



NATIONAL AERONAUTIC ASSOCIATION

Sporting Performances:
Short Course (50 - 500 nm)
Long Course (>500 nm)



United States Representative of the
Fédération Aéronautique Internationale

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Sporting Performances

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Introduction

Sporting Performances were developed in accordance with NAA's mission statement, which states that NAA will "encourage, coordinate, document, and promote competition and record-making aviation and space events..." The current system of records uses weight-based classes to handicap performances. For example, a Learjet 45, which weighs 20,550 pounds, is in Class C-1.g. The Learjet 45 flies at mach .81 and has a range of 2,120 nautical miles. By comparison, the Gulfstream V, which weighs 90,500 pounds, is in Class C-1.i. The Gulfstream V flies at mach .885 and has a range of 6,500 nautical miles. These two aircraft have vastly different performance capabilities, and do not compete for records in the same class.

While this system allows for more participation than an open class (where the Learjet 45 would compete with the Gulfstream V), many believe this is not enough. Sporting Performances fill the gap by providing a further handicap and allowing competition among pilots flying the same make and model airplanes.

The documentation requirements for Sporting Performances are less stringent than for records. As a result, there is less paperwork and administrative costs compared to those of records.

Description and Requirements

There are two speed tasks available for Sporting Performances: Short Course speed, for flights between airports that are 50 to 500 nautical miles apart; and Long Course speed, for flights between airports greater than 500 nautical miles apart. All flights must start and finish within the United States. The great circle distance between the start and finish airports is used to calculate the certified speed, regardless of the route of flight.

The performance for each task is calculated using the total elapsed time from takeoff to landing. Airborne starts and finishes are not permitted, and any time spent on the ground (i.e., an intermediate refueling stop) counts as flying time. The performance is officially registered as the average speed over the course, in knots, truncated to the whole knot.

In order to better an existing Sporting Performance, the new performance must exceed the previous performance by one knot. Flights that violate Federal Aviation Regulations will not be certified as Sporting Performances.

Aircraft Classifications

Sporting Performances may be attempted by piston-engine landplanes weighing 12,500 pounds or less that hold standard airworthiness certificates. NAA is the sole authority for determining which aircraft models will be recognized. NAA will use the FAA aircraft registry as a source of determining the appropriate class/model designation.

Generally, models with designation suffixes are not recognized separately. For example, the Cessna 172N is not differentiated from the Cessna 172S. However, retractable gear airplanes, such as the Cessna 172RG, is recognized separately.

Documentation Requirements

The takeoff and landing times shall be documented using forms designed specifically for Sporting Performances. These forms allow for signatures of an FAA Air Traffic Controller or two independent witnesses. Information on how to obtain accurate Coordinated Universal Time can be found on the takeoff and landing verification forms (SP1 & SP2).

Registration Fees

The current registration fees can be found on the Sporting Performance Claim Form (SP3). Registration fees must accompany the Sporting Performance Claim form and are non-refundable. NAA will not process a Sporting Performance claim before receiving full payment.

Once certified, NAA will post the best Sporting Performances on its web site and will issue a special certificate.

Licensing and Membership Requirements

Contestants must hold at least a Recreational Pilot certificate and be properly rated in the aircraft being flown. Contestants are not required to be NAA members, nor are they required to hold an FAI Sporting License. However, a discount applies to NAA members and members of appropriate type clubs.

Notification and Submission of Documentation to NAA

The contestant must notify NAA of each new Sporting Performance claim *within 72 hours of the flight*. The preliminary results of the flight, including the date, type of course (short or long), and estimated performance, must be provided. This notification must be made by fax [(703) 416-4877] or email [sportingperformances@naa.aero].

Within 30 days of the flight, complete documentation (Takeoff Verification [SP1], Landing Verification [SP2], and Claim Sheet [SP3]) must be forwarded to NAA. It is the responsibility of the contestant to ensure that all the required documentation is sent to NAA. If the required documentation is not received within 30 days, the claim will be forfeited. All documentation submitted becomes the property of NAA.

Other Questions

This abbreviated guide cannot attempt to answer all questions that may arise. Please contact NAA for further information.

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