



## NATIONAL AERONAUTIC ASSOCIATION

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



United States Representative of the  
Fédération Aéronautique Internationale

NAA, Reagan Washington National Airport, Hangar 7, Suite 202, Washington, DC 20001  
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# Sporting Performances

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## ***Introduction***

Sporting Performances were developed in accordance with NAA's mission statement, which says 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-I.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-I.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 will 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. This will result in a reduction of paperwork and administrative costs, when 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 will be 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 registered performance will be 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 will not be recognized separately. For example, the Cessna 172N would not be differentiated from the Cessna 172S. However, retractable gear airplanes, such as the Cessna 172RG, will be recognized separately.

## **Documentation Requirements**

The takeoff and landing times shall be documented using forms designed specifically for Sporting Performances. These forms will 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 best Sporting Performances on its web site and will issue a special certificate. If requested, NAA will notify the appropriate type club of the certified Sporting Performance.

## **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, NAA will discount fees for its 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 and estimated performance, must be provided. This notification must be made by fax, E-mail, or overnight letter.

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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## SPORTING PERFORMANCE TAKEOFF VERIFICATION

(please print or type)

### Part I – Aircraft Description

Aircraft Registration Number:			
Aircraft Manufacturer:		Aircraft Model:	
Aircraft Color:			

### Part II – Takeoff Observation

Takeoff Airport:		Takeoff Airport Identifier:	
Date of Takeoff (UTC):		Exact Time of Liftoff (UTC):	(hh:mm:ss)
Timepiece(s) Used:		Location When Making Observation:	

### Part III – Observer Information

I (We) the undersigned personally witnessed the above-described aircraft takeoff from the specified airport at the time shown above. The timepiece(s) used were checked for accuracy<sup>1</sup> within one hour either before or after the indicated time of takeoff. It is understood that this observation will be used to validate an NAA Sporting Performance for the particular type of aircraft used which will be recognized throughout the United States.

Name:		Name:	
Signature:		Signature:	
Date:		Date:	
Phone Number:		Phone Number:	
E-mail:		E-mail:	
<input type="checkbox"/> I am an Air Traffic Controller and this observation was made while in the course of my official duties as such (if so a second witness is not required).			

<sup>1</sup> There are several methods of accurately setting a timepiece:

1. Radio station WWV (various frequencies)
2. Internet ([www.time.gov](http://www.time.gov))
3. Telephone (toll charges may apply)
  - a. National Institute of Standards & Technology - Boulder, CO (303-499-7111)
  - b. U.S. Naval Observatory - Washington, DC (202-762-1069)

**This original form must be returned directly to: National Aeronautic Association, Reagan Washington National Airport, Hangar 7, Suite 202, Washington, DC 20001, USA. Please retain a copy of this signed, completed form for at least 30 days. Call NAA at (703) 416-4888 with any questions, or send E-mail to [records@naa.aero](mailto:records@naa.aero)**



## SPORTING PERFORMANCE LANDING VERIFICATION

(please print or type)

### Part I – Aircraft Description

Aircraft Registration Number:			
Aircraft Manufacturer:		Aircraft Model:	
Aircraft Color:			

### Part II – Landing Observation

Landing Airport:		Landing Airport Identifier:	
Date of Landing (UTC):		Exact Time of Landing (UTC):	(hh:mm:ss)
Timepiece(s) Used:		Location When Making Observation:	

### Part III – Observer Information

I (We) the undersigned personally witnessed the above-described aircraft land at the specified airport at the time shown above. The timepiece(s) used were checked for accuracy<sup>1</sup> within one hour either before or after the indicated time of landing. It is understood that this observation will be used to validate an NAA Sporting Performance for the particular type of aircraft used which will be recognized throughout the United States.

Name:		Name:	
Signature:		Signature:	
Date:		Date:	
Phone Number:		Phone Number:	
E-mail:		E-mail:	
<input type="checkbox"/> I am an Air Traffic Controller and this observation was made while in the course of my official duties as such (if so a second witness is not required).			

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## SPORTING PERFORMANCE CLAIM SHEET

(please print or type)

### Part I – Flight Crew Information

Name of Pilot in Command:	
Name of Copilot (if applicable):	

### Part II – Aircraft / Performance Information

Aircraft Manufacturer:		Aircraft Model:	
Aircraft Registration No.:		Engine Power Rating:	
Engine Manufacturer:		Engine Model:	
Performance Type:	<input type="checkbox"/> Short Course (50-500 nm) <input type="checkbox"/> Long Course (> 500 nm)		
Date of Flight:			
Takeoff Airport:		Takeoff Airport Identifier:	
Landing Airport:		Landing Airport Identifier:	

### Part III – Claimant / Payment Information

The fee to register a Sporting Performance is \$150 for members of NAA or the appropriate type club, or \$200 for all others.

I (We) apply for the NAA Sporting Performance for the type of course and aircraft as shown above. The appropriate fee or credit card information is enclosed. All information on this form is correct to the best of my knowledge.			
Name:			
Affiliation:	<input type="checkbox"/> NAA <input type="checkbox"/> Type Club <sup>1</sup> <input type="checkbox"/> neither		
Address:			
Phone Number:		E-mail:	
Signature:		Date:	
<input type="checkbox"/> Check <input type="checkbox"/> Money Order <input type="checkbox"/> American Express <input type="checkbox"/> Discover <input type="checkbox"/> MasterCard <input type="checkbox"/> Visa			
Credit Card Number:		Exp. Date:	

<sup>1</sup> If a member of a type club, please attach a photocopy of your membership information for that organization.