MODEL AERONAUTICAL ASSOCIATION of AUSTRALIA Inc.

AUSTRALIAN OFFICIAL RULES

Section 7 - R/C Scale Rules
R/C Giant Scale Racing

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6.0 LARGE RADIO CONTROL FLYING SCALE

6.1. General Rules, and Standards, for Static Judging of Large Radio Control Flying Scale Models.

6.1.1.

a] A Large Scale [Mammoth] model shall not weigh more than 25 kg and shall have a wingspan or fuselage length of no less than 1.65 metres for multi-winged aircraft and no less than 2 metres for a monoplane.
b] The model shall be a replica of a full size man-carrying heavier-than-air aircraft which has flown. Model helicopters or model aircraft with powered rotors are not acceptable.
c] Aircraft that qualify for F4C may not be flown in both F4C and Large [Mammoth] Scale at the same contest.
d] All flying manoeuvres start by a trajectory parallel to the judges' line except 6.3.8 M & N which start by a trajectory perpendicular (at right angles) to the judges' line.
e] A contestant shall enter only one large scale model per contest

6.1.2. **Judges**.

The organisers shall appoint three scale judges, who shall determine the degree of fidelity to scale. The Judges should discuss each item as a team and attempt to arrive at a unanimously agreed score for each item although each judge retains the right to differ.

6.1.3. **Competition Programme**.

A competition programme for the event shall consist of part 6.1 and the regulations for the event. Rules for the event shall consist of 6.1 plus part 6.2. Part 6.1 shall precede the flying programme.

6.1.4. **Coefficient**.

Where a Coefficient [K] is noted, scoring shall be between 0 and 10. The score shall then be multiplied by the Coefficient [K]. Fractions of a point may be awarded by judges when scoring static and flight segments.

6.1.5. **Remarks**.

a] All models shall become airborne in the manner of the prototype. No hand launching shall be attempted.
b] No parts of a model, except the propeller, spinner and aerial may be changed between static judging and flying.
Note: The size and shape of the spinner may not be changed.
c] Metal bladed flying propellers are forbidden.
d] Explosives may not be carried or dropped from a model.
e] Gyro / auto-pilot devices shall not be used.

6.1.6. **Proof of Scale**

6.1.6.1. Proof of scale shall be the responsibility of the contestant.

6.1.6.2. The exact name and model designation of the subject aircraft shall be indicated on the entry blank in "Proof of Scale" presentation.

6.1.6.3. The scale to which the model is built must be stated on the "Proof of Scale" presentation.

6.1.6.4. To be eligible for fidelity to scale points, the following documentation must be submitted to the judges:

a) Minimum documentation shall consist of a published scale view drawing or silhouette, having a span or length - whichever is the greater – of a minimum of 250mm and a maximum of 500mm, in triplicate, together with a minimum of three photographs of the type in general. In the event of a conflict between the photographs and the drawing, the photographs take precedence.

b) To be eligible for colour and markings scoring, the colour scheme must be proven by:

I. a colour print or photo;
II. a printed colour description; or
III. Paint chips or samples of paint or fabric etc. either from the prototype or identical to that used on the prototype, subject to those items being authenticated by an authoritative source such as the manufacturer or owner of the prototype.

A good example of an ideal colour and outline description is the "Profile" publication or similar.

Note: If no "proof of scale" material accompanies the model, only craftsmanship and flight points may be awarded.

6.1.6.5. **Static Judging**

Static judging shall be carried out at a minimum distance of five metres distance from the model. Details not visible in flight are not to be considered in scoring the model. No measurements are to be taken.

6.1.6.6. **Static Scoring**

Side views (Fidelity to scale per scale documentation)	K = 10
Plan views (Fidelity to scale per scale documentation)	K = 10
End views (Fidelity to scale per scale documentation)	K = 10
Colours (per scale documentation)	K = 10
Markings (per scale documentation)	K = 10
Craftsmanship	
Competitor designed and built	K = 15
Scratch built from commercial plans	K = 12
Built from a kit	K = 10
Built from a fibre glass and foam kit	K = 8

6.1.6.7. **Bonus Points**

No bonus points, for complexity or other, will be awarded.

6.1.6.8. **Scoring**

The combined Fidelity to Scale and Craftsmanship points shall be the aggregate of points awarded by three judges. These points may be used for final classification only when the model completes an official flight.

6.1.6.9. **Builder of the Model**

The competitor shall sign a declaration that he/she is the builder of the model entered. The builder shall nominate the type of construction as outlined under 6.1.6.6. Craftsmanship. The requirements of the Builder of the Model rule shall be satisfied if the individual modeller has constructed the airframe from raw materials or from prefabricated components as found in a commercial kit such as fibreglass cowl(s) and fuselage(s), foam cores, canopy or plastic moulded exterior details, wheels etc. All final assembly and finishing (painting) shall also be performed by the same individual with material of his or her choosing. Any other commercially advertised products may also be used without penalty to the modeller at the various stages of construction. Hardware independent of the airframe (visible or not) requiring machining or welding to assure reliability, safety or the required operations of the scale model aircraft such as engine accessories and undercarriage gear may be commissioned independently when in the judgement of the modeller, commercially available items are not adequate. No other airframe construction may be commissioned in this manner. If found in violation, the competitor shall be disqualified from the contest.

6.2. **General Characteristics**

6.2.1. General characteristics are limited by CAR 1998 Part 101 and the Manual of Procedures applicable thereto.

6.2.2. **Radio Equipment**

There shall be no limitations on the radio or mechanical equipment used by the contestant. (Single and multi-channel equipment shall be judged in the same class).

6.2.3. **Definition of an Attempt**

There is an attempt when the model fails to take off within the five minutes (plus one minute for each additional motor) allowed the competitor.

Note: An attempt can be repeated at the judges' discretion only when, for any unforeseen reason outside the control of the competitor or organiser, the model fails to start.

6.2.4. **Definition of an Official Flight**

An official flight shall be recorded when the model has completed the take off manoeuvre.

6.2.5. **Number of Flights**

Each contestant may have two attempts to complete each of three official flight programmes.

6.2.6. **Flying Time**.

The contestant must be called at least five minutes before being required to enter the starting area. The contestant shall have twelve minutes in which to complete a flight programme. One additional minute shall be added for each extra engine in the case of a multi-engine model.
The time shall start when the contestant begins to crank the motor, or two minutes after he enters the starting area, whichever is first. The model must be released for flight within the first five minutes (plus one minute for each additional engine). No points shall be scored after the expiration of the time limit (twelve minutes plus one minute for each additional engine plus three minutes for non aerobatic models).

6.2.7. Flight

6.2.7.1	Take off	K = 8
6.2.7.2	Straight flight	K = 2
6.2.7.3	Figure Eight	K = 6
6.2.7.4	Descending 360^0 Circle	K = 6
6.2.7.5	Option	K = 4
6.2.7.6	Option	K = 4
6.2.7.7	Option	K = 4
6.2.7.8	Option	K = 4
6.2.7.9	Option	K = 4
6.2.7.10	Approach and Landing	K = 10
6.2.7.11	Realism of flight	
	a) Engine sound (realistic tone & tuning)	K = 2
	b) Speed of the model aircraft	K = 4
	c) Smoothness of flight	K = 4
	d) Size of manoeuvres	K = 3

Notes: The scale of the model aircraft and the cruising or maximum speed of the prototype must be stated on the score sheet.

Only one attempt is permitted for each manoeuvre, the only exception is the procedure of getting a model aircraft airborne, as defined below.

If the motor(s) stops after the take-off has commenced, but before the model aircraft is airborne, the motor(s) may be restarted. There is only one attempt allowed to repeat the whole procedure. In the case of a repeated attempt, no points will be assigned for the interrupted manoeuvre.

6.2.8. **Optional Demonstrations**

6.2.8.1. The contestant may choose five different demonstrations provided such demonstrations were carried out by the prototype and the contestant can prove this. Refer to 6.3 [Judges' Guide].

6.2.8.1.a. The contestant shall nominate to the judges prior to flight, the type of approach as either straight or curved.

6.2.9. **Marking [Flight points**]

Each manoeuvre or demonstration may be awarded between 0 and 10 by each of the judges during the flight. These marks are multiplied by a coefficient [K] which varies with the difficulty of the manoeuvre/demonstration. The manoeuvre/demonstration must be performed in a plane and at a height which will allow it to be clearly seen by the judges. The non observance of this rule will be penalised by a loss of points. There shall be a flagman at the site to indicate by visual and acoustic signal, if, and when, the model passes over the spectators. If this happens, then the contestant shall be disqualified from the remainder of that round including the incidental manoeuvre. The flagman shall keep a record of these incidents.

6.2.10 **Flight Score**

The flight score shall be the aggregate of the points awarded in 6.2.7. by the three judges.

6.2.11. **Final Scoring**

6.2.11.1 Add the points earned in 6.1.6.6. and the average score of the two best flights under 6.2.7. If the contestant has achieved only one flight, the points awarded for that flight shall be divided by two.

6.3. **JUDGES GUIDE R/C SCALE FLYING SCHEDULE, GOVERNING LARGE RADIO CONTROL FLYING SCALE AIRCRAFT**

Refer to: -

Sporting Code Section IV
Volume F4
Flying Scale Model Aircraft

Annex 6c

JUDGES GUIDE
R/C SCALE FLYING TECHNICAL RULES FOR
FLYING SCALE MODEL AIRCRAFT CONTEST
SCHEDULE CLASS F4C

6.4 STAND-OFF SCALE

6.4.1 OBJECT:

a) To promote an event for flying scale model aircraft in which static judging is simple and does not require detailed and expert appraisal of the model. These rules are intended to help beginners to become acquainted with the CIAM scale rules and the way those are handled for competition.
b) The flight programme and flight judging as detailed in Part 6 of Section 4c of the FAI Sporting Code [Classes F4B and F4C] are used as printed and form part of these rules.

6.4.2 MODEL REQUIREMENTS:

6.4.2.1
a) The model shall be a replica of a man-carrying heavier-than-air aircraft which has flown.
Model helicopters or models aircraft with powered rotors are not acceptable.
b) Maximum weight of a complete model without fuel but including any dummy pilot: 7 Kg, except electric powered models which shall not exceed 7.5 Kg including batteries.
c) Aircraft that qualify for F4C may not be flown in both F4C and Stand Off at the same contest.
d) A contestant shall enter only one model per event.

6.4.2.2 **Motive Power**

a) Internal combustion engine, no size limit.
b) Jet reaction motors: Neither jet reaction (including gas turbines) nor rocket may be used.
c) Electric Motors: Maximum voltage of power source 42 volts (30 cells in a row).

6.4.3 BUILDER FLYER:

Except as permitted, under 4.1.11. of Chapter 2 , the competitor must be the builder of the model and must pilot it. Refer 5.0.5. chapter 2.

6.4.4 PROOF OF SCALE:

To prove that a model resembles a particular prototype, some documentation is required. Minimum documentation shall consist of a published three-view drawing or silhouette together with a minimum of three photographs of the prototype. A selection of photographs, showing the aircraft in front-view, side-view and plan-view can replace the three-view drawing or silhouette of old timer aircraft for which no drawing may exist.
Minimum span of the three-view documentation shall be 100mm. For scoring under "colour and marking", the colour scheme must be proved by a colour print or photograph or by a printed description. A "PROFILE" or similar publication is an ideal proof both for outline and colour schemes. If no proof of scale material accompanies the model, only craftsmanship and flight points may be awarded.

6.4.5 STATIC JUDGING:

Static Scoring: As per Large Scale rule 6.1.6.6. except that craftsmanship will have a factor of K = 15.

6.4.6 FLIGHT JUDGING AND FINAL SCORING

Flight judging and final scoring shall be in accordance with rule 6.2 (control line, et seq) and 6.3 (radio control, et seq), of Part 6 of Section 4 Volume F4 the FAI Sporting Code, together with the relevant Judges' Guide for flying schedules. The General Rules at 6.1 also apply except 6.1.9.4 (Documentation).

JUDGES' GUIDE
STAND-OFF SCALE STATIC JUDGING

6.5.1 Judges must not examine the models at a closer distance than 3 metres prior to or during static judging. This rule is governing.

6.5.2 **Procedure**: The model should be presented to the judges by a handler [who may be the contestant], whose position should be marked on the ground at three metres distance from a line or roped-off area for the judges. The handler should turn the model into positions requested by the judges in order to be able to compare the model with the drawings and photographs. The judges should discuss each item as a team and attempt to arrive at an unanimously agreed score for each item although each judge retains the right to differ. The points awarded shall be the aggregate of the points awarded by the three judges.

6.5.3 **Tips for the Judges**: The main requirement is: " Does it look like the real plane as compared to the photo/drawing at 3m distance?"
The judges should confer prior to judging and review the range of models presented and agree on standards to be used. If doubt exists, then the benefit should be given to the modeller. No cockpit detail should be considered.

6.5.4 **Proof of Scale**: Minimum documentation shall consist of a three-view drawing with 100mm minimum span and a minimum of three photographs of the prototype.

6.5.5 **Static Judging** Values: 0-10 points each for fidelity to scale and workmanship.

6.5.6 **Fidelity to Scale:** How close does the model resemble the prototype?

6.5.7 **Workmanship**: How has the modeller treated the model in use of materials? Also the complexity of the model subject should be considered [simple or complicated prototype].

For detail, refer to the Table.

RATING	FIDELITY TO SCALE	WORKMANSHIP
Superior 9-10	Looks exactly like the photograph	Superior craftsmanship on complex subject
Excellent 7-8	Minor discrepancies, hardly noticeable	High degree of craftsmanship
Good 5-6	Changes made do not detract from the overall effect	Definite attempt to hide "model requirements".
Fair 3-4	Some obvious deviations and changes	Workmanship detracts from model in someway
Poor 0-2	Gross exaggerations and deviations from scale.	Bad workmanship.

6.6 R/C GLIDER - STAND OFF SCALE
Thermal and Slope

6.6.1. **Objective**:

To provide the opportunity for equitable competition between radio controlled scale model gliders.

6.6.2. **General Characteristics**:

a) Maximum weight ..... 15 kg
b) An aircraft is to comply with CAO 95-21. Aircraft weighing more than 7 kg require a Permit to Fly.

6.6.3. **Radio Equipment.**

Radio control equipment shall be MAAA certified.

6.6.4. **Ownership.**

The entrant must be the owner of the model and must operate the controlling transmitter.

6.6.5. **Common Procedures**.

The following apply to both thermal and slope gliders:-

a) the competition will be in two parts; static and flying;
b) marks in both these parts will be awarded from 0 to 10 inclusive in steps of $^1/_2$ points and will then be multiplied by the appropriate "M" factor.
c) entrants shall supply the following:-
   1] a signed declaration of the origin of the model stating which category in paragraph 6.6.6.a is appropriate;
   2] a three view drawing of minimum scale 1 : 72;
   3] colour photographs or other means of verifying accuracy of colour, markings and appearance.

6.6.6. **Static Judging**.

Models shall be viewed from outside a circle of five metre radius during static judging. All items such as cockpit or cabin will also be judged if visible from outside the viewing circle.

The model will be marked for the following, with the "M" factors as indicated to apply:

	Thermal	Slope
Accuracy of Outline	7	18
Finish, Colour and Markings	6	15
Scale Structure	5	N/A
Surface Detail	5	N/A
Complexity of Type	N/A	12
Craftsmanship	N/A	15
Maximum Total of Points per Judge	230	600

6.6.6.a) **K Factor**

Marks awarded in static judging of thermal and slope shall be multiplied by an appropriate K factor selected from the following table to reflect the entrant's involvement in the construction of the glider:-

	Thermal	Slope
Ready Built (not built by entrant)	0.5	0.5
Built substantially from a ready made kit	0.6	0.8
Built from a kit of parts but with a substantial amount of work by the entrant	0.8	0.85
Built from scratch from other person's plans	0.9	0.9
Built from scratch, to own design.	1.0	1.0

6.6.7. **Flying Section**

6.6.7.1. **Thermal Gliders**

6.6.7.1.1. **Launching**
The model may be launched by any recognised method.

6.6.7.1.2. **Attempts**
A repeat attempt is permitted only if:

a) the launch is aborted;
b) the flight is not judged through a fault of the judges; or
c) the flight is not timed through a fault of the timekeepers.

6.6.7.1.3. The entrant shall make two flights during which the following manoeuvres shall be scored by the judges:-

1] Take off (ROG or release from the hand)	M = 2
2] Option 1	M = 4
3] Option 2	M = 4
4] Option 3	M = 4
5] Approach and Landing (both flights)	M = 5
6] Realism in Flight (both flights)	M = 5

Options may be any recognised manoeuvre appropriate to the type, acceptable to the judges and nominated to them before the flight. Each option shall be attempted only once but at any time during either flight.

6.6.7.1.4. The maximum number of points/judge in the thermal flying section is 360.

6.6.7.2. **Slope Gliders**

6.6.7.2.1. The flying section for slope gliders is divided into two parts - a proving flight and scale flight.

6.6.7.2.a **Proving Flight**.

1]	360 degree turn	M = 5
2]	Straight stall and recovery	M = 5
3]	Approach and landing	M = 6
4]	Continuity	M = 6
	Sub-total	220

6.6.7.2.b **Scale Flight**

1]	Thermal turns	M = 6
2]	Straight and level along slope	M = 6
3]	Dive and climb	M = 6
4]	Option	M = 6
5]	Approach and landing	M = 7
6]	Continuity and Realism	M = 7
	Sub-total	380

6.6.7.2.c The total points per judge is 600. If the proving flight is not completed, no points shall be awarded for the static section of the slope competition.

6.6.8. **Scoring**

The entrants final score is the sum of all points achieved in both parts of the competition after the appropriate K and M factors have been applied.

The maximum possible marks per judge is 590 in the Thermal competition and 1200 in the Slope.

In the event of a tie, the entrant with the highest score for Realism in Flight [Thermal] or Continuity and Realism [Slope] shall be the winner.

6.7 GIANT SCALE RACING

Giant Scale Racing consists of two classes, A.T.6 and Golden Era

6.7.1 A.T. 6

This will be a standard class based on the MIDWEST AT6 kit.

a) Maximum engine capacity of 1.25 c.i.; such engines may be spark ignition or glow and must be stock, unmodified, and commercially available.

b) Super chargers, Rootes type blowers, air chambers pumps and tuned pipes are NOT allowed. Carburettors may be changed as long as the replacement carburettor is commercially available, and designed for engines of 1.25 c.i.

c) Mufflers must be used and noise criteria to be a maximum of 98 db measured at 3 metres over mown grass.

d) Propeller must be commercially available, minimum diameter 14 inches, maximum pitch 12 inches. Propeller may be reworked, but the brand marks must be intact and visible.

e) Any M.A.A.A. legal fuel may be used. Crankcase or Muffler pressure, in-flight mix control etc. may be used.

f) Aircraft is to be built from the Midwest kit, or may be constructed from plans to identical dimensions, or from an approved fibreglass kit, to identical dimensions.

g) Minimum aircraft weight is 14 lbs. (without fuel). Pilot must be installed.

h) Fixed or retractable landing gear may be used, with steerable tail wheel.

i) Dummy engine allowed and encouraged (Nose Weight). A scale size spinner must be fitted.

j) No restrictions on colour scheme. Race numbers will be allocated on a first come, first served basis. However, models that have been registered for the previous races will be given preference for their number.

k) No "Builder of the Model" rule.

6.7.2 GOLDEN ERA CLASS

Entries are to be a scale representation of any full size aircraft that either attempted to qualify, qualified, or competed in either the Thompson Trophy Races in the U.S.A., or the King's Cup races in the United Kingdom, or other races of similar type during the "Golden Era". No "Builder of the Model" rule applies.

a) SIZE OF MODEL
Model must conform to the basic scale outline, and meet a total minimum size of *:*
Monoplanes - wingspan plus fuselage length to total 156 inches (3.96m)
Biplanes - wingspan plus fuselage length to total 117 inches (2.97m), with the wing-span being based on the larger wing.

b) SCALE DETAILS
Models are to conform to basic scale outlines. Scale detail eg. rivets, panel outlines, etc. are not compulsory. Three views or other documentation is required to verify scale likeness. A clear windscreen or canopy as applicable, and a pilot bust installed in the cockpit is required; also a minimum instrument panel with at least three scale size gauges.

c) COLOUR SCHEMES
Scale colour schemes are not required and a personalised scheme is encouraged to assist in identification of the model should more than one example of a prototype be entered. Colour schemes should reflect the schemes of the era etc.

d) AIRCRAFT WEIGHT :

MINIMUM WEIGHT - Minimum weight of 3 Ibs. per 10 cc. is required ie. 100 cc. engine requires a minimum weight of 30 lbs. (Note: maximum engine size is 100 cc) Weight measured without fuel.
Absolute minimum weight of 7 kgs.

MAXIMUM WEIGHT : Aircraft must have a valid permit to fly which fixes the maximum weight at 25 kg (without fuel).

e) AIRFOILS
Wing and tail group airfoils may be any suitable for model aircraft, but must follow scale planform. Tail dimension may be increased by 5% to ensure good flying characteristics.

Control surface dimensions may be varied as long as the aircraft outline is not affected.

Flaps are not compulsory even if the original aircraft used them.

f) LANDING GEAR
Must be scale. ie. If the original aircraft had retractable gear the model must do so. This includes the use of wheel pants, if used on the original.
Landing gear must be robust enough to allow normal, and repeated taxi, take-off, landing and taxi operations.
A steerable tail wheel must be fitted. (may be used in place of a tailskid.)

g) FLYING WIRES & STRUTS :
Flying Wires that are fitted to the prototype must be fitted, but need not be functional. Wires must be .032" diameter or structural metal, and cannot be made of nylon cord or other material.

h) ENGINES :
A maximum size of 100 cc. is allowed. (6.0 cu. in.) Spark ignition engines must be fitted with an external kill switch. Glow engines must be able to shut off from the TX.
Any fuel that is M.A.A.A. legal may be used.

i) EXHAUST SYSTEMS :
No tuned pipes or exhaust augmentation is allowed. Effective Mufflers must be fitted. A noise limit, of 98 db measured at three metres over grass, will be applied.
Engines must be cowled as per the prototype, and only the spark plug, ignition wire and carburettor should protrude. Exhaust should exit as close as possible to the scale position.

j) RACE NUMBERS
Numbers will be allocated and must be displayed as on the full size aircraft.

k) TECHNICAL INSPECTIONS AND TEST FLIGHTS
All entrants must produce for inspection the Permit to Fly. Random safety inspections may be carried out if the Safety Officer so requires.
Any repaired damage will be checked by an appropriate MOP inspector.
Any aircraft that exhibits unpredictable handling characteristics in the air and on the ground, such as uncontrolled take-off direction, violent pitching, skidding or unpredictable flight, will be cause for disqualification.
Aircraft must race in the same configuration that it is presented for scrutiny, ie. spinners, cowls, wheel pants etc. cannot be removed for racing.

l) CONTROLS ETC.
RADIOS :

TX : Must be M.A.A.A. checked and must be approved for at least 20 khz separation.

SERVOS: Shall be of sufficient power for the size and weight of the aircraft.

For the GOLDEN ERA class the following minimum ratings apply.

i. **Elevators:** Must use one servo a side, each with a minimum torque rating of 69 in-oz/ 4.5 kg-cm.
Alternatively one servo driving both sides with a minimum rating of 105 in-oz/ 7kg-cm.

ii. **Ailerons:** Each aileron must use a servo with a minimum rating 69 in-oz/4.5 kg-cm.

Servos must be visible for inspection. ie. with the wing off, or through an access panel.

iii. **Clevises:** All flight control surfaces must have linkage and clevises of at least 4-40 size Pull-Pull activation is recommended with 4-40 linkages. Clevises must have keepers, and control horns must be of sufficient size and strength and size to handle the large loads, and must have minimal play.

Note - Aerodynamically balanced control surfaces are recommended.

iv. **Batteries:** All radio systems shall be powered by batteries of 1200 mah minimum capacity (1800 mah recommended)
Note :- in systems that use two receivers, 2 x 700 mah would meet this requirement.

6.7.3 COURSE:
The Race will consist of 10 laps of a course determined by the Race Organisers, having regard to the site, spectators, safety etc.

6.7.4 RACE PROCEDURE
There will be a three minute starting time. During this period the model may be started and released into the course, with the approval of the Starter. No one can start after the completion of the three minutes. At the end of the three minutes the one minute count down will commence. During this time, the contestants will circulate in the course.

The race will commence at the end of the one minute count-down. Any entrant crossing the line before the end of the one minute will lose one lap.

Entrants may fly a wide last lap to judge the start, but must not turn against other traffic.

One cut will incur a 10% penalty, two cuts will be a Zero.

6.7.5 HEATS
The number of heats will be determined by the organiser depending on the time available and the number of entrants in each section.

The organiser will decide if heats are to be dropped in determining the final result and will inform contestants prior to the beginning of the contest.

6.7.6 SCORING
The score of each heat will be determined by converting the time to seconds and the placing established by adding the scores from all the nominated heats.