

The Cowra Plank and Super Plank Racing - Rules for 2016

The aim of Plank Racing is to make it accessible to all flyers and a whole lot of fun. The rules are kept as brief as possible.

This year sees the commencement of two classes. 'Cowra Plank' and 'Super Plank'.

The Philosophy - Plank flying is all about what you did in the back paddock with C/L when you were a grommet. The original Cowra Plank replicated what we knocked together on Saturday morning so we had something to fly on Saturday arvo. It served us and Oily Hand well, until along came the Sundancer in 2016.

The Sundancer was the sort of model we built as teenagers once we worked out what we wanted from our C/L flying. Fast, manoeuvrable and a furious lot of fun to fly.

Common Rules for both Classes

- Two flying lines are to be used with a minimum length of 15.92 meters from attachment point on handle to centre line of the model's fuselage.
- A pull test to 15 times the model weight will be done.
- A pilot may only fly in one class

Cowra Plank

The Model

- The wing is to be of solid balsa sheet & no thicker than 9mm finished.
- The engine must be internal combustion and un-muffled.
- The entire control system must be exposed and visible.

The Flight

- 60 seconds to start engine and be in the air.
- The model may be hand launched.
- Manoeuvres - to be performed in the following sequence;
 1. Ten upright laps flown no higher than 3.5 meters.
 2. Two wingovers - must go vertical over pilot's head and level out no higher than 3.5 meters.
 3. Two inside loops - need not be consecutive.
 4. Two horizontal lazy eights - bottom of second lobe must be lower than middle of first lobe, need not be consecutive.
 5. Two laps inverted - must be below 4.5 meters.
- The flight will be timed from when the model becomes airborne to when it has returned to upright flight at the completion of the two inverted laps.

Super Plank

The Model

- The model must have a separate wing and horizontal tail surface which has a fixed stabilizer and a moveable elevator.
- The engine must be internal combustion and un-muffled.
- The model must ROG

The Flight

- 60 seconds to start engine and be in the air.
- Manoeuvres - to be performed in the following sequence;
 1. Ten upright laps flown no higher than 2.5 meters.
 2. Three wingovers - must go vertical over pilot's head and level out no higher than 2.5 meters.
 3. Three inside loops - need not be consecutive.
 4. Three outside loops - need not be consecutive
 5. Three horizontal lazy eights - bottom of second lobe must be lower than middle of first lobe, need not be consecutive.
 6. Three laps inverted - must be below 3.5 meters.
- The flight will be timed from when the model is released to when it has returned to upright flight at the completion of the three inverted laps.

The Winners

- The pilot who successfully completes all the manoeuvres in the fastest time is the winner.
- Each pilot is entitled to two attempts with only the fastest one being counted.
- A different model may be used for each attempt.
- Three judges appointed by the CD will check models, do a pull test, time each attempt and judge that manoeuvres are completed.
- If the manoeuvres are judged not to be successful the flight is forfeited.
- The CD's and judge's decisions will be final.