



Celebrating 50 years of flight with
White Sheet Radio Flying Club at
White Sheet, Wiltshire

HANDBOOK

2024 - 2025



Welcome

Welcome to White Sheet Radio Flying Club! (BMFA Affiliated Club No. 2560), hereinafter referred to as WSRFC

We hope you enjoy flying with us at our picturesque site and find camaraderie among our friendly members. If you have any questions or encounter any issues on the slope, please don't hesitate to ask for assistance — someone will be happy to help.

Most of the information you need to make the most of your membership can be found in the following pages. If you have any further questions, please feel free to ask.

Please pay particular attention to the Flying and Safety Rules, as well as the '35Mhz Peg-On' system. We are a very safety-conscious club.



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



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1. General Information

1.1. Club location and Maps

Whitesheet Hill is located at OS Grid Reference ST803346, approximately 3.5 miles north of Mere on the B3092. With easy access from the A303, it is an excellent slope to visit from all over the south of the UK.

Heading from the North via Bath, take the A36 to Frome, then the A361 around the South side of Frome. Head further south towards Maiden Bradley on the B3092 until you reach the abandoned Red Lion Pub. Turn into the lane next to the Red Lion Pub and drive carefully along the paved lane. Pass the first car park at the end of the paved road and continue up the gravel track—mind out for the ferocious drainage bars!

If the wind is from WNW to N, the most commonly used slope is Morgans—the first you will encounter with access on your left through the kissing gate. There is parking in the lane alongside the fences on either side of the lane. Please do not park in front of the main field gate, as this is regularly used for farm vehicle access. If your vehicle has low ground clearance, turning here can be difficult; it is best to continue to the top, where the surface is more even making turning is a little easier.

If the wind is from W to SSW, the main bowl is the better location, and parking for this is easy, along the fences on either side of the lane a little further on. The SW bowl is accessed through a kissing gate on the right side of the lane, where a mound can be seen (your shelter if the wind is howling!). Do not continue any further along the gravel lane beyond the two kissing gates (either side of the road) adjacent to the SW bowl. The road is in terrible condition and is only suitable for 4WD vehicles.

1.2 Slope Guide

Refer to the map below (figure 2), which shows the main slopes of White Sheet Hill. As you will see, White Sheet can handle many wind directions.

The far end of Morgans and beyond 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 cannot 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 regularly on a good day. Again, the landing area is large with smooth airflow even on the gustiest of days.

The main SW bowl is considered by many to be the best slope for normal slope flying, taking WSW to south 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, not to mention a bit of hot dogging. Yet again, the landing area 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, flown from south round to almost east, are sadly no longer used by model glider pilots except on very rare occasions. Flying on this slope is also no longer permitted without express prior permission.

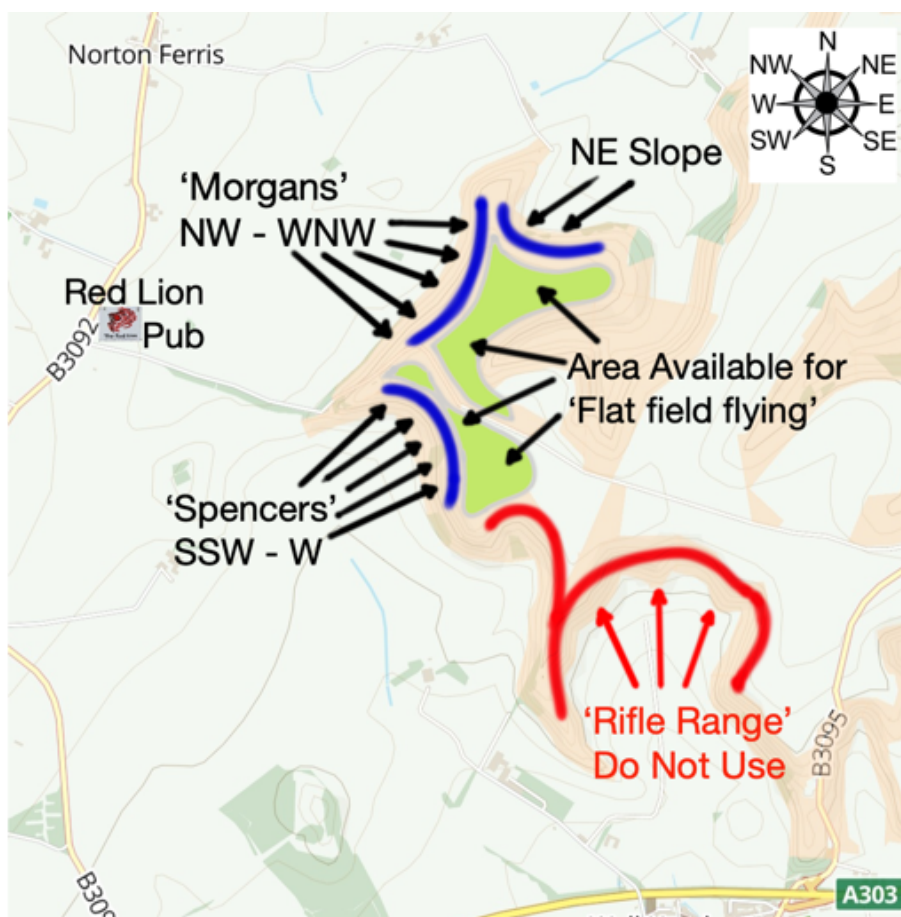


Figure 2: The main slope sites of Whitesheet hill

Do Not Use "Rifle Range"

1.3 Flat Field Flying

Unfortunately, the Club no longer has access to a flat-field site. However, you might consider using the top of Morgans for DLG, Power Assist (see figure 2), and Bungee/High-Start if prevailing conditions permit.

1.4 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. **This type is allowed to operate from White Sheet.**

✔ **Self-Launching Glider:** A model sailplane whose primary flight mode is unpowered soaring. Such a model may have an ancillary electric propulsion system used to gain altitude at the beginning of a flight or when slope lift is insufficient or not working on one of the available slopes. **This type is allowed to operate from White Sheet.**

✗ **All Other Radio Controlled Aircraft:** This category covers any flying model that does not fit into either the Glider or Self-Launching Glider definitions above **and are not allowed to operate from White Sheet.**

1.5. 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, but it is also 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 permanent changes to be made to the Whitesheet Flying Club site rules and handbook.

The forms of Glider as defined above may be flown from Whitesheet Hill, in the areas and slopes identified in section 1.2 above. Since 2017, Self-Launching Gliders are permitted to fly at Whitesheet within the rules of the club. It is vital that the flying of such models is 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 the public, is maintained.

Electric propulsion only, may be used to gain altitude.

Internal combustion engines or gas turbine engines are not permitted to ensure the least possible noise intrusion during the power phase of a flight. Models designed to rely on the propulsion system for sustained flight are not permitted. This includes Hotliners and other types of electric powered models that have not been designed to seek out and exploit natural lift.

In the event of justified negative feedback from the public, the National Trust, or other pilots, 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

1.6. Phone and Toilets

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

1.7. 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.

1.8. Access road care

Considerate use of the access road is strongly advised and encouraged. A significant amount of time and effort has gone into repairing the road up to the kissing gate of the SW bowl, involving contributions from the club funds as well as private donations from your fellow pilots. Beyond the kissing gate access to the SW bowl, the road is in very poor condition—do not attempt to continue past this point unless you are certain you have a suitable vehicle for it!

1.9. Livestock

All the fields on Whitesheet are used for grazing livestock. Please be considerate of the farm animals and exercise caution if you need to approach them. The cows may show a keen interest in model aircraft and might come over to investigate or even taste your models and equipment! Do not leave litter or plastic items where they might blow away. Additionally, do not leave food out, and ensure you take away everything you bring to the hill.



2. 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.

2.1. Altitude

Altitude requirements are • 0 to 7.5 Kg no limit • 7.5kg and above - 400 feet above slope altitude limit unless a NOTAM and BMFA Site Permit is in operation.

2.2. Large Models (Over 20kg)

Models weighing more than 20kg are required to obtain a CAA exemption through the Large Model Association (LMA). For more information, visit their website: [Large Model Association](#)

Building and flying such models necessitate careful planning and ongoing involvement with the LMA throughout the design, construction, and operation stages.

Extremely large-scale gliders, such as those recently seen at Whitesheet, may be subject to the restrictions imposed by the CAA exemption scheme. For clarification and up-to-date information, please consult both the LMA and CAA websites: [CAA](#).

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



3. Full size aircraft, Hang-gliders and Paragliders

Hang-glider and paraglider pilots have absolute precedence on the South and Eastern slopes (Rifle Range and WhumpCrump). Model flying on these slopes is no longer permitted without express prior permission.

Members of the Bath and Avon Paragliding Club may use Morgans or our South-West bowl (see Figure 2) during **weekdays from 11:00 to 17:30 for launching and gaining altitude before commencing cross-country flying**. Outside these times, and during weekends and bank holidays, model glider flying takes precedence. Genuine Bath and Avon Paragliding Club members should have an identifiable club sticker on their helmet.

The WSRFC policy is that when paraglider pilots are in the airspace or preparing to launch, all model sailplanes must immediately and safely land.

Full-size gliders may occasionally seek lift from White Sheets slopes, and if there is any chance that a model might share airspace with a full-size glider, the model must safely land.

If a hang-glider or paraglider pilot sets up to fly from one of the main slopes on a Saturday or Sunday, we will politely inform them that the local National Trust agreement does not permit this. Should they persist, we will record their vehicle registration numbers and report the matter to a Committee Member or, preferably, to the NT Warden, Kim Portnal (Tel: 07810 152435).

We aim to avoid confrontational situations!



4. Insurance and BMFA Affiliation

As part of our agreement with the National Trust, we ensure that all our members and any visiting guests are covered by third-party insurance. WSRFC is an affiliated member of the British Model Flying Association (BMFA), with club affiliation number 2560.

As a BMFA member your insurance currently provides coverage for flying anywhere in the UK, provided you have the landowner's permission.

It also covers flying in other countries on a temporary (i.e., holiday) basis. It is advisable to notify the BMFA directly, providing your details and intentions. Flyers must comply with CAA requirements.



5. Competitions and Open Events

5.1. Inclusive events - Open to all

Our Club Competitions and Open Events are designed to be relaxed and enjoyable, providing an opportunity to have fun and improve your flying skills.

Regardless of your level of competence, you are welcome to join in.

If you are a shy novice, let us know, and someone will gladly take you under their wing so you can fully enjoy your flying experience—after all, that’s what it’s all about!

If this Handbook leaves any questions unanswered, please contact a Committee member, and we will do our best to assist you.

5.2. Visitors to events

As part of our agreement with the National Trust, all visiting pilots must obtain permission to fly from Whitesheet slopes and Downs, from a club member. (See section 7.6)

Therefore, all visitors attending Open Events or competitions at Whitesheet should register their participation with the event organiser, either in advance or on the day of the event.

All visiting pilots must hold BMFA membership or provide proof of equivalent third-party insurance cover.



6. Charitable donation of club funds

Prior to the 2023 AGM, the Club Secretary and Treasurer discussed the possibility of simplifying the process for charitable donations at AGMs.

The aim was to determine the donation amount for the current year based on the club's current finances and informed projections for the following year, allowing for more informed decisions.

The charities to benefit in the current year would also be chosen by members at the current AGM.

The Treasurer confirmed that there were no financial obstacles to this change, thus supporting the proposal.

The proposal was approved by members at the 2023 AGM.

The recommended charities for donations in 2023 were the Somerset & Dorset Air Ambulance and Wiltshire Air Ambulance. Both helicopters have been observed attending to casualties at White Sheet Hill.

It was agreed that supporting the Air Ambulances was a suitable choice, potentially benefiting WSRFC members.



7. Field Safety Rules

7.1. Competency

All members must observe field discipline and comply with the Air Navigation Order, all relevant BMFA (British Model Flying Association) safety codes as contained within the BMFA Members' Handbook, the Article 16 authorisations and Civil Aviation publication (CAP) 722.

7.2. Licence

Whitesheet Down is owned by the NT (National Trust) who allow the flying of model aircraft by issuing a Licence to WSRFC (Whitesheet Radio Flying Club). All flying is to be undertaken in accordance with the restrictions laid down by the landowner.

7.3. Insurance

All remote pilots must be covered by third party insurance with a minimum limit of indemnity of £5,000,000 (FIVE MILLION POUNDS) for loss or damage arising in relation to the Activity, and shall show evidence of such insurance on demand to any WSRFC Committee Member, National Trust Warden or Authorised Official.

7.4. Site Care

Additional care is to be shown to the flora and fauna of the site in line with the designated status of Whitesheet Hill as a biological Site of Special Scientific Interest. They are to observe the Country Code scrupulously, particularly in leaving absolutely no litter and gates to be closed and latched.

7.5. Visiting Pilots

Visiting pilots are welcome and must fly to WSRFC rules. Permission is required for all visitors, in accordance with the club National Trust License.

7.6. Visitors Permission

Visitors permission 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 verbal permission to fly.

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

7.7. Field Safety Protocol

On matters of field safety needing an immediate action, the responsibility lies with instructors, event manager, or a member of the committee in that order. Any instructions must be accepted without dissent. However, should a member believe the instructions to be wrong, then he should bring this to the attention of the Committee.

7.8. Courtesy for Trainee Pilots

Due consideration must be given at all times in respect of trainee or novice pilots in the circuit. In the event that the pleasure or concentration of a pilot is affected by the flying style of another, precedence will be given to the pilot who was airborne first. Intimidating flying, of any sort, is not permitted.

7.9. Heavy Model, Pilot Certification

To fly a model in excess of a Maximum take-off weight of 7.5Kg, at a height in excess of 400ft above the ground, a pilot should be able to demonstrate a competence to fly by holding a minimum of a BMFA Slope A certificate.

7.10. Maximum Aircraft Limit

No more than 10 aircraft shall be airborne at any one time, or, any lesser number as instructed by the flight line official on the day, to accommodate for conditions, experience of pilots or model class.

7.11. Model Types Permitted

Silent Flight Gliders

Self-Launching Gliders (Only Gliders with electric launch assist are to be flown)

7.12 Pre-Launch Checks

All pilots, regardless of experience level, must check the control range and movements of their aircraft immediately before launching. Pilots must ensure that no other aircraft are in the vicinity of the launch area and must announce their intention to launch to other pilots. Beginners should seek assistance early on; help will be readily provided.

If a model has electric launch assist the power to the engine must be made safe until just prior to launch **and on collection after landing.**

7.13. Flying and Landing Procedures

Pilots should group together while flying, except when landing, dynamic soaring, or undertaking a pre-arranged cross-country flight.

The pilots flight line/area will be determined by the wind directions on the day:

- 1. For slope flying, established flight lines are shown in blue on the Map (Figure 1 Page 8).**
- 2. The flat area to the rear of the slopes marked in green, can be used for DLG, Electric Launch Assist or High Start/bungee flights.**

7.14. Parking

All vehicles must be parked along side the track in such a way as not to impede other vehicles. Please be mindful of the sites status and park accordingly.

7.15. Frequencies

For pilots NOT using 2.4Ghz radios, ONLY the 35Mhz band is to be used. All pilots flying on 35Mhz MUST bring pegs for their own frequency and these are to be displayed prominently.

7.16. Incidents

Any incident involving a third party or another member must be reported to the Committee.

7.17. Loss of Control

Should an aircraft go out of control, the first priority must be the safety of persons with the second being avoidance of damage to property. A warning is to be shouted by the pilot which is to be taken up by other members.

7.18. Electric Glider Safety

Before applying power to any electric launch glider, the pilot must ensure that it is safe so to do.

7.19. Airworthiness Checks

It is the pilots responsibility to ensure their models are airworthy and in full working order. Random safety checks can be carried out by any committee member or a designated member at any time. If faults/errors are detected rendering the model unsafe, the concerns will be alerted to the pilot and it is expected that the model will not be flown without the required repairs/correction(s).

7.20. Fail Safe Throttle Settings

All operational fail-safes in use on models with electric launch assist, operated from Whitesheet, must set the throttle to stopped. Regardless of the other control operations governed by the fail-safe. Fail-safes are to be checked prior to flight by switching the transmitter off whilst the model is restrained.

7.21. Site Safety and Vigilance

Whitesheet Hill and Down is open to the public and situated approximately 3.5 km from the Bath, Wilts & North Dorset Gliding Club. Certain areas are utilised by the Avon Hang Gliding and Paragliding Club. Livestock, including cows and other large animals, may be present. Please be aware that specific rules apply.

- (a) If a full sized glider, hang glider, paraglider or other man carrying device should enter your airspace, or appear likely to, keep clear and land safely.
- (b) Extra vigilance is required for people walking in the area. Ensure when Launching that this is done at the slopes edge where there are no uninvolved people in front or below. When flying on the flat area behind the slopes at Whitesheet, ensure you are vigilant of other site users and you are launching and landing away from uninvolved people. Remember a separation of 30 meters from uninvolved people is required during take off and landing and no overflying of groups of uninvolved persons.
- (c) Pilots must never launch toward uninvolved people.
- (d) Pilots must give way to uninvolved people on the slopes.
- (e) On landing, pilots must ensure that the area to land in is clear of people.
- (f) Pilots must ensure the model remains in sight at all times.
- (g) No pilot must fly close to people or animals.
- (h) No pilot must make a landing whose final approach, or overshoot, is immediately over the heads of other people.

7.22. Event Scheduling

The Committee will use their discretion in scheduling events.

7.23. Considerate Flying

All pilots are expected to fly with complete consideration for others and their models.

7.24. Member Dismissal Policy

WSRFC adheres to BMFA guidelines regarding the dismissal of a club member if it is determined that the individual has repeatedly violated club rules.



8 Emergency Plan

In case of injury or illness

1. Assess the problem
2. Contact the emergency services if necessary - 999
3. Keep the injured party warm & stay with injured party until help arrives
4. Report incident to WSRF Club Chairman and National Trust at the first possible instance

Emergency Contacts

Emergency services 999

National Trust Warden, Kim Portnell 07810 152435

WSRFC Chairman - Jess Nicholls 07740 149245

Location

Grid reference ST 803 346, Lat 51.117545, Long -2.282830

Postcode BA12 6RP

Whitesheet Downs, Whitesheet Lane, (off B3092)

3 miles South of Maiden Bradley, Wiltshire

Disused Red Lion Pub at lane entrance

what3words

SW Spencers Bowl: [backfired.nurse.croaking](#)

NW Morgans: [jets.query.ashes](#)

NE Slope: [things.nosedive.iterative](#)

Defibrillators: Closest to Whitesheet Down:

1. 1.2 Miles. - Two minute drive from Red Lion Pub: Stourhead House, High Street, Stourton, BA12 6QH. 24/7 Public access.
2. 2.6 Miles. - Five minutes drive from Red Lion Pub: Leaping Frogs Day Nursery Longcross, Portnells Lane East To Junction B3092, Zeals, BA12 6LJ. 24/7 public access
3. 2.9 Miles. - Five minutes drive from Red Lion Pub: Maiden Bradley Village Memorial Hall, High Street, Maiden Bradley, BA12 7JG. 24/7 public access

Nearest Hospitals

Frome Community Hospital - Manor Road, Frome BA11 4BS 01373 456130

Warminster Community Hospital The Avenue, Warminster, Wiltshire BA12 8QS 01985 212076

Bath Royal United Hospital Combe Park, Bath, Avon BA1 3NG 01225 428331

Serious Air Accident Reporting

Reports to the AAIB must be made without delay via the BMFA reporting Portal, within 72 hours of the incident happening.

Here: <https://rcc.bmfa.uk/art16-occurrence-reporting>



9. White Sheet Radio Flying Club Constitution

9.1. Name

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

9.2. Aims and Objectives

The aims and objectives of the WSRFC shall be:

- The promotion, protection, organisation, encouragement, and enjoyment of the building, flying, and development of model radio-controlled soaring and silent flight.
- 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

a) Open to all

Membership shall be open to all individuals, subject to the limitations of the club's facilities, resources, and rules. Membership of the WSRFC shall be available to anyone interested in the sport of radio-controlled model gliding upon application, regardless of sex, age, disability, ethnicity, nationality, sexual orientation, religion, or other beliefs. However, membership limitation 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.

b) Membership Classes

- a) **Senior**: For those model pilots aged 18 years or over on the 1st of January.
- b) **Junior**: For those model pilots under 18 years of age on the 1st of January.

c) Members Organisational rights

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

d) Proof of Membership

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

e) Membership Fees

Membership fees cover club membership from the 1st of January to the 31st of December each year:

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

Junior: At the cost of insurance only.

f) 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 conduct or character likely to bring the WSRFC or the sport of radio-controlled model flying into disrepute, or for some other similar cause. In this event, the WSRFC Committee shall be entitled to refuse or withdraw membership. The Committee shall provide full reasons for their decision and grant a right of 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, and 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 WSRFC

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

(WSRFC Safeguarding Policy available in Documents tab at WSRFC Website)

Introduction and Definitions

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. (This means that juniors only need valid membership of the BMFA to become members of WSRFC; there is no membership fee for juniors.)

A vulnerable adult is defined as a person aged 18 years or over who, due to mental or physical attributes, requires a higher level of supervision than would normally be 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 WSRFC will use as the basis for its Child Protection Policy.

WSRFC Policy and Procedure

To satisfy the requirements of the 1989 Children's 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 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.

If a parent or guardian requests an adult WSRFC member to supervise their child during WSRFC activities, the Committee must be informed in writing prior to the 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.

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 experienced members. The instructor should also explain the mechanics and requirements of

the teaching process. WSRFC actively encourages all members who may offer instruction to be CRB checked. The BMFA has a procedure to allow this.

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.

Members should not pick up or drop off a junior member if it means being alone in their car with the junior, unless prior arrangement has been made with the parent or guardian.

Junior members should be supervised at all times. The level of supervision is to be commensurate with the junior member's age, maturity, capabilities, and level of experience.

No junior or vulnerable adult member shall undertake any activity which might place them at risk. Prior consultation with their parent or guardian must take place if there is any doubt about the member's ability to undertake a specific activity. Examples of higher-risk activities may include slope racing or dynamic soaring.

Should any member, parent, guardian, or the person themselves have concerns about the welfare of a junior or vulnerable adult member, they are to contact the BMFA directly on 0116 244 0028. If abuse is suspected outside of WSRFC activities, contact the local police or social services. Other children who are not members should be treated the same 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. If there is concern for their safety, flying must be suspended until the matter is resolved. There should be no physical contact.

9.5. Management Of Club Affairs

The club affairs shall be managed by a Committee that shall meet regularly.

The Committee shall consist of a minimum of four members, comprising the Chairman and three of the following: Secretary, Treasurer, Competition Secretary, Vice Chairman, Membership Secretary, Scale Secretary, and an Assistant Competition Secretary. Additional committee members may be co-opted should the necessity arise.

Three Committee members shall form a quorum.

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.

The Secretary shall maintain a record of all proceedings of the WSRFC.

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.

An account shall be opened in the name of the WSRFC at an established bank or building society.

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

The Annual General Meeting of the WSRFC shall be held in November each year, at such time and place as decided by the Committee.

Notice of the AGM shall be sent to members by the Secretary not less than 21 days before the date fixed for the meeting.

Such notice shall only be accompanied by an agenda when a motion has been presented for inclusion.

The business to be transacted at the AGM shall be:

- Minutes of the previous AGM.
- Matters arising.
- To receive an annual report from each member of the Executive Committee.
- 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.
- To approve the charitable donation sum as advised by the Treasurer and agreed by members at the AGM.
- To hold elections.
- To set the Annual Subscription for the ensuing year.
- To approve the charity(s) submitted to the Secretary no less than 28 days before the set date of the AGM
- To vote on motions listed on the agenda.

A motion shall not be proposed at an AGM unless it has been circulated amongst the membership with the agenda for that meeting.

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.

A 2/3 majority of members present, including proxy votes of members not present, shall decide any change in this Constitution.

All other matters to be voted on shall be decided by a simple majority.

The Chairman shall have a casting vote as well as a deliberating vote.

Fifteen percent of the recorded membership shall form a quorum at the AGM.

Voting shall be by a show of hands or otherwise as decided by the Chairman.

9.7. Extraordinary General Meeting

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.

Such a meeting shall be held within one calendar month of the passing of such a resolution or the receipt of such a request.

The Secretary shall send a notice of such meeting to all members at least 14 days in advance of such meeting.

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

In the event of the WSRFC ceasing to exist, any remaining monies shall be donated to an organisation involved in model aircraft activities, as nominated by the Executive Committee.

In the event of the WSRFC being dissolved with liabilities exceeding the net assets, all existing members shall be liable to the extent of one year's subscription (at the then applicable rate) beyond the year in which the WSRFC dissolves.



10. Roles Of WSRFC Committee Members

10.1. Chairman

The Chairman's role is that of figurehead or leader of the Club, though this leadership should be diplomatic and respect the Club's democratic workings and procedures. In these democratic processes, the Chairman acts as the referee and final arbiter. (Refer to the Constitution and Rules.)

Duties include:

- Chairing Club meetings to ensure all members who wish to express their views are heard and keeping discussions relevant.
- Guiding debates to a conclusion, which typically involves a proposal requiring a seconder before a vote. A simple majority determines the outcome. (The Chairman may vote and, if the decision is tied, use their casting vote to resolve it.)
- Ensuring the reasonable wishes of the majority prevail, without pushing personal ideas.
- Chairing the AGM, adhering to the same principles as for regular meetings and ensuring strict adherence to the Constitution, Rules, and Agenda with the Hon Sec's help if necessary.
- Overseeing the Club's general affairs, ensuring competitions and events are organised satisfactorily by responsible members, and liaising with the Scale Secretary and Competition Secretary to appoint competent Safety Officers for events, particularly Open events.
- Preparing an annual report on the Club's activities for presentation at the AGM.
- Ensuring the annual trophies are returned to the AGM for engraving in time for the Annual Dinner, with the help of the Competition Secretary.
- Liaising with the Secretary and Treasurer on engraving.
- Liaising with the Secretary and Treasurer over the purchasing and distribution of Christmas gratuities for the farmers whose land we fly over.
- Acting as a co-signee on the Club's cheques.
- Representing the Club at meetings with other organisations, such as the National Trust.
- Keeping a record of expenses for reimbursement by the Honorary Treasurer.

10.2. Honorary Secretary

The Secretary's duties include:

- Recording the progress of monthly Club meetings, noting decisions and the names of proposers and seconders, and reading out the minutes at the next meeting.
- Guiding the Chairman through the meeting agenda, typically:
 - Apologies
 - Minutes
 - Matters Arising
 - Correspondence
 - Treasurer's Report
 - Scale Secretary's Report
 - Competition Secretary's Report
 - Any Other Business
- Writing letters on the Club's behalf. (Usually in cooperation with other members of the committee)
- Assisting with the smooth running of the AGM, particularly with procedural and constitutional matters.
- Liaising with the Chairman and Treasurer on engraving.
- Liaising with the Chairman and Treasurer on Christmas gratuities for the farmers.
- Maintaining and updating the membership list, including names, addresses, and telephone numbers, and assisting the Treasurer in keeping records current.
- Checking the Club's inventory of equipment.
- Keeping a record of expenses for reimbursement by the Honorary Treasurer.
- Providing a copy of the appropriate "WSRFC - The Role of ..." document to each newly elected officer.

10.3. Honorary Treasurer

The Honorary Treasurer's main function is to manage and oversee the Club's financial affairs. Duties include:

- Running the Club's bank and petty cash accounts and reporting to the monthly Club Meetings. (Two other committee members, usually the Chairman and Secretary, must be co-signatories for Club cheques.)
- Ensuring any changes to the Club's bank account are approved at a monthly Club meeting.
- Preparing and presenting an audited statement of the Club's financial position and non-cash assets to the AGM. (The audit must be conducted by a non-Committee member.)
- Recommending the subscription level for the forthcoming year to the AGM.
- Issuing membership cards, insurance certificates, car-identity stickers, handbooks, and recording the names and addresses of new members.
- Ensuring members' details are provided to the printer or distributor for the Broadsheet.
- Liaising with the Secretary to keep the membership list up to date.
- Reimbursing committee members and others for legitimate expenses on behalf of the Club, against receipts.
- Coordinating with the Chairman and Secretary on Christmas gratuities for the farmers.



11. WSRFC Competition Rules

11.1. Somerset trophy Description

The Somerset Trophy competition consists of 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 perform as many complete loops as possible within two minutes, then land within a further one minute (total flight time is three minutes).

The clock will start from launch, and the elapsed time will be announced to the competitors at 30-second intervals during the loops and at 15-second intervals during landing, with a countdown for the last 15 seconds.

Landing outside the scheduled time will result in zero landing marks, as will landing more than 100 feet from the spot.

If the pilot wishes, they may nominate a re-launcher (other than their caller/helper) at the beginning of the competition, who shall stay with them unless called upon to re-launch (re-launches are allowed up to the 1 minute 59 mark).

Only the pilot or their 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 defined as the distance between two flags - there and back.

Prior to entering the course, the pilot is allowed 30 seconds (or more at the Competition Secretary's discretion) to gain height.

The timed run starts as soon as the model enters the course or the height-gain time elapses, whichever is 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 the 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, with 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 a fly-off, the format being at the Competition Secretary's discretion.

11.2. Scale Competition Description

There are no standing rules for the club scale competition, as this is organised and run entirely at the Scale Secretary's discretion.

The competition is expected to test the 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. However, the specific format of the competition is up to the Scale Secretary.

11.3. Nominated Manoeuvres Description

The objective 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 Competition Secretary and their Assistant or appointees.

Each competitor will be provided with a score sheet on which to nominate their chosen manoeuvres and an illustrated list from which to choose.

The list of manoeuvres specified in this handbook may be increased and is also subject to K factor reworking at the Competition Secretary's discretion.

The number of manoeuvres will be determined on the day by the Competition Secretary.

A competitor is free to modify their 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 their flying during that period.

While the competition is not timed, the Competition Secretary has the authority 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 with a K factor of 1.5 would be $5 \times 1.5 = 7.5$. The pilot with the highest total points score wins.

Ties for 1st, 2nd, or 3rd place shall not be permitted: they shall be resolved by a fly-off, the format being at the Competition Secretary's discretion.

11.4. Loops and Spot Landing Description

The objective of the competition is to gain height from a hand launch and perform as many complete loops as possible within two minutes, then land within a further one minute as near to the spot as possible (total flight time is three minutes).

The clock will start from launch, and the elapsed time will be announced to the competitors at 30-second intervals during the loops and at 15-second intervals during landing, with a countdown for the last 15 seconds.

Landing outside the scheduled time will result in zero landing marks, as will landing more than 100 feet from the spot.

If the pilot wishes, they may nominate a re-launcher (other than their caller/helper) at the beginning of the competition, who shall stay with them unless called upon to re-launch (re-launches are allowed up to the 1 minute 59 mark).

Only the pilot or their 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-inch 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 a fly-off, the format being at the Competition Secretary's discretion.

11.5. Thermal Trophy Description

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

The number of rounds flown will be at the Competition Secretary's discretion, usually between three and five rounds, depending on weather conditions and the number of competitors.

The Competition Secretary 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 Competition Secretary, who may allow one or more of the following:

- Winch
- Hand tow
- Bungee

If a winch is used, no artificial tensioning will be allowed.

The selection of the launching site (from which all models must be launched) is also at the Competition Secretary'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 a fly-off, the format being at the Competition Secretary's discretion.

11.6. Thermal Multi-task Competition Description

The Thermal Multi-task Competition is a flat-field event where the pilot must attempt five tasks, scored objectively.

The first two tasks are combined into one flight.

The first part is to complete the maximum number of recognisable complete loops.

The second part is a spot landing.

The maximum time allowed for these two tasks is 5 minutes, and the clock starts when the model leaves the launch line.

The next flight is a thermal duration task: the Competition Secretary will determine the 'max', which is 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.

The following flight requires the pilot to achieve the greatest possible distance over a 150-metre pylon course (marked with flag A and flag B) within a maximum time of 5 minutes, starting when 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, which 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 informing the pilot when base B flag is raised. (The flagman's signal will usually be augmented by walkie-talkie radio.)

The final flight comprises a speed task where 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 onto the course.)

The maximum time allowed from the point at which the model leaves the launch line is 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, with the pilot having the lowest total being the winner.

Spot landing measurements should be taken to the nearest whole foot, except that a 6-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 Competition Secretary'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 objective 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 are turn flags A and C, respectively, with flags B and D (where flagmen will be stationed) 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 Competition Secretary's discretion.

The clock starts as soon as the glider is launched through the gate.

On gaining sufficient height, the pilot must fly outside flag A 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 be 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 usually be augmented by walkie-talkie radio.)

Once through the gate (into the 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 must next negotiate flag E, around which it must fly a complete circle before returning through the gate, stopping the clock.

The pilot is required to stand 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 Competition Secretary's discretion.

11.8. Pylon Trophy

The Pylon Trophy competition is one where the winner will have raced through heats to a final, with the number of races in a heat determined by the number of competitors.

It is for gliders of 60" span, although kit designs and published plans existing before 1st January 1995 with a span of 68" or less are also permitted.

The Competition Secretary will endeavour to run as many three-man heats as possible, so that each pilot competes against as many others as possible.

However, 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, which 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 Competition Secretary 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, and the same for the other two pilots.

The pilots have a 30-second countdown during which they must launch, followed by a further 30-second countdown to gain height, with the final 10 seconds counted singly.

At the end of this period, the race starts.

Any glider entering the course before zero must 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, with the lowest scores 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 Competition Secretary'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
- Landing
-

All are achieved in the shortest possible time.

After launching his model, a competitor has a minimum of 30 seconds (at the Competition Secretary's discretion) 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 Competition Secretary'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 furthest from the slope edge.)

Note that failure of the wing to cross the base line (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 Competition Secretary.

Note: At no point in the competition are wings permitted to fly backwards to accomplish 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.

Note that re-launches attract a penalty.

Scoring

Total times are added together to determine the winner, with 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 Competition Secretary's discretion.

Penalties: Plus 25 seconds for missing the landing box and plus 10 seconds for each re-launch.

