



# HANDBOOK

2023



# 1 Welcome

Welcome to Whitesheet Radio Flying Club. We hope that you will enjoy flying with us on our beautiful site and that you will enjoy the company of fellow members - we like to think that we are a friendly club! If you have any queries or problems when on the slope make yourself known and someone will help you.

Most of the information you require to benefit from membership of the Club is here in the Member's Handbook. If there is anything further you'd like to know please don't hesitate to ask. Please take particular note of the Flying and Safety Rules, and the Disc and Pegboard system – we are a very safety conscious club.



Figure 1: Whitesheet – one of the country's best slope soaring sites



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## **2. General Information**

### **2.1. Club location and Maps**

#### **Whitesheet hill access**

Whitesheet hill is located at OS Grid Reference ST803346, approximately 3.5 miles North of Mere on the B3092. Its easy access from the A303 makes it a great slope to visit from all over the South of the UK. Heading down from the North, via Bath, take the A36 to Frome, then the A361 around the South side of Frome. Head further South in the direction of Maiden Bradley on the B3092 until you reach the Red Lion Pub.

Turn into the lane next to the Red Lion pub and drive carefully along the paved road and onto the track, nearer the top. Go past the first carpark at the end of the made road and continue up the dirt track - mind out for the ferocious drainage bars!

If the wind is from WNW to N, the slope most used is Morgans - the first that you will encounter. There is some parking near to the kissing gate, but beware if your vehicle has low ground clearance as turning here can be difficult.

If the wind is from W to SSW, the main bowl is the better location and parking for this is easy along side the fences either side the road a little further on. The SW bowl is accessed through a kissing gate on the right side of the road, where a lump can be seen - your shelter if the wind is howling!

Do not continue further along the dirt track, beyond the two kissing gates either side of the road adjacent to the SW bowl. The road is in a terrible condition and is suitable only for 4WD vehicles.

#### **Slope guide**

Refer to the map below, which shows the main slopes of Whitesheet hill.

As you can see the small lump in Wiltshire that we call Whitesheet can handle many wind directions.

The far end of *Morgans* and beyond is seldom used as it is quite low and not very steep but is perfectly flyable when the wind is from East to North. The landing area is excellent; if you cant put a model down safely on this hill you really shouldn't be flying on your own!

*Morgans* is the first of the main Slopes, Flyable from North

to WNW, This hill generates a very wide lift band with thermals popping up on a regular basis on a good day. Again the landing area is large with smooth air flow even on the gustiest of days.

The main SW bowl is thought by many to be the best slope for normal slope flying, Taking WSW to S for smooth lift, which sometimes just seems to go up forever. The compression close to the top of the hill also makes it a good hill for racing on not to mention a bit of hot dogging. Yet again the landing is perfect.

The small SW facing slope further round from the main bowl is a little used slope.

The Spine pointing out in a Southerly direction, before the *Rifle Range* is known as *Whumpcrump*. **Flying on this slope is no longer permitted without express prior permission.**

The *Rifle Range* and the back of *Whumpcrump*, is flown from South round to almost East, but sadly no longer by model glider pilots except on very rare occasions. **Flying on this slope is also no longer permitted without express prior permission.**

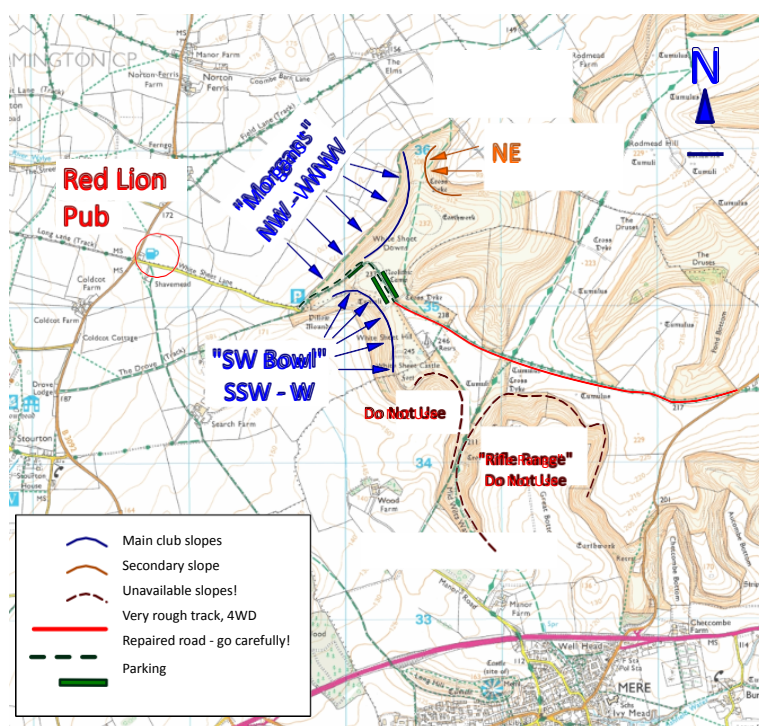


Figure 2: The main slope sites of Whitesheet hill



## **Flat field flying**

The Club no longer has access to a flat-field site, however, do consider using the top of Morgans for bungee if prevailing conditions permit.

## **2.2. Pilots not using 2.4GHz RF**

Frequency control for fliers not using 2.4Ghz systems is vital. A flyer wishing to use other frequencies (27Mhz, 35Mhz etc) must not activate their transmitter until they are CERTAIN that their frequency is available.

This can be achieved by:

1. Making note of frequencies in use by fliers already at the site, ie ask them!
2. Noting the frequency marked peg that fliers have placed on the disk or fencing next to the slope in use. (in case a flyer is cross-country)
3. Cross-check by turning on your RX (careful of propellers though)

A flyer wishing to use these frequencies MUST place a marked peg on the orange disk, (or fencing next to the slope in use if no disk is available). This peg must indicate the frequency and any other number qualification, eg 27 Blue, 35 60, etc

## **2.3. Model Types Permitted**

You will notice that our Aims and Objectives refer specifically to Silent Flight: not only is our Club dedicated to silent flight, it is a condition on which the National Trust allows us to use the site.

In 2009, an agreement was made with the National Trust to relax the rules on this matter slightly on a trial-basis, to allow self-launched models using electric power for climb-out. In 2016, following a successful trial of many years, the National Trust agreed to allow changes to be made permanently to the Whitesheet Flying Club rules and handbook.

## Definitions

The following definitions have been agreed by the WSRFC committee and will serve to clarify amendments to the rules on powered model flying:

**Glider** A model sailplane with no form of propulsion system fitted. Any model designed to fly and climb solely by slope or thermal lift, falls into this category.

**Self-Launching Glider** A model sailplane whose primary flight mode is unpowered soaring. Such a model may have an electric propulsion system used to gain altitude, at the beginning of a flight, when slope lift is insufficient or is not working on one of the available slopes.

**All other radio controlled aircraft** This category is a cover-all for any flying model that does not fit into either the *Glider* or *Self-Launching Glider* definitions above.

## Types of model that may fly

All forms of *Glider* as defined above may be flown from the Whitesheet hill, in the areas and slopes identified in the sections 2.1 above.

Since 2017, *Self-launching Gliders* are permitted to fly at Whitesheet, within the rules of the club.

It is vital that flying of such models be conducted with respect for the peace and beauty of the area and that the good reputation of the club, both with the National Trust and with the public, is maintained.

Only electric propulsion may be used to gain altitude. Internal combustion engines or gas turbine engines are not permitted, in order to ensure the least possible noise intrusion from the power phase of a flight.

Models that are designed to rely on the propulsion system for sustained flight are not permitted. This includes hotliners and other types of electric powered model that have not been designed to seek out and exploit lift.

In the event of justified negative feedback from the public, from the National Trust or from other flyers, the allowance of electric power for climb out may be revoked.

No model aircraft, other than those described as *Gliders* or *Self-launching Gliders* may be flown from Whitesheet hill. This includes (but is not limited to) multicopters, quadcopters and helicopters.

## **2.4. Phone and Toilets**

The nearest telephone phone and toilet facilities are at the Spread Eagle in Stourhead

## **2.5. Security**

Some of the areas of Whitesheet hill are frequented by thieves. Avoid leaving valuables in your car, or ensure they are well out of site and your vehicle is locked. Please report suspicious behaviour to the police.

## **2.6. Access road care**

Considerate use of the access road is strongly advised and encouraged. A huge amount of time and effort has gone into repair of the road, up as far as the kissing gate of the SW bowl, involving donations from the club funds and from private donations from your fellow flyers.

Beyond the kissing gate access to the SW bowl, the road is in a very poor state - do not attempt to continue beyond this point unless you know you have a suitable vehicle for it!

## **2.7. Livestock**

All of the fields on Whitesheet are used for grazing livestock. Please be considerate of farm animals and be cautious if you must approach them. The cows will often show a keen interest in model aircraft and will think nothing of coming over to taste your models and equipment!

Do not leave litter or plastic items free to blow away. Do not leave food stuffs out and take away with you all that you bring to the hill.

## **3. Large Models, the LMA and the CAA**

Pilots who intend to fly larger models should make themselves fully aware of the restrictions covering all models above 7.5kg take-off weight.

### **3.1. Altitude**

Altitude requirements are

- 0 to 7.5 Kg no limit
- 7.5kg and above - 400 feet above slope altitude limit unless NOTAM is in operation

### **3.2. Large models, over 20kg**

Models weighing more than 20kg are subject to a requirement to obtain a CAA exemption through the Large Model Association:

(<https://www.largemodelassociation.com/>)

Building and flying of such models requires careful planning and involvement of the LMA throughout the design, construction and operation of such models. Extremely large scale gliders, such as have in recent times been seen at Whitesheet may be subject to the restrictions governed by the CAA exemption scheme.

For clarification and up-to-date information please go directly to the LMA and to the CAA website at:

(<https://www.caa.co.uk/>)

Pilots intending to fly models weighing more than 20kg at Whitesheet (at any time), must notify the club in advance and provide evidence of the necessary exemption documentation. Such documentation must cover both the model and the pilot, in accordance with the LMA rules.

## **4. Full size aircraft, Hang-gliders and Paragliders**

Hanggliders and paragliders legitimately fly from the South and Eastern slope (Rifle Range and Whump Crump) and here have absolute precedence. Model flying on these slopes is no longer permitted without express prior permission.

Bath and Avon paragliding club members can use Morgans or our South-West bowl (see figure 2 during weekdays from 11:00 to 17:30hrs for launching purposes and to gain height before commencing cross country flying. Outside these times,

during weekends and on bank holidays, model glider flying takes precedence.

Bonafida Bath and Avon Paragliding club members may have an identifiable club sticker attached to their helmet. WSRFC policy is that when paragliders are in the airspace or about to launch, *all model sailplanes immediately land*.

More rarely, full-size gliders may attempt to gain lift from our slopes: once again, if there is the slightest possibility of a model sharing airspace with a full size, then the model *must* land.

In the event of a hang-glider or paraglider setting up to fly from one of the main slopes during a Saturday or Sunday then we politely point out to them that the local National Trust agreement does not allow this.

If they persist, we take note of their vehicle registration numbers and subsequently report the matter to a Committee Member or better still to the NT Warden, Kim Portnal (Tel: 07810 152435).

**It is our policy not to enter into confrontational situations.**

## 5. Insurance and BMFA Affiliation

As part of our agreement for the licence with the National Trust we ensure that all of our members and any visiting guests are covered by third party insurance.

WSRFC is an affiliated member of the British Model Flying Association (BMFA)<sup>1</sup>, Club affiliation number 2560. As an affiliated club, members may join the BMFA when also joining the Whitesheet Radio Flying Club (for the additional charge of BMFA membership). However you may already have BMFA insurance either as a member of another club or as a country member.

BMFA insurance currently covers you for flying anywhere in the UK provided you have the landowners permission. You may also fly in other countries on the same terms on a temporary (i.e. holiday) basis. (Although you are advised to notify the BMFA directly and give them your details and intentions).

Flyers **MUST** comply with CAA requirements.

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<sup>1</sup> [www.bmfa.org](http://www.bmfa.org)

## **6. Competitions and Open Events**

### **6.1. Inclusive events - open to all**

Our Club Competitions and Open Events are relaxed events flown for fun and to improve our flying skills.

Whatever your level of competence, please come along and take part - if you are a bashful novice, say so, and someone will take you under his wing so that you can enjoy your flying - after all, that's what it is all about!

Once again, if there are questions this Handbook leaves unanswered, please contact one of the Committee members and we will do our best to help you. Meanwhile, enjoy your flying.

### **6.2. Visitors to events**

It is a requirement of the club license with the National Trust, that all visiting flyers obtain permission to fly at Whitesheet Downs, from a member of the club. For this reason all visitors to the Open event dates or any competition run at Whitesheet Downs, should register their participation with the event organiser, prior to the event or on the day itself.

All visiting flyers must have BMFA membership or have proof of an equivalent 3rd party insurance cover.

## **7. Charitable donation of club funds**

At the 2017 AGM it was agreed that the following would form part of the club financial objectives in coming years.

The incumbent committee of a given year will propose a charity to support in the forthcoming year. This proposal will be put to a vote at the AGM. In the event of no support for the proposed charity, the charity of the previous year will continue.

At the end of a given year, the treasurer will propose an amount, up to the surplus of the club for that year (income from membership less expenses) that is to be donated to the charity selected at the previous AGM. This proposal will be put to a vote at the AGM. In the event of the proposal being rejected, the funds will remain in the club accounts.

In the 2020 AGM, this process was approved. At the same meeting, the Wiltshire Air Ambulance was selected for receipt of any such support as may become available in 2021.

## 8. Flying and Safety Rules For The WSRFC

1. *Gliders and Self-Launched Gliders* only shall be flown from the slopes of Whitesheet Down. This is a condition on which the National Trust allows us to use the site.
2. All pilots must be covered by third party insurance and shall show proof of such on demand to any WSRFC committee member or authorised official.
3. All pilots must have completed the relevant competency tests in addition to understanding and complying with their responsibilities under Article 16 authorisations associated with CAP 722
4. Visiting pilots are welcome and must fly to WSRFC rules. Permission is required for all visitors, in accordance with the club National Trust License. This can take several forms any of which will be acceptable:
  - (a) Email showing permission granted by any WSRFC member;
  - (b) Registration at WSRFC event (name taken on the day);
  - (c) Present with a member of WSRFC who has given permission to fly verbally.

Any of the above will constitute permission to fly as a guest at Whitesheet, in accordance with the NT license requirements.

5. See section 2.2 in respect of control any flight on frequencies other than 2.4GHz.
6. If using 27 or 35MHz radio control frequency, a flyer shall not switch on a transmitter until they are CERTAIN that their frequency is available. Refer to section 2.2 above on *Pilots not using 2.4GHz RF*.
7. All pilots, beginners and experts alike, are to check the control range and control movements of their aircraft immediately before launching. They are to check that there are no other aircraft in the vicinity of the launch, and are to announce their intention to launch to other fliers.

Beginners should seek help in the early stages: it will be gladly given.

8. All pilots shall group together when flying unless land-

ing, dynamic soaring or making a pre arranged cross-country flight.

9. The Committee shall exercise their discretion as to when events are held.



9. No pilot shall deliberately fly close to people or animals or make a landing whose final approach or overshoot is immediately over the heads of other people.

Please be aware of walkers if landing in extremis on the face of the slope.

10. All flyers are expected to fly with complete consideration for others and their models.
11. If a full sized glider, hang glider, paraglider or other man carrying device should enter your airspace, or appear likely to, you must keep clear and land at once.
12. Fliers are to park their cars alongside the track in such a way as not to impede other vehicles. They are to observe the Country Code scrupulously, particularly in leaving absolutely no litter.
13. The WSRFC follows BMFA guidelines in respect of the dismissal of a club member were it is deemed that the individual has continuously contravened club rule/s.

## **9. White Sheet Radio Flying Club Constitution**

### **9.1. Name**

The club shall be known as the White Sheet Radio Flying Club hereinafter referred to as the WSRFC.

### **9.2. Aims and Objectives**

The aims and objectives of the WSRFC shall be

1. The promotion, protection, organisation, encouragement and enjoyment of the building, flying and development of model radio-controlled soaring and silent flight;
2. To provide a set of rules which form a framework through which the sport of model radio-controlled soaring may be carried out in the safest possible manner.

## **9.3. Membership**

### **Open to all**

Membership shall be open to all individuals subject to the limitations of the clubs facilities resources and rules.

Membership of the WSRFC shall be open to anyone interested in the sport of radio control model gliding on application, regardless of sex, age, disability, ethnicity, nationality, sexual orientation, religion or other beliefs. However, limitation of membership according to available facilities is allowable on a non-discriminatory basis.

Any person applying for membership shall be classed as a probationary member for a period of twelve months from the date of acceptance of membership. Full membership of the WSRFC shall follow satisfactory completion of the probationary period.

### **Membership Classes**

**Senior** For those model fliers being 18 years of age or over on the 1st of January.

**Junior** For those model fliers being under 18 years of age on the 1st of January.

All members shall have the right to attend, take part in and vote at all general meetings of the WSRFC: to make nominations or to be nominated for election to the Committee (After satisfactory completion of the probationary period plus one full membership year) and draw up motions (with the backing of a seconder) to change any aspect of the WSRFC organisation for consideration at Annual or Extraordinary General Meetings.

### **Proof of Membership**

Each member will be issued with a personalised membership certificate which will constitute evidence of insurance and membership of the club to be produced on demand to any Committee member or anyone having reasonable cause to ask for proof of membership.

## **Membership Fees**

To cover club membership from the 1st January to 31st December each year:-

**Senior** At the rate agreed at the Annual General Meeting.

**Junior** At the cost of insurance only<sup>2</sup>.

## **Right of refusal**

The Committee shall have the right to accept, reject or expel members. This may occur if it is considered that the granting or renewal of membership would be detrimental to the aims and objectives of the WSRFC. Such detriment may be caused by virtue of conduct or character likely to bring the WSRFC or the sport of radio control model flying into disrepute or for some other similar cause. In this event the WSRFC committee shall be entitled to refuse or withdraw membership. In doing so the committee shall provide full reasons for their decision and grant a right of an appeal to an independent Hearings Panel as specified below.

The Hearing panel may be drawn from the membership of the WSRFC or from other clubs in the region. The panel will hear and receive evidence, reach a conclusion, affirm or reject the sanctions imposed as appropriate.

Any hearings panel must give a fair and independent hearing to the appellant within an appropriate timescale. Hearings must not contravene the Human Rights Act 1998 or any other policies of the Whitesheet Radio Flying Club.

## **9.4. Policy and Procedure on the promotion of welfare and care of children and vulnerable adults.**

### **Introduction and definitions**

The WSRFC has a Statutory Duty under the 1989 Children's Act, to protect children and vulnerable adults. For the purpose of this procedure, a child or junior member is defined as a person under 18 years of age.

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<sup>2</sup>This means that Juniors only need valid membership of the BMFA to become members of the WSRFC, there is no membership fee for juniors

A vulnerable adult is defined as a person of 18 years of age or over but through mental or physical attributes requires a higher level of supervision than would be normally commensurate with an adult member.

A Guardian is defined as a responsible adult or carer who is responsible for the care of the junior or vulnerable member. A CRB check is a check against the records of the Criminal Records Bureau.

The BMFA has a Policy, Procedure and Guidelines regarding the division of responsibilities between Parents or Guardians and Club Members, which the WSRFC will use as the basis for its Child Protection Policy.

### **The WSRFC Policy and Procedure**

1. To satisfy the requirements of the 1989 Childrens Act and associated BMFA guidelines, the WSRFC requires a Parent or Guardian or Authorised adult member, to be PRESENT AT ALL TIMES when a junior member under 16 years of age is undertaking any WSRFC activity.

Junior members aged 16 and 17 years will be allowed unaccompanied access to WSRFC activities if their Parent or Guardian has given written permission to the committee. This permission will take the form of a standard letter accepting that the WSRFC will take all reasonable steps to ensure the general welfare and protection of the junior, but not all of the encompassing responsibilities of those acting in the role of parent or guardian.

Vulnerable adults must have a Parent or Guardian PRESENT AT ALL TIMES.

2. If a Parent or Guardian requests an adult WSRFC member to supervise their child during WSRFC activities, then the Committee must be informed in writing prior to commencement of the arrangement. The said adult WSRFC member will then assume all responsibility for the junior member in the absence of the parent or guardian.
3. Any Instructor who may teach the junior member should meet the parent or guardian and explain the procedures in place on the flying field and at the club meetings, and the support they will receive from the experienced members.

The Instructor should also explain the mechanics and requirements of the teaching process. The WSRFC actively encourages all members who may offer instruction to be CRB checked. The BMFA has a procedure to allow this.

4. Instructors should make arrangements with the Parent or Guardian, whether in person or by phone, when organising training sessions, and not directly with the junior member.
5. Members should not pick up or drop off a junior member if it means being alone in their car with a junior unless prior arrangement has been made with the Parent or Guardian.
6. Junior members should be supervised at all times. The level of supervision is to be commensurate with the junior members age, maturity, capabilities and levels of experience.
7. No junior or vulnerable adult member shall undertake any activity, which might place him or her at risk. In any event prior consultation with their Parent or Guardian must take place if there is any doubt on the members abilities to undertake a specific activity.

Examples of higher risk activity may be slope racing or dynamic soaring.

8. Should any member, parent, guardian or the person themselves have concerns about the welfare of a junior or vulnerable adult member then he or she is to contact the BMFA directly on 0116 244 0028.

If abuse is suspected outside of the WSRFC activities, you should contact the local Police or Social Services.

Other Children, who are not members should be treated in the same way as other Members of the Public. They may be invited to watch from a safe area or asked to leave if they refuse to accept instructions for their safety. In the case of an impasse, if there is concern for their safety, flying must be suspended while the matter is resolved. There should be no physical contact.

## **9.5. Management Of Club Affairs**

1. The club affairs shall be managed by a Committee who shall meet on a regular basis.
2. The Committee shall consist of a minimum of four members comprising Chairman and three of : Secretary, Treasurer, Com- petition Secretary Vice Chairman, Membership Secretary, Scale-Secretary and an Assistant Competition Secretary. Additional committee members may be co-opted should the necessity arise.
3. Three Committee members shall form a quorum.
4. All members of the Committee shall hold office for one year and then be eligible for re-election, save the Vice Chairman who shall automatically assume the office of Chairman the following year.
5. The Secretary shall maintain a record of all proceedings of the WSRFC.
6. The Treasurer shall be responsible for the finances of the WSRFC and shall present an audited statement of the funds to each Annual General Meeting.
7. An account shall be opened in the name of the WSRFC at an established bank or building society.
8. All cheques shall be signed by the Treasurer or Secretary together with the Chairman or a member of the Committee authorised to sign.

## **9.6. Annual General Meeting**

1. The Annual General Meeting of the WSRFC shall be held during November of each year and at such time and place as may be decided by the Committee.
2. Notice of the AGM of the WSRFC shall be sent to members by the Secretary not less than 21 days before the date fixed for the meeting.
3. Such Notice shall only be accompanied by an agenda when a motion has been presented for inclusion
4. The business to be transacted at the AGM shall be:-

- (a) Minutes of the previous AGM.
  - (b) Matters arising
  - (c) To receive an annual report from each member of the Executive Committee.
  - (d) To review an audited statement of the funds of the WSRFC. The audit shall be carried out by a member who is not on the Committee.
  - (e) To approve any charitable donation proposed for the charity set at the previous year's AGM.
  - (f) To hold elections.
  - (g) To set the Annual Subscription for the ensuing year.
  - (h) To select the charity for support in the following year.
  - (i) To vote on motions listed on the agenda.
5. A motion shall not be proposed at an AGM unless it has been circulated amongst the membership with the agenda for that meeting.
6. Motions must be in writing and must be received by the Secretary no later than 28 days prior to the date fixed for the AGM: they must bear the names of the proposer and seconder.
7. A 2/3 majority of members present including proxy votes of members not present shall decide any change in this Constitution.
8. All other matters to be voted on shall be decided by a simple majority.
9. The Chairman shall have a casting vote as well as his or her deliberating vote.
10. 15% of the recorded membership shall form a quorum at the AGM.
11. Voting shall be by a show of hands or otherwise as decided by the Chairman.

## **9.7. Extraordinary General Meeting**

1. By resolution of the Committee or upon request in writing, signed by no fewer than five members of the WSRFC, the Secretary shall convene an Extraordinary General Meeting.
2. Such a meeting shall be held within one calendar month of the passing of such a resolution or the receipt of such a request.
3. The secretary shall send a Notice of such meeting to all members at least 14 days beforehand.
4. The Notice shall state the business for which the meeting has been called and only that business shall be discussed.

## **9.8. Dissolution Of The WSRFC**

1. In the event of the WSRFC ceasing to exist any monies remaining shall be donated to any such organisation involved in model aircraft activities as shall be nominated by the Executive Committee.
2. In the event of the WSRFC being dissolved with liabilities exceeding the net assets, all then existing members shall be liable to the extent of one years subscription (at the then applicable rate), beyond the year in which the WSRFC dissolves.

## **10. Roles Of WSRFC Committee Members**

### **10.1. Chairman**

The Chairmans role is that of figurehead or leader of the Club, though this leadership should be of a diplomatic nature and should allow for and take account of the Clubs proper democratic workings and procedures.

In these democratic workings and procedures he is the referee and the final arbiter. (See the Constitution and Rules.) His/her duties include

- Chairing the Clubs meetings in such a way as to allow all members who wish to express a point of view to be



heard, ensuring as far as possible that what is said is relevant.

- Where differing points of view are expressed, guiding the debate to a conclusion which would normally take the form of a proposal: there must be a seconder for a proposal before it can be put to a vote, where a simple majority determines whether the proposal is carried or not. (The Chairman may take part in the vote and if it should be an evenly balanced decision he may use his/her casting vote to bring about a resolution.) The Chairman should not use his/her position to push through ideas of his/her own: his/her responsibility is to ensure that the reasonable wishes of the majority prevail.
- Chairing the Clubs AGM, observing the same principles as for a normal club meeting but ensuring (with the Hon Secs help if necessary) that the Constitution and Rules and the Agenda are strictly followed.
- Keeping an eye on the Clubs affairs in general, and particularly making sure that competitions and other events are being satisfactorily organised by those whose responsibility it is to do so.
- Liaising with the Scale Secretary and Competition Secretary to ensure that a competent Safety Officer is appointed at each event especially at each of the Open events.
- Preparing a Report on the Clubs activities over the preceding year for presentation to the AGM.
- Ensuring, with the help of the Competition Secretary, that the annually awarded trophies are returned to the AGM in order that they may be engraved in time for presentation at the Annual Dinner.
- Liaising with the Secretary and Treasurer to decide who shall get the engraving done. (Names of trophy winners should be available from the Comp Sec at this time.)
- Liaising with the Hon Sec and Treasurer over the purchasing and distribution of the Christmas gratuities for the farmers whose land we overfly.

- Acting as co-signee on the Clubs cheques.
- Representing the Club along with other Committee members at meetings with other organisations such as the National Trust.
- Keeping a careful record of his/her expenses on the Clubs behalf so that the Honorary Treasurer may reimburse him.

## **10.2. Honorary Secretary**

The Secretarys duties include:-

- Minuting the progress of monthly Club meetings particularly noting decisions taken with the names of proposers and seconders.
- Reading out those Minutes at the next meeting.
- Guiding the Chairman through the meeting in terms of the running order which is normally as follows (though it may be changed at the Chairmans discretion):-
  - Apologies
  - Minutes
  - Matters Arising from those Minutes
  - Correspondence
  - Treasurers Report
  - Competition Secretarys Report
  - Scale Secretarys Report
  - Any Other Business
- Writing letters on the Clubs behalf, both as authorised by meetings and occasionally, when a response is required before the next meeting, without authorization, although under such circumstances consultation with the Chairman by telephone is a good idea. Letters written without the authorisation of a Club meeting should enter into no binding commitment nor express any opinion on the Clubs behalf.
- Ensuring the smooth running of the AGM by assisting the outgoing and incoming Chairman over matters of procedure and Constitution and Rules.

- Liaising with the Chairman and Hon Treasurer over the purchasing and distribution of the Christmas gratuities for the farmers over whose land we fly.
- Liaising with the Treasurer to maintain an up-to-date list of members names, addresses and telephone numbers, and helping the Treasurer keep his or her lists up to date.
- Checking the Clubs inventory of equipment.
- Keeping a careful record of his or her expenses on the Clubs behalf so that the Hon Treasurer may reimburse him.
- Making available a copy of the appropriate WSRFC - The Role of ... to each newly elected officer, so that he may have some idea of what his or her duties are.

### **10.3. Honorary Treasurer**

The Honorary Treasurers main function is to handle, maintain records of, and oversee the Clubs financial affairs. His or her duties include

- Running the Clubs bank and petty cash accounts and reporting thereon to the monthly Club Meetings. (He must ensure that two other members of the committee - usually the Chairman and Secretary - are co-signees to Club cheques.)

The Clubs bank account may be of a type and with a bank or building society convenient for the Treasurer, provided any change of account-type, bank or building society, or branch thereof is first approved by a regular monthly Club meeting.

- Liaising with the BMFA and ensuring that membership fees are paid.
- Preparing and presenting to the AGM an audited statement of the Clubs financial position together with a record of the Clubs non-cash assets. (The audit is to be carried out by a member who is not on the Committee.)

- Recommending to the AGM the level of subscription for the forthcoming year having taken into account the Clubs current financial position and projected expenditure for that year.
- Issuing membership cards, insurance certificates, car-identity stickers, handbooks etc to those people whose application for membership the Club approves; accepting the appropriate membership subscription from such applicants; and recording their names and addresses.
- Ensuring that members names and addresses are supplied to the printer or distributor in order that they may receive copies of the Broadsheet.
- Liaising with the Secretary to keep him up to date with members names and addresses.
- Reimbursing committee members and others for their legitimate and authorised expenditure on the Clubs behalf, against receipts.
- Liaising with the Chairman and Secretary over the purchase and distribution of the Christmas gratuities for the farmers over whose land we fly.

#### **10.4. Competition Secretary**

The Competition Secretarys role is to organise and stage each of the Club Competitions, but not including any of the Scale events. His/her duties include:-

- Liaising with the Scale Secretary in drawing up the Competition Calendar (with alternative dates) and getting it to the Hon Sec in good time for communication to the members. (In practice this means the Secretary needs to have it by mid-January at the latest.)

The competitions traditionally begin in early March, end in November and comprise any of the following:-

- Somerset Trophy
- Nominated Manoeuvres Thermal Multi-task
- Loops and Spot

- Slalom X Country
  - Pylon Trophy
  - Thermal Trophy
  - Woodstock Trophy
- Running each competition in line with the current rules as published in the Handbook and amended from time to time at the AGM. The final decision as to whether a competition shall be flown (ie will the prevailing weather allow a safe and reasonable competition?) is the Competition Secretarys. The final interpretation of the rules on the day is also the Competition Secretarys.
  - Drawing up and delivering a short report on each competition to the next Club Meeting, such report to include the results; also the recording of those results.
  - Collecting the entry fees from the competitors before each competition and passing these on to the Hon Treasurer.
  - Holding and being responsible for the equipment which is used at competitions and which is detailed in the Clubs Inventory - normally checked at the January Club Meeting.
  - Holding and being responsible for the upkeep of the Clubs Record Book; keeping members aware of its existence and from time to time inviting them to attempt to break the records.
  - Preparing Trophy winners cards for presentation at the AGM.
  - Preparing and delivering to the AGM a short report on the years competitions.
  - Liaising with the Chairman in securing the return of all annually awarded trophies to the AGM in order that they may be engraved in time for presentation at the Annual Dinner.

- Liaising with the Chairman, Secretary and Treasurer to decide who will get the trophies engraved. (Names of the trophy winners need to be available at the time.)
- Keeping a careful record of his/her expenses on the Clubs behalf so that the Hon Treasurer may reimburse him.

### **10.5. Scale Secretary**

The Scale Secretarys role is to look after the interests of those members of the Club who particularly enjoy flying scale models. His/her duties include:

- Liaising with the Competition Secretary in choosing dates for the Scale Open Days.
- Organising and running the Scale Events
- Preparing and delivering to the AGM a report on the Clubs Scale activities throughout the year.

## **11. WSRFC Competition Rules**

### **11.1. Somerset trophy**

#### **Description**

The Somerset Trophy competition comprises two separate tasks: the first is similar to the loops and spot competition and the second is a race against the clock.

From a hand launch, gain height and carry out as many complete loops as possible within two minutes and land within a further one minute. (i.e. total flight time is three minutes.) The clock will start from launch and the elapsed time will be called out to the competitors at 30 second intervals during the loops and at 15 second intervals during landing, with a countdown for the last 15. Landing outside the scheduled time will give zero landing marks as will a distance of more than 100 ft. from the spot.

If the pilot so chooses he may nominate a re-launcher (other than his caller/helper) at the beginning of the competition who shall stay with him unless called upon to re-launch. (Re-launches are allowed up to the 1 minute 59 mark.) Only the pilot or his nominated re-launcher may re-launch the model. Loops must be recognisable as such.

The second task consists of five laps, individually timed, flown against the clock. (A lap is taken as the distance between two flags - there and back.) Prior to entering the course the pilot is allowed 30 seconds (or more at the Comp Sec's discretion) in which to gain height. The timed run starts as soon as the model enters the course or the height-gain time elapses, whichever is the sooner. The course length is approximately 80 metres from base A to base B.

The model will remain ballasted as from the outset. Substitution of a model during the competition is only allowed in the event of irreparable damage.

Signalling of turns will be by flags at base B and the flag will be raised as the model passes base B from base A. Pilots shall stand behind base A and pilots' callers will judge the turns at base A and inform the pilots when base B flag is raised. (The flagman's signal will normally be augmented by walkie-talkie radio.)

## **Scoring**

Places are awarded for each element (maximum loops, best spot landing and fastest time) and these are added together, the pilot with the lowest total being the winner. Spot landing measurements should be taken to the nearest foot, except that a six inch reading (e.g. 35' 6") is taken to the next whole foot (i.e. 36"). Ties for 1st, 2nd or 3rd place shall not be permitted: they shall be resolved by fly off, the format being at the Comp Sec's discretion.

### **11.2. Scale Competition**

#### **Description**

There are no standing rules for the club scale competition since this is organised and run entirely as the Scale Secretary decides.

Obviously the competition will be expected to test accuracy and quality of build ( together with documentation) as well as the pilot's skill in flying the model - particularly in flying it in a scale like fashion - but how this is achieved and the format of the competition is up to the Scale Secretary.

### **11.3. Nominated Manoeuvres**

#### **Description**

The object of this competition is to perform a group of manoeuvres chosen from a specified set. Two rounds will normally be flown. The quality of the manoeuvres will be judged by the Comp Sec and his Assistant or his appointees.

Each competitor will be provided with a score sheet on which to nominate his chosen manoeuvres and an illustrated list from which to choose. The list of manoeuvres specified in this handbook may be added to and are also subject to K factor reworking at the Comp Sec's discretion.

The number of manoeuvres will be determined on the day by the Comp Sec.

A competitor is free to modify his choice during the course of a round.

A competitor shall loudly and clearly announce the beginning and end of each manoeuvre for the benefit of the judges who will only judge his flying during that period.

While the competition is not timed, the Comp Sec has the



power to insist that a manoeuvre be completed within a reasonable time (according to conditions) or be forfeited.

The model is to remain ballasted as from the outset. Substitution of a model during the competition is only allowed in the event of irreparable damage. Re-launches are allowed.

### **Scoring**

Each manoeuvre is marked out of 10. However, each score will be modified by the relevant *K* Factor: thus a score of 5 out of 10 on a manoeuvre whose *K* factor is 1.5 would be  $5 \times 1.5 = 7.5$ . The pilot with the highest total points score wins. Ties for 1st, 2nd and 3rd places shall not be permitted: they shall be resolved by a fly-off, the format being at the Comp Sec's discretion.

## **11.4. Loops and Spot Landing**

### **Description**

The object of the competition is to gain height from a hand launch and carry out as many complete loops as possible within two minutes and land within a further one minute as near to the spot as possible (i.e. total flight time is three minutes). The clock will start from launch and the elapsed time will be called out to the competitors at 30 second intervals during the loops and at 15 second intervals during landing, with a countdown for the last 15. Landing outside the scheduled time will give zero landing marks as will a distance of more than 100 ft. from the spot.

If the pilot so chooses he may nominate a re-launcher (other than his caller/helper) at the beginning of the competition who shall stay with him unless called upon to re-launch. (Re-launches are allowed up to the 1 minute 59 mark.) Only the pilot or his nominated re-launcher may re-launch the model. Loops must be recognisable as such. Two rounds will be flown. The model will remain ballasted as from the outset. Substitution of a model during the competition is only allowed in the event of irreparable damage.

### **Scoring**

Loops - 5 points each. Landing - 100 points for a perfect landing (i.e. the nose of the glider on the spot). One point is deducted for each foot away from the spot (measured to

the nose of the glider). Measurements should be taken to the nearest foot, except that a 6" reading (e.g. 35' 6") is taken to the next whole foot (i.e. 36').

The total points - not the placings - for both rounds are added together to determine the final results. Ties for 1st, 2nd or 3rd place shall not be permitted: they shall be resolved by fly off, the format being at the Comp Sec's discretion.

## **11.5. Thermal Trophy**

### **Description**

The Thermal Trophy competition is a flat field event flown over several rounds, the object being to achieve the highest total flying time.

The number of rounds flown will be at the Comp Sec's discretion, although usually between three and five rounds are flown, depending on weather conditions and the number of competitors. The Comp Sec will also determine the 'max' for each round, normally set at 10 minutes. (The 'max' is the target time beyond which the pilot cannot score further and must land.) The model must come to rest in the field from

which it was launched otherwise a zero flight-time is recorded. Methods of launching are at the discretion of the

Comp Sec who may allow one or more of the following:- winch, hand tow or bungee. If a winch is used no artificial tensioning will be allowed. The selection of launching site

(from which all models must be launched) is also at the Comp Sec's discretion. The model is to remain ballasted as

from the outset. Substitution of a model during the competition is only allowed in the event of irreparable damage.

### **Scoring**

The pilot with the longest total flight-time is the winner. Ties for 1st, 2nd or 3rd place shall not be permitted: they shall be resolved by fly-off, the format being at the Comp Sec's discretion.

## **11.6. Thermal Multi-task Competition**

### **Description**

The Thermal Multi-task Comp. is a flat field event in which the pilot is required to attempt five tasks which are objectively

scored.

1. The first two tasks are combined into one flight. The first part is to complete the maximum recognisable complete loops.
2. The second part is a spot landing

The maximum time allowed for these two tasks is 5 minutes and the clock starts from the point at which the model leaves the launch line.

3. The next flight is a thermal duration task: the Comp Sec will determine the 'max' - normally set at 10 minutes. (The 'max' is the target time beyond which the pilot cannot score further and must land.) The model must come to rest in the field from which it was launched otherwise a zero flight-time is recorded.
4. The next flight requires the pilot to achieve the greatest possible distance over a 150 metre pylon course (marked with flag A and flag B) in a maximum time of 5 minutes taken from the point at which the model leaves the launch-line.

The pylon course is marked out in quarter laps and the distance is measured to the last complete quarter. Signalling of turns will be by flag at base B and the flag will be raised as the model passes base B from base A. The pilot shall stand at base A and his caller will judge the turns at base A and inform the pilot when base B flag is raised. (The flagman's signal will normally be augmented by walkie-talkie radio.)

5. The final flight comprises a speed task wherein the pilot flies four complete laps of the same course (and to the same system) as for task 4 in the shortest possible time. (The speed is timed from the declared entry on to the course.) The maximum time allowed from the point at which the model leaves the launch-line shall in any event be 4 minutes, after which the pilot must land.

NOTE:- Competitors whose models land outside the flight field will be zero marked for that task. The speed and distance flights must be flown forward of the flag line. Changes of ballast are permitted. Substitution of a model during the competition is only allowed in the event of irreparable damage.

## **Scoring**

Places are awarded for each task and are added together, the pilot with the lowest total being the winner. Spot landing measurements should be taken to the nearest whole foot, except that a 6" reading (e.g. 35' 6") is taken to the next whole foot (i.e. 36'). Ties for 1st, 2nd or 3rd place shall not be permitted: they shall be resolved by fly-off, the format being at the Comp Sec's discretion. (The rules for this competition incorporate the AGM96 amendment.)

## **11.7. Slalom Cross Country**

### **Description**

This competition is flown over two rounds and the object is to complete a set course as quickly as possible.

The course is laid out with a gate defined by two flags set approximately 15 metres apart on the lip of the slope: to the left of the gate and to the right of the gate are turn flags A and C respectively with flags B and D (where flagmen will be stationed) at a distance behind them: there is a further flag E (which will also be monitored) between flags B and D set back and out of lift. (See diagram overleaf.) The positions and distances of all flags will be at the Comp Sec's discretion.

The clock starts as soon as the glider is launched through the gate. On gaining sufficient height he must fly out side flag A and downwind to flag B: having passed flag B he must pass outside of flag A again and set a course for the gate. His progress around flags A and B will indicated by the flagman who will raise his flag to indicate a satisfactory course: the flag will stay raised as long as the model does not cut the course. (The flagman's signal will normally be augmented by walkie-talkie radio.)

Once through the gate (into wind) he describes a similar course around flags C and D, returning as before through the gate. Throughout this phase the pilot shall stand as close to the gate as possible. The model has next to negotiate flag E around which it must fly a complete circle before returning through the gate when the clock will stop. The pilot is required to be standing in line with flag E while his Model circles it and to do this he must walk- not run - to the flag line. (This part of his progress will be monitored. See diagram.)

NOTE:- No re-launches are allowed in this event. If a competitor lands out his score will be based on the time taken

and the number of flags negotiated. The model is to remain ballasted as from the outset. Substitution of a model between rounds is only allowed in the event of irreparable damage.

### **Scoring**

Places are awarded in order of lowest aggregate time. Ties for 1st, 2nd or 3rd place shall not be permitted: they shall be resolved by fly-off, the format being at the Comp Sec's discretion.

### **11.8. Pylon Trophy**

The Pylon Trophy competition is one in which the winner will have raced through heats to a final, the number of races in a heat being determined by the number of competitors. It is for gliders of 60" span although kit designs and published plans existing before 1st of January 1995 which have a span of 68" or less are also permitted.

The Comp Sec will endeavour to run as many three-man heats as he can in such a way that each pilot shall compete against as many others as possible, although if too few turn up, heats will be one man races against the clock.

The course for races is approximately 80 metres between bases A and B. Signalling of turns will be by flags at base B and the flag will be raised as the model passes base B from base A. (All turns shall be out from the slope.) Pilots shall stand behind base A and pilots' callers will judge the turns at base A and inform the pilots when base B flag is raised. Before the start of the race the Comp Sec will instruct a pilot to raise his aircraft (planform) so that the flagmen will recognise it; whereupon one will raise his flag: this is then that pilot's flag: then the same for the other two pilots.

The pilots have a 30 second countdown during which they must launch followed by a further 30 seconds countdown in which to gain height, the final 10 seconds of which will be counted singly. At the end of this period the race starts. Any glider entering the course before zero shall leave the course and re-enter.

Heats will be five laps as will the finals. Re-launches are allowed: if the pilot so chooses he may nominate a re-launcher (other than his caller/helper) at the beginning of the competition who shall stay with him unless called upon to re-launch. Only the pilot or his nominated re-launcher may re-launch the

model. Changes of ballast are permitted. Substitution of a model during the competition is only allowed in the event of irreparable damage.

## **Scoring**

1st place in each heat = 1 point: 2nd = 2 points: 3rd = 3 points. A no finish will receive one more point than the number of pilots in the heat. After a minimum of two heats a seeding list may be generated, lowest scores being given the highest positions. Places in the finals will be allocated as follows:- 1 - 3 = A final: 4 - 6 = B final: and so on. Finals will be flown in reverse order - i.e. finishing with the A final. Ties for 1st, 2nd or 3rd place shall not be permitted: they shall be resolved by fly-off, the format being at the Comp Sec's discretion. (The rules for this competition incorporate the AGM96 amendment.)

## **11.9. The Woodstock Trophy**

The Woodstock Trophy is a competition normally flown over two rounds for flying wings only (i.e. tailless aircraft) and comprises four elements: loops; rolls; hover and landing - all achieved in the shortest possible time. After launching his model, a competitor has a minimum of 30 seconds (at the Comp Sec's discretion) in which to gain height and enter the course through the gate. Should he fail to pass through the gate within the allotted time, the clock will start anyway. (The gate comprises two flags set approximately 15 metres apart on the lip of the slope.)

## **Manoeuvres**

1. Having passed through the gate the wing must perform one roll followed as quickly as possible by another in the opposite direction. (The pilot is at liberty to gain height between rolls if necessary.)
2. The wing must now pass through the gate upwind to begin the second manoeuvre which is a hover for a minimum of 5 seconds (at the Comp Sec's discretion) to be performed as close to the front of the slope as possible.
3. The wing must pass again through the gate upwind and then complete two recognisable loops. (The pilot is at liberty to gain height between the loops if necessary.)

4. Finally the wing must pass through the gate upwind before beginning the landing approach, which shall be into the landing box from the back. (The back of the box is the side which is furthest away from the slope edge.) Note that failure of the wing to cross the base line (which is an extension of the back edge of the box) before landing (in order to stop the clock) will require a re-launch.

The landing box (defined by four flags) shall be determined in size and position by the Comp Sec.

### **Note**

At no stage in this competition are the wings allowed to fly backwards in order to complete a task.

The model is to remain ballasted as from the outset. Substitution of a model during the competition is only allowed in the event of irreparable damage.

Re-launches are permitted. If the pilot so chooses he may nominate a re-launcher (other than his caller/helper) at the beginning of the competition who shall stay with him unless called upon to re-launch. Only the pilot or his nominated re-launcher may re-launch the model. (NB Re-launches attract a penalty!)

### **Scoring**

Total times are added together to determine the winner, the shortest total time taking 1st place. Ties for 1st, 2nd or 3rd place shall not be permitted: they shall be resolved by fly-off, the format being at the Comp Sec's discretion.

### **Penalties**

PENALTIES:- Plus 25 seconds for missing the landing box. Plus 10 seconds for each re-launch.

