

Thames Valley Silent Flyers



HANDBOOK

Foreword

Introduction

Established in 1983, Thames Valley Silent Flyers is primarily a glider Club, but also extends to electric powered models. We fly thermal at our field at Mossend near Bracknell, Berkshire and slope soar at a number of sites in the Kingsclere and Marlborough areas. Some members fly thermal only but many of us fly both thermal and slope. Slope flying covers all types of machine; large scale, PSS, aerobatic, F3F, pylon racing, cross country and general sport flying. We also participate in aero-towing events.

We welcome new members, beginners or experienced. For novice pilots we have qualified instructors.

The Handbook

Starting with the constitution this handbook provides fundamental information about the Club, its operation and facilities. It is published in loose leaf form in a binder for ease of future maintenance.

Generally if you have any suggestions for improvement please forward them to a member of the Committee

Web Site

TVSF has a web site providing up to date Club information
www.TVSF.co.uk

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© Copyright of Thames Valley Silent Flyers 2021 *Every effort has been made to accurately convey the Club information in this handbook, however some errors are inevitable. Please inform a member of the Committee of any suggested changes.*
Change bars reflect where this version has changed
A number of Club night activities are fixed in the calendar, unavoidable changes will be advised at prior meetings using email and the Web site.

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1 CONSTITUTION



1.1 NAME

The Association shall be known as the Thames Valley Silent Flyers (TVSF) and is an affiliated Club of The British Model Flying Association (BMFA). TVSF is registered with the South Midlands Area Committee. (0445)

1.2 OBJECTS

The object of TVSF shall be to encourage all aspects of radio controlled soaring and electric flight by social activity, by promoting competitions and awarding prizes and by all other means for the time being considered appropriate by the Committee.

1.3 MEMBERSHIP

There is no limit on membership, except where the Committee feels it necessary to impose one due to limited car parking or safety related factors at the field.

All Members shall be Members of the BMFA either through TVSF or as an individual

All Members will operate lawfully according to the rules and regulations of their intended flight

A Member has the right to attend, take part in and vote at all general meetings of the TVSF to make nominations or be nominated to the Committee and draw up motions to change any aspect of the TVSF organisation for consideration at AGM's and EGM's.

A Member has the use of all TVSF flying sites.

New Members must only fly under the supervision of a nominated instructor until they have reached a level of competence acceptable to the Committee and have achieved the BMFA 'A' Certificate.

1.4 INSURANCE

The Committee, Officers of the Club and Members are covered by the BMFA Public Liability Insurance. Members must adhere to the relevant sections of the BMFA handbook in order to ensure continuance of cover.

1.5 COMMITTEE

The Committee shall consist of a Chairman, Vice Chairman, Secretary, Treasurer, Competition Secretary, Membership Secretary, Records Officer,

Safety Officer, Newsletter Editor and Data Protection Compliance Manager. The offices may be amalgamated with another Committee role other than that of the Chairman as agreed by the committee.

Three Members of the Committee shall form a quorum. The Chairman shall hold a casting vote in the case of equality of votes. In the absence of the Chairman the Vice Chairman shall conduct the meeting, and shall hold the full powers of the Chairman for the duration of that meeting.

The Committee shall be responsible for the organisation and administration of TVSF and will meet at least twice a year with the time and place arranged by the Secretary in consultation with the Committee.

All Members of the Committee shall hold office for one year and then be eligible for re-election.

The Secretary shall maintain a record of all proceedings of TVSF and the Membership Secretary shall maintain a register of Members.

The Treasurer shall be responsible for the finances of TVSF, and present a statement of the funds to each Annual General Meeting and an outline of the financial position to each Committee meeting.

An account shall be maintained in the name of Thames Valley Silent Flyers at an established bank. All cheques shall be signed by the Treasurer, Secretary or Chairman.

The Safety Officer shall ensure a complete knowledge of policies on all aspects of safety. He/she will promote safe flying and administer the resolution of incidents. Full details of the role and resolution of safety issues are to be found in the Code of Practice section.

1.6 ELECTION OF THE COMMITTEE

The Officers and Members of the Committee shall be elected at the Annual General Meeting of TVSF. Any two Members of TVSF may nominate for election an eligible, willing, Member. All nominations must be received by the Secretary at least one month before the AGM. If two or more nominations exist for the same post then the voting will be by secret ballot. In the event of insufficient nominations being received, the Committee shall have the power to co-opt an eligible Member.

The Committee shall have the power to co-opt any eligible Member to fill a vacancy, however the appointment will be voted on at the next general meeting of Members where the method of election described above will apply.

1.7 ANNUAL GENERAL MEETING

The Annual General Meeting of TVSF shall be held on the first Tuesday of December of each year and at such time and place as may be decided and notified, by the Committee. The business to be transacted at the Annual General Meeting shall be:

- a) Minutes of the previous Annual General Meeting.
- b) Matters arising.
- c) To receive an Annual Report from each Member of the Committee.
- d) To review a statement of the funds of TVSF.
- e) To hold elections.
- f) To set the annual subscription and joining fee for the following year
- g) To vote on motions submitted to the Secretary at least 60 days before the AGM and which have been included in the agenda.

1.8 EXTRAORDINARY GENERAL MEETING

By resolution of the Committee or upon request in writing signed by no fewer than 30% of the Members of TVSF the Secretary shall convene an Extraordinary General Meeting. Such meetings shall be held within one calendar month of the passing of such a resolution or receipt of such a request. The notice shall state the business for which the meeting has been called, and only that business shall be discussed.

1.9 CLUB MEETINGS

Meetings shall normally be held on the first Tuesday of every month. This forum is intended as a social gathering for the exchange of information related to soaring and the activities of the TVSF.

1.10 QUORUM

No business shall be transacted at the Annual General Meeting of the TVSF unless at least 30% of the Members of the association are present.

In the absence of a quorum:

- a) the Annual General Meeting shall stand adjourned for seven days to a place and time appointed by the Chairman when business shall proceed without further notice, with or without a quorum and
- b) an Extraordinary General Meeting shall be dissolved.

1.11 SUBSCRIPTIONS

The amount of the annual subscription and joining fee shall be fixed from time to time by resolution passed at the Annual General Meeting.

Subscriptions shall be paid before the end of December, otherwise membership lapses. Subscriptions not renewed by the end of January will then be subject to repaying the joining fee.

BMFA Membership is a requirement of TVSF and members and encouraged to pay this directly to the BMFA via the GO Portal, if not joining through another club

1.12 MEMBERSHIP CARDS

Each Member of TVSF shall be issued with an annual Membership card, a BMFA card and insurance certificate will be supplied by the BMFA. Membership cards shall constitute evidence of membership in TVSF and may be scrutinised at any meeting or other function of TVSF

1.13 NEWSLETTER

The TVSF Newsletter "Lift" has ceased publication in July 2019 with issue # 90. Back issues can be found at <http://tvsf.co.uk/useful-information/>

1.14 TROPHIES

All perpetual trophies shall remain the property of TVSF and must be returned by the November meeting for engraving and presentation.

1.15 DISSOLUTION OF TVSF

In the event of TVSF ceasing to exist any monies shall be donated to any such organisation involved in model aircraft activities as shall be nominated by the Committee. In the event of TVSF being dissolved with liabilities exceeding the net assets of TVSF, all then existing Members shall be liable to the extent of one year's subscriptions (at the then appropriate rate) beyond the year in which TVSF dissolves

2 CLUB CODE OF PRACTICE



The following code of practice is to be read in conjunction with the BMFA Members Handbook. Should there be any discrepancy between these two documents, the BMFA Handbook will be the Principal Document.

The document is intended to sustain the enjoyment we all share in our particular interest of Silent Model Flight and to help the newer member more fully enjoy all the options available to them.

2.1 GENERAL TOPICS

2.1.1 CONDUCT

Whilst the main aim of our sport is enjoyment, we must not let it override our responsibility for the safety and wellbeing of others in the community, some of whom may not be sympathetic to our hobby. We should at all times act in a responsible manner so as to promote a positive and safe attitude in accordance with the BMFA rules and Air Navigation Order CAA CAP722 or Article 16.

Members should ensure that their conduct when using any of the Club sites and facilities is responsible, and does not detract from our hobby. The aim should be to promote the hobby, generally and the interests of TVSF in particular.

It is in the interest and therefore the responsibility of each member to support the guidelines and help to remind other members who have digressed. TVSF relies on the responsible attitude of its members towards the potential dangers of flying.

2.1.2 DISCIPLINARY PROCEDURE

Club operates as an organisation of individual members dedicated to the enjoyment of all forms of R/C model silent flight on the flat or slope in an enjoyable and socially harmonious manner.

Situations may arise however which threaten this endeavour, either by dangerous, thoughtless or even malicious intent. In such circumstances the Club Committee will process such issues in accordance with the following procedure to ensure that the individuals involved are treated fairly with the well being of the Club as an equally important consideration.

Stage One

Where an individual member, or group of members, engages in an activity which, prima facie, endangers the wellbeing of the Club, another

member(s) or may bring the Club and / or its officers into disrepute, the Committee will put its outline concerns in writing to the member(s) in advance of inviting that member to a meeting with the Committee, or at least a quorate composition of the Committee, to respond to the allegations or explain his actions.

Where the incident or allegation involves a dispute between a member and a Committee member, or between Committee members, an independent investigation may be commissioned from the officers of the BMFA and such Committee members will take no part in the investigative or subsequent stages of the procedure.

The member may be accompanied by another Club member to assist in his representation, but no other form of representation is acceptable.

The Committee may be in a position to give an immediate opinion or may adjourn for as long as it may take to consider the member's response or seek further evidence in the light of statements made by the member.

Stage Two

The Committee will give its verdict in writing to the member setting out its views on all the evidence assembled. In this same written response the Committee will detail the action to be taken if the allegations are found to be proven on the balance of probabilities. In doing so the Committee will consider the previous behaviour and experience of the member balanced by the gravity of the misdemeanours.

The Committee's actions may range from a verbal warning, a recordable written warning or even dismissal from the Club.

At the discretion of the Committee, the whole process may be kept confidential where circumstances demand or may be declared to the Club membership where it would be in their overall interest to learn of the process and outcome.

Right of Appeal

The disciplined member may appeal the action taken by the Committee. To do so, the member should set out in writing the grounds for the appeal, which should be that the process was flawed, the actions taken overly severe, or the presentation of new evidence.

The Committee will then arrange to have the appeal heard by an independent and previously uninvolved third party, probably a senior BMFA official from the area or Chacksfield House BMFA Head Office.

The outcome of that appeal is final and marks the end of the procedure.

2.1.3 CHILDREN ACT

All members must be aware that they must comply with the Children Act (1989).

All junior members are to be supervised at all times by either the parent(s) or a person appointed by the parent(s). The level of supervision can vary depending on age, experience and maturity but must be commensurate with the wellbeing of the child.

We, as a Club, have a duty of care to all members but especially to children and young people. Protecting children from abuse is largely a matter of common sense and a little thought at the outset can prevent any misunderstanding and inappropriate accusations.

Refer to the BMFA Handbook for further information and refer any concerns or need for advice in the first instance and in confidence to the TVSF Chairman and then, as appropriate, to either: the BMFA General Secretary or the BMFA Development Officer.

2.2 SAFETY AND FLYING DISCIPLINE

Safe flying must be our prime consideration; the future of our hobby depends on it. Before flying think of any potential risks and plan accordingly, every time.

IF YOU DON'T THINK IT'S SAFE - DON'T DO IT

No sport flying is allowed whilst a competition is running. During competition breaks the Competition Director may permit sport flying.

The latest BMFA Handbook is our primary reference for safety and flying discipline at TVSF. Although some parts may seem irrelevant to silent and electric flight we do not live in a vacuum and a general knowledge and understanding of other disciplines, for example when attending aero-tow meetings, is strongly recommended.

Pilots should always stand together when flying to minimise radio interference and in the interests of personal safety

IGNORANCE IS NO EXCUSE.

2.3 FREQUENCY CONTROL PROCEDURES

2.3.1 Frequency Discipline

Frequency discipline is a pre-requisite for safe flying and a number of different systems may be encountered when flying at sites shared with other Clubs.

On arrival at any flying site, determine the method of frequency control in use and ensure that you are fully conversant with its operation. Failure to do so is a serious safety hazard to both persons and models.

2.3.2 Radio Frequencies

TVSF follows the general rule that silent flight uses even numbered 35MHz frequencies. The use of the even frequencies at 20kHz separation gives extra security when operating with groups of flyers not necessarily standing in close proximity.

The use of odd numbered frequencies is against TVSF policy at Club sites but be aware that this may not apply at sites shared with other users. Should you encounter the combined use of adjacent odd and even frequencies, always ensure that an adjacent channel check has been performed in accordance with the BMFA defined procedures.

TVSF also supports the use of 2.4 GHz systems – see next section for details

2.3.3 TVSF Peg Board System

TVSF uses a peg board operated in PEG ON mode. Each flyer is required to have a peg marked with both their name and transmitter frequency. This means that you should be in possession of a suitably marked peg for each frequency that you might use.

Each flyer is required to place their peg on the board at the mark for the appropriate frequency. Under no circumstances should you switch on your transmitter unless your peg is on the peg board.

Members operating 2.4GHz systems must place a black peg upon which their name is marked clearly and legibly on the appropriate space provided to the side of the pegboard and in addition should fly a black pennant on their transmitter to indicate to other members they are operating on the 2.4GHz frequency'

2.3.4 Peg Board Use

On arrival at a Club site, determine where the peg board in use is located. This is not necessarily the permanently mounted board near the primary

flying field as with the option of using different fields, it may be more convenient to use a peg board at the pit area of the actual site in operation.

Check the peg board to ensure your proposed frequency is not in use by another flyer.

If your transmitter uses plug in crystals, confirm that the crystal in your transmitter is in fact the frequency you think it is. If your transmitter is of the frequency synthesiser type, verify the operating frequency in accordance with the manufacturer's instructions.

Place your peg on the board in the space corresponding to your transmitter frequency. Only now is the frequency yours to use and your transmitter permitted to be switched on.

DO NOT ASSUME anything. 'It is your responsibility to ensure that your transmitter does not cause a frequency clash with another flyer. For flyers under instruction, this responsibility lies with the pupil although the instructor should verify that the procedures are being correctly followed.

If more than one flyer wishes to use the same frequency, the flyers concerned must liaise together. DO NOT REMOVE another flyer's peg from the board unless specifically instructed by the other flyer. Only the flyer whose peg is on the board is permitted to switch on his/her transmitter.

When you have stopped flying and your transmitter is switched off remove your peg from the board so that the frequency becomes available for another user.

2.3.5 Without a Peg Board

It is important that some method of frequency control is used.

A temporary peg board can be established by using the edge of a field box or some equivalent. Whatever system is adopted, always ensure that you and all the other flyers understand where and what method is in use.

2.4 CROSS COUNTRY FLYING

For Slope Cross Country or Achievement Scheme flying that requires the flyer to leave the general flying area, double pegging is used. For this the flyer has a second peg labelled CROSS COUNTRY FLIGHT which is to be clipped to the appropriate frequency peg.

BE AWARE THAT THE USE OF ANY CONTROL SYSTEM DOES NOT GUARANTEE YOUR FREQUENCY PARTICULARLY AT SLOPE SITES. A VERBAL CHECK IS A GOOD BACK UP TO ANY SYSTEM.

2.4.1 Cross Country (Slope or Thermal) Distance Attempts Code of Practice

Safety, together with the proper safeguarding of existing access to flying sites, must be the two objectives of any course of practice, which, while recognising the pre-eminence of the established Clubs and/or flying rights, accorded to individual Clubs or associations using private and/or nationally owned (e.g., National trust) sites, also permits safe and properly conducted attempts at distance tasks.

It is the responsibility of the person making the attempt to make contact with a member of the Committee of any flying Club or association known to be operating in the vicinity of the proposed, distance attempt to apprise him/her of the intention.

Full information on the proposed timing of the event, the nature of the attempt (e.g. from where to where, using which route, nature of model being used, and the number of people participating in the attempt) should be given to such interested parties.

Permission in principle should be sought at this stage from such relevant bodies.

It has been found impracticable to secure the understanding and acceptance from R/C pilots using a number of flying sites along a proposed route ON THE DAY, because an initial reconnaissance before the attempt is made does not preclude the late arrival of model flyers at a site previously checked and found unused. To overcome this, there is a clear need for an advance ground crew man (red flag man!) to precede the attempt- pilot by at least a mile to verify the status. Where other pilots are encountered in advance of the attempting pilot, his duties would then include ascertaining the frequencies being used, check for possible frequency clashes and then requesting the passage through the area of the attempting pilot(s).

The advance ground crew man, being in contact via a legal radio/telephone link with the pilot's navigator, would advise the status at all times.

Having established an in-principle consent in advance, and by checking for frequency clashes with pilots as the attempt proceeds on the day, interference risks should be obviated. Where an insurmountable problem of frequencies arises, the pilot making the distance attempt must land and switch-off before creating any risk.

The pilot should be accompanied by a navigator who will not only carry out the necessary "witness" role, but also ensure that gates are closed

after use, guide the pilot safely across intervening hazards, e.g. roads, areas of housing, and, ensure at all times that the flight is proceeding safely and considerately. The navigator will remain in radio contact with the advance ground crew man.

The relevant sections of the Countryside Code should be given particular attention and compliance.

2.5 THE SAFETY OFFICER'S ROLE

The Safety Officer will ensure a complete knowledge of the Club's policies and on safety and keep abreast of safety issues by (e.g.) BMFA and CAA publications.

The key role of this officer's position is to promote all aspects of safe flying at the field and the slope, to avoid the membership's endangering of persons, vehicles, and structures and to promote Club members understandings of all aspects of safe model flying and operation.

If this officer is aware, or is made aware, of any unsafe or potentially unsafe activities, that cannot be resolved in a timely manner; he/she should prepare a written report to the Committee so that the appropriate actions may be taken.

If the officer becomes aware of a situation which is unacceptably dangerous and therefore cannot await a Committee driven process, he has the delegated authority of the Committee to require the offending member to immediately cease the endangering activity. A written report to the Committee should then be prepared for its consideration. The Committee will not unduly delay its considerations but the safety officer has the authority to temporarily suspend the offending member's right to fly until the outcome is known.

Any member who becomes subject to this action will be required by the Committee to submit a written statement setting out their version of events.

The Safety Officer shall keep a record of accidents or incidents and shall report to the membership at least annually at the AGM on the Club's safety record.

The Officer shall assist as necessary any member involved in a reportable incident or accident in acquiring and completing the necessary paperwork for the BMFA, particularly where an insurance claim is anticipated.

2.6 TVSF PRIVACY POLICY

V1.0-19022021

The Thames Valley Silent Flyers, hereafter referred to as “the club”, are committed to protecting and respecting your privacy. We have not appointed a Data Protection Officer to oversee our compliance with data protection laws as we are not required to do so, but our Data Protection Compliance Manager has overall responsibility for data protection compliance in our club. Contact details can be found via our Contact Page. This notice explains when and why we collect personal information about people who join the club by whatever means, how we use it, the conditions under which we may disclose it to others and your rights in relation to your personal data. We may change this notice from time to time so please check the website at <https://TVSF.co.uk> or request a copy occasionally to ensure that you’re happy with any changes. By becoming a member of the club, you’re agreeing to be bound by this notice. Any questions regarding this notice and our privacy practices should be sent via our contact page.

How do we collect information about you?

We obtain information about you when you apply to become a member of the club, by completing our application form.

What type of information is collected about you?

The personal information we collect might include your name, address, email address, telephone number, gender and IP address. The legal bases for the processing of your personal data is to enable the club to fulfil our contractual obligations and provide membership services.

How is your information used?

We may use your information to:

- process your membership;
- to carry out our obligations arising from your membership;
- seek your views or comments on matters relating to the club and model aircraft flying
- notify you of changes to our services;
- send you communications which you have requested and that may be of interest to you.

These may include information about club events and contests and other club related matters, also information from the BMFA that may be of interest.

How long do we retain your information?

We will hold your personal information on our systems for as long as is necessary to carry out our obligations in relation to your membership, or as long as is set out in any relevant agreement between us. Where an

individual persons club membership lapses your information will be securely kept for a period of 5 years, after which your information will be deleted.

Who has access to your information?

We will not sell or rent your information to third parties. We will not share your information with third parties for marketing purposes. All members of the club must also be members of the BMFA, by joining the club you give consent for your personal data to be shared with the BMFA to enable provision of BMFA membership services. Please see the BMFA privacy policy at <https://www.bmfa.org/Privacy-Policy>

Please be reassured that we will not release your information to third parties beyond the club unless we are required to do so by law, for example, by a court order or for the purposes of prevention of fraud or other crime.

How you can access and update your information?

The accuracy of your information is important to us. You can check the information we hold is correct on the members dashboard area of the BMFA website and update the information if necessary, directly through our website or via our Contact Page

what are your rights?

(a) the right to access;

You have the right to confirmation as to whether or not we process your personal data and, where we do, access to the personal data, together with certain additional information. That additional information includes details of the purposes of the processing, the categories of personal data concerned and the recipients of the personal data. Providing the rights and freedoms of others are not affected, we will supply to you a copy of your personal data. The first copy will be provided free of charge, but additional copies may be subject to a reasonable fee. You can access your personal data by visiting your members dashboard when logged into our website.

(b) the right to rectification;

You have the right to have any inaccurate personal data about you rectified and, taking into account the purposes of the processing, to have any incomplete personal data about you completed.

(c) the right to erasure;

In some circumstances you have the right to the erasure of your personal data without undue delay. Those circumstances include: the personal data being no longer necessary in relation to the purposes for which the data was collected or otherwise processed, you are no longer a club member and wish the data not to be held for our standard 5 years. Please note a request for data erasure for a current member would require that member to forfeit membership. The data is required for the club to fulfil its obligations

(d) the right to restrict processing;

In some circumstances you have the right to restrict the processing of your personal data. Those circumstances are: you contest the accuracy of the personal data; processing is unlawful but you oppose erasure; we no longer need the personal data for the purposes of our processing, but you require personal data for the establishment, exercise or defence of legal claims; and you have objected to processing, pending the verification of that objection. Where processing has been restricted on this basis, we may continue to store your personal data. However, we will only otherwise process it: with your consent; for the establishment, exercise or defence of legal claims; for the protection of the rights of another natural or legal person; or for reasons of important public interest.

(e) the right to object to processing;

You have the right to object to our processing of your personal data for direct electronic communications purposes. If you make such an objection, we will cease to process your personal data for this purpose.

(f) the right to data portability;

To the extent that the legal basis for our processing of your personal data is that the processing is necessary for the performance of a contract to which you are party and such processing is carried out by automated means, you have the right to receive your personal data from us in a structured, commonly used and machine-readable format. However, this right does not apply where it would adversely affect the rights and freedoms of others.

(g) the right to complain to a supervisory authority;

If you consider that our processing of your personal information infringes data protection laws, you have a legal right to lodge a complaint with the Information Commissioners Office. <https://ico.org.uk>

(h) the right to withdraw consent.

To the extent that the legal basis for our processing of your personal information is consent, you have the right to withdraw that consent at any time. Withdrawal will not affect the lawfulness of processing before the withdrawal.

You may exercise any of your rights in relation to your personal data by written notice to us OR by using your BMFA members dashboard when logged into their website.

Contacting Us

TVSF and Data Protection Compliance Officer see our Contact Page

3 FLYING ACTIVITIES



As well as the general flying mentioned in previous sections, TVSF organises a number of activities during the year. Several of TVSF members also compete in national events. This section provides a summary of the Club contests, awards and organised trips. The competition rules are provided in a separate section.

3.1 TVSF COMPETITIONS

As well as general Sport flying, the Club regularly holds competitions open to all Club members. The dates are published in the Newsletter, on the www.TVSF.co.uk web site, and or announced at Club meetings.

A wide variety of models and activities are catered for, from 100inch and Electric flight on the flat field site to racing and cross country on the hill slopes. All competitive events attract trophies or awards, for the winner and runner-up. Most of the competition results contribute points towards the TVSF All-rounder (refer to 5.22 All Rounder for inclusions).

The following provides a summary of our events and their awards:

3.1.1 Indoor Chuckie. Picton Pot presented by Vic Thomas

This event is based on the use of a piece of 36" x 3" x 1/16" balsa wood to construct a flying machine of any type without a drawn plan to carry out two tasks of distance and duration within the Club room. The competition is normally run at the February Club meeting.

3.1.2 Hand Launch F/F. TRL Cup presented by TVSF.

This is a free flight hand launch competition. The competition consists of the best 5 scoring flights from 10. The winner is the one with the highest aggregate score.

3.1.3 60" Pylon BMFA (Foamie) League, Berkshire Shield presented by TVSF and Crunchy League, Rhiw Trophy presented by Chris Moynihan

These are slope racing competitions where two separate classes 'foamie' and crunchy (or hard) are run on the same day. The course is 10 laps (20 legs) of approximately 80 metre. Each competitor scores according to their finishing position. There is a fly off for each class to determine the top positions. Normally 6 events are planned during the year. The scores from the best 4 events accumulate to determine the positions in each League.

3.1.4 60" Pylon Foamie Annual. TVSF Cup presented by Graham Stallard.

This is a one off slope racing competition for 'foamie' models to the BMFA 60" rules. Nominally this is the 3rd pylon league event in the calendar with the results standing for both the Annual Pylon and as a foamie league event.

3.1.5 60" Pylon Crunchie Annual. Tom Neil Trophy – presented by Paul Wright to commemorate Tom

This is a one off slope racing competition for 'hard' models to the BMFA 60" rules. Nominally this is the 3rd pylon league event in the calendar with the results standing for both the Annual Crunchie Pylon and scoring as a crunchie league event.

3.1.6 Slope Cross Country. Lancaster Pot presented by Ian Lancaster.

Held on a suitable hill site, this event is notable for the fun to be had by walking around a preset route whilst flying a model through various tasks and check points.

3.1.7 Mini Glider league, The Binfield Bucket presented by John Price

This league consists of a number of separate events (up to 6) and is the same format as the one off "Mini Glider" event.

3.1.8 Miniglider. Bill Hatton Award presented by his family to commemorate Bill

This is a radio controlled hand launch (or short bungee) competition. The rules are based around the BMFA Mini Glider rules. The competition consists of the best 8 from 12 flights scoring. The winner is the one with the highest aggregate score.

3.1.9 Weekday Soaring League Thermal - WSLT. Moynihan Shield presented by Chris Moynihan.

This League will be held on a day and time mutually agreeable to the majority of competitors. There will be a maximum of six events each comprising four rounds No prize is awarded to the winner of an individual event but the overall winner is decided by the best score of four from six events.

3.1.10 Weekday Soaring League Electric – WSLE. Electric Shield presented by Alec Miles

This electric League will be held on a day and time mutually agreeable to the majority of competitors. There will be a maximum of six events each comprising four rounds. No prize is awarded to the winner of an individual event but the overall winner is decided by the best four scores from six events.

3.1.11 eSoaring Competition. Electric Cup presented by TVSF

This is an Electric Open class competition where gliders of any description can be used which simply have a device to limit their launch height. The contest is flown in rounds for duration and includes positional landings.

3.1.12 100s Thermal Soaring. Moss End Plate presented by TVSF.

This is a thermal event open to models of less than 100 inch overall wingspan and is flown as a duration event with 3 or more rounds and a 2 round fly-off.

3.1.13 Open Thermal. Moss End Trophy presented by Trevor Hornby.

This is an Open class competition where soarers of any description can be used. Flown in rounds for duration and positional landing skill towards a 2 round fly-off. This competition is thought by many to be the most prestigious event of the calendar.

3.1.14 Aerobatic. Kingsclere Cup presented by Terry Antell.

This is a slope event. The model has to perform aerobatic manoeuvres as selected from a list. Each manoeuvre has a skill factor attached, which earns higher than nominal points. This an enjoyable event, judged by your peers, where nerve and flying skills are the important factors.

3.1.15 F3F. Watership Shield presented by John Conway-Jones.

This is a slope speed competition. It is a timed event flying 1kilometre on a 100 meter course. Six rounds are run with the best five from six scoring. Each round is percentage scored. The competitions are based on the FAI rules for F3F.

3.1.16 SLOPE SCALE (Provisional)

For scale and semi-scale soarers, this is a low-key, peer judged event. At the end of an informal day's flying, everyone simply picks their winner. This provisional event is excluded from the all-rounder.

3.1.17 Christmas Fun Competition. TVSF Fun Cup. Presented by Trevor Hornby

Arranged usually on the Sunday between Christmas and New Year. This is normally a slope contest with a slight difference. It's a good idea to bring your foamy although anything that flies will do.

3.1.18 Electric Cross Country. The Propeller. Presented by Chris Moynihan

This Cross Country event is primarily flat field contest combining the challenges of cross country and electric thermal. The rules are formulated from the BMFA eSoaring with the pilot travelling to tasks or turn points on the flat, adapted from slope cross country.

3.2 ALL ROUNDER AND CLUB CHAMPIONS

The rules for the all-rounder as well as all the other competitions are shown in more detail in the competition section of the Handbook.

3.2.1 Club All-rounder. Kings Cup presented by Fred Kingsley.

This trophy is awarded to the pilot who has achieved the highest score from all the Club competitions throughout the year having entered at least one in each category of Thermal, Slope and Electric.

3.2.2 Thermal Champion. Presented by Graham James to commemorate Chris James.

This trophy is awarded to the pilot who has achieved the highest score from the Club Thermal competitions (Indoor Chuckie, Open, 100", Miniglider, Miniglider league, Hand Launch F/F and Thermal WSL) throughout the year.

3.2.3 Slope Champion. Presented by Graham James to commemorate Chris James.

This trophy is awarded to the pilot who has achieved the highest score from the Club Slope competitions (Slope XC, Pylon Leagues for foamy and crunchie, Pylon Annuals, Aerobatic and F3F) throughout the year.

3.2.4 Electric Champion. Bracknell Bowl presented by Conway Jones

This trophy is awarded to the pilot who has achieved the highest score from the Club Electric competitions (Electric-Thermal, Electric WSL and Electric Cross Country) throughout the year.

3.3 OTHER AWARDS

3.3.1 Best National League Performance. Findlay Trophy. Presented by Jim Jakes

Not from a specific competition, this is awarded to a TVSF Club member for performance in National F3J competitions

3.3.2 Improver Award. Lift Cup. Presented by TVSF

A Perpetual Trophy awarded to the best newcomer or most improved pilot.

3.4 ACHIEVEMENTS AND RECORDS

TVSF recognises the effort and skill required to set and break Club records and has formalised the process for recording such achievements. Refer to the section later in this handbook.

3.5 CLUB OUTINGS and TRIPS

It has become usual for Club members to travel to slopes away from our normal slope venues for a day outing in mid-week. This event normally occurs in September and is becoming very popular as a good occasion to polish up those slope soaring skills and enjoy a good day out.

Twice a year, usually in Spring and Autumn are the Club Trips, when a number of members travel to a coastal slope for a week. Accommodation consists of a self catering holiday cottage or similar from which many great slope sites can be reached. Numbers are limited on these trips but they provide a very exciting and inexpensive experience for those members interested in slope soaring.

3.6 FURTHER INFORMATION

3.6.1 WEB SITES

For more information, updates and the recent TVSF news check out the our WEB site at address www.TVSF.co.uk

The BARCS web site can be accessed at www.barcs.co.uk

The BMFA web site can be accessed at www.bmfa.org

The MVSA web site can be accessed at www.mvsa.bmfa.uk

4 FLYING SITES



The TVSF have obtained permission to utilise two flying sites. At both sites the TVSF member must be prepared to show a membership card and should take great care not to abuse the facilities offered. The loss of a flying site due to careless, unsafe or inconsiderate flying or behaviour would be detrimental to the Club's future.

4.1 FLAT FIELD

4.1.1 Operation of Big Barn.

- Access is via Wellers Lane via a lockable gate. All members are issued with a key to this gate and may access the field at any time. The gate must always be locked particularly when you are the last to leave. Take care that our padlock is linked through the farm padlock.
- Keep the gates closed and locked at all times using the club Chubb lock and your key.
- Park in the designated area, when possible out of sight from the Wellers Lane.
- Do NOT drive on the field.
- Plan to always land back in Big Barn.
- Fly mid field to reduce visibility and noise to users of Wellers Lane.
- To maintain 'silent' flight as on Oldlands no EDF or pusher models.
- If the model can be heard clearly from mid field on Wellers Lane, it is too noisy.
- Observe the NO Fly Zone North of West Coates.
- Do **NOT** land North of West Coates. If this looks likely dump the model anywhere else.
- If asked by Mr Martin Slade to stop flying or leave the field, please be polite and do so. Then let a committee member know.
- There will be times when the field is unavailable. Ploughed for re-seeding and a few weeks prior to cropping hay, when this is the case, please check the club web site for alternative flying area(s) that maybe available.

Big Barn aerial view



4.1.2 Operation of Syngenta Sorts Field

BMFA B certificate holders and 2.4G radio ONLY

1. This sports field is **ONLY** available in daylight hours at the weekends and after 1800 weekdays. If there are any Syngenta sports activities taking place, we are to vacate the site.
2. If asked to vacate the site, be polite, request the individuals name and the reason, then leave quietly. After this, pass the details to a committee member.
3. All qualifying members will be kept informed of planned Syngenta activities on the Sports Field by email.
4. All members require a BMFA 'B' certificate to fly on this site.
5. The members first visit will be escorted by a committee member to ensure there is no confusion of where to park and fly including the no fly zone.
6. **All flying is to be carried out using 2.4G radio control ONLY.** This is to avoid frequency clashes with any Big Barn flying.

7. Due to the limited size of the field and its proximity to model magnets (trees, green houses, office builds, cars etc.) the following types of model **ONLY** maybe flown: -

- Electric power with a wingspan of 60 inches or less.
- Electric launched Thermal with a wingspan of 2M or less.
- DLG or mini glider with a wing span of 60" or less. A mini bungee is permitted to launch mini gliders.
- Electric Helicopters less than 450 size.
- FPV drones less than 350 size.

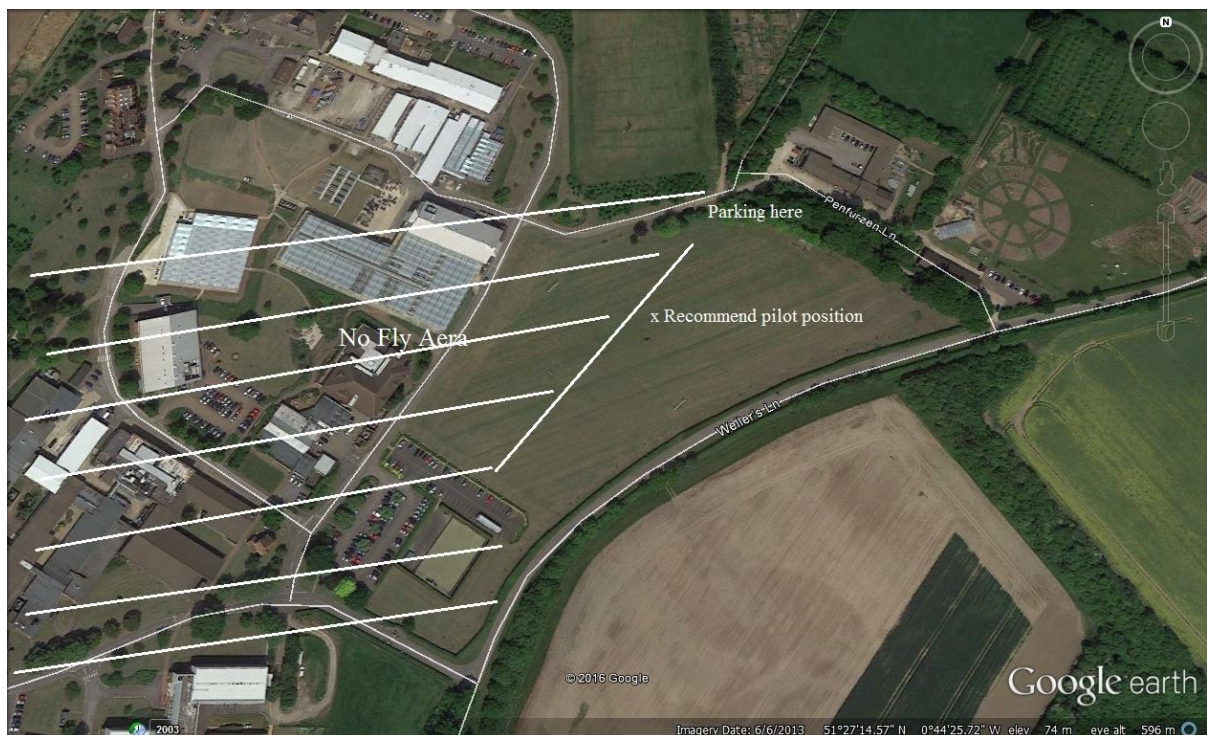
8. What we **CAN NOT** do is: -

- Run competitions.
- Fly ducted fan, pusher models etc.
- Use a full size bungee or winch
- Fly models which are **not detailed in point 7.**

9. Normal operating practices will be used, frequency board, flight line, safety line, no fly zone etc.

10. When several flyers are present our normal flying etiquette will be assumed.

11. There will only be one mishap after which we will lose access. Please make sure it's not you, so we can enjoy prolonged flying at this site.



4.2 SLOPE SITES and CODE OF PRACTICE

This information has been prepared for the, guidance of beginners and for visitors, because there are certain restrictions which should be borne in mind by all who use these slopes. Many are on PRIVATE LAND and we are only permitted to use them through the good will of the landowners. BMFA membership cards and insurance should be carried when flying at any of these sites.

Our local sites are primarily in the Kingsclere Area and these are covered in the "Local" section. There are many other slope soaring sites which are further afield and some of these are also listed.

4.3 LOCAL SLOPE SOARING SITES

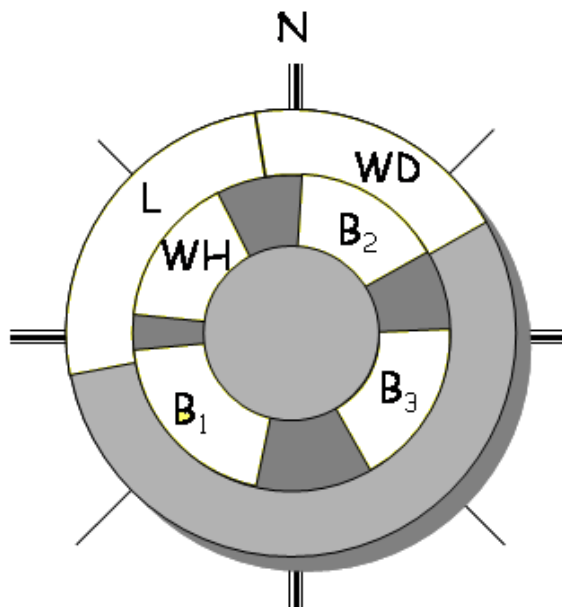
There are a number of local sites in the Kingsclere area which have been used by TVSF for many years. AS explained we have permission from the owners/managers to use the slopes on private land and others are public access. We need to be aware that the continued use of these sites depends upon our safe and considerate use of these sites.

NO POWER MODELS ARE TO BE FLOWN ON ANY OF THESE HILL SITES.

This "wind rose" provides a Quick Guide to the available Kingsclere slopes with their different wind directions

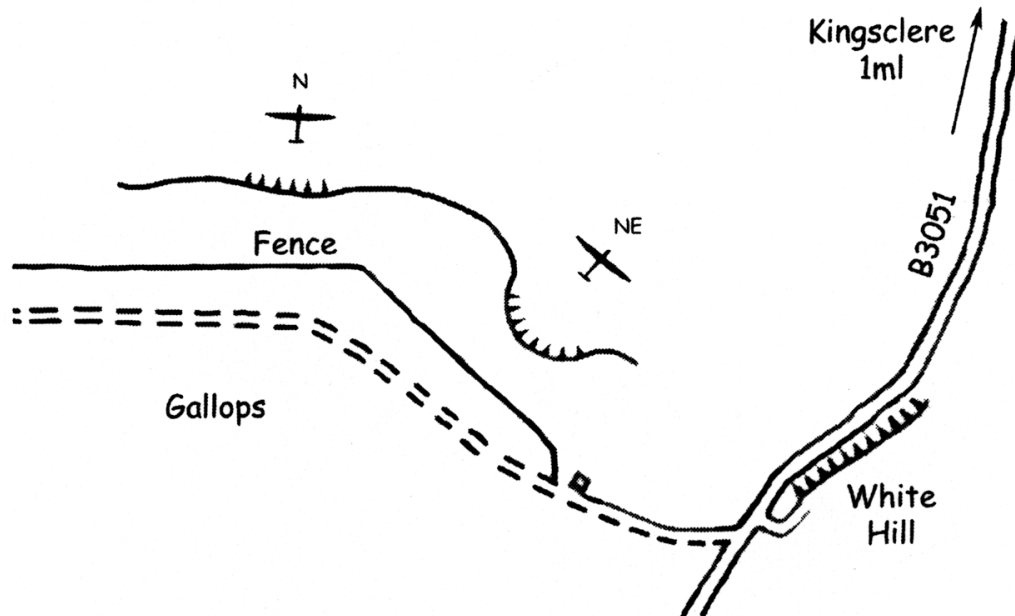
LOCAL Kingsclere Sites

WD:	Watership Down	NE-N
WH:	White Hill	NW
L:	Ladle	W-(N)
B ₁ :	Beacon	SW
B ₂ :	Beacon	NE
B ₃ :	Beacon	SE-E



4.3.1 Watership Down (NE and N)

Map ref: SU 511568



1. The approach to the Watership Down sites from the car park is via the short path which branches off from the sign-posted footpath (Wayfarers' Walk) just beyond the "shed", and then by climbing over the gate which is normally padlocked

2. Neither models nor people are allowed on the "Gallops" behind the slopes. Models must NOT be landed behind the fence. Landings have to be made on the area between the fence and the lip of the bowl (N.E. Site) and this will usually mean landing across the slope (downwind) – and similarly on the North Site. This can be very difficult, if not impossible, for beginners (can be tricky for experts) so please ask for help if unsure

3. FREQUENCIES

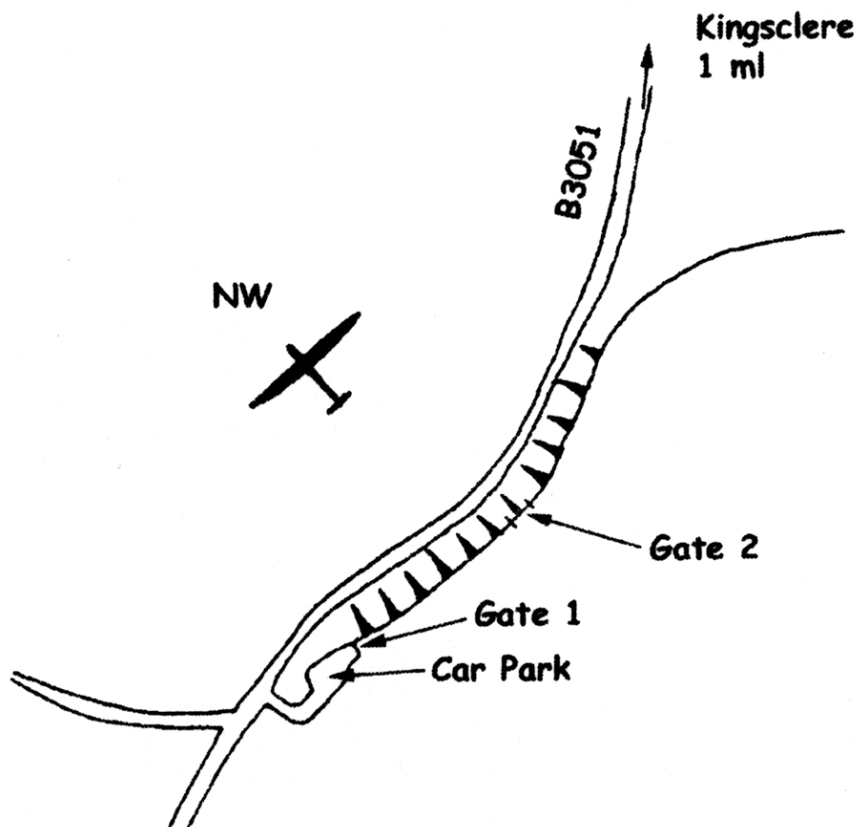
On arrival at the model-park area, the first thing is to check frequencies. At weekends a frequency peg-board is usually in operation for convenience and safety. If there is no board, make certain no one is using the frequency you intend to use, and let the other flyers know what this is.

4. Do not stay at the edge of the slope once you have launched your model and got it away comfortably, but move back to where the other pilots are. This not only clears the view for others, but makes room for "overshoots" (difficult with people in the way!) and helps to avoid "adjacent frequency" problems. Similarly, when you have landed, do not stay in the landing area for obvious reasons.

5.If you are a beginner – or still a novice – do not hesitate to ask for assistance. Experienced pilots will be only too happy to check out your model and test-fly it for you – even give you some “dual” to get you started safely.

4.3.2 White Hill (NW)

Map ref: SU 516565



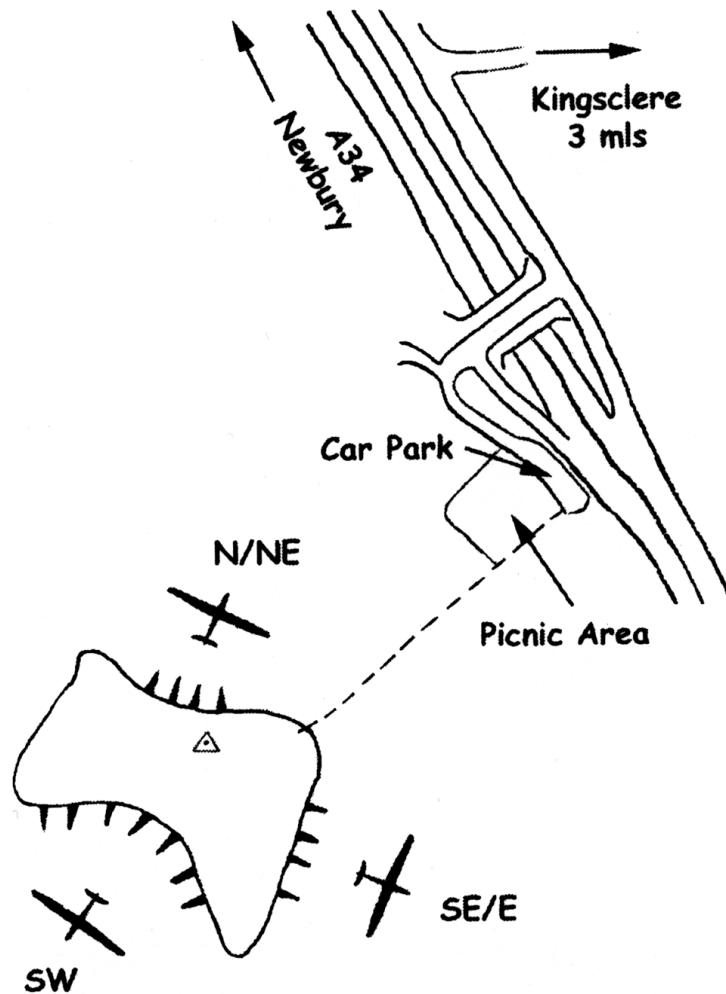
12.Approach to the site is made from the White Hill car park. Pass through Gate 1 (leaving gate as you find it) and along the slope side of the fence/hedge to the second metal gate, which separates the front slope from the farmer's field. Flying is normally done from this 2nd gate.

13.Remember that from this particular site your model will be flying OVER THE ROAD for much of the time. In good lift this is no cause for concern, but if a model should get low down towards the foot, of the slope, it is dangerous to let it get out of sight – and possibly onto the road and moving traffic. KEEP IT IN SIGHT, therefore, by flying it down into the field in front. A walk yes, but much better than a smashed or lost model – or something much worse. Think about it.

14.Avoid sheep and horses in the locality, especially Saturday mornings when horses often use the track to the gallops and return the same way.

4.3.3 Beacon Hill (E, SE, SW and NE)

Map ref: SU 457572



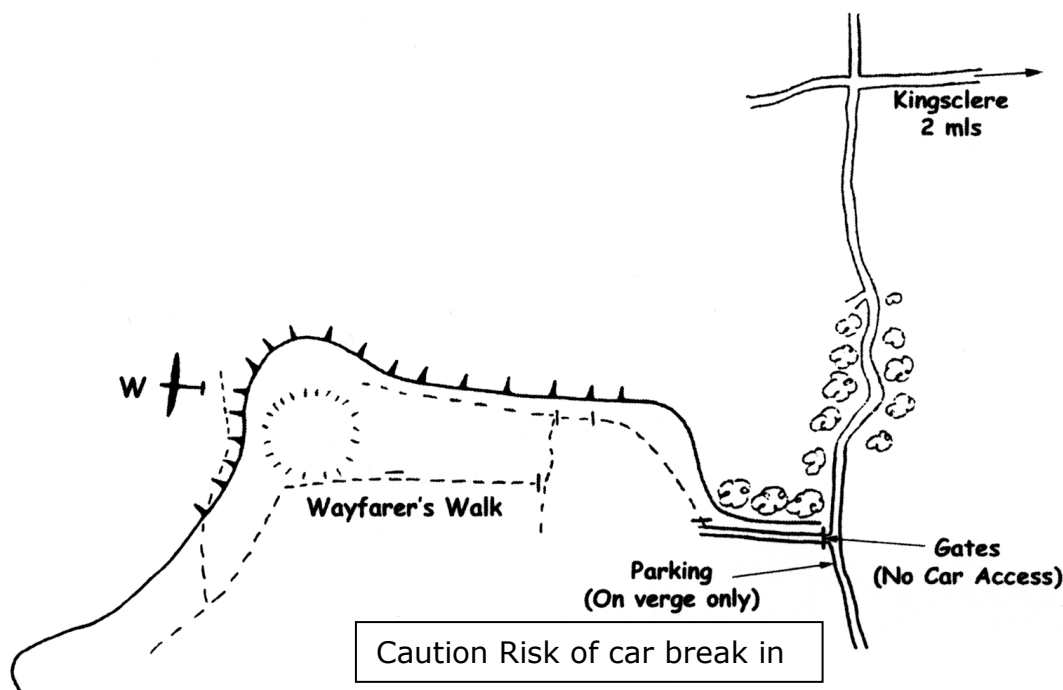
1. Approach to this is via the car park off the A34 Newbury-Winchester road. This area is an Ancient Hill Fort, and is administered by the Hampshire County Council. Please observe any notices showing where to walk up the hill, and where to keep off, as the authorities have anti-erosion programmes in operation.
2. Check Frequencies – as detailed previously.
3. BE AWARE OF THE PUBLIC – they have the same rights as you on this site, and it essential to be especially watchful when about to land on the back area, as walkers can appear from over the brow of the hill very suddenly. Also beware kites flying around the trig point.
4. The public area of the Fort is surrounded by farmers' land, from which it is fenced off. Models should not be "landed out" beyond the fence on any side.

5. The SW bowl is the most used site, and if you do have a problem causing your model to "arrive" beyond the fence, then climb over via the metal steps mounted on the first braced fence post to the right (west) of the gate – not the fence.

6. Beginners and Visitors. If you are a beginner or simply a flyer new to this site – ASK FOR ASSISTANCE OR ADVICE.

4.3.4 Ladle Hill (W)

Map ref: SU 477567



1. This is another Ancient Hill Fort, but this time on PRIVATE LAND. The approach is by way of the WAYFARERS WALK, off the Cole Henley Road. The actual slope is about 20 minutes walk from there, via 3 or 4 gates depending on route. CLOSE GATES AFTER YOU. KEEP TO THE PATH en route. ON NO ACCOUNT TAKE SHORT CUTS ACROSS FIELDS, even though these may seem to be uncultivated. Keep to the path until you reach the stile. The slope is a couple of minutes from there.

2. CHECK FREQUENCIES – as detailed previously.

3. LANDING. There is a good, almost flat, back area for landing, immediately behind the slope. This caters for various degrees of landing ability, as models can be walked back out of strong lift if necessary. In lighter winds, however, landings can be made along the front of the slope, but should be retrieved speedily so as not to obstruct others.

4.4 FURTHER AFIELD SLOPE SITES & DAYS OUT

All of the following sites are some distance away from the Kingsclere slopes. These sites require your BMFA membership card and insurance. We need to obtain the permission from the local Club to use some of these sites. Follow the country code for gates, rubbish etc. Please fly safely.

4.4.1 Introduction to Days out

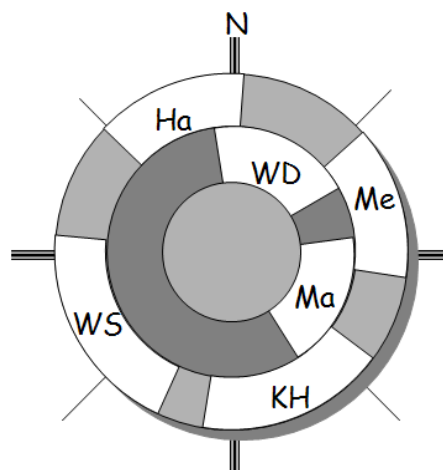
The Club organises a Club day out once a year to go slope soaring. This is normally the second Thursday in September. The objective is to fly from another slope we do not normally fly from. To also fly as a group sharing the pleasure of seeing maiden flights, flights of others and flights of models that need assistance to launch. The objective is simply share a great days flying in a pleasant location with like minded people. At the end of the day those who wish meet at a local hostelry for a drink and an evening meal. We book ahead on the day and generally the establishments are pleased to receive us. To date we have always been able to all sit down together and eat, allowing a pleasant evening of tells and banter. This brings the day to a convivial conclusion before driving home.

The day out is organised to allow for any wind direction which involves contacting a number of other Clubs ahead of the day out to ask permission to fly from their slope. These Clubs have given the permission providing the rules for the relevant flying site are followed.

DAYS OUT - WIND ROSE

Ha:	Harting	N-NW	OS197	SU791180
WS:	White Sheet	W-SSW	OS183	ST800350
KH:	Knap Hill	S-SE	OS173	SU116638
WD:	Watership Down	NE-N	OS174	SU511568
Me:	Mercury	NE-E	OS185	SU675200
Ma:	Martinsell	E-SE	OS173	SU189642

Note: Other sites may be used for the Day out, always check with the organiser



4.4.2 White Sheet Wiltshire (W to SSW) - 90 miles

Map ref: ST 800350 – Permission needed

Directions:- M3, A303. At Mere bypass take the furthest left turn to enter Mere. Turn Left on the B3092 heading North. Approx. 4Km turn right at the Red Lion Pub and follow the Road/track to the top, approx. 2Km

Evening Meal. "Hunters Lodge Inn" Leigh Common. Head back to the A303. Go under the A303 to go west. After 5.1Km turn left B3081. After 0.1Km turn right and pass under the A303. At the junction 0.24 Km turn left onto B3081. After 0.8 Km turn right. Hunters Lodge is on the left.

4.4.3 Knap Hill, South of Marlborough (S to SE) – 60 miles

Map ref: SU 116638.

Directions: - Head to Marlborough using your favoured route. Head out of Marlborough on the A4 towards Beckhampton. After 3.5 Km turn left towards Lockeridge/Alton Barnes. Note the pub (Who'd have thought it) as you drive through. After approx 4 Km there is a car park on the left, which is the parking for the day. Evening Meal. "Who'd Thought It". Head back the way you came. Approx 4Km, on the left, is the "Who'd Thought It".

4.4.4 Martinsell, Clench Common (E, SE, and S) - 60 miles

Map ref: SU 173642

Directions: - Use your preferred way to Marlborough. Approaching from the East using the A4 at the junction of the A346 on the edge of Marlborough turn left then right at the next mini roundabout onto the B3052. At the end of the road turn left onto the A345 to Clench Common. Follow the road for approx 2 miles to a sharpish left bend followed by a sweeping right curve in the road. As the right curve start go straight on (turn left!) into a country lane. After approximately a mile you will come to wooded area with car parking on the right. Park here and head west through the gate to slopes.

Local evening meal can be found at the Royal Oak in Wootton Rivers approximately 1.5 miles away. Beer is very nice.

4.4.5 Harting Down (N to NW) = Approx 60 miles.

Map ref: SU791180 (Alternate N – Butser Hill) – Permission needed

Directions: - Use your favoured way to get to North of Petersfield on the A3. Drive through Petersfield and turn East onto the B2146 heading for South Harting. When you arrive at South Harting turn right, following the B2146. After approx 1km there is a fork in the road. Take the left fork onto the B2141. After approx 1Km. On the left is the car park. Note there is a restriction here of ONLY 6 in the air at a time. Great slope otherwise. Local evening meal can be found at The Thomas Lord – West Meon.

This site is administered by MVSA as a members only site and has specific rules for use. See the MVSA website for details.

5 COMPETITION RULES



5.1 STANDARD RULES FOR CLUB COMPETITIONS

- The rules of Club competitions shall be interpreted in the spirit of sportsmanship not gamesmanship.
- The CD may modify any rule, for the duration of the competition, without reference to the competitors, on the grounds of safety only. Rule changes may be made by the CD on the grounds of prevailing local conditions by a simple majority of the competitors
- Permanent changes to the rules may be made by a simple majority at a quorate Club meeting.
- If a competitor wishes to make protest about a competition matter then he must make the protest to the CD. If the result of that protest is not acceptable to the competitor then that competitor must make a written appeal to the TVSF Committee within seven days. If the matter is still not resolved to the competitors satisfaction then a final appeal may be heard by the members at the next Club meeting after the Committee meeting. If the Committee or the members uphold the appeal then the competition may be declared null and void.
- Transmitter control shall be by means of a peg board using the 'PEG-ON-TO-FLY' method. It is the responsibility of each competitor to ensure that his peg is on the pegboard prior to switching on his transmitter. No one should remove another competitors peg without his permission.
- All models must conform to the most recent FAI regulations.
- The warning period given by the CD to the competitors prior to the start of a slot must not be given until the frequencies for each competitor are available.
- For flat field events, a launch or attempt is when the model leaves the hands of the competitor or his assistant under the pull of the launching apparatus.
- For flat field events a flight time is recorded from when the model is released from the launching apparatus after an attempt has begun. Rules pertaining to flight only apply after release from the launch apparatus.
- eSoaring flight time is recorded from when the model leaves the launcher's hands
- eSoaring events are controlled by a height limited launch to 175 meters see specific section.

- Flight times are stopped at the end of the slot time, or when a model first touches the ground or any obstacle in contact with the ground, except tow-lines.
- For slope events, a launch or attempt is when the model leaves the hands of the competitor or his assistant and travels more than three metres.
- The distance from a landing target is measured from the target to where the model first comes to rest measured to the nose of the model.
- A flight is cancelled and scored as zero if anyone other than the competitor actively operates the transmitter.
- If any part of the model is lost in flight, except as a direct result of a mid-air collision, during landing or during tow launch, the competitor will receive a zero score for that slot.
- Any model launched before the start of a slot must be landed and re-launched.
- A standard 150 metre tow line is 150 metres when under 2 kilogram tension.
- Any model deemed unsafe by the CD or safety officer is not permitted to fly in the competition.
- A competition may be abandoned on the day by the CD in consultation with competitors at the DESIGNATED COMPETITION SITE.
- If the weather forecast indicates that the competition may not be run then it is the responsibility of each competitor to telephone the CD on the night before competition to enquire if the CD has postponed the competition.
- For slope events it is the responsibility of each competitor to telephone the CD on the night before competition to enquire about the location and meeting time of the competition.

5.2 INDOOR CHUCKIE

5.2.1 General

- This competition takes place on the night of the February Club meeting. Starting after the meeting, competitors have 60 minutes to construct and trim a free flight model of any design.
- The model can only be made from a sheet of balsa 36" x 3" x 1/16".
- Only plasticine or similar material can be used for nose weight.
- There can be no drawn plans or pre marking of the design on the balsa or pre cutting of the sheet.

5.2.2 The competition consists of 2 tasks.

- The first task is 10 rounds of distance. The model is launched from one end of the room and scores depending on how far or high it hits the end wall. Each flight can score a maximum of 12 points.
- The second task is duration. This is timed from release until the model touches some structure, floor, ceiling, table, person etc. The flight is timed to the nearest 10th of a second.

5.2.3 Scoring

- The best 5 from 10 scores are percentaged against the winner from each task to decide the final positions of the competitors.

5.3 FREE FLIGHT HAND LAUNCH

5.3.1 General

- The competition is open to all un-powered free flight models whose wing span is 24" or less.
- The glider must be launched by hand without mechanical aids.
- The competitor shall, use no more than two models, or parts thereof.
- The competitor will be the owner of the models used in the competition.

5.3.2 Equipment

- The Club shall provide :-
 - A reliable calculator.
 - The CD will time the competition flying time.
- Competitors are expected to provide stop watches to time flights.

5.3.3 The competition

- The number of flights will be a maximum of 10.
- All models will be launched by the pilot, or his nominated launcher.
- The competition will start at 7.30pm, no practice flights will be allowed once the competition has started. All flights must be completed by 9.00pm.
- Maximum flight time of 3 minutes.

5.3.4 Scoring

- The time for each score will be rounded DOWN to the nearest 1/10th of a second, e.g. 14.68 secs will be 14.6 secs.
- The aggregate of the best 5 flights will determine the winner.
- In the event of any dispute it will be resolved as defined in the general section.

5.4 MINIGLIDER AND MINIGLIDER LEAGUE

5.4.1 General

- The competition is open to all un-powered models of 60" span or less.
- The competitor shall, use no more than two models, or parts thereof.
- The competitor will be the owner of the models used in the competition.

5.4.2 Equipment

- The Club shall provide :-
 - Flags to define the "Box"
 - Bungees of an appropriate size for the competition
 - A 27m launch restriction tape for each bungee
 - A reliable calculator.
 - The CD will time the competition flying time.
- Competitors are expected to provide stop watches to time flights.

5.4.3 The competition

- The number of flights will be a maximum of 12.
- All competition flights must be launched by the pilot. In the event of incapacity, a nominated launcher may be allowed at the discretion of the CD.
- The CD will lay out the box, guided by the current F3K rules, with the dimensions and siting aimed at minimising access to slope lift. The pilot must remain in the box for the duration of the flight. All launches must be carried out from the "box".
- If the model lands outside the box, the score for that flight is zero. The model is considered to have landed in the box if any part of the model is in the box when the model comes to rest.
- Pilots and timekeepers/helpers must take care not to interfere with the launches, flights and landings of other pilots
- The league consists of 3 weekday evening and 3 Sunday afternoon competitions. The first Sunday contest, as well counting towards the league, is normally also the Annual one off event.
- The evening competition will start at 6.45 pm, and finish at 9.00 pm. The Sunday competitions will start at 2.00 pm and finish at 5.00 pm. No practice flights allowed once the competition is declared started.

- The characteristics of a 'mini bungee' are:
 - A maximum unstretched length of 20 metres of which a minimum of 15 metres must be of non-stretching line. A clearly visible pennant must be attached to the model end of the line. The bungee must be staked securely enough to withstand sustained tension. The stake should be positioned 5 meters upwind of the upwind edge of the launching and landing area.
 - The maximum stretch of the bungee at the point of launch shall not exceed 27 meters. This will be achieved by a separate 27m non-elastic tape attached from the bungee stake and laid out in the direction of the prevailing wind. All launching is to be within this 27M tape. The maximum pull at 27 meter stretch of the bungee shall not exceed 6kgs. Competitors must use club-provide bungees
- The area for Discuss Launch (DLG) must be separately located from the Bungee launch area
- Maximum flight time of 3 minutes.

5.4.4 Miniglider Scoring

- The time for each score will be rounded DOWN to the nearest whole second, e.g. 14.68 secs will be 14 secs.
- The aggregate scores of best 8 flights from up to 12 will be percentaged to give the competitors scores for the event
- The percentaged score shall be used to calculate the overall league winner of the competition by using the best 4 scores from 6 events.
- In the event of any dispute National Mini Glider rules will be used to resolve the dispute.

5.5 100S THERMAL SOARING

This contest is based on the BMFA Rules. These rules are currently available in the BMFA Silent Flight Rules – Book 1 – Gliders: section 7.5

5.5.1 TVSF contest exceptions

- Pre-entry to the competition is not a requirement although competitors should register on the day of the contest at least 30 minutes before the start.
- After confirmation of unique frequencies there will be no transmitter control.
- The minimum number of rounds will be 3
- To minimise more than one flight against the same competitor the CD may deviate from traditional slots
- All powered winches must be TVSF certified and available for use to all competitors
- The CD will determine the number of flyers in the fly-off

5.5.2 Equipment

- The club will provide
 - A means of calculating the scores
 - A minimum of 2 Club Winches
 - A means of indicating the landing zone
 - A Slot Timer
- Competitors are expected to provide stopwatches to time flights

5.6 THERMAL F3J

This contest is based on the BMFA Rules including the UK variations.. These rules are currently available in the BMFA Silent Flight Rules – Book 1 – Gliders: sections 7.3 (5.6) R/C THERMAL DURATION GLIDERS – FAI CLASS F3J and 7.4 UK VARIATIONS ON CLASS F3J

5.6.1 TVSF contest exceptions

- Pre-entry to the competition is not a requirement although competitors should register on the day of the contest at least 30 minutes before the start.
- After confirmation of unique frequencies there will be no transmitter control.
- The minimum number of rounds will be 3
- To minimise more than one flight against the same competitor the CD may deviate from traditional slots
- All powered winches must be TVSF certified and available for use to all competitors
- The CD will determine the number of flyers in the fly-off
- Landing scores are shown in Distance from spot (m) & Points

1	100,	2	95,	3	90,	4	85,
5	80,	6	75,	7	70,	8	65,
9	60,	10	55,	11	50,	12	45,
13	40,	14	35,	15	30,	over 15	0.

5.6.2 Equipment

- The club will provide
 - A means of calculating the scores
 - A minimum of 2 Club Winches
 - The landing tapes
 - A Slot Timer
- Competitors are expected to provide stopwatches to time flights

5.7 WEEKDAY SOARING LEAGUE THERMAL - WSLT

5.7.1 General

- The competition is open to all un-powered models.
 - The competitor shall, use no more than two models, or parts thereof.
 - The competitor will be the owner of the models used in the competition.
 - All scoring flights must commence after the designated start time on the designated days with at least one Club member as a witness.
 - No test launches or sport flying are permitted after the start time except hand launches.
15. The CD, in the interests of safety and light levels, will provide reasonable warning of 30 minutes notice of the end of the competition.
- Any method of launching may be used but it MUST be made available to all other competitors who wish to use it. All launch methods must comply with the appropriate FAI or National rules.

5.7.2 Equipment

- The Club shall provide :-
 - F3J Landing tapes and stakes.
 - A calculator.
 - Individual scoring sheets
 - A minimum of 2 Club Winches
- Competitors are expected to provide stop watches to time flights.

5.7.3 The competition

- Four flights are to be completed throughout the event.
- It is the responsibility of each competitor to arrive with sufficient time to complete four flights in available daylight without impacting the flights of competitors who arrived earlier.
- One re-launch per flight may be called for any reason. The call must be made to the CD or the timekeeper that a re-flight has been called within 30 seconds of launch. No time limit is to be set for landing but the flight will not count until re-launched.
- A re-flight may be claimed by either pilot if a collision with a tow line during launch or flight causes a significantly reduced score. The launching model must call the re-flight in the normal 30 second period from becoming disconnected with the tow line and may not claim a re-flight later. A mid-air between two launched models is not grounds for a re-flight.

5.7.4 Scoring

- One point will be awarded for each full second of flight up to a maximum of 600 i.e. 10 minutes
- Thirty (30) points will be deducted if the 10.00 minutes is over flown and no landing bonus may be claimed
- One hundred points will be awarded if nose of the model first comes to rest WITHIN one metre of the landing target. The landing bonus will decrease by five points per metre from the landing target down to thirty, after which no landing points are gained.
- The aggregate scores over four rounds will be percentaged to give the competitors scores for the night.
- The percentaged score shall be used to calculate the overall winner of the competition by using the best four nights scores from six nights.

5.8 MULTI TASK (section removed)

5.9 WEEKDAY SOARING LEAGUE ELECTRIC - WSLE

Please read in conjunction with the TVSF OPEN eSOARING COMPETITION. Unless otherwise shown here the one off Open contest rules apply.

5.9.1 The league competition and scoring

- A maximum of 6 rounds will be flown on different weekly events throughout the summer season.
- Each round will consist of 4 flights. A slot based system is not used.
- Competition start time will be announced. No sport flying or test launches are permitted after this time.
- It is the responsibility of the competitor to arrive with sufficient time to complete the four flights in the available daylight without using the flexible launching sequence to the detriment of the other competitors.
- On occasions where the light is poor the CD shall advise competitors that the competition will stop in 30 minutes time from such an announcement.
- The timekeeper should assist the pilot by announcing the motor run time during the launch phase, advising elapsed time during flight and the approaching end of the 10 minute target time and subsequent 30 second overrun.
- For each round, the competitor with the highest score (flight + landing bonus) will receive 1000 points. Competitors with lower scores will be awarded a proportion of the winner's score i.e. $\text{score} \times 1000 / \text{winner's score}$.
- A competitor with highest percentaged score will be the winner for each round.
- Competitors four highest scores from the available six rounds will be used to calculate the overall winner at the end of the league.
- Rules changes from BMFA that only apply to the Electric Friday Night League
- There are no slots or slot time (BMFA is 11 min slot)
- Relaunches: For each of the 4 flights one relaunch is permitted providing it is clearly declared within 30 seconds of the launch. (BMFA allows unlimited launches in the 11 minute slot)

5.10 CLUB OPEN ESOARING COMPETITION

These rules are the corner stone for other eSoaring contests. Refer to the section for specific differences

Extracted from - BMFA eSoaring (Height Limited Rules) Class, BMFA section 7.12

5.10.1 Objective

- To provide an electric powered model aircraft thermal soaring event, where the initial launch height is the same for all models and a single electric motor run is used to achieve the set launch height.
- The launch must be followed by pure gliding flight with no further motor assistance.
- Models will be allowed to compete in two classes, an 'Open' class, (up to 4000 mm wingspan), using the model definition in 7.12.2 (a) below and a 'Two Metre' class where the wingspan will not exceed 2000 mm. No other restrictions, other than those of 7.12.2 (a) below, will apply. In league competitions Open and 2M class models will always be run together in the same slots.
- The competitor will elect to fly either 'Open' or '2 Meter' before the start of the. Competition. Dual entry is not allowed.

NOTE: TVSF recognises the 2m class but does not provide separate scoring for the 'All-rounder'

5.10.2 General Rules

(a) Definition of Electric Powered Model Glider.

A model aircraft in which lift is generated by aerodynamic forces acting on surfaces remaining fixed in flight, except control surfaces, which performs manoeuvres controlled by the pilot on the ground, using radio control.

Model aircraft with variable geometry or area must comply with the specification when the surfaces are in maximum and minimum extended mode.

(b) General Characteristics of RC Electric Powered Model Aircraft (FAI F5 class)

Maximum surface area	150dm ² (2325in ²)
Maximum flying weight	5Kg (11.023lbs)
Maximum surface loading	75g/dm ² (24.51oz/sqft)
Minimum surface loading	12g/dm ² (3.95oz/sqft)

(c) The power source will consist of any kind of rechargeable batteries (or secondary cells). Mechanical or chemical modification of the individual cells, e.g. to reduce their weight, is not allowed, except that insulation sleeves of individual cells may be changed.

(d) Batteries may be charged or changed at any time during the competition.

(e1) Any device for the transmission of information from the model aircraft to the pilot, either directly or indirectly, is prohibited. This includes any visual, electronic or any other sort of signal from the model. Any use of telecommunication devices (including transceivers and telephones) in the field to communicate with competitors, their helpers or team managers while doing the competition task is not allowed. The only exception to this rule is the use of devices that cannot in any way be used to enhance the pilots chances in the contest.

(e2) Any device in addition to the approved height limiter and/or motor run timer, which is carried in or on the model and which enables total or partial independent control over the model is prohibited.

(f) Any ballast used must be carried internally and fastened securely within the airframe.

(g) Any type of electric motor may be used.

(h) The competitor may use a maximum of three model aircraft in the contest. The competitor may combine the parts of the model aircraft during the contest, provided that the resulting model aircraft conforms to the rules and that where applicable, the parts have been checked for conformity before the contest.

5.10.3 The Flying Site

(a) The competition will be held on one of TVSF's flying fields.

(b) The launching line will be arranged crosswind and shall include launch marks on the launch line at least 10 meters apart, one for each competitor of a group.

(c) The launch marks will also act as the centre of the landing circles; at which point a 10 meter graduated landing tape is fixed to the ground. The launch/landing markers should be laid out with reference to the wind direction, strength and site topography.

(d) Competitors & timekeepers must remain upwind of their respective landing circle centres at all times after launching of models.

5.10.4 Competitor and Helper

(a) Each competitor must operate the radio equipment personally.

Each competitor is permitted a maximum of 1 helper and 1 timekeeper. The helper may act as timekeeper ..and may also launch the competitors model.

5.10.5 Contest Rules

(a) Specific model characteristics – eSoaring.

Open class models must not exceed 4,000 mm projected wingspan.

2 Metre class models must not exceed 2,000 mm projected wingspan.

No fixed or retractable arresting device (i.e. bolt, saw tooth-like protuberance, etc.) is allowed to slow down the model aircraft on the ground during landing. Vertical tail fins and/or rudders are excluded from this requirement so long as they are not expressly designed to arrest the movement of the model on landing.

The model must be fitted with an approved* type of height limiter switch. Wherever the height limiting switch is positioned in the model, it must not be located where there is any likelihood of a greater air pressure reading being generated than exists outside the model at any time. (e.g. - close to any forward facing air scoop).

* See Full BMFA rules for currently approved height limiters

Models must include sufficient static venting to ensure that outside pressure is

duplicated inside the model at the limit switch location.

(b) Model processing - initial

Before the start of the contest the CD (Contest Director), or their representative will ensure that the model is fitted with an approved height limiting switch, which is set to cut all power to the electric drive motor so that the model aircraft completes its launch phase at an indicated pressure altitude above launch level of 175 meters, or after 30 seconds of motor run time, whichever occurs first.

To facilitate processing, all limiting switches must be easily removable and/or easily accessible for checking and log downloads, where applicable.

The CD will record the serial number of each competitors switch for future reference. Should the limiting switch in use not have a permanently

marked unique serial number, the CD will mark a unique number on the switch and record the number so marked.

(c) Model certification

Where a model has been previously subject to the above checks the CD may choose to allow that model to fly in the contest without further checking.

(d) Model processing – subsequent

The CD may at any time before, during or immediately after the contest, ask for any competitors logged data and limiter settings to be downloaded and analysed, to check for any non-compliance with the rules or to resolve any dispute. The CD may also ask for any Limit Switch used to be checked for accuracy, either by direct in flight comparison with a master altimeter or with the use of approved altimeter checking equipment.

(e) Entry, organisation of flying slots and timekeeping responsibilities

CDs should make every effort to evolve a starting order which reduces any need for frequency change to an absolute minimum and preferably no change at all.

The flying order will be organised (i.e. by matrix) such that, as far as possible during the competition, each competitor will fly against as many other competitors as possible and not against the same competitor(s) in every slot. The only exception to this rule being in single slot per round contests.

The competitor is entitled to 5 minutes preparation time. Preparation time for the next slot in each round will start as soon as all the models from the previous slot have landed. The CD may announce an alternative (longer or shorter) preparation start time where appropriate.

It is the competitor's responsibility to provide a helper / timekeeper.

It is the timekeeper's responsibility to time the flight and deliver the score to the CD or his representative.

The CD must clearly indicate the start and end of the working time audibly.

Prior to the start of the competition, any data in each competitor's flight logger should be cleared.

5.10.6 Contest Rules

- The working time for the contest is 11 minutes.
- All models must be launched and landed within this time period.

- Re-launching is allowed at any stage – a re-launch negates the previous flight.
- Models may be launched at any time during the 11 minute working time.
- The target flight time is 10 minutes, terminating in a spot landing.
- In the event that a flight exceeds 10.00 minutes, the excess time in seconds will be subtracted from the flight time score.
- Any landing bonus is unaffected provided the landing is completed within the 11 minutes working time and also within 10 minutes and 30 seconds (a total of 630 seconds) of the start of flight time.
- If the model lands either after the end of working time or after 10 minutes 30 seconds of flight time, a zero score will be allocated.
- The motor must not be run after the first 30 seconds of flight time. Following a motor cut by the height limiter, the pilot must then manually move the motor control to an off position within the next ten seconds, to ensure no possibility of the motor re-starting.
- The 10 minute target time INCLUDES the launch time and starts from the point at which the model leaves the launchers hand under the pull of the electric motor.
- The timekeeper should assist the pilot by announcing the motor run time during the launch phase, advising elapsed time during flight and the approaching end of the 10 minute target time and/or the 11 minute working time.
- The timekeeper must stop the watch when the model first touches the any object in contact with the ground, any pilot, helper or timekeeper or spectator.

5.10.7 Contest Flights - Launching

- There is an official attempt when the model aircraft has left the hands of the competitor or those of a helper under the pull of the electric drive motor. CD may vary this rule for safety reason. (i.e. pusher propped models)
- Power must not be applied to the altimeter switch until the model is on the flight line at ground level and within 1 meter of the launch/landing marker. At this time, the competitor must ensure that the motor control and/or switch is set to zero. (i.e. the full stop position of the motor), before arming the altimeter switch.
- All models must be launched into wind and within four meters of the competitors launch / landing marker. This rule applies for the initial launch and any subsequent re-launch.
- The motor run during the climb must be continuous, (uninterrupted) and at a constant throttle position.

- Should there be any doubt about the legality of any launch, the CD may ask for the data log for the flight in question to be downloaded and/or the altimeter switch in use to be tested. Should the data log or tests show that a height advantage of more than 10% has been achieved, then that competitor's score for the slot in question will be cancelled.

5.10.8 Landing

- Each competitor should have his own landing target.
- The targets will be laid out with reference to the wind and site topography.
- All landings should be made into wind towards the landing marker in the same general direction as launch. In still air or variable light air conditions the launch / landing direction will be established by the CD.
- After landing models may be retrieved only if doing so does not impede other competitors.

5.10.9 Re-flights

- The competitor is entitled to a new working time only if:
- The attempt was hindered or aborted by an unexpected event, not within the competitor's control.
- Equipment or model failure do not qualify as grounds for a re-flight.
- To claim a re-flight, considering the above-mentioned conditions, the competitor has to make sure that his official timekeeper has noticed the hindering conditions and he must land his model as soon as possible after this event.
- Note that in a case where the competitor continues to launch or continues to fly after hindering conditions affected his flight, or does launch after clearing of the hindering condition(s), he is deemed to have waived his right to a new working time.
- The new working time may be granted and arranged by the CD to the competitor
- The re-flight, will receive the better of their 2 scores.

5.10.10 Scoring

- All flight times are to rounded DOWN to the nearest second.
- One point per full second of flight time, to a maximum possible total of 600 points (10:00 minutes).
- One point will be deducted for every second flown in excess of 600 seconds (10:00 minutes).
- A zero score will be recorded for a flight where the motor run is more than 30 seconds.

- A zero score will be recorded if the motor is re-started by the competitor at any time during the flight.
- If the model aircraft loses any part either during the launch or in flight that flight will incur a 100 point penalty. The loss of any part in collision with another model aircraft or during landing, (i.e. in contact with the ground), is not taken into account.
- Landing bonus will be awarded provided the model comes to rest within the arc of the landing tape. The measurement shall be taken from the nose of the model. No landing bonus is awarded if the model touches the competitor, his helper and/or timekeeper during landing.
- Landing points will be awarded as below:
 - 0+to 1m = 50pts
 - 1+ to 2m = 45pts
 - 2+ to 3m = 40pts
 - 3+ to 4m = 35pts
 - 4+to 5m = 30pts
 - 5+ to 6m = 25 pts
 - 6+ to 7m = 20pts
 - 7+ to 8m = 15pts
 - 8+to 9m = 10pts
 - 9+ to 10m = 5 pts
 - Over 10 meters = 0pts
- A landing outside the designated area by the CD (usually the field) receives zero flight score.
- For each slot, the competitor with the highest score (flight + landing bonus) will receive 1000 points. Competitors with lower scores will be awarded a proportion of the winner's score i.e. $\text{score} \times 1000 / \text{winner's score}$.

5.10.11 Final Classification

The competitor with the highest overall score will be judged the overall winner. At the CD's discretion, or if an overall winner is not produced a two round fly off of the top three competitors will be held using these same rules.

5.10.12 Appendix - Approved Height Limiter Switches

Refer to BMFA rules for current approve list of height limiters.

5.11 eSOARING CROSS COUNTRY

This contest is designed to use the same models and basic rules as the “eSoaring” Electric Friday Night Thermal and the Electric Open competition.

Please read the competition eSoaring Rules from section 5.10 that also generally apply to the eSoaring Cross Country Competition

5.11.1 Introduction

- This is primarily flat field contest combining the challenges of cross country and electric thermal. The pilot travel on foot to tasks or turn points on a nominally flat cross country course using as few launches as possible.
- The pilot and helper/adjudicator travel on foot along the course to the tasks each marked by a pair of coloured flags.
- The planes are fitted with a limiter to restrict the initial height of each launch to 175 meters.
- Launches are limited to 175m or 30 second motor run, whichever comes first
- Each launch of 175m is eventually terminated by a landing. Each time you land the relaunch carries a small penalty. After a total of up to 10 gates the course is completed with a spot landing (F3J graduated).
- Several launches are anticipated to complete the course.
- The pilot may carry with him and use additional fresh batteries.

1.4.2 General

- Each competitor will be required to fly twice and therefore provision for fast charging is required, however there is no restriction to the number of batteries that can be used.

1.4.3 The Competition

- The contest will consist of 2 rounds each with 2 or 3 slots.
- Each slot will have as many competitors with navigators as the number attending will allow. A matrix determines the competitor’s slot. Competitor numbers will be randomly allocated before the start.
- Some time must be allocated after the pilot briefing to allow pilots to identify the course.

- Slot times will be in the order of 30-40 minutes dependent upon the prevailing conditions and number of competitors. The CD will decide on the day.
- At least five minutes must be allowed between the end of one slot and the start of the next unless all competitors who are due to fly indicate their readiness. A break period of about 30 minutes, agreed before the start of the competition, will be taken between the completed rounds

1.4.4 The Course

- The CD, who should where possible provide increasing challenge, shall lay out the course.
- The course will centre around the start (and finish) field and include at least:-

A turn point upwind, A turn point downwind, A task at each turn point , A graduated landing to finish

1.4.5 Tasks

- The pilot must be at one of the gate flags to start and finish the task. The model must NOT be powered during any part of the task.
- At the majority of the gates the task is a number of 360 degree turns. The quantity is fixed by the CD and is the same for each gate during that round.
- Entry and exit of a gate (start and completion of task) must be in opposite directions. The direction may be specified by the CD for safety reasons. The 360 degree thermal turns may be conducted anywhere but the task is only complete when the gate is exited in the correct direction. Axial or spiral dives do not count.
- The landing task marks the end of the course and is a traditional F3J graduated tape.

1.4.6 Forced landings and safety

- Landings must be declared and then cannot be revoked and cannot score further until after a re-launch.
- Forced landings may take place at any part of the course providing they do not place people, buildings or livestock at risk.
- Relaunch must be declared and take place safely.
- No course advantage must be gained from a re-launch which must be further from the next task than where the model was landed.
- If power is used for any reason other than for a 175m launch the model must be landed safely. The previous completed task is forfeit and must be completed again.

1.4.7 The role of the Helper

- Must first ensure the safety of and guide the pilot throughout the whole course.
- Must direct the landings and launching to ensure the safety of others.
- Monitors and communicates the progress of the slot time.
- Adjudicates for adherence to the rules and correct completion of each task.
- Records the completion of tasks and the relauches on the score sheet.

1.4.8 Scoring

- A competitor will be awarded two points for fully completing the task at each gate.
- Each re-launch reduces the total score by one point
- The landing at the end of the course is treated as a task and is scored by the F3J score divided by 50 (giving 2 points for a max)
- Only tasks completed before the end of the slot time count.
- There is no penalty for overflying the slot time.
- Only complete rounds shall be used to determine the competitors score. The scores will be percentaged for each slot. The winner will be the competitor with the highest score.
- In the event of an unresolved tie, the CD may devise a fair method of determining the placing of those competitors. The time taken to complete the course shall not be used.

1.4.9 Equipment

- The Club shall provide :-

Flags to mark out the course; A calculator; A stop watch; Landing tapes and spots; Audible hooter (or similar) to indicate slot end; Score cards; Frequency Peg Board; PC and software to check height limiters

- Competitors are expected to provide:-

Stop watch; Pen;
Alternative batteries and fast charging;
Alternative frequencies.

5.11.2 Score Card

eSoaring Xcountry score sheet					
Pilot			Model details		
Round		Slot		No of Turns Required	
Flags	Task	Done	Points 2 per task	-1 Each relaunch	notes
	start				
1 White	Turns				
2 Yellow	Turns				
3 Green	Turns				
4 Lt Blue	Turns				
5 Dk Blue	Turns				
6 Purple	Turns				
7 Red	Turns				
8 Black	Turns				
9 	Turns				
10 	F3J Landing				2 points for 100
TOTALS					

Total Points .

5.12 60" PYLON HARD

5.12.1 General Hard

- The competition is open to all un-powered models of 60" span or less.
- The competitor shall, use no more than two models, or parts thereof.
- The competitor will be the owner of the models used in the competition.
- There must be no less than five competitors.
- Each competitor shall be allocated a competition number by lottery. The order of flying shall be determined by a matrix using the competitor numbers.
- At least two rounds must be flown
- Each slot will have at least two competitors. The matrix determines the competitors flying order.
- The number of rounds in the competition shall be nominally three but deteriorating conditions may determine a shorter event. Only complete rounds shall be used to determine the competitors for the fly-off.
- The winners from the rounds must compete against each other in at least one final heat to decide the final placing
- Less than one third of the competitors, or 3 competitors, whichever is the greatest number shall take part in a fly-off to determine the overall winner. The fly-off shall be two rounds of 20 laps with all qualifying competitors taking part. The winner shall be the competitor with the highest aggregate score after both rounds.

5.12.2 Equipment

- The Club shall provide :-
 - Flags to mark the 100m course.
 - A stop watch to time the start.

5.12.3 The competition

- The course should be no less than 80 metres between pylons.
- Sighting lines at each pylon must be laid out parallel to one another and at 90° to the course
- The contest should be arranged so that each pilot flies against every other pilot once in each round.
- Pilots stand at the pylon at the start of the course

- A Flag man for each model, situated at the pylon at the other end of the course, signals that his pilot's model has passed the pylon and may turn.
- Models are launched 30 secs before the start to gain height and must not pass the start line and enter the course before the start signal
- Models must fly past each pylon before they turn.
- The racing to cover ten laps (20 legs) of the course.
- Each lap to consist of the distance to the end of the course and back

5.12.4 Scoring

- Scoring is done by awarding points equivalent to the placing achieved in the competition
 - First 1 point,
 - Second 2 points,
 - Third 3 points,
 - Fourth 4 points.
 - Fifth place or lower, or for failure to complete, 5 points.
- Place is determined by the competitor with the lowest score.

5.12.5 Safety

- The flight will be scored zero if the model crosses the safety line. The offending pilot must land immediately.
- In the event of any dispute the BMFA 60" Pylon rules will be used to resolve the dispute.

5.13 60" PYLON FOAMIE

5.13.1 General Foamie

- The competition is open to all un-powered models of 60" span or less made to the BMFA 60" Pylon Rules.
- The competitor shall, use no more than two models, or parts thereof.
- The competitor will be the owner of the models used in the competition.
- There must be no less than five competitors.
- Each competitor shall be allocated a competition number by lottery. The order of flying shall be determined by a matrix using the competitor numbers.
- At least two rounds must be flown
- Each slot will have at least two competitors. The matrix determines the competitors flying order.
- The number of rounds in the competition shall be nominally three but deteriorating conditions may determine a shorter event. Only complete rounds shall be used to determine the competitors for the fly-off.
- The winners from the rounds must compete against each other in at least one final heat to decide the final placing
- Less than one third of the competitors, or 3 competitors, whichever is the greatest number shall take part in a fly-off to determine the overall winner. The fly-off shall be two rounds of 20 laps with all qualifying competitors taking part. The winner shall be the competitor with the highest aggregate score after both rounds.

5.13.2 Equipment

- The Club shall provide :-
 - Flags to mark the 100m course.
 - A stop watch to time the start.

5.13.3 The competition

- The course should be no less than 80 metres between pylons.
- Sighting lines at each pylon must be laid out parallel to one another and at 90° to the course
- The contest should be arranged so that each pilot flies against every other pilot once in each round.
- Pilots stand at the pylon at the start of the course
- A Flag man for each model, situated at the pylon at the other end of the course, signals that his pilot's model has passed the pylon and may turn.

- Models are launched 30 secs before the start to gain height and must not pass the start line and enter the course before the start signal
- Models must fly past each pylon before they turn.
- The racing to cover ten laps (20 legs) of the course.
- Each lap to consist of the distance to the end of the course and back

5.13.4 Scoring

- Scoring is done by awarding points equivalent to the placing achieved in the competition
 - First 1 point,
 - Second 2 points,
 - Third 3 points,
 - Fourth 4 points.
 - Fifth place or lower, or for failure to complete, 5 points.
- Place is determined by the competitor with the lowest score.

5.13.5 Safety

- The flight will be scored zero if the model crosses the safety line. The offending pilot must land immediately.
- In the event of any dispute the BMFA 60" Pylon rules will be used to resolve the dispute.

5.14 PYLON 60" FOAMIE LEAGUE

- The 60" Pylon League will be scored from all the 60" Foamie Pylon races completed.
- The overall position will be the aggregate of all the scores.
- The highest score will receive 15 points in the league and each subsequent position 1 point less. All competitors from 15th and below will receive 1 point.

5.15 PYLON 60" HARD LEAGUE

- The 60" Pylon League will be scored from all the 60" Hard Pylon races completed.
- The overall position will be the aggregate of all the scores.
- The highest score will receive 15 points in the league and each subsequent position 1 point less. All competitors from 15th and below will receive 1 point.

5.16 RULES FOR BMFA 60-INCH PYLON RACING CLASS

AUTHOR: MICHAEL SHELLIM (2001 UK LEAGUE COORDINATOR)

Version 13/10/05

Rules extracted from the BMFA rule book to provide "Foamie" model definition. Please see the current rule book for the up to date rules.

5.16.1 DEFINITIONS

Centre Section: the portion of the wing extending up to 3 inches either side of the centre-line.

D-Box: the portion of a wing panel from the extreme leading edge to the 25% chord line.

EPP: any foam which returns to its previous state following a moderate deformation. Note: at the time of writing this only includes genuine EPP foam but the definition may change as new materials become available.

Deformable Foam: foams which deform on impact (not necessarily resiliently) examples: blue or white foam, EPP or similar man-made material.

Soft Covering: flexible covering material, e.g. heatshrink film, mylar, cross weave tape, vinyl tape. The following are not included: ply, balsa, plasticard, epoxy and polyester resins, and varnishes.

Flexible Adhesive: any adhesive tape, spray or paint which dries to a flexible state. Examples: double-sided tape, 3M77, Spraymount, Copydex. The following are not included: epoxy and polyester resins, varnishes.

Secondary Flying Surface: flying surface other than the wing. E.g. fin, tailplane, canard.

5.16.2 MODEL SPECIFICATIONS

General

- Maximum wing span is 60 inches

5.16.3 Wing Structure

- Any material may be used in the Centre Section (note the EPP nose rule must be observed for flying wings).
- The D-Box of each wing panel must be constructed from EPP except at Centre Section and the Spars. No local reinforcement of the leading edge is permitted.

- The portion of the wing between the D-Box and the trailing edge or false trailing edge must be constructed from Deformable Foam except at the Centre Section and the Spars.
- Spars: no restrictions.
- Control surfaces: no restrictions.
- The entire structure may be covered using a Soft Covering only and bonded using a Soft Adhesive only. No other materials may be used to sheath the structure.

5.16.4 Fuselage

- A 'cladding section' is defined for the fuselage. All exposed areas within the cladding section must be clad using EPP, to a minimum thickness of ¼ inch at every point, except in the area of the Longerons. The cladding section extends from the nose to 5 inches forward of the rear of the fuselage. For models with tail surfaces, the rear of the fuselage is taken as the location of the leading edge of the rear-most tail surface. [Example 1: on a model with tailplane and fin, with the fin behind the tailplane, the cladding must extend from the nose to 5 inches forward of the leading edge of the fin. Example 2: a model with fin supported by a short boom, and no tailplane. If the section of boom between the wing and the leading edge of the fin is less than 5 inches, the boom does not require any cladding at all.]
- Longerons are permitted for stiffening the fuselage. They may be embedded in the outer EPP layer but must not protrude beyond the outer surface. Longerons may be used to support local strengthening members e.g. ballast- and wing-mounting plates. They must be regular (e.g. square, round) in section. For safety reasons the forward end of each longeron must be located at least 2 ½ inches from the nose of the model.
- The section of the fuselage from the tip of the nose to 1.5 inches back must be solid EPP.
- External reinforcement is permitted for wing and tailplane fixing e.g. to provide support for wing dowels.
- The entire structure may be covered in a Soft Covering only, bonded using a Soft Adhesive only.
- No other materials may be used for covering.

5.16.5 Secondary flying surfaces.

- The following materials are permitted in the construction of the secondary surface: balsa, correx, deformable foam.
- No other material may be used in the structure except for local reinforcement.

- Soft Coverings may be used, bonded using a Soft Adhesive.
- Control surfaces: no restrictions.

5.16.6 Radio Installation

- Radio control equipment including batteries must be mounted securely internally, and may be positioned anywhere except the nose area. The section of the fuselage from the tip of the nose to 2 inches back must be solid EPP.

5.16.7 Ballast

- Ballast and balance weight must be mounted internally. If mounted in the wing, no part of the ballast or enclosing tube may lie forward of the 15% or 1.5 inch chord line, whichever is the lesser. Note: the pilot is responsible for ensuring that any ballast carried is within the structural limits of the model.

5.17 F3F

5.17.1 General

- The competition is open to all un-powered models Complying to the FAI rules
- The competitor shall, use no more than two models, or parts thereof.
- The competitor will be the owner of the models used in the competition.
- There must be no less than three competitors.
- Each competitor shall be allocated a competition number by lottery. This will be the flying order for the competition.
- Six rounds are to be flown unless otherwise agreed.

5.17.2 Equipment

- The Club shall provide :-
 - Flags to mark the 100m course.
 - A stop watch to time the start.
 - A bell system to indicate turns.
 - A walky talky system to aid running the competition.

5.17.3 The Competition

- The course should be no less than 80 metres between pylons.
- Sighting lines at each pylon must be laid out parallel to one another and at 90° to the course.
- The contest shall be arranged so that each pilot flies one after the other.
- Pilots stand at the centre of the course by the bell.
- The model is launched and has 30 seconds to make height.
- The model must exit the course at base A. This will be indicated by sounding the bell.
- The model will then enter the course from base A. A bell will sound to indicate the model has entered the course.
- If the model enters the course before 30 seconds has elapsed from launch the flight time starts.
- If the model has not entered the course before the 30 seconds has elapsed the flight time starts automatically.
- The model needs to complete 10 legs.
- The turn at each base being indicated by the bell sounding.
- The model will have crossed the base line when the centre of the wing has passed the base line.

- When the course is complete the model is to be landed.

5.17.4 Scoring

- The flight time is recorded to the nearest 100th second.
- The times for each round are percentaged with the fastest time being awarded 1000 points.
- The best 5 from 6 scores are used to determine the scores. The competitor with the highest score is the winner.

5.17.5 Safety

- The flight will be scored zero if the model crosses the safety line. The offending pilot must land immediately.
- In the event of any dispute the BMFA/FAI F3F rules will be used to resolve the dispute.

5.18 SLOPE CROSS COUNTRY

5.18.1 General

- The competition is open to all un-powered models.
- The competitor shall, use no more than two models, or parts thereof.
- The competitor will be the owner of the models used in the competition.

5.18.2 The course

- The course shall be laid out by the CD such that it includes at least:-
 - A turn point at the brow of the slope
 - A turn point behind the brow of the slope
 - A 360 degree turn below the horizon
 - A turn point in sink
- The degree of difficulty should, where possible, increase steadily throughout the course. Optional turns may be attempted at designated turn points up to a maximum of 5.

5.18.3 Equipment

- The Club shall provide :-
 - Flags to mark out the course.
 - A reliable calculator.
 - A stop watch to time the slots.

5.18.4 The competition

- Ten minutes must be allocated after the pilot briefing to allow pilots to walk the course.
- An optional turn is started after turning back into wind behind the turn point i.e. the initial 180 degrees is not part of the optional turns.
- A competitor must exit a gate or fly up wind of the turn point on the opposite side of entry for that task and any associated optional turns to count.
- Each competitor shall be given a competition number by lottery. This will decide the flying order.

- The competition will be 2 rounds with 2 or 3 slots depending on the number competitors. The aggregate scores will be added together. There will then be a fly off of those with the highest scores using the same course with increased difficulty with as many competitors as the number attending will allow. For example, 9 competitors would give 2 rounds of 3 slots with 3 competitors in each slot. The fly off would be the 4 highest scores from the 2 rounds.
- Where gates are part of the course the competitors must stand on the side of the gate occupied by the marshal and be within 5 metres of the gate when making an attempt at it.
- Slot times are between 20 and 30 minutes dependent upon the prevailing conditions and number of competitors. The CD will decide on the day.
- At least five minutes must be allowed between the end of one slot and the start of the next unless all competitors who are due to fly indicate their readiness.
- If a pilot lands his model he may only re-launch from the start point. Each re-launch cancels any previous score in that round.
- Frequency allocation will be determined by the use of a peg board.

5.18.5 Scoring

- A competitor will be awarded one point for entering the gate (or flying downwind of a turn point) and one point for exiting it (or flying upwind of a turn point). In the event of a tie the number of optional turns shall be used to separate those tied competitors.
- In the event of an unresolved tie, the CD may devise a fair method of determining the placing of those competitors. The time taken to complete the course shall not be used.
- In the event of any dispute the BMFA XC rules will be used to resolve the dispute.

5.19 SLOPE AEROBATIC

5.19.1 General

- Slots shall be between 6 and 10 minutes according to conditions prevailing at the start of each round. The CD shall decide the actual slot length.
- The competition is open to all un-powered models.
- The competitor shall, use no more than two models, or parts thereof.
- The competitor will be the owner of the models used in the competition.
- Flying order shall be determined by lottery at the start of each round.
- The number of rounds shall be determined by the CD at the start of the competition. Any changes made later must be by a simple majority of competitors.
- The competition may only be abandoned by a simple majority.
- A pilot may request a re-flight if:
 - Another Club model has been warned for interference
 - Any other sports flyer seriously interferes.
 - If mid-aired.
 - If shot down by a proven frequency clash.

The CD will decide if a re-flight is justified.

5.19.2 Equipment

- The Club shall provide :-
 - Flags to mark the box.
 - A list of manoeuvres.
 - A stop watch to time the working time.

5.19.3 The competition

- Slots shall be between 6 and 10 minutes according to conditions prevailing at the start of each round. The CD shall decide the actual slot length.
- First Round: Each competitor shall fly the compulsory set of 6 manoeuvres (the first 6 from the list), these 6 manoeuvres to be completed in the slot time.
- Subsequent rounds: The competitor may select six manoeuvres, from the full list, in each round which must be completed in the slot time.

- Each manoeuvre shall be weighted according to the degree of difficulty. The weighting shall be known to the competitors prior to selection of the manoeuvre. Any inconsistencies in the weighting will then be applied, or available, to all competitors. No weighting amendments may be made after the competition has commenced unless agreed to by ALL competitors.
- Each manoeuvre shall be marked out of ten and then the score multiplied by the weighting factor.
- A manoeuvre may be re-attempted during the slot time by clearly indicating to the judges that a retry is to occur. The previous attempt will then NOT count in the scoring.

5.19.4 Operating Procedure

- There will be time to gain height and warm up. Two models will be in the air, the pilot warming up will not interfere with the pilot doing his manoeuvres. Each pilot will be allowed 3 warnings to keep clear before being disqualified by the CD.
- The pilot warming up may land (with the intention of re-launching) prior to the one minute warning that his slot is about to begin. He may re-launch at any time up to the end of his slot. In landing the pilot must not infringe rule 4.1
- A one minute warning will be given before starting the manoeuvres. Pilots should be aware that another pilot will be launching in this minute.
- The pilot may finish an attempt started in the slot time.
- All attempts start from straight and level. The pilot must declare his intended manoeuvre and get the signal to go from the CD or appointed judge before proceeding.

5.19.5 Safety

- The flight will be scored zero if an attempt takes the model above or behind the line of judges. The offending pilot must land immediately.

5.19.6 Judging

- The CD shall appoint a panel of judges with aerobatic flying experience, one of which must be the CD.
- There shall be either
- Not less than 4 judges, or
- At least one third of the competitors (if less than 12)
- The nominations must be accepted by simple majority of the other competitors.
- Whilst a member of the judging panel is flying a replacement member shall be appointed by the CD.
- All judges scores shall count towards the overall score for the competitor.
- All scoring ceases when the model touches the ground or any obstacle in contact with the ground.
- In the unlikely event of a tie, the CD may devise a fair method of determining the winner.

5.19.7 TVSF Aerobatic Competition Manoeuvres.

- Maximum score of the designated manoeuvres will be achieved when executed across wind (or into wind as appropriate) and centred in front of the judges. (See manoeuvres table on next page)
- An appendix illustrating the manoeuvres is at the rear of the handbook in section 8

Aerobatic Manoeuvre Table

K	MANOEUVRE	SUPPORTING NOTES
1.00	One Roll	
1.00	Reversal (Split S)	½ roll and ½ loop
1.00	1 x Inside Loop	
1.25	Immelmann	½ loop to invert then ½ roll
1.25	1 x Stall Turn	
1.25	Inverted Pass	½ roll to inverted, pass across slope and ½ roll
1.25	½ Cuban 8	5/8 loop, ½ roll, $\frac{1}{8}$ loop
1.25	½ Reverse Cuban 8	$\frac{1}{8}$ loop, ½ roll, 5/8 loop
1.25	2 x Inside Loops	Concentric circles maintaining position
1.50	Three turn spin	Start pointing into wind and complete into wind
1.50	2 x Rolls	
1.50	Double Immelmann	½ loop, ½ roll, ½ loop, ½ roll (forms an oval)
1.50	Cuban 8	5/8 loop, ½ roll, $\frac{3}{4}$ loop, ½ roll, $\frac{1}{8}$ loop
1.50	Reverse Cuban 8	$\frac{1}{8}$ loop, ½ roll, $\frac{3}{4}$ loop, ½ roll, 5/8 loop
1.50	3 x inside loops	Consecutive
1.50	A Triangular loop	
1.50	Alternate roll	360 in one direction then 360 in the other
1.50	Slow Axial roll	Height and roll rate to be maintained through manoeuvre and take about 5 secs
1.50	Square Loop	
1.75	Vertical 8	loop then bunt, circles top then bottom
1.75	Horizontal 8	$\frac{3}{4}$ inside Loop, 1 x outside loop, $\frac{1}{4}$ inside loop. Circles side by side same size
1.75	Downward figure 6	½ roll, $\frac{1}{4}$ loop to vert' down, $\frac{3}{4}$ loop to invert', ½ roll
1.75	Inverted Eight	½ roll, turns 90 into wind then turns 360 opposite then changes direction to turn 270, then ½ roll
1.75	3 x Rolls	
1.75	Rolling loop	½ roll, ½ outside loop, ½ roll ½ loop
1.75	Four Point Roll	Hesitation each $\frac{1}{4}$ roll
1.75	Half Square loop with Half Rolls	½ roll, $\frac{1}{4}$ loop down, ½ roll $\frac{1}{4}$ outside loop, ½ roll
1.75	Sharks Tooth	Up at 45 deg, 2 of 4 point roll, tight radius to down, 2 of 4 point roll (down), $\frac{1}{4}$ loop
2.00	3 x outside loops	Starts from the top
2.00	8 Point Roll	Hesitate each 45 deg
2.00	4 Point Toss Roll	2 of 4 point roll, outside loop, 2 of 4 point roll
2.00	Top hat	$\frac{1}{4}$ loop, ½ roll, inverted on top, $\frac{1}{4}$ loop(down) ½ roll, $\frac{1}{4}$ loop

5.20 SLOPE SCALE (PROVISIONAL)

This is a low-key, informal, peer judged event. At the end of the day's flying, everyone will get a blank piece of paper on which to write the name of the model (and its pilot) that they like the best, based on appearance and flying. The papers will then be counted and the pilot /glider with the most votes will be the winner.

5.20.1 The Rules

1. Flying to start between 10.00am and 11.00am.
2. Fly when you want, do whatever manoeuvres you like; up to about 3.00pm.
3. Voting at about 3.00pm.
4. Models of powered aircraft (PSS) may be entered. If there are enough they could have a separate class.
5. Non-scale models may be flown but not entered in the comp. Their pilots may vote.
6. Semi-scale models may be entered.
7. No Foamies – To reduce the risk of mid-air.
8. Any non-flying Club members may also vote.
9. Pilots may not vote for their own models.
10. Multiple entries are allowed.
11. There is no need for scale documentation, but if you have some, please bring it along, just for interest.

5.21 PHOTO CONTEST

The photo contest is usually staged annually at the September club meeting. There are a number of predefined classes to be won and an overall winner. Entrants should arrive about 19:00 to register their entries.

5.21.1 Photo Classes

- Class A - A TVSF member and model in action
- Class B - A TVSF member's model in flight
- Class C - Photo of any TVSF activity (or lack of activity!)
- Class D - A Civil Aviation photo
- Class E - A Military Aviation photo
- Class F - Any Aero modelling activity

5.21.2 Rules

- The photos must be the work of the individual TVSF Member although commercial printing is allowed.
- Print size should not exceed A4 and can be mounted in any form
- No photographs, which have previously been entered in a TVSF photo contest can be re-entered in a subsequent TVSF contest.
- Entrants are limited to three photos per class.
- Each photo will be given a number (A1,A2 etc) and the identity of the entrant will only be known to the CD..
- Each member present, after viewing, will be asked to mark the number of the photo as their choice of the winner in each category on a voting slip.
- Voting slips will also have a 'Favourite photo from any class' to decide overall 'TVSF Best Photographer'.
- Photographers should not vote for their own photos.
- The CD will collate the votes and, if possible on the night, announce the results.
- Any ties will be resolved by the CD's casting vote.

5.22 ALL-ROUNDER

The Objective of the TVSF all-rounder is to:-

- To provide a fair method for deciding the overall Clubs champion.
- To encourage as many Club members to actively participate in Club competitions.

5.22.1 Summary of events and Scoring

- This provides the definitive list of the events that are include in the all-rounder scheme and denotes if they are included in the Thermal, Electric or Slope award.

All-rounder Points Table

EVENT	T	S	E	SCORING
Indoor Chuckie	✓			10,9,8,7,6,5,4,3,2.
Cross Country		✓		10,9,8,7,6,5,4,3,2.
Pylon Foamie League		✓		15,14,13,12,11,10,9,8,7,6,5,4,3,2.
Pylon Hard League		✓		15,14,13,12,11,10,9,8,7,6,5,4,3,2.
Pylon Foamie		✓		10,9,8,7,6,5,4,3,2.
Pylon Hard		✓		10,9,8,7,6,5,4,3,2.
F3F		✓		10,9,8,7,6,5,4,3,2.
Slope Aerobatic		✓		10,9,8,7,6,5,4,3,2.
Thermal League (WSLT)	✓			15,14,13,12,11,10,9,8,7,6,5,4,3,2.
eSoaring League (WSLE)			✓	15,14,13,12,11,10,9,8,7,6,5,4,3,2.
Mini Glider RC League	✓			15,14,13,12,11,10,9,8,7,6,5,4,3,2.
Open	✓			10,9,8,7,6,5,4,3,2.
100s	✓			10,9,8,7,6,5,4,3,2.
eSoaring Thermal			✓	10,9,8,7,6,5,4,3,2.
eSoaring Cross Country			✓	10,9,8,7,6,5,4,3,2.
Mini Glider RC	✓			10,9,8,7,6,5,4,3,2.
Hand Launch (Free Flight)	✓			10,9,8,7,6,5,4,3,2.
InterClub Home event	✓			10,9,8,7,6,5,4,3,2.
Multi Task	✓			10,9,8,7,6,5,4,3,2.

Key: T=Thermal, S=Slope, E=Electric

- The scoring method is as the above table which reduces by one point per placing.
- One off events to score 10 down and leagues start with 15.
- At least 1 point will be awarded for each competing attendee.

- The annual Club awards for each of Slope, Thermal and Electric champion is simply the highest scorer from those listed in each discipline providing at least two events have been run in that discipline.

5.22.2 Thermal All-Rounder

- Is the competitor with the highest score in this class of competition as defined above.

5.22.3 Slope All-Rounder

- Is the competitor with the highest score in this class of competition as defined above.

5.22.4 Electric All-Rounder

- Is the competitor with the highest score in this class of competition as defined above.

5.22.5 Club All-Rounder

5.22.6 Having competed in at least 1 of each of the qualifying All-rounder's (see 5.22.6) the competitor with the highest total score is the winner.

All-Rounder's Awards

- To be awarded, either of Thermal, Slope or Electric All-rounder the club must have run at least two qualifying events

6 ACHIEVEMENTS & RECORDS



Soaring is about making the best use of the elements, sometimes we do this against other like minded modellers and call it a competition. Competitions do not suit everyone, neither do they stretch certain of the skills required in setting a new record. It's different. TVSF recognises that setting records has a separate and challenging appeal. This section formalises the setting of records and their recognition within TVSF.

6.1 WHAT TO DO

6.1.1 The Challenge

- Simply establish or improve on a TVSF soaring record.
- A certificate is awarded to the new holder of each record achieved in the season as part of TVSF presentation night.

6.1.2 General

- TVSF maintains All-time club records
- The season for claiming records closes on November 31st.
- The formal list of records covers Duration, Distance and Speed for Thermal, Electric and Slope. Hand Launch gliders have a duration class only. Other records may also be considered.
- All models must conform to the most recent FAI regulations.
- In the event of any dispute the BMFA Handbook and BMFA published records information will be used to resolve.
- Always discuss any doubts with the Records Officer before an attempt.

6.1.3 The Equipment

- The individual is responsible for organising suitable measurement and other equipment required for the attempt.
- Measurement devices and evidence should be appropriate to the type of record. Usually the equipment used in a TVSF competition would be adequate but check with the Records Officer if in any doubt.

6.1.4 Rules

- The TVSF "competitions" are not eligible for records except the Speed (F3F or F3B) contests.
- For a speed contest (F3F or F3B) to apply as a record the course must be accurately measured. It must have nine turns in a total course not less than 750m. The speed will be the average calculated from the total course distance divided by the time in meters/second.
- Thermal speed is to F3B rules accepting the course variations as above.

- Electric models are limited to our Friday night rules with a 60 second motor run except for "speed" which is unlimited.

6.1.5 Submitting Record Claims

- Each request for a record must be supported by a completed "TVSF Record Claim Form" and submitted to the Records Officer as a hard copy.
- The form is available from the Membership Secretary or the Records Officer, or from the TVSF web site.
- Claim as often as you want. A separate form required for each claim.
- Only paid up members of TVSF are eligible to submit a claim.
- Each event must be witnessed by a BMFA member.
- Claims to be made within 4 weeks of date of flight.
Note: claims received after November 31st may not get processed in time for the awards.
- Distance claims require a copy of the map with start and finish points marked.

6.1.6 Safety

- A record attempt will often test you and your model to new limits. Always prepare properly and make sure that you, the model, and the environment are appropriate for the attempt. Make sure all possible steps are taken to minimised or eliminated risks, particularly the risk to others.
- Do not underestimate the personal fatigue involved in a 30 minute thermal flight or one mile cross country, it sounds easy until you try it!
- For distance or cross country activities there is a specific "Code of Practice" elsewhere in this Handbook.
- Adhere to all the safety requirements and codes of conduct in this and the BMFA handbooks.

IF IN ANY DOUBT DON'T FLY.

6.2 ALL TIME RECORDS

In recognition of their achievements, this is the current list of All-Time TVSF records

EVENT	Thermal	HLG (60")	eSoaring	Slope
Duration	M Smith 2hr 21min	M Fantham 56min 26sec	T Hornby 2hr 5m 31s	
Distance Point to Point		NA		C Moynihan 4.1 miles
Distance Goal and return		NA		T. Hornby 0.25 miles out and 0.25 miles back
Average Speed – 1km Closed Circuit		NA		J. West 27.63 m/sec (1km in 36.19 sec)

All eSoaring records must be restricted to a 175m launch height

Remember these are all time records,. For the latest information check the web site.

6.3 CLAIMS FORM



TVSF Record Claim Form

Pilots Name				BMFA No	
Claim Details		Slope/Thermal/Electric / Distance/Goal and Return/Duration/Speed (<i>Select as appropriate</i>)			Date flown
Duration			Distance	Speed	
Hours	Minutes	Seconds	Miles or Km	Mph. or Kmh.	
Description of conditions and flight					
Witness Statement		Name			BMFA No.
I confirm that the rules of the record attempt were complied with, that I accompanied the pilot during the flight and that this is a true record of the flight.					
Signed				Date	
Model Details		Model Name			
Description					
Span	Wing Area	Model Weight	Loading	No of Servos	
For Electric Claims	Motor Run		Cell Capacity	No of Cells	

NOTES: A separate form is required for each claim. Claims to be made within 4 weeks of date of flight. Distance claims require a copy of the map with start and finish points. Send completed claims to: The Records Officer

7 GLOSSARY OF TERMS



This section provides an alphabetical listing of the acronyms used in this hand book.

AGM	Annual General Meeting
BEC	Battery Eliminator Circuit
BARCS	British Association of Radio Controlled Soaring
BMFA	British Model Flying Association
CD	Competition Director
EGM	Extraordinary General Meeting
EPP	Expanded Polypropylene – also see section 5.16.1
F3F	FAI classification for slope speed
F3J	FAI classification for Thermal
F3B	FAI classification for Multi Task
F3K	FAI classification for Miniglider
F5J	FAI classification for eSoaring
WSLT	Weekday Soaring League – TVSF Contests for Thermal
WSLE	Weekday Soaring League – TVSF Contests for eSoaring
FAI	Fédération Aéronautique Internationale – The international body for flying standards.
PSS	Power Scale Soarers
HLG	Hand Launch Glider or Miniglider
SLG	Self Launch Glider, Electric Glider or eSoarer
TRL	Transport Research Laboratory – for many years the home for our Club nights
TVSF	Thames Valley Silent Flyers
XC	Cross Country

8 Appendix – Aerobatic Manoeuvres



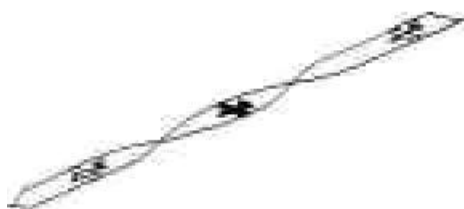
Aerobatic Manoeuvres – illustrated

K Factor 1.00

NOTE: Unless otherwise specified the manoeuvres start "flying straight and level" (F.S&L) and finish F.S&L at the same height and direction as the start.

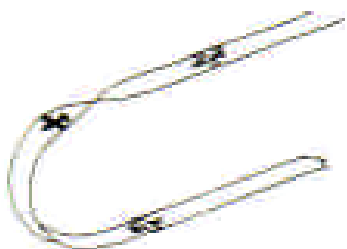
One Roll.

The model F.S&L, rotates smoothly around its longitudinal axis and then F.S&L.



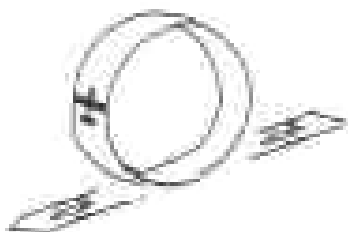
Reversal (Split S).

The model F.S&L, performs one half roll, immediately followed by one half loop, and then F.S&L below the start height



One Inside Loop.

The model F.S&L, performs one inside loop and then F.S&L.



K Factor 1.25

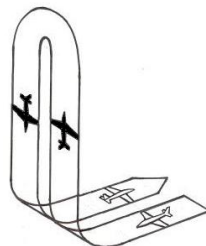
Immelmann Turn.

The model F.S&L, performs one half loop, immediately followed by one half roll, and then F.S&L above the start height



Stall Turn.

The model F.S&L and just past the judges, performs one-quarter of an inside loop to a vertical attitude, continues to fly vertically upwards for a short distance, yaws (into wind) through 180 degrees, flies vertically downwards for a short distance, performs one-quarter of an inside loop, then F.S&L



Inverted Pass.

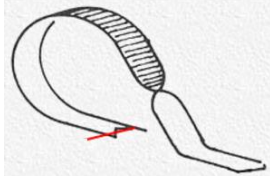
The model F.S&L, performs one half roll, F.S&L inverted for about five seconds, performs a second half roll, and then F.S&L.



K Factor 1.25 **(Continued)**

Half Cuban Eight.

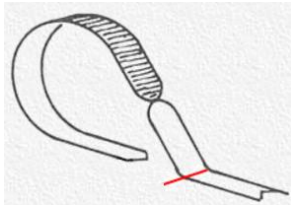
The model F.S&L, performs five-eighths of a loop (to an inverted 45° diving attitude), performs one half roll, performs one eighth of a loop then



F.S&L

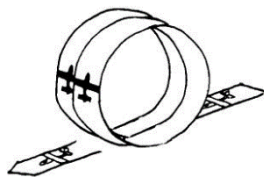
Half Reverse Cuban Eight

The model F.S&L performs one-eighths of a loop up the 45° line and half roll to inverted into five eighths of a loop then F.S&L



Two Inside Loops

The model F.S&L, performs two consecutive inside loops and then F.S&L.



K Factor 1.5

Three Turn Spin The model F.S&L into wind, slows down until it stalls and, in a fully stalled condition, falls into a spin. At the end of three revolutions the model recovers from the spin, flies vertically downwards

to regain flying speed, performs one-quarter of a loop, and then F.S&L in the same direction as the start.



Two Rolls

The model F.S&L, rotates 720° around its longitudinal axis and then F.S&L.



Double Immelmann

The model F.S&L and performs one half loop, immediately performs one half roll, F.S&L for about one second, performs one half loop, immediately performs one half roll then F.S&L.

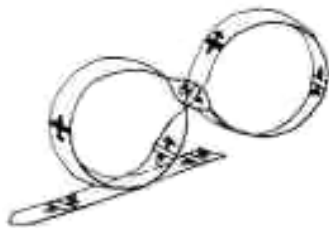


K Factor 1.5 **(Continued)**

Cuban Eight

The model F.S&L, performs five-eighths of a loop (to an inverted 45° diving attitude), performs one half roll, performs three quarters of a loop (to an inverted 45° diving attitude, with the centre of the loop at the same altitude as the first loop), performs one half roll (the centre of the half roll being at the height of the centre of the loop), performs one eighth of a loop then

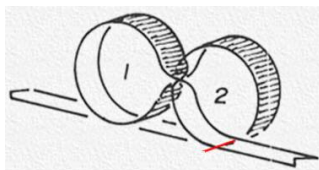
F.S&L at the same altitude and heading as the start.



Reverse Cuban Eight

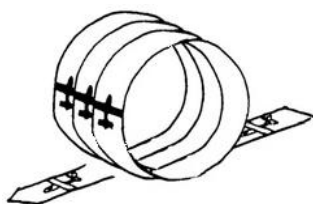
The model F.S&L performs one-eighths of a loop up the 45° line and half roll to inverted on centreline into three quarters of a loop, up the 45° line and half roll to inverted on centreline, performs five eighths of a

loop then F.S&L at the same altitude and heading as the start.



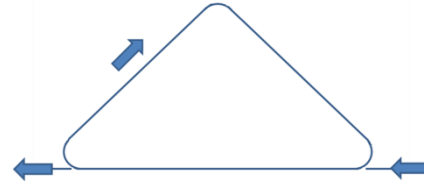
Three Inside Loops

The model F.S&L, performs three consecutive inside loops and then F.S&L.



One Triangular inside loop

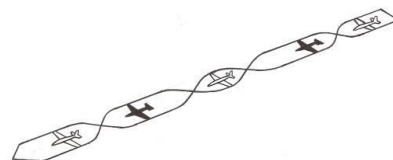
The model F.S&L pass centre and performs a 3/8 loop into a 45° up line. Then performs a 1/4 loop at the centre into a 45° down line and a 3/8 loop to exit F.S&L to complete the triangle



Alternating Roll

The model F.S&L then rolls 180° to inverted, hesitates then rolls 360° in the opposite direction back to inverted, hesitates and then rolls 180° again in the original direction back to wings level

and upright and exits F.S&L



Slow Roll

The model F.S&L, performs one roll then F.S&L. The roll shall be

at a uniform rate and shall take

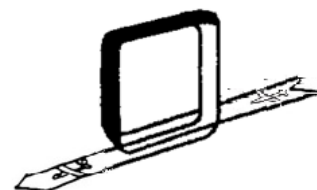
approximately five seconds.



Square Loop

This is a variation of the basic loop. The two vertical lines and the horizontal line on top have to be of the same length. The exit line at the bottom has to be at least as long as the other three sides. The quarter loops that connect the four sides have to

have the same radius at each corner.



K Factor 1.75

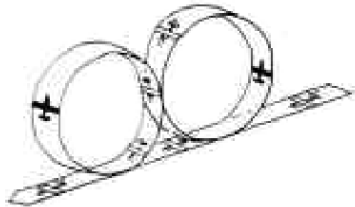
Vertical Eight

The model F.S&L, performs one inside loop, immediately performs one outside loop, then F.S&L at the same altitude and heading as the start of the manoeuvre.



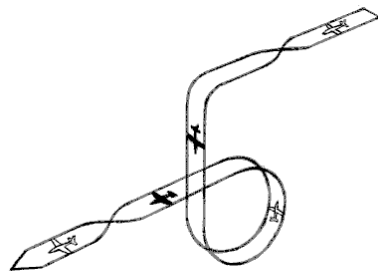
Horizontal Eight

The model F.S&L, performs three-quarters of an inside loop (to a vertically downward attitude), performs one outside loop (to a vertically downward attitude), performs one quarter of an inside loop then F.S&L

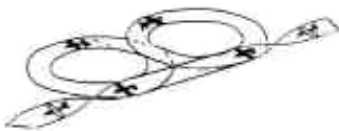


Downward Figure Six.

Flying S&L, half roll to inverted, pull to a vertical down line a short distance then pull $\frac{3}{4}$'s of a loop exiting inverted. Then clear the vertical path and half roll to upright and finish with wings S&L.



Inverted Horizontal Eight The model F.S&L across the wind, performs $\frac{1}{2}$ a roll to inverted, turns into wind through 90° , immediately turns in the opposite direction through 360° , immediately turns in the first direction through 270° , performs $\frac{1}{2}$ roll, then F.S&L



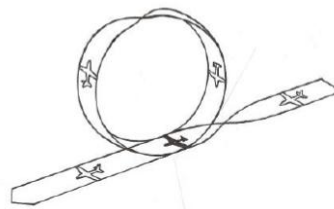
Three Rolls

The model F.S&L, performs three consecutive rolls, and then F.S&L.



Rolling loop

The model F.S&L then rolls 180° to inverted on the centreline and immediately pushes half an outside loop. At the top the model rolls 180° to inverted and pulls the second half of the



loop to exit wings level and upright. Model finishes by flying S&L.

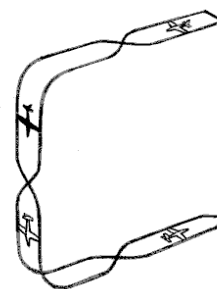
Four Point Roll

The model F.S&L, rolls through 90° to a knife-edge attitude, hesitates briefly before repeating the quarter-rolls and hesitations back to a wings-level attitude, then F.S&L.



Half Square loop with Half Rolls

Start by flying straight and level near the top of the box, halfway along the top leg, half roll to inverted. At the end of the leg, pull to a vertical down line on the centre

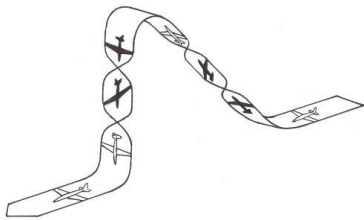


line. Halfway down, perform a half roll and at the bottom of the leg, push to horizontal. Halfway along that leg, half roll to upright and exit wings S&L

K Factor 1.75 **(Continued)**

Sharks Tooth

The model F.S&L then pulls to a 45° up line. Half way to the top the model performs two points of a four-point roll. At the top of the 45° line, pull a tight radius (as on a square loop) to a vertical down line. Half way down the model must perform two points of a four-point roll and



then is pulled to wings level. Model finishes F.S&L.

K Factor 2.0

3 x Outside Loops

The model F.S&L, performs three

consecutive outside loops (downward) and then F.S&L.



8 Point Roll

The model F.S&L then performs eight 45° rolls with equal hesitations between each 45° ending with wings level attitude and flying S&L. Plane

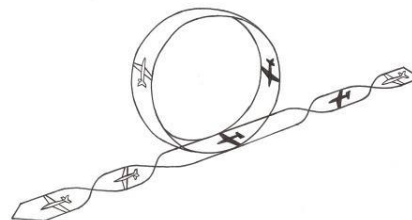
must be horizontal inverted when on the centre line.



4 Point Toss Roll

The model F.S&L then performs two points of a four point roll, on the centre line the model performs an outside loop followed by the remaining two points of the four

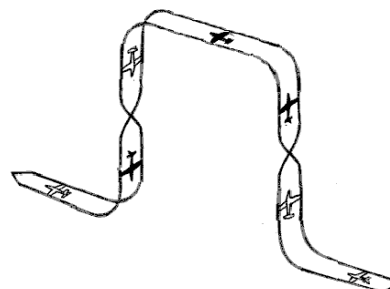
point roll. Model exits F.S&L.



Top Hat

¼ loop, ½ roll, inverted on top, ¼ loop

(down) ½ roll, ¼ loop



9 Handbook Updates – 2021



This page provides a summary of the changes that have occurred to the handbook since 2017 issue.

SUMMARY OF CHANGES

Generally the pages have been updated 2021 in the footer

Forward compressed the history a little and updated the publication version number to issue 2021 published March 2021

Handbook Contents.. updated

Section 1.3 Added a new paragraph “All members will...”

Section 1.5 New role added of Data Protection Compliance Manager

Section 1.11-1.12 BMFA membership, Article 16 and CAA CAP722

Section 1.13 News letter “Lift” discontinued

Section 2.1.1 CONDUCT and CAP722 and Article 16

Section 2.6 New Privacy Policy

Section 3.1.9-3.1.10 TFLN and EFNL updated to Weekday Soaring League - Thermal and Electric – WSLT and WSLE

Section 3.2.2-3.2.4 Thermal and Electric Champion qualifications

Section 3.3.1 Award changed to best National league performance

Section 5 Generally Electric comps launch height reduced to 175m

Section 5.6 Thermal comps in general – Club winches minimum of 2

Section 5.7 Soaring leagues change to “weekday”. Start by agreement.

Section 5.9.2 Removed - no longer relevant.

Section 5.22.1 Clarifying qualification for “All-Rounder” awards

Section 9 this section summaries the changes

Notes page