .....

i) g + h = Max altitude corrected to calibration sheet *(m)* .....

i rounded up to the nearest metre = Corrected **maximum altitude achieved** *(m)*.....

Calculation and evidence showing how this altitude was derived is included as attachment No: .....

Other evidence (photos, video Etc) is included as claim attachment No: .....

We certify this information is correct.

Pilot Signature ..... Date .....

Observer Signature ..... Date .....

Notes

[68] Negative values should be input when they are below zero or 'under reading'. This method of calculation assumes the FR or barograph is permanently set to 1013.25 Mb (All type 2 FRs are set like this). If the device was capable of being set to another baseline pressure (eg QFE) then these calculations will need careful review.

[69] For example, derived from a map, survey, or altimeter set at the current local QNH.

FORM 12 – IN FLIGHT PERFORMANCE *(Only record categories 10,11 speed.)*

Either: **Speed over a straight course**

[70] Distance between start line & finish line *(Km)* ... .

Leg 1 Elapsed Time *(h:m:s)* ..... Speed *(Km/h)* .....

Leg 2 Elapsed Time *(h:m:s)* ..... Speed *(Km/h)* .....

[71] **Average speed** *(Km/h)*..... .....

FAI Distance calculation is included as claim attachment No: .....

Both legs were completed within a total elapsed time of 1 hour *(True / False)* .....

Legs 1 & 2 were consecutive runs made in opposite directions. *(True / False)* .....

Or: **Speed over a closed circuit**

[72] Length of closed circuit *(50 Km, 100 Km, 500 Km, 1000 Km)* .....

Elapsed Time *(hh:mm:ss)* ....

[73] **Speed** *(Km/h)*..... .....

[74] Turnpoints were all passed correctly *(True / False)* .....

It was clearly observed that the aircraft did not vary in height
by more than 100m in the 1000m before the start line *(True / False)* .....

Map / diagram showing the course is included as claim attachment No:.....

Other evidence (photos, video Etc) is included as claim attachment No: .....

We certify this information is correct.

Pilot Signature ..... Date .....

Observer Signature ..... Date .....

Notes

[70] The distance shall be measured by determining the geodesic between each point based on the WGS84 ellipsoidal World model. See www.fai.org/distance_calculation *or* www.flymicro.com/records/distcalc.cfm

*[71] Formula: Km/h = ((leg 1 in Km / leg 1 elapsed time in sec)*3600) + (leg 2 in Km / leg 2 elapsed time in sec)*3600)) / 2*

[72] S10 3.15.5 The speed adopted shall be calculated as the speed over the record distance being claimed, not the length of the closed circuit flown.

*[73] Formula: Km/h = (length of the closed circuit claimed in Km (NOT flown circuit) / elapsed time in sec)*3600*

[74] S10 3.8.7 The FR trace is observed to pass through a quadrant (90°degree sector) on the ground with its apex at the turn point and orientated symmetrically to and remote from the two legs of the course which meet at the turn point.

FORM 13 – IN FLIGHT PERFORMANCE *(Only record categories 8,9 climb to height.)*

[75] Altitude correction calculation

a) Takeoff point pressure altitude as recorded by FR or barograph *(m)* .....

b) Calibration sheet indicated error at pressure alt a *(m)* .....

c) a + b = Actual pressure altitude at the takeoff point *(m)*.....

d) True takeoff point altitude *(m)* ....

[76] Source of true takeoff point altitude information .....

e) c + d = value FR or barograph is under/over reading due to local air pressure *(m)* .....

f) Target height *(3000m or 6000m)* ....

g) d + e + f = Target altitude corrected from local air pressure to 1013.2 Mb *(m)* .....

h) Calibration sheet indicated error at pressure altitude g *(m)* .....

i) g + h = Target altitude corrected to calibration sheet *(m)* .....

j) Time FR or barograph trace shows the Target altitude i was passed *(hh:mm:ss)* .....

k) [77] Time started rolling *(hh:mm:ss)* ....

j - k = **Elapsed time to climb to height** *(hh:mm:ss)* .....

Calculation and evidence showing how target altitude was derived is included as attachment No: .....

Other evidence (photos, video Etc) is included as claim attachment No: .....

We certify this information is correct.

Pilot Signature ..... Date .....

Observer Signature ..... Date .....

Notes

[75] *Negative values should be input when they are below zero or 'under reading'. This method of calculation assumes the FR or barograph is permanently set to 1013.25 Mb (All type 2 FRs are set like this). If the device was capable of being set to another baseline pressure (eg QFE) then these calculations will need careful review.*

[76] *For example, derived from a map, survey, or altimeter set at the current local QNH.*

[77] *S10 3.12.2 The time measured shall be that from a standing start on a horizontal runway.*

FORM 14 – BAROGRAPH / FLIGHT RECORDER *(To be completed in all claims.)*

Manufacturer. ....

Model. ....

Serial no. .....[78] Type of CIMA flight recorder. *(1, 2 or 3)* .....

[79] The calibration certificate is included as claim attachment No. .....

[80] The electronic file of the flight in IGC format is included as claim attachment No. .....

[81] The original electronic recording of the flight is included as claim attachment No. .....

[82] The original electronic recording is exactly as extracted from the FR *(True / False).* .....

[83] Precise description of the original data format and the software
used to transfer and convert the recorded data into pseudo-IGC format. .....

....

....

....

The trace clearly shows no intermediate landing was made. *(True / False)* .....

[84] The trace clearly shows the engine
was not run between start line and finish line. *(True / False)* .....

[85] A copy of the FR approval document is included as claim attachment No.....

[86] All conditions of the FR approval document were complied with. *(True / False)* .....

We certify this information is correct.

Pilot Signature ..... Date .....

Observer Signature ..... Date .....

Notes

[78] *See S10 A6 Chapter 2; Types of flight recorders. IMPORTANT: Each type has different conditions of use in Microlight and Paramotor records, care should be taken that these are complied with.*

[79] *Only required in altitude and climb to height records. The calibration sheet must be dated within the period 24 months prior to the flight to 2 months after the flight and show corrections to the ISA standard atmosphere across the full range of altitude relevant to the performance (S10 5.6.5). Barographs and FR's are typically calibrated by: a) The manufacturer of the device or b) a suitably equipped independent test house. FAI will expect a calibration sheet to meet the IGC minimum required standard and include: a) Type, serial number and altitude range of barograph, b) Date of calibration, c) Calibration trace, graph or table, d) Date, name and signature of the calibration laboratory official.*

[80] *Not applicable for barographs. CIMA type 2 FR data needs no conversion so this will be the original data extracted from the FR in secure mode. For other FRs this is the data after conversion to IGC format.*

[81] *Only required for Barographs and CIMA type 1 or 3 FRs (S10 A6 2.3.2.2) This is the data as extracted from the device in its native format.*

[82] *Only required for Barographs and CIMA type 1 or 3 FRs (S10 A6 2.3.2.2)*

[83] *Only required for CIMA type 1 or 3 FRs (S10 A6 2.3.2.2) There are many software packages available which are capable of converting GPS data to IGC format eg* G7ToWin

[84] *Only required in records without engine power; S10 3.6.2 & 3.10.2*

[85] *Only required for CIMA Type 1 FRs. CIMA FR approval documents may be found at* www.fai.org/microlight/flight_recorders

[86] *Only required for CIMA Type 1 FRs.*

FORM 15 - INDEPENDENT WITNESS STATEMENT

(Only record categories where the pilot lands away from the controlling observer and there is no GPS flight track evidence.)

NOTICE TO WITNESSES
The holder of this form has just completed a Microlight or Paramotor record attempt and he needs two independent witnesses to verify his landing place. Please be aware that the observer controlling the record attempt may wish to contact you to confirm the details.

Independent landing witness 1

It is clear to me that:

Pilot Name ..... Landed at .....

On *(date)* ..... At *(time, h:m:s)* .....

Name of witness ....

Address of witness ....

Telephone Number ..... E-Mail .....

Signature of witness ..... Date / time .....

Independent landing witness 2

It is clear to me that:

Pilot Name ..... Landed at .....

On *(date)* ..... At *(time, h:m:s)* .....

Name of witness ....

Address of witness ....

Telephone Number ..... E-Mail .....

Signature of witness ..... Date / time .....

We certify this information is correct.

Pilot Signature ..... Date .....

Observer Signature ..... Date .....