

WAMASC NEWS



APRIL/MAY NEWSLETTER



FIELD SAFETY

First Aid personnel, defibrillator and Firefighting equipment are available at the field for your convenience.

NEWSLETTER

This is your Newsletter and I welcome any articles and photographs that Members may like to contribute. We look forward to hearing from you!

Please feel free to contact any of the committee or me directly at:
david.collett2@bigpond.net.au

The opinions expressed in any given articles are not necessarily those of the Editor or the Committee.

SAFE FLYING!



The past couple of years have seen a number of changes at WAMASC as we steadily worked towards improving our facility to meet the needs of the world control line championships. The clear result of a lot of hard work by our members is there for all to see:-

- Extended runways
- New Pits
- Upgraded Carpark
- Connection path to Whiteman Park train station
- Upgraded canteen and improved outdoor area
- Refurbished electricals that now meet standards
- Upgraded toilets

Whilst the control line championships provided the basis for this work, what we have is greatly improved facility for all of our members. Our thanks go to all of the volunteers that made this happen.

There are a couple of projects that we have now deferred until after the completion of the championships. The upgrade to the main pits will proceed as agreed to at the last general meeting. The new target for completion has been moved to the end of 2016. The other project is the sealing of the road and carparks. This is financially beyond the capacity of WAMASC to undertake without external funding and with the state of the economy and limited access to grants we do not expect to see much progress over the next couple of years.

WAMASC is now the proud owner of a new mower. We sought professional advice and purchased a new mower to suit the size of the grassed area.

Membership renewals are rapidly approaching and we will be rolling out a new membership scheme where we reward members who donate their time to help the club. The principles of this scheme were approved at the last general meeting and further details will be issued in due course.

Lastly we thank you for your understanding with the upcoming field closures in May for the world championships. Entry to the world championships is free to all so please come down and experience world class flying and the atmosphere of a hotly contested event.

Safe flying!
Best Regards
Steve Brown
WAMASC Chairman

2016 World Championship for Control Line model Aircraft.



Some history...

The Control Line world Championships are held every second year. And on all but five occasions since its inception in 1960 has been held in mainland Europe.

This will be the first time the Control Line World Championships has been held in the southern hemisphere.

Since Australia won the bid in 2013 considerable ground works have been carried out at the WAMASC site, and there is just some finishing touches to complete in the coming months. (8 months from today 7-9-2015)

The flying facilities at WAMASC will be the best ever seen at a Control Line World Championships, and are essentially ready now. This provides the necessary confidence to those planning a journey from the other side of the world.

The high number of competitors require somewhere to practice, hone their skills, and make tune adjustments to achieve their best in the competition.

We have been lucky enough to secure sites to practice at Lilac Hill Reserve (Aerobatics), the WA Archery club (Combat), and the eastern entrance carpark of Whiteman Park (Team Race). All these practice sites are close by and are of a very high standard.

Whiteman Park has undertaken to upgrade the existing WAMASC car park facilities and will be extended where possible to help accommodate the anticipated 300 cars.

The park board started site works on 3rd September in the eastern carpark to make it suitable for Team race practice, so it is likely we will see work underway on the WAMASC carpark in the coming months.

Final competitor numbers won't be known until January 2016, but current indications show we should be expecting well over 200 competitors from about 33 countries around the globe.

Spectators and supporters usually outnumber competitors by 2-3 to 1, and there will be a large number of control line and RC enthusiasts attending from all over Australia.

There is a lot of work involved in preparing and holding a competition of this scale.

For example, selecting 21 FAI accredited judges and officials, plus a total of 50 volunteers to assist in running the four competition classes.

Parking attendants.

Catering to feed 200-300 people on the field at any one time.

Opening and closing ceremonies, End of event Presentation Banquet, and social events in evenings and during the day for wives and children.

The ongoing support of all WAMASC members is both vital and appreciated. If anyone is interested in helping with the event please contact the undersigned. Likewise if anyone is interested in billeting a foreign competitor.

F2 CONTROL LINE WORLD CHAMPIONSHIPS
To be held in PERTH, WESTERN AUSTRALIA
May 7th – 13th 2016.

The Control-Line World Championships are to be held in Perth, Western Australia from 7th to 13th of May. This is the first time that a control-line event of this stature and magnitude has been held in the Southern hemisphere and one of the very few times that the World Championships has been held outside of Europe. In the three days prior to this event a World Cup event will also be held.

For those unaccustomed to the realms of Control-line flying these models are flown on a pair of steel wires which are connected to a mechanical bellcrank inside the model. This bellcrank converts control handle movement into elevator (and flap in the case of aerobatic models) which in turn controls the model's flight.

There will be four categories of model flown at the World Championships and these are as follows:

F2A (or Speed) as the name implies, these models are designed for pure speed, and to that end do not have a fixed undercarriage. They take off from the ground but use a wire framed 3-wheeled cage like item called a "dolly" On reaching take off speed they lift out of the dolly and are nursed up to speed as the tuned pipe equipped engine comes "onto the pipe" At full speed these engines will be turning at around 45,000 rpm. The pilot must engage his handle into the yoke of a steel pole in the centre of the circle and then run around in small circles trying to keep up with a model doing around 300 kph.

F2B (Aerobatics) – these models are built for precision in manoeuvres and are usually beautifully finished with elaborate paint jobs. They generally are flown on two lines of between 18 – 22 metres length. They are judged over a series of 15 prescribed manoeuvres plus the starting of the engine. Each pilot must complete these within the 7 minute timeframe. Points are awarded by the judges based on the precision and presentation of the manoeuvre.

F2C (Team Racing) – is an event where three teams of two people (pilot & mechanic) race their streamlined models against each other in the same circle. Races are held over 100 laps (10 km), from a standing start, and because the tank is restricted to only 7cc's of fuel this necessitates rapid landing for a refill, restart of the engine and release. A typical pitstop would take 3 secs from catch to release. As the models have airspeed of around 200 kph the action between the pilots in the centre circle is quite hectic.

F2D (Combat) - is performed by a pair of light, fast and extremely manoeuvrable models flying on 15.92 metre lines. Attached to each model is a crepe paper streamer on the end of a length of twine. The object of the event is for each pilot to take cuts of their opponent's streamer whilst protecting their own. Bouts are decided on points earned from both cuts and air time. This is very much a spectator sport as it is fast and furious.

Both the World Cup and the World Championships cover four categories, those being F2A (Speed), F2B (Aerobatics), F2C (Team Race) and F2D (Combat). The World Cup also features Vintage "A" Team Racing.

The tyranny of distance and the attendant cost of travel have not stifled enthusiasm and we currently have of 32 countries and around 375 individuals entered.

This is a great opportunity to witness a World class event. There are details for accommodation and transport on both the World Cup and World Championships websites as well as tourism information on the World Championships website:

www.cl-wch2016per.org . Click on "Useful Information" where you will find a wealth of stuff.

Model types:



F2A Speed model



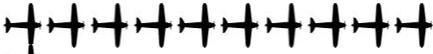
F2B Aerobatic models



F2c Team race model



F2D Combat model



WORLD CHAMPIONSHIPS 2016

For those who would like to attend on some or all of the days of competition here is a schedule of events: Starting time for all days will be approx 8:00AM

	<p>2016 FAI WORLD CHAMPIONSHIPS FOR CONTROL LINE MODEL AIRCRAFT For Seniors and Juniors in classes F2A F2B F2C F2D</p> <p>PERTH Australia MAY 2016</p> <p>EVENT PROGRAM</p>			
	  			
Wednesday May 4 th , 2016	2016 World Cup of Australia - "The Graeme Wilson Memorial" Day 1 - F2D Vintage-A Team race. - "The Charlie Stone Memorial"			
Thursday May 5 th , 2016	2016 World Cup of Australia - "The Graeme Wilson Memorial" Day 2 - F2A, F2B, F2C & F2D			
Friday May 6 th , 2016	2016 World Cup of Australia - "The Graeme Wilson Memorial" Day 3. - F2A, F2B, F2C & F2D			
Saturday May 7 th , 2016	Arrivals of FAI Jury, Judges and Teams Registration of teams Meeting for Team Managers, Judges and Organizers			
Sunday May 8 th , 2016	Processing and Official Practice Opening Ceremony at airfield Meeting for Team Managers			
	F2A	F2B	F2C	F2D
Monday May 9 th , 2016	1 st round	1 st Qualifying day	1st qualifying flight	Qualifying round
Tuesday May 10 th , 2016	2 nd round	2 nd Qualifying day	2 nd qualifying flight	Qualifying round
Wednesday May 11 th , 2016	3 rd round	3 rd Qualifying day	3 rd qualifying flight	Elimination round
Thursday May 12 th , 2016	Spare Day	Fly-off rounds	1 st semi-final	Elimination round
Friday May 13 th , 2016	4 th round	Fly-off rounds	2 nd semi-final & final	Elimination & finals
	Closing Ceremony & Banquet			
Saturday May 14 th , 2016	Departure			

2016 CLASSIC-FAI International Challenge. 12th May 2016.
World Championship site Perth

As a lead up to the Classic-FAI Team Race competition at the 2016 West Australian Championships, a “Feature Event” will take place on Thursday 12th May.

We have assembled six individual teams from Six countries to compete in this showcase of Classic era team racing.

The majority of the competitors were racing in the 60’s and 70s being local and international champions of their time.

You will notice in the poster a couple of original models, which are currently being restored for the event.

The format will be 3 heats per team (6 races), and a final for the best 3 performers.



Representing Great Britain – Malcolm Ross / Lawrence Court.
Timeta 3 – powered by Original Oliver Mk3.



Representing Australia – Andrew Nugent / David Nugent.
2014 Drazek Orion – powered by Parra AAC .



Representing New Zealand – Glen Lewis/ Rod Brown.
2016 Klotzson – powered by Fora AAC.



Representing Ukraine – Valerii Kramerenko / Volodymyr Fultka.
1971 Own Design model – powered by “come and find out”



Representing Spain – Alberto Parra / Sion Burns.
2016 Timepiece – powered by Parra T3



Representing The Netherlands – Rob Olijve / Rob Metkemeyer.
1979 Turtle V – powered by 1977 FMV steel.

THE CLASSES EXPLAINED

- F2A** (Speed) – The aim of this event is to fly as fast as possible over a timed course. The flight is timed over nine laps after the pilot has placed his handle in a pylon fork at the centre, and the speed determined. Engine capacity is 2.5 cc (0.15 cu.in.). The flight radius is 17.69 m, (58.04 ft.) making 9 laps equal to 1 kilometre. Top speeds are above 300 km/h (307.4 km/h was the record set by Ken Morrissey in 2011). Engines have glow plug ignition and run on restricted fuel (80% methanol, 20% castor oil) and use resonant exhaust systems, "pipes". They operate at around 40,000 rpm and develop over 2 bhp. Model designs are very exotic with inboard wing only and single blade propeller. There is no undercarriage, but a dolly that is dropped at take-off and a wire skid for landing. A safety pull-test on the model, lines and handle to 50 times the weight of the model is applied before each flight. Weight is around 500 g (18 oz.). Feel free to calculate the pilot's rotational speed and the line pull on the handle
- F2B** (Aerobatics) – Also called Stunt. A predetermined flight program with advanced manoeuvres is to be performed, and points are given for their precision by a panel of judges. F2B, has a program of sixteen manoeuvres, involving square and triangular loops with corners specified at 1.5 m (5 ft.) radius. All manoeuvres except the overhead eight should have their low level at 1.5 m (5 ft.) above ground. It takes some nerve to do this repeatedly with an airplane that has taken hundreds of hours to build. Models are often very attractive with a superb finish. Wing span is around 1.5 m (6 ft.) and weigh 1.5 - 2 kg (3-4 lb.). Wings have flaps that are coupled to the elevator. Line length is 15-21.5 m (50-70.5 ft.). Flying speeds are around 85 km/h (55 mph). Engines are generally internal combustion of up to 15cc (up to 0.90 cu.in.) size and operate at relatively low rpm (9,000) with a rich fuel setting. As the engine leans out in response to the g forces of the manoeuvres, power increases to compensate for the induced drag and keep speed up. Equivalent sized Electric motors are now becoming increasingly popular.
- F2C** (Team Race) - The international class is F2C. A pilot and a mechanic compete as a team to fly small 65 cm (25 in.) wingspan semi-scale racing models over a tarmac or concrete surface. Lines are 15.92 metres long (52.231 ft). Three pilot + mechanic teams compete simultaneously in the same circle and the object is to finish the determined course as fast as possible. The all important thing is that tank size is limited to 7 cc. (About one and a half teaspoon.) thus 2-3 pitstops for refuelling are needed during the race. The mechanic stands at a pit area outside the marked flight circle. He will start the engine and release the model at the start signal and then stand alert for refuelling. The pilot will operate a fuel shutoff by a quick down elevator movement after the planned number of laps so that the model can approach the mechanic at optimum speed, around 50 km/h (30 mph). The mechanic will catch the model by the wing, fill the tank from a pressurized can by a tube and finger valve, then restart the engine by hitting the carbon fibre/epoxy resin propeller with his finger. Ground time of a good pitstop is less than three seconds. The race course is 10 km, corresponding to 100 laps. Flying speeds are around 200 km/h (125 mph), which means that the pilots have to turn one lap in 1.8 seconds. Line pull due to centrifugal force is 85 N (17 lb) (19 g:s). A faster model will overtake by the pilot steering it above the slower one while he moves his handle with lines over the opponent pilot's head. Conduct of both pilots and mechanics is subject to numerous regulations. Line tangles aren't as common as you might think, since the penalty normally is wrecked models.

After two rounds of elimination heats, the 6, 9 or 12 fastest teams enter two semi-final rounds, and the three fastest teams in the semi finals go to the final, which is run over the double length course.

Maximum engine size is 2.5 cc (.15 cu.in.). Diesel, i.e. compression ignition engines are used. They are single cylinder two-stroke, designed and highly specialized for this purpose. At the world championship level it is not uncommon that the competitors design and build their own engines. Their output power is approaching .8 horsepower at 25,000 rpm. Typical fuel is 50% kerosene, 35% diethyl ether, 10% castor oil plus various additives, most notably amyl nitrate 1-3%. The tank of 7 cc capacity leads to fuel economy tradeoffs to limit the number of pitstops to two. The fuel system includes a multifunction valve to ensure optimum starting, running, stopping and refuelling operations.

F2D (Combat) - In a circle laid over grass two pilots fly models that have strings with paper streamers attached to the tail. The object is to cut the opponent's streamer with your propeller, and to stay airborne. In the International class, F2D, the pilots are assisted by two mechanics each and are allowed one spare model per bout. At the end of the 4 minute bout period, the cuts and airtime are given points and a winner of the bout is determined. The contest is run by matching competitors that haven't collected two losses until a single winner remains. The models are able to loop/bunt at 140 km/h (90 mph) with a radius of less than 2.5 m (8 ft.) at the wiggle of your hand. That's g forces of 70 g:s! They are at the extreme in simplicity, manoeuvrability and durability. Although they are strong enough to often survive ground hits at full speed, there is a considerable carnage in mid-air collisions during a competition. To enter a competition you have to bring a model stock of about half a dozen, except for the engines where three plus a spare inventory suffice if you bring equipment to clean out the soil from ground hits. Model configuration is a flying wing with around 1 meter (3.5 ft.) span, construction is a Spruce/Styrofoam/balsa frame covered with Mylar film. An elevator is attached directly to the wing trailing edge. The fuel tank is made from latex rubber tubing that is inserted into a compartment in the wing and pumped with fuel to resemble a frankfurter. This 'tank' will give a constant overpressure of around 1 atmosphere to ensure that fuel is fed to the engine in all manoeuvres. Model weight is around 400 grams (14oz.). Engines are 2.5 cc glow plug type developing around 1 bhp at 30,000 rpm on a standard fuel of 70% methanol, 10% nitro methane and 20% castor oil. Lines are of 15.92 m length. (52.2 ft.)

REMEMBER...

Due to the World Control Line Comps being held from 4th May there is to be no RC flying at the field from Monday 2nd – Sunday 15th May.

The field will re-open on Monday 16th!



Thanks Folks!!!

New Starting Stand



Swan MAC Member, Noel Cahill, standing by the Starting Stand he made to assist all us 'oldies' who find it difficult to kneel down to start our motors. This stand is designed for the bigger models, as you can see in the picture, and Noel will build the same stand to suit the smaller models in the not-too-distant future.

The stand isn't quite complete as we plan to put wheels on it to enable moving it around whenever necessary.

When completed and everybody is happy Swan MAC will donate the stand to WAMASC.

Thanks Noel – sterling job!

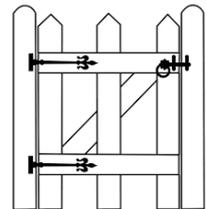


Don't forget.....

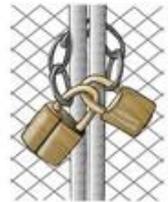
To... wear your Membership card in the pits or flight line
(must be visual at all time)



To... close the pit gates after you or others who can't be bothered.



To... lock the main gate (if you are the last out) in the correct sequence.



To... take your crashed model home with you, please don't put it in the WAMASC bins



To... leave your swearing at home. It's not appreciated by our members or the general public.



MEMBERSHIP BADGES

Membership badges are the means by which we identify members of the club. It is a requirement of membership that membership badges are worn at all times by members in the pits or flight line.

The rule is that the membership card needs to be displayed at all times or flying is not permitted.

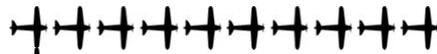
We have had a number of incidences where members have become hostile when reminded of the requirement to wear badges by other members or the committee. It is somewhat frustrating that some members continue to ignore this simple rule.

The Committee is sure that members would be unhappy if people did not pay membership fees and continued to use the facility.

The mandatory wearing of membership cards is the easiest way to ensure that this can be policed.

We ask for your cooperation.

WAMASC Committee



WAMASC Sponsors

The on-going support of these sponsors is appreciated. If members have a need for any of these services, please give them your support in return.


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