

## FORM D – MOTOR GLIDER DATA

### 1. Claim statement

Name of pilot .....

Flight date ..... Take-off time .....

Type of motor glider ..... Registration .....

Means of propulsion ..... internal combustion  ..... electric  ..... jet

<b>PERFORMANCE</b>	<input type="checkbox"/>	Absolute altitude	<input type="checkbox"/>	Gain of height
<b>CLAIMED</b>	<input type="checkbox"/>	Distance of .....		kilometres
	<input type="checkbox"/>	Speed of .....	km/h over .....	km for ..... (type of course)

### 2. Means of Propulsion (MoP) certificate

System for checking that the MoP was not used during the claimed performance (*tick means used*):

a. **Seals or locks used** (where fitted)  before flight  OR, after self-launch   
checked by OO as intact after flight

b. A **flight recorder** was used as detailed in its IGC approval document. (If no ENL system, FR may   
require sealing, or an engine run, or some MoP component out of reach of the pilot in flight.)

IGC-approved **Environmental Noise Level** (ENL) recorder:

An ENL value appears with each fix (no engine run required).

Motor glider has **quiet engine**, electric or other (consult GFAC if in doubt):

As well as an ENL system, an RPM-related variable also recorded (*engine run required*).

• The MoP recording system was working correctly BEFORE the claimed performance. (*Normal ENL values were recorded prior to launch similar to those shown in its IGC approval document.*)

• The MoP recording system was working correctly AFTER the claimed performance.   
(*Normal ENL values were recorded at/after landing similar to those shown in its IGC approval document, and the .igc file passed the IGC electronic Validation check.*)

• The motor glider's MoP was stopped before the claimed performance.   
(*ENL in the .igc file at the start was ....., well below the figures for the engine when generating thrust given in the IGC approval document for this type of recorder.*)

• The motor glider's MoP was not operated during the claimed performance.   
(*ENL in the .igc file during the performance varied between ..... and ....., well below the figures for the engine when generating thrust given in the IGC-approval document for this type of recorder.*)

Signature of Official Observer ..... Date .....

Name of Official Observer: ..... OO no. ....

SAC Records chairman: Roger Hildesheim, (613) 838-4470, [rogerh@ca.inter.net](mailto:rogerh@ca.inter.net)  
49 Maitland St, Box 1351, Richmond, ON K0A 2Z0