



# June 2007 Newsletter

In this Issue :

- From the Editor
- Secretary's Report
- Queensland Report
- Bendigo Masters 3 Report
- IMAC@RAAFMAC Report
- Article - Preparing for a new season
- Article - How to set your C of G
- Review - Fremeco IonCube
- 2007 Pilot Rankings
- Competition Results



## **From the Editor**

*By Vincent Parrett*

Wow, what a busy year it's been already, with 10 IMAC competitions done and dusted in the first half of the year. It's great to see a bunch of newcomers this year who have already become regular competitors. Be sure to check the ASAA website, a few new competitions have been listed recently, one in the Canberra region and a couple out west.

I have included the results from all this years competitions in this newsletter, as well as the pilot rankings as of June. We also have some interesting articles from Shayne and Anthony, plus a review of the new Fromeco IonCube charger.

## Secretary's Report

*By Matt Curry*

Well as we roll towards the end of another financial year its great to see ASAA has continued to grow. I now see most comps with an average of 25-30 pilots, with this years Coota Shoota having an entry 60+ already which includes 21 Basic pilots. This just proves how popular IMAC in Australia has become with more and more main stream modelers wanting to have ago at the biggest RC aerobatics discipline in the country. The Bendigo Masters went off with out a hitch again which is a great testament to the efforts of Richo, Macca, Andy, Jenko and crew. 49 pilots enjoyed fantastic weather(for a change) and competition with nearly every pilot taking home a prize from the \$12,000 dollar prize pool. The DA challenge is fast approaching which will see a totally new format for IMAC competition in this country, add to this the \$53,000 prize pool and we are set for a massive week. If you are not flying in the event I reckon you would want to come up and have a look anyway and don't forget the \$8000 freestyle event. Should be something to see.

Looks like plenty of new models are getting built with people stepping up into the 3m class. I myself have parted company with my much loved Comp ARF Giles and am patiently waiting the arrival of my custom scheme 3m Comp ARF Extra 260. After having the privilege of flying Richo's 260( and giving him a touch up on it at Cobram) I just had to have one, so yet more Howie bills were paid and the order placed. Now I just got to wait.

Please try to remember that the Coota Shoota in November is also our AGM and Committee positions will be vacant for those that would like to contribute a little to the running of the ASAA. I would be nice to think that the current committee members who have been doing the sometimes thankless job could have a break for a year and hand over the reins to others that would like to drive the ASAA into bigger and better thing in the future. So have a think about it and see if you think you could take on a committee position, I know current committee members would greatly appreciate it. See you all at a comp soon.

Cheers, Matt Curry

## **Queensland Report**

*By Mick Dakers*

The IMAC year started with a bit of a rush in sunny Qld, just prior to the new year saw us launch the Queensland Challenge which is sponsored by Desert Aircraft. This event set an entry criteria of flying in a minimum of 2 IMAC events in 2007 prior to the end of April, with no events on the calendar up this way, and the fact that there is only a few of us up here that know how to sneak past the NSW border patrol, it took some quick work to arrange the use of a couple of fields willing to host events. This saw events held at the TAA field in Toowoomba, and at the Tin Can Bay Model Flying Club. Both of these clubs welcome us to their facilities, and definitely turn out to ensure we have a fine time whilst we are there.

### **TAA 27/28 January 2007.**

TAA turned on some great weather for the weekend, in vast contrast to the DA Challenge 2006, that some, for some reason break out the thermal underwear just at the mention of the place! Roll up for the event was a little less than originally expected but none the less the competitors came out fighting.

10 pilots in Sportsman, and it was obvious from the start, that some of them had done some work since we last got together up here. Wally Hawtin, Dawid Preller (Jnr) Villiam Gazo, Jeremy Reinertsen and Brent Mathews all got off to a close start in round 1 with John Fabre and a few others making some headway as the weekend unraveled.

3 pilots in Intermediate, all of which were newly promoted from Sportsman and this was their first hit out. This started out in familiar fashion with Troy Brodrick making the others give chase, and chase they did, or at least tried, it took until round 3 second sequence for Ian Howard to finally take a sequence off Troy, and then topped that by also taking the unknown round as well, Rod Burley was trailing behind but not that far back, and still putting in a great effort for his first effort in the class.

Advanced and Unlimited had only myself and Chris Brislin respectively and as expected we gave ourselves a good run for our money as usual and only just managed to scrape home by the skin of our teeth!

### **Tin Can Bay 24/25 February 2007**

Some 4 weeks after TAA saw us all congregate at the seaside Hamlet of Tin Can Bay, located some 3 hours north of Brissie at the bottom of the Great Sandy Straits, and the gateway to Fraser Island. Most arrived on the Friday, and driving through some quite heavy rain on the way, one wondered if the effort would be worthwhile. Gathering around at the Motel on Friday evening, Steve Brodrick once again proved his worth, trotting out a tantalizing platter of cheese and assorted yummys, then all enjoyed a feast of fish and chips from the local takeaway. Saturday dawned fine and not a cloud to be seen, and once again all went into the fray to try and kill and conquer.

Basic was represented this time with 4 pilots, 3 of which being first time IMAC competitors, Marcus Hancock got off to a great start, which had David Rooke and Dawid Preller (Snr) in hot pursuit, with Todd McMillan bringing up the rear, Todd was struggling a little with a very underpowered plane on which he had no practice after his #1 plane suffered a case of retractable undercarriage during a earlier practice flight, top marks to him for keeping in good spirit and having a go. Unfortunately, the end of the weekend saw Todd, after carrying out repairs to his Extra loose the plane totally!

Sportsman had 8 pilots this time round, Wally Hawtin and Dawid Preller (Jnr) once again started slugging it out, but this time had Luke Cullen, who had obviously done some work since TAA, in hot pursuit, and put in some good scores as well as taking the unknown round.

Intermediate once again had 3 pilots, Howie this time not making the trip, Desert Aircraft's reputation for customer satisfaction/service apparently comes at a price, and that is Howie's flying time, bad luck mate, but we all appreciate it!! This time we saw first time IMAC'er Mick Ryan come along for a dabble, Mick has a background as a fairly accomplished F3A stick stirrer, he started a little slow, but was getting the hang of it toward the end. Troy once again kicked away from the start, and was not caught for the whole comp, Rod kept plugging away and all raw scores were improving as the weekend passed.

Advanced and Unlimited had the same fierce level of competition as TAA, I don't want to get anybody over excited, so I will leave the report out.

Saturday Night at the local Golf club was enjoyed by all, and the hospitality of the TCBMFC was fantastic as usual.

Thanks to all that attended these events.

### **Queensland Challenge 2007**

2 – 5 August will see the running of the Qld Challenge at Coolumb on the Sunshine Coast, Desert Aircraft has really stepped up to the plate with this one, the original prize pool of \$20,000.00 which really blew me away has taken a hop, skip and a bloody great leap, all the way to in excess of \$50,000.00. This type of backing and support is unbelievable, in amongst this is a Freestyle cash pool of \$8,000.00 and a total of 20 DA engines, couple that with an array of other goodies makes for a pretty attractive incentive to practice.

The format for this event is a little different to the norm, pilots will fly a total of 5 different sequences over 4 days, these will consist of 2 different Known sequences, and 3 separate Unknown, the name of the event is the Queensland Challenge, and when the pilots come here that is what we are hoping to give them.

Program for the event is:

#### **Thursday 02 Aug 2007**

8.30am - 9.15am Pilot's Brief

9.45am – 2.30pm Sportsman, Intermediate, Advanced, Unlimited, Round 1 and 2 Known A.  
This will be flown concurrently, i.e. 1 flight of 2 sequences.

#### **Friday 03 Aug 2007**

7.30am - 7.45am Pilot's Brief

8.00am – 10.15am Sportsman, Intermediate, Advanced, Unlimited, Round 1 Unknown A

10.15am – 3.15pm Sportsman, Intermediate, Advanced, Unlimited, Round 3 and 4 Known A.  
This will be flown concurrently, i.e. 1 flight of 2 sequences.

## **Saturday 04 Aug 2007**

7.30am – 7.45am Pilot's Brief

8.00am – 10.15am Sportsman, Intermediate, Advanced, Unlimited, Round 2 Unknown B

10.15am – 11.15am Round 1 Freestyle

11.15am – 2.00pm Sportsman, Intermediate, Advanced, Unlimited, Round 5 Known B.

This is a single sequence.

2.00pm – 3.00pm Round 2 Freestyle

## **Sunday 05 Aug 2007**

7.30am – 7.45am Pilot's Brief

8.00am – 10.15am Sportsman, Intermediate, Advanced, Unlimited, Round 3 Unknown C

10.15am – 11.15am Round 3 Freestyle

11.15am – 2.00pm Sportsman, Intermediate, Advanced, Unlimited, Round 6 Known B.

This is a single sequence.

2.00pm – 3.00pm Round 4 Freestyle

(The 4th round of Freestyle will be subject to time permitting)

3.30pm Presentation

For all other information and news updates go to [www.desertaircraft.com.au](http://www.desertaircraft.com.au) and follow the links.

It has been a very busy year for me so far, as well as running the first 2 events here, I have traveled to Bendigo, Cootamundra and Parkes, and had a ball.

Look forward to seeing you all around the place again soon!

Mick Dakers

## Bendigo Masters 3

By Steve Richardson

What a comp! 3 days, 50 pilots, 384 judged flights, 808 data entries (scores), and we finally got some decent weather, on Sunday at least. Friday was pretty nasty weather wise, but to the Basic and Sportsman pilots credit, I didn't get one complaint. Even when the rain was getting a little heavier, they just kept lining up! Well done. In fact the Basic and Sportsman groups flowed so well we managed a further round. Total flights for Friday was a staggering 162! Well beyond what I thought we could accomplish.

The revised flight line rotation worked a treat, and everyone co-operated. The time saved by having the next pilot in the air as the pilot being judged was completing their flight was significant. But the greatest amount of time was saved with a seamless judge rotation. Having the judges swapping chairs, without a break saved an incredible amount of time. By my estimation we saved around 2.5 – 3 hours over the weekend, just by rotating the judges, without stopping proceedings!



The competition was close all weekend, Basic had 4 pilots win sequences, with only 357.8pts separating the top 4 pilots. Sportsman had 8 different sequence winners and only 324.1pts separating the top 8 places!! Intermediate had 4 pilots win sequences, and only 212.5pts separating the top 4 places. Advanced and Unlimited weren't quite so close, but the competition was still very competitive.

Frazer Briggs continued on his winning way at Bendigo, however this time he didn't clean sweep all rounds, as in the past. Chris Brislin, became the first pilot to take a sequence from Frazer from his 3 appearances at the masters. Mark Easton made it 2 third places in a row, with solid work all weekend. Something else worth mentioning is the performance from Troy Brodrick. Troy has appeared at all 3 Bendigo Masters, each time in a different class and each time he has won. He started in Basic, and won, then Sportsman, and won, and this year in Intermediate, and won. Well done Troy.

Overall it was a great competition, and the Bendigo Radio Controlled Aircraft Club and the ASAA should be well proud of themselves. The Masters has developed into a major event and the ASAA has come a long way in a short time. To all that competed, well done, you all performed exceptionally well, your conduct over the weekend was brilliant.

Cheers,

Richo

## **IMAC@RAAFMAC**

*By Russell Rehbein*

The RAAF Richmond model aero club held its first IMAC@RAAFMAC competition on the 26th and 27th of May 2007. This was to be the first scale aerobatic competition to be held in the Sydney metropolitan area and the turn out was better than expected. In total we ended up with 16 pilots due to a few last minute cancellations.

We were greeted on Saturday morning with a thick fog hanging over the field (bugger!) but the fog soon lifted to reveal a beautiful clear sky, and we were underway by 9:30am. Two known rounds were flown by all classes over the course of the day, giving us a nice relaxed atmosphere and time to show the new competitors what to do, which I think they really appreciated. We also had time for a 3D/Freestyle demo flown by Ben Goodwin, which the crowd really enjoyed.

Sunday morning was very similar to the previous one with the thick fog hanging around the field until 9:45am when it lifted to reveal perfect flying conditions once again. This gave the guys in sportsman and above some extra time to learn their unknown sequences and have a good chin wag before the flying got underway.

With the unknowns out of the way it was straight into the last of the known rounds, two for basic and 1 for everyone else.

With the flying completed it was time to compute the scores and award the trophies and start the prize draw, which was quite a large array of gear with a total of approximately \$2000. I think everyone went home with something off the table.

The results were once again very close, with the first 3 places in basic separated by less than 500 points. In Sportsman there was 112 points between the top 3 places, also 1st and 2nd in Unlimited were separated by only 65 points.

Overall it was a great weekend and I am looking forward to next year, where we hope to make it bigger and better.

I'd like to thank all the sponsors of the event, DA Australia, Hstore Hobbies, Precision Aerobatics, Positive Snap clothing, and Kennard's hire, for their contributions towards the event. Thankyou very much.

Rusty.



# Preparation and Training for the New Season

By Shayne Lysaght

Any new season should begin with a review of the previous seasons flying. I have a notebook to record ideas or data. Review your score sheets and identify both strong and weak areas. Don't focus too much on your raw scores, have a look at the scores after they have been multiplied by the K factor. This will show the true value of the maneuver compared to others in the sequence. Ask for opinions from other IMAC pilots about your maneuvers, as practicing errors wastes time, and may introduce bad habits. Listen to advice from everybody, it's free and you don't have to use it, you'll soon learn the sources of really good tips (Pattern pilots advice is also welcome because they are independent of IMAC yet understand aerobatic lines and shapes). See if you can find a trend; do your loops need work? How are the spins?.....

Gather your information and see where you need to improve.

Our Summer time offers a break similar to an off-season in the Northern Hemisphere. It's a perfect time to review your equipment and do a nose to tail maintenance check. These aircraft need vigilant and regular maintenance. It's also time to spend some money upgrading or replacing equipment. Are there more reliable parts available? Are there lighter parts available that will do the same job? There is no down side to a lighter aircraft (provided structural integrity is maintained), "light is right". Is there equipment available that will give me that little bit better performance? i.e. servo speed, battery endurance, tuned exhaust etc.

Get out your trimming table (you do have a trimming table don't you?), and do a full re-trim of the aircraft. Don't assume anything about your models past performance. If you can get some help, time your roll rates at full throw left and right and adjust your throws accordingly. As you improve your flying, you will also see subtle changes in what you need from the aircraft and you may also encounter some new maneuvers in the schedule that require some different settings. Review also whether you need different rates or mixing during the schedules, or can you get by with a generous dose of exponential. I'll leave the debate about trimming techniques to another time. I trim elevator and thrust for level flight at full power, and vertical uplines at full power, no switching, mixing or conditions!

Do you have enough power? Each higher ranked category requires more power to complete accurate manoeuvres in their respective schedules. This doesn't mean that you can't have an aircraft in Basic that easily completes 2 positive snaps upline into a hammerhead, but you will need that power in Advanced and Unlimited.

Is it the right power? Clearly in IMAC you don't need raw speed to complete the schedules! Raw speed will be an advantage in high cross winds as the headings flown to track a straight line in wind will be less the higher the speed (read velocity for purists). Additionally the greater inertia created by a higher speed may push through the mechanical turbulence better. If high speed can be maintained in the vertical lines there may be some advantage in the penetration through snaps. The disadvantages of high speed flight are reduced time in the box (all axis) and a loss of braking action created by the drag on the propeller and engine, this adversely impacts downlines, spin entries and landings. I have made an assumption that a higher pitched propeller generates the high speed. **Bold** prediction; larger diameter, wider blade, light carbon fibre, fine pitch low revving propellers are the way of the future in IMAC; we'll need longer stroke motors and longer tuned exhaust settings! 7000 rpm motors are on borrowed time.

Ideally we would have aircraft that fly at a constant speed upline and downline with the ability to snap twice and accelerate away, roll rates will then be constant and elevator trim positions will be very close through all phases of flight. If you can get your engine propeller combination going well in our summer temperatures then the engine should be fine for the rest of the season, even at some of the fields at higher altitude.

Are the roll rates and combined exponential set right for the upcoming season. I set my rates pretty high and dial in a lot of exponential to desensitise the controls around neutral.

CoG is one area that is poorly understood and poorly applied. Without getting too deeply into forces on an aircraft and moment couples, you need a CoG that will allow elevator control of the aircraft up to the stall at idle power.

How will you know when the wing stalls? When a wing stalls, the Centre of Pressure (lift vector) moves quickly rearward, (prior to a stall the centre of pressure moves forward as the angle of attack increases). This lift vectors rearward movement at the stall, in combination with the aircraft's weight vector (acting through the CoG) creates a nose dropping couple. This couple overpowers the elevators authority. Irrespective of the CoG and your elevator throw, your planes wing WILL stall at the SAME Angle of Attack at idle power every time in level flight. The CoG controls the power (sensitivity) of the elevator, speed with which the nose will drop at the stall and as a byproduct the rate with which a wing will begin flying again when elevator is reduced.

Have your CoG as far forward as you can, provided you can get the angle of attack on the wing high enough to stall (most wings stall at around 12 degrees Angle of Attack). If your CoG is too far forward the elevator won't be able to create enough down force to raise the wings AoA to stall at idle power. You will know you have it correct if the nose drops at the stall just prior to the elevator reaching the stop on the transmitter gimble. Down elevator should exhibit the same characteristics for an inverted stall. This is also a great way to have the aircraft set up for landing, i.e. full elevator as the wheels touch the ground, idle power and slowest landing speed. With this setup, if your well above the ground on approach, at idle power and you reach the gimble stop on elevator, your wing is about to stall!

Note that stalled wings still produce lift; it's less lift, high drag and alters your aircrafts equilibrium, i.e. trim and control. This is why there is a requirement for a nose drop at spin entry as it is very difficult to determine a stall from the judges' chair. That angle of attack should be the minimum during a spin to convince the judges that the model is spinning correctly.

If you can't get your CoG far enough forward because of the design/set up of your plane then that's all right. You'll find that there is plenty of elevator authority, it may be too sensitive, simply reduce the control throws and/or use exponential to desensitise the feel of the elevator around neutral.

When you have completed your maintenance, equipment review and made any modifications to the aircrafts aerodynamic that you felt necessary, then it's out of the hanger and into the air with the new practice plans and schedules.

Prioritise a list of competitions that you plan to fly in the coming season. Work backwards from these competitions about 4 weeks or 10 practice days depending on your availability spare time. Nothing sharpens your need to practice like the onset of a competition, however if you can't get a good run leading into a competition and you have an opportunity to get some really concentrated practice at other times of the year then get into it.

A weeks concentrated practice at any time is invaluable and raises your base line flying skills and knowledge of the sequences. This higher base line may allow you to get your flying into shape in less time leading up to a competition than had you done nothing in that rare time off.

Spare time for most of us is becoming increasingly rare so you are going to have to find ways of optimising your time at the flying field. I use a Real Flight G2 to get the sequence in my head before taking the model out and doing the schedule for real. This allows me to get strait into relevant practice. I start with the full schedules and identify areas that are difficult or need more planning i.e. cross box maneuvers may need to be planned (in or out), which is best and which rolls/snap directions achieve the desired result. Other problem areas are spin/snap directions and how will I make one element work when it is surrounded by other maneuvers or what directional problems are caused by the elements of each maneuver, where are the power hungry areas and how will they be best managed? I then break down the pattern into elements of maybe 2 to 4 maneuvers in sequence and practice these over and over and over..... I try to get crosswind so that I can do all the maneuvers both ways. I may mix a couple of difficult elements from different maneuvers together to improve my exposure to the problem areas. You don't need to practice the easy elements as much if you can find a way to get into the harder areas more often.

The first flight of the day should be your best; it should be just like you would expect to fly the first round in a competition. Get into the routine of putting the model together, fueling, range check, take it to the flight line, start it as you would in comp and fly the schedule with the "judges behind you", no low passes, no hovering, test your discipline and make it the best flight of the day. If you mess a maneuver up keep going, just like in competition. After you land you should be grumpy and exhausted. Grumpy because it wasn't perfect and exhausted because you were so focused on every element of the flight that you need a break, just like in a comp.

Then it is into the poorer elements of the flight or other problem areas. Combine them and repeat, repeat, repeat, repeat..... Don't get too concerned about not doing the sequence in complete order every time. Professional athletes and teams rarely play full games during practice, they most often separate their sport into different skills and refine those areas i.e. Cricket teams practicing in the nets, Soccer teams drilling between witches hats. Only on game day do all the skills combine to compete in a match.

My practice day tends to get less intense the more flights I have, the last flight of the day, usually the fourth is often a mixture of practice elements and fun stuff. Don't get so intense about your flying that you cease enjoying it. When I start getting sloppy, it's time to pack up and go home. There is no point practicing poorly!

If you want to optimize your practice time in preparation for the new season's competitions then try to limit your "hot-dogging" until later in the day, breaking up the monotony flicking onto your higher "freestyle" rates. Be careful how much hovering/low speed high power you do, especially in summer. High power, low cooling airflow may not be the best way to get your engine through the competition season. Rather than risking your newly fitted, re-trimmed, new season all conquering aircraft doing stuff that doesn't get judged, get the foamy out, Dencorub the thumbs and get a dose of "white line fever". Prang the foamy instead of your expensive IMAC competition model.

At the end of the days flying get your note book out and list any changes that you will need to make, whether in flying, set up or engineering.

## **How to set your C of G**

*By Anthony DeMarco*

With almost any flying technique, the model's setup must be correct and the most critical part of setting up a model is getting the Centre of Gravity (CG) right for your liking. Another part of setting up a model is control throws. There is no point trying to fly precision aerobatics with a model that has not been setup properly. A nicely setup model will take a lot of the hard work out of flying.

### **CG**

I setup my IMAC models for IMAC flying only and prefer a slightly nose heavy model. I start with getting the CG close. A tail-heavy model does not snap well or settle into a groove. It will be sensitive on pitch and require more up elevator in knife edge. Sometimes the plane is just plain old ugly to fly. The plus for a rearward CG is the model is it's better for 3D flying.

The best CG for IMAC aerobatics can be checked with a couple of easy tests. First, roll to inverted level flight. The model should require some down-elevator to prevent it from dropping. If it flies level without any down-elevator, or it climbs, it's too tail-heavy.

Next, pull the model up to a 45-degree climb and roll the model inverted (like you are about to do half reverse Cuban). If the CG is correct, it should stay on the 45-degree line with no elevator input and just gradually arch over toward the ground. If it arches over quickly, it's too nose-heavy. If it climbs and requires you to hold up-elevator to keep it on the 45-degree line, it's too tail-heavy.

When the CG is correct, you will only need to gently hold down elevator in a 45 degree up line. I should also point out, that this CG setting is an opinion. Some of you may want the model a bit more nose or tail heavy. At the end of the day, you need to be happy with your own model.

### **Control Throws**

The amount of control throw to use depends on your own personal tastes. I will give you a bit of an outline as to what I use and you can use it as a guide. I am no expert and I am learning every time I fly, but it works for me at the moment and I fly Unlimited with this setup.

I have always had the opinion that I would set my IMAC models up for 'IMAC only' flying as I want to get the most resolution out of my servos. This can be argued, but it one of my reasons behind setting up my models this way.

Before you start this set up, you must make sure your elevators are centred. That is, stand back from the model and make sure they are in line with each other at centre. Another way to do this is attach a straight piece of wire to each elevator with a clothes peg or tape angling them so they almost touch behind the rudder. Then just sub trim until they are at the same height. There may be other ways to do this, but if it looks wrong, it probably is.

I use a throw meter to setup my controls. I have learnt that I like about 25deg of aileron throw, 18 deg of elevator throw and 35deg of rudder. This is my starting point and I add or take out the amount of throw until the model is where I need and want it. (Notice I said 'need' and not just want). I have these throws set at 100% ATV (End travel) and have a 'low rate' set at about 50 - 60% for starters. If it is too soft I simply increase it.

I use low rates for general IMAC flying and high rates for take off, landing and spins. I always like to have that little bit more.

Another thing you need to set is exponential. I start with about 40% on everything. The amount of expo depends greatly on the model and your setup. Some models may require up to 80% expo and others 20%. This will depend on several factors including how thin your trailing edges are and your CG settings.

## **Flying**

Now fly the model and see how it feels. You will need to adjust it to your liking. (a little salt and pepper) I set the model up for a nice soft elevator. Not too soft so you are clicking the stick on the box when you pull up, maybe 1 / 2 stick to pull a nice radius. My roll rate is about 3 rolls in 5 seconds. That is a guess, but you get the idea. Rudder throw is enough to gently climb in knife edge. Maybe 3 / 4 stick to maintain level flight in knife edge at 2/3 throttle.

A model that is set up properly and not too sensitive is a lot easier to fly and will help stop the over rotations, wing wobbles and help make your sequence look smooth rather than rushed.

Happy flying

Anthony

# Fromeco IconCube Charger Review

*By Vincent Parrett*

## Fromeco IonCube Charger – Review

I've been using Duralite Li-Ions for just over a year now, and while they have performed flawlessly, the charger has always bugged me. The Duralite charger is a basic charger with a charge light that goes off when the battery is charged. The battery manufacturer states that the warranty is void if they are charged with another charger. The trouble with this is that I have no idea how much I'm using each flight. Until recently, the situation with Fromeco Li-Ions was the same, with their charger being very similar to the Duralite one.

Recently, Fromeco released a new modular charger, the IonCube. This charger has 5 slots for charger boards another for a "cpu" board. The case is a clear cube (hence the name) which has a cooling fan and a backplane with sockets for the charger and cpu boards.

The default configuration is 3 charger boards. In this mode, the charger boards charge at 1.5 amps ( so they cannot charge a pack of less than 1500mah). When you connect the battery to the charge lead, a blue led (on the charge board, visible through the clear case) will flash twice for a 2 cell pack, and three times for a 3 cell pack (the charger auto detects the number of cells). After that the blue led will stay lit until the pack is charged. So in this configuration, it's not really much different from the older Fromeco & Duralite chargers.

The extra charger and cpu boards cost roughly \$50 each, and the cpu board is definitely worth the extra money. The boards are easy to install, the IonCube comes a single sheet of paper for the installation instructions and manual... and that's really all it needs! The cpu board adds a small LCD display and 2 buttons (1 blue and 1 yellow) to the Cube.

The cpu board allows you to set the charge rate, which is selectable between 0.1 and 2.9amps. While charging, the display shows you the current pack voltage and charge current, pressing the blue button will show the charge (mah) put into the pack, pressing it again cycles on to the next channel. The yellow button is used to change the charge current.

I went with the 5 charge boards and the cpu module in my charger, makes it possible to charge a plane in one hit, and I get to see how my batteries are performing.

Highly recommended.

The Fromeco Ioncube is available (along with the Fromeco Li-Ion batteries) from Desert Aircraft Australia.



Class	Pilot	State	TAA Old	Kams West Aust	Vic Champs P&Darc	Metford IMAC nsw	Tin Can Bay Old	Sale Vic	Bendigo Masters 3 V	Cootamundra	Capel West Aust	ASAA @ Cobram	Richmond RAAF	Parokes Nsw	Points in Class	Total
<b>Unlimited</b>																
1st	Unlimited	Chris Brislin	Old	5	Dnf	Dnf	Dnf	5	Dnf	24	dnf	dnf	dnf	dnf	14	48
2nd	Unlimited	Frazer Briggs	NZ	DNF	Dnf	Dnf	Dnf	Dnf	Dnf	38	dnf	dnf	dnf	dnf	Dnf	38
3rd	Unlimited	Mark Easton	WA	DNF	8	Dnf	Dnf	Dnf	Dnf	12	dnf	11	dnf	dnf	Dnf	31
4th	Unlimited	Tony Driver	Vic	DNF	Dnf	8	Dnf	Dnf	8	6	4	dnf	dnf	dnf	Dnf	26
5th	Unlimited	Adam Bry	USA	DNF	Dnf	Dnf	Dnf	Dnf	8	14	dnf	dnf	dnf	dnf	Dnf	22
6th	Unlimited	David McFarlane	Nsw	DNF	Dnf	Dnf	Dnf	Dnf	Dnf	8	dnf	dnf	dnf	8	Dnf	16
7th	Unlimited	Shayne Lysaght	Nsw	DNF	Dnf	Dnf	Dnf	Dnf	Dnf	10	dnf	dnf	dnf	4	Dnf	14
8th	Unlimited	Anthony DeMarco	Act	DNF	Dnf	Dnf	Dnf	Dnf	2	2	dnf	dnf	dnf	8	Dnf	12
9th	Unlimited	Barrie Fox	Vic	DNF	Dnf	4	Dnf	Dnf	4	1	dnf	dnf	dnf	Dnf	Dnf	9
10th	Unlimited	Rob Zarebski	Wa	DNF	4	Dnf	Dnf	Dnf	Dnf	5	dnf	dnf	dnf	dnf	Dnf	9
11th	Unlimited	Rob Tuncks	Vic	DNF	Dnf	Dnf	Dnf	Dnf	Dnf	7	dnf	dnf	dnf	dnf	Dnf	7
12th	Unlimited	Colin Moore	WA	DNF	Dnf	Dnf	Dnf	Dnf	Dnf	dnf	dnf	6	dnf	dnf	Dnf	6
13th	Unlimited	Grant Finlay	NZ	DNF	Dnf	Dnf	Dnf	Dnf	Dnf	4	dnf	dnf	dnf	dnf	Dnf	4
14th	Unlimited	Paul Marlan	Vic	DNF	Dnf	Dnf	Dnf	Dnf	Dnf	3	dnf	dnf	dnf	dnf	Dnf	3
15th	Unlimited	Roman Paznicki	WA	DNF	8	Dnf	Dnf	Dnf	Dnf	20	dnf	3	dnf	dnf	Dnf	3
16th	Unlimited	Chris Swain	Act	DNF	Dnf	Dnf	Dnf	Dnf	Dnf	dnf	dnf	dnf	dnf	2	Dnf	2
<b>Advanced</b>																
1st	Advanced	Mick Dakers	Old	5	Dnf	Dnf	Dnf	5	Dnf	12	14	dnf	dnf	dnf	5	41
2nd	Advanced	Roman Paznicki	WA	DNF	8	Dnf	Dnf	Dnf	Dnf	20	dnf	dnf	dnf	dnf	Dnf	28
3rd	Advanced	Ben Goodwin	Nsw	DNF	Dnf	Dnf	11	Dnf	Dnf	dnf	8	dnf	dnf	8	Dnf	27
4th	Advanced	Rick Gell	Nsw	DNF	Dnf	Dnf	6	Dnf	Dnf	6	2	dnf	dnf	4	Dnf	18
5th	Advanced	Steve Richardson	Vic	DNF	Dnf	Dnf	Dnf	Dnf	5	1	4	dnf	6	dnf	Dnf	16
6th	Advanced	Matt Curry	Vic	DNF	Dnf	Dnf	Dnf	Dnf	Dnf	2	dnf	dnf	11	dnf	Dnf	13
7th	Advanced	Garry Schmedje	Vic	DNF	Dnf	Dnf	Dnf	Dnf	Dnf	4	dnf	dnf	3	dnf	Dnf	7
8th	Advanced	Colin Moore	WA	DNF	4	Dnf	Dnf	Dnf	Dnf	dnf	dnf	dnf	dnf	dnf	Dnf	4
9th	Advanced	Paul Bennett	Nsw	DNF	Dnf	Dnf	3	Dnf	Dnf	dnf	dnf	dnf	dnf	dnf	Dnf	3
10th	Advanced															0
<b>Intermediate</b>																
1st	Intermediate	Troy Brodrick	Old	11	Dnf	Dnf	Dnf	11	Dnf	32	dnf	dnf	dnf	dnf	Dnf	54
2nd	Intermediate	Geoff Jenkins	Vic	DNF	Dnf	Dnf	Dnf	Dnf	8	6	8	dnf	11	dnf	Dnf	33
3rd	Intermediate	Adam Talbot	SA	DNF	Dnf	8	Dnf	Dnf	Dnf	20	dnf	dnf	dnf	dnf	Dnf	28
4th	Intermediate	Ben Cohen	WA	DNF	8	Dnf	Dnf	Dnf	Dnf	10	dnf	8	dnf	dnf	Dnf	26
5th	Intermediate	Stuart Davies	Vic	DNF	Dnf	4	Dnf	Dnf	4	8	dnf	dnf	dnf	dnf	Dnf	16
6th	Intermediate	Rod Burley	Old	3	Dnf	Dnf	Dnf	6	Dnf	5	dnf	dnf	dnf	dnf	Dnf	14
7th	Intermediate	Peter Bryner	WA	DNF	4	Dnf	Dnf	Dnf	Dnf	4	dnf	4	dnf	dnf	Dnf	12
8th	Intermediate	Ian Howard	Old	4	Dnf	Dnf	Dnf	Dnf	Dnf	3	dnf	dnf	dnf	dnf	Dnf	9
9th	Intermediate	Terry Curry	Vic	DNF	Dnf	Dnf	Dnf	Dnf	Dnf	1	dnf	dnf	6	dnf	Dnf	7
10th	Intermediate	Warren Leach	Vic	DNF	Dnf	Dnf	Dnf	Dnf	Dnf	2	dnf	dnf	3	dnf	11	16
11th	Intermediate	Lindsay Wall	Nsw	DNF	Dnf	Dnf	Dnf	Dnf	Dnf	4	dnf	dnf	dnf	6	Dnf	10
12th	Intermediate	Mick Ryan	Old	DNF	Dnf	Dnf	Dnf	3	Dnf	Dnf	dnf	dnf	dnf	dnf	Dnf	3
13th	Intermediate	Craig Thornton	Nsw	DNF	Dnf	Dnf	Dnf	Dnf	Dnf	dnf	dnf	3				3
14th	Intermediate															0
<b>Sportsman</b>																
1st	Sportsman	Mark Payne	Nsw	DNF	Dnf	14	8	Dnf	Dnf	24	20	dnf	20	8	11	105
2nd	Sportsman	Wally Hawtin	Old	32	Dnf	Dnf	Dnf	26	Dnf	Dnf	dnf	dnf	dnf	dnf	Dnf	58
3rd	Sportsman	Russell Rehbein	Nsw	DNF	Dnf	Dnf	14	Dnf	Dnf	6	32	dnf	dnf	4	Dnf	56
4th	Sportsman	Vincent Parrett	Act	DNF	Dnf	Dnf	4	Dnf	Dnf	10	10	dnf	6	14	6	50
5th	Sportsman	David Stuart	WA	DNF	Dnf	Dnf	Dnf	Dnf	Dnf	38	dnf	dnf	dnf	dnf	Dnf	38
6th	Sportsman	Dawid Preller	Old	20	Dnf	Dnf	Dnf	16	Dnf	Dnf	dnf	dnf	dnf	dnf	Dnf	36
7th	Sportsman	Andrew Thomas	Vic	DNF	Dnf	Dnf	Dnf	Dnf	8	5	8	dnf	12	dnf	Dnf	33
8th	Sportsman	Daniel Mendoza	Vic	DNF	Dnf	8	Dnf	Dnf	2	12	dnf	dnf	4	dnf	Dnf	26
9th	Sportsman	Fletcher Moulten	Nsw	DNF	Dnf	Dnf	Dnf	Dnf	Dnf	8	dnf	dnf	dnf	dnf	Dnf	22
10th	Sportsman	Villam Gazo	Old	10	Dnf	Dnf	Dnf	Dnf	Dnf	14	dnf	6	dnf	dnf	Dnf	16
11th	Sportsman	Jeremy Reinertsen	Old	8	Dnf	Dnf	Dnf	2	Dnf	4	dnf	dnf	dnf	dnf	Dnf	14
12th	Sportsman	Luke Cullen	Old	4	Dnf	Dnf	Dnf	8	Dnf	Dnf	dnf	dnf	dnf	dnf	Dnf	12
13th	Sportsman	Paul Cook	SA	DNF	Dnf	Dnf	Dnf	Dnf	4	7	dnf	dnf	dnf	dnf	Dnf	11
14th	Sportsman	Bill Bland	Wa	DNF	20	Dnf	Dnf	Dnf	Dnf	32	dnf	11	dnf	dnf	Dnf	11
15th	Sportsman	Brent Mathews	Old	5	Dnf	Dnf	Dnf	4	Dnf	Dnf	dnf	dnf	dnf	dnf	Dnf	9
16th	Sportsman	Joshua Kimlin	Old	2	Dnf	Dnf	Dnf	6	Dnf	Dnf	dnf	dnf	dnf	dnf	Dnf	8
17th	Sportsman	Terry McCleary	Vic	DNF	Dnf	Dnf	Dnf	Dnf	Dnf	3	4	dnf	1	dnf	Dnf	8
18th	Sportsman	Joe Danzak	Nsw	DNF	Dnf	Dnf	Dnf	Dnf	Dnf	Dnf	5	dnf	dnf	dnf	3	8
19th	Sportsman	John Fabre	Old	6	Dnf	Dnf	Dnf	1	Dnf	Dnf	dnf	dnf	dnf	dnf	Dnf	7
20th	Sportsman	Graeme McConnell	WA	DNF	Dnf	Dnf	Dnf	Dnf	Dnf	dnf	6	dnf	dnf	dnf	Dnf	6
21st	Sportsman	Clive Hodder	Nsw	DNF	Dnf	Dnf	2	Dnf	Dnf	Dnf	3	dnf	dnf	dnf	Dnf	5
22nd	Sportsman	Marty Martin	WA	DNF	5	Dnf	Dnf	Dnf	Dnf	Dnf	dnf	dnf	dnf	dnf	Dnf	5
23rd	Sportsman	Andrew Marshall	Vic	DNF	Dnf	2	Dnf	Dnf	Dnf	2	dnf	dnf	dnf	dnf	Dnf	4
24th	Sportsman	Anthony Borg	Vic	DNF	Dnf	4	Dnf	Dnf	Dnf	Dnf	dnf	dnf	dnf	dnf	Dnf	4
25th	Sportsman	Beukes Bornman	Nsw	DNF	Dnf	Dnf	7	Dnf	Dnf	Dnf	2	dnf	dnf	2	Dnf	4
26th	Sportsman	Darryl Hansen	Old	3	Dnf	Dnf	Dnf	Dnf	Dnf	Dnf	dnf	dnf	dnf	dnf	Dnf	3
27th	Sportsman	Byron Webb	Old	DNF	Dnf	Dnf	Dnf	3	Dnf	Dnf	dnf	dnf	dnf	dnf	Dnf	3
28th	Sportsman	Dean Allison	WA	DNF	6	Dnf	Dnf	Dnf	Dnf	Dnf	dnf	3	dnf	dnf	Dnf	3
29th	Sportsman	Neville Glew	Nsw	DNF	Dnf	Dnf	Dnf	Dnf	Dnf	Dnf	dnf	dnf	2	dnf	Dnf	2
30th	Sportsman	Richard Symes	Old	1	Dnf	Dnf	Dnf	Dnf	Dnf	Dnf	dnf	dnf	dnf	dnf	Dnf	1
31st	Sportsman	Glenn Cossor	Vic	DNF	Dnf	Dnf	Dnf	Dnf	Dnf	1	dnf	dnf	dnf	dnf	Dnf	1
32nd	Sportsman	Vito Maniaci	Act	DNF	Dnf	Dnf	Dnf	Dnf	Dnf	Dnf	1	dnf	dnf	dnf	Dnf	1
<b>Basic</b>																
1st	Basic	Matt Doreling	Nsw	DNF	Dnf	Dnf	29	Dnf	Dnf	20	35	dnf	dnf	dnf	23	107
2nd	Basic	John Hodder	Nsw	DNF	Dnf	Dnf	18	Dnf	Dnf	Dnf	22	dnf	dnf	26	Dnf	66
3rd	Basic	Bill Bland	Wa	DNF	20	Dnf	Dnf	Dnf	32	dnf	dnf	dnf	dnf	dnf	Dnf	52
4th	Basic	Dom Stevens	Act	DNF	Dnf	Dnf	5	Dnf	Dnf	Dnf	9	dnf	14	8	14	50
5th	Basic	Brian Wilkins	WA	DNF	12	Dnf	Dnf	Dnf	Dnf	dnf	32	dnf	dnf	dnf	Dnf	44
6th	Basic	Gavon Patton	Nsw	DNF	Dnf	Dnf	9	Dnf	Dnf	Dnf	11	dnf	dnf	14	Dnf	36
7th	Basic	Scott Ustick	Vic	DNF	Dnf	14	Dnf	Dnf	8	8	dnf	dnf	dnf	dnf	Dnf	30
8th	Basic	Warren Gardiner	Vic	DNF	Dnf	Dnf	Dnf	Dnf	26	Dnf	dnf	dnf	dnf	dnf	Dnf	26
9th	Basic	Byron Salau	Vic	DNF	Dnf	Dnf	Dnf	Dnf	16	10	dnf	dnf	dnf	dnf	Dnf	26
10th	Basic	Larry Allan	WA	DNF	Dnf	Dnf	Dnf	Dnf	Dnf	dnf	20	dnf	dnf	dnf	Dnf	20
11th	Basic	Warren Purnell	Nsw	DNF	Dnf	Dnf	Dnf	Dnf	4	5	6	dnf	dnf	dnf	Dnf	15
12th	Basic	Marcus Hancock	Old	DNF	Dnf	Dnf	Dnf	14	Dnf	Dnf	dnf	dnf	dnf	dnf	Dnf	14
13th	Basic	Tom Auty	Vic	DNF	Dnf	8	Dnf	Dnf	6	Dnf	dnf	dnf	dnf	dnf	Dnf	14
14th	Basic	Hans Bertina	WA	DNF	Dnf	Dnf	Dnf	Dnf	Dnf	2	dnf	10	dnf	dnf	Dnf	12
15th	Basic	Harley Wall	Nsw	DNF	Dnf	Dnf	4	Dnf	Dnf	Dnf	5	dnf	dnf	dnf	3	12
16th	Basic	Peter Reed	Vic	DNF	Dnf	4	Dnf	Dnf	Dnf	6	dnf	dnf	dnf	dnf	Dnf	10
17th	Basic	Garry Adams	WA	DNF	4	Dnf	Dnf	Dnf	Dnf	dnf	6	dnf	dnf	dnf	Dnf	10
18th	Basic	Phillip Daynes	Nsw	DNF	Dnf	2	Dnf	Dnf	3	Dnf	dnf	dnf	4	dnf	Dnf	9
19th	Basic	Matt DeMarco	Act	DNF	Dnf	Dnf	Dnf	Dnf	Dnf	7	dnf	dnf	dnf	2	Dnf	9
20th	Basic	Bruce Symonds	Nsw	DNF	Dnf	Dnf	Dnf	Dnf	Dnf	2	dnf	dnf	dnf	7	Dnf	9
21st	Basic	David Rooke	Old	DNF	Dnf	Dnf	Dnf	8	Dnf	Dnf	dnf	dnf	dnf	dnf	Dnf	8
22nd	Basic	Sean Marson	Vic	DNF	Dnf	Dnf	Dnf	Dnf	Dnf	Dnf	dnf	dnf	8	dnf	Dnf	8
23rd	Basic	Jim Morris	Nsw	DNF	Dnf	Dnf	1	Dnf	Dnf	Dnf	3	dnf	dnf	4	Dnf	8
24th	Basic	Kerry Forsyth	WA	DNF	Dnf	Dnf	Dnf	Dnf	Dnf	dnf	8	dnf	dnf	dnf	Dnf	8
25th	Basic	Buekes Bornman	Nsw	DNF	Dnf	Dnf	7	Dnf	Dnf	Dnf	dnf	dnf	dnf	dnf	Dnf	7
26th	Basic	Jamie Crosher	Nsw	DNF	Dnf	Dnf	Dnf	Dnf	2	3	1	dnf	dnf	dnf	Dnf	6
27th	Basic	David Ragen	Nsw	DNF	Dnf	Dnf	Dnf	Dnf	Dnf	Dnf	dnf	dnf	dnf	4	Dnf	6
28th	Basic	Dean Allison	WA	DNF	6	Dnf	Dnf	Dnf	Dnf	Dnf	dnf	dnf	dnf	dnf	Dnf	6
29th	Basic	Chris Sterndale	WA	DNF	Dnf	Dnf	Dnf	Dnf	Dnf	Dnf	dnf	5	dnf	dnf	Dnf	5
30th	Basic	Darren Lydford	Nsw	DNF	Dnf	Dnf	Dnf	Dnf	Dnf	Dnf	dnf	dnf	dnf	5	Dnf	5
31st	Basic	Dawid Preller Snr	Old	DNF	Dnf	Dnf	Dnf	4	Dnf	Dnf	dnf	dnf	dnf	dnf	Dnf	4
32nd	Basic	Peter Summersby	Vic	DNF	Dnf	Dnf	Dnf	Dnf	Dnf	4	dnf	dnf	dnf	dnf	Dnf</	

# TAA Scale Aerobatics 2007

## Results

As of 4/19/07 21:36

### Sportsman

The scores in Sportsman ranged from a low of **5,243.2** to a high of **6,815.3** (a range of 1,572.0 points)

	Pilot	Final Score	Known								Unknown
			Round 1		Round 2		Round 3		Round 4		Round 1
			Seq #1	Seq #2	Seq #1	Seq #2	Seq #1	Seq #2	Seq #1	Seq #2	-
1	<a href="#">Wally Hawtin</a> Yak 55sp	6,815.3	<del>808.7</del> thrown	1,000.0	997.3	1,000.0	918.8	<del>900.7</del> thrown	1,000.0	1,000.0	899.2
2	<a href="#">Dawid Preller</a> Extra 300	6,810.7	1,000.0	951.2	949.5	<del>904.4</del> thrown	967.5	991.6	<del>921.3</del> thrown	971.9	978.9
3	<a href="#">Viliam Gazo</a> extra 330	6,758.8	996.7	920.0	1,000.0	<del>681.3</del> thrown	939.2	1,000.0	<del>800.9</del> thrown	920.8	982.2
4	<a href="#">Jeremy Reinertson</a> Extra	6,540.0	959.2	897.0	<del>864.4</del> thrown	922.5	884.2	940.3	936.8	<del>882.0</del> thrown	1,000.0
5	<a href="#">John Fabre</a> Extra 330	6,290.8	880.1	795.7	820.3	873.6	1,000.0	989.1	<del>613.4</del> thrown	<del>768.7</del> thrown	932.0
6	<a href="#">Brent Matthews</a> Yak 55	6,120.5	921.3	926.5	815.2	<del>704.7</del> thrown	<del>743.2</del> thrown	958.9	830.0	852.3	816.2
7	<a href="#">Luke Cullen</a> Extra	6,063.4	<del>740.2</del> thrown	795.0	973.6	753.6	<del>693.4</del> thrown	860.7	879.6	839.9	961.1
8	<a href="#">Darryl Hansen</a> Yak-55sp	5,708.2	890.3	<del>693.0</del> thrown	873.4	713.3	847.9	833.6	697.8	<del>694.9</del> thrown	851.9
9	<a href="#">Joshua Kimlin</a> Yak 55sp	5,462.9	772.6	<del>663.8</del> thrown	674.3	783.7	896.0	677.1	<del>606.5</del> thrown	763.4	895.9
10	<a href="#">Richard Symes</a> Extra 330	5,243.2	<del>337.8</del> thrown	576.2	850.2	861.6	635.0	724.8	716.9	<del>560.5</del> thrown	878.6

### Intermediate

The scores in Intermediate ranged from a low of **5,748.8** to a high of **6,873.5** (a range of 1,124.7 points)

	Pilot	Final Score	Known								Unknown	
			Round 1		Round 2		Round 3		Round 4		Round 1	
			Seq #1	Seq #2	Seq #1	Seq #2	Seq #1	Seq #2	Seq #1	Seq #2	-	
1	<a href="#">Troy Brodrick</a> Sukhoi	6,873.5	<del>4,000.0</del> thrown	1,000.0	1,000.0	1,000.0	1,000.0	1,000.0	<del>959.6</del> thrown	1,000.0	1,000.0	873.5
2	<a href="#">Ian Howard</a> Yak 55sp	6,109.1	<del>554.2</del> thrown	700.3	750.9	867.6	945.4	1,000.0	<del>591.0</del> thrown	845.0	1,000.0	
3	<a href="#">Rod Burley</a> Extra 330L	5,748.8	<del>537.7</del> thrown	871.1	<del>482.4</del> thrown	797.7	874.7	888.6	843.7	764.5	708.5	



# Advanced

	Pilot	Final Score	Known								Unknown
			Round 1		Round 2		Round 3		Round 4		Round 1
			Seq #1	Seq #2	Seq #1	Seq #2	Seq #1	Seq #2	Seq #1	Seq #2	-
1	<a href="#">Mick Dakers</a> Yak 55sp	7,000.0	<del>1,000.0</del> thrown	<del>1,000.0</del> thrown	1,000.0	1,000.0	1,000.0	1,000.0	1,000.0	1,000.0	1,000.0

---

# Unlimited

	Pilot	Final Score	Known								Unknown
			Round 1		Round 2		Round 3		Round 4		Round 1
			Seq #1	Seq #2	Seq #1	Seq #2	Seq #1	Seq #2	Seq #1	Seq #2	-
1	<a href="#">Chris Brislin</a> extra 330	7,000.0	<del>1,000.0</del> thrown	<del>1,000.0</del> thrown	1,000.0	1,000.0	1,000.0	1,000.0	1,000.0	1,000.0	1,000.0

---

Note: Pilots flying without a scale pilot and panel installed get a 1% penalty

# Victorian Championship 2007 P&Darcs

## Contest Results

As of 4/23/07 20:48

### Basic

The scores in Basic ranged from a low of **2,850.8** to a high of **4,000.0** (a range of 1,149.2 points)

	Pilot	Final Score	Known						Points [1]
			Round 1		Round 2		Round 3		
			Seq #1	Seq #2	Seq #1	Seq #2	Seq #1	Seq #2	
1	<a href="#">Scott Ustick</a> Extra 330L	4,000.0	1,000.0	<del>872.9</del> thrown	1,000.0	1,000.0	1,000.0	<del>952.4</del> thrown	250
2	<a href="#">Tom Auty</a>	3,720.4	857.4	1,000.0	<del>748.3</del> thrown	863.0	<del>663.4</del> thrown	1,000.0	200 [2]
3	<a href="#">Peter Reed</a>	2,905.8	523.5	824.5	722.1	835.7	<del>0.0</del> thrown missing data for 2 flights	<del>0.0</del> thrown missing data for 2 flights	150 [2]
4	<a href="#">phillip daynes</a>	2,850.8	719.5	748.5	722.1	660.7	<del>479.7</del> thrown	<del>536.2</del> thrown	100

[1] - "Points" (aka, regional points) are explained below

[2] - Pilot is an IMAC member

### Sportsman

The scores in Sportsman ranged from a low of **2,573.4** to a high of **5,000.0** (a range of 2,426.6 points)

	Pilot	Final Score	Known						Unknown	Points <sup>[1]</sup>
			Round 1		Round 2		Round 4		Round 1	
			Seq #1	Seq #2	Seq #1	Seq #2	Seq #1	Seq #2	-	
1	<a href="#">Mark Payne</a> Extra 330L	5,000.0	<del>1,000.0</del> thrown	1,000.0	1,000.0	<del>906.5</del> thrown	1,000.0	1,000.0	1,000.0	250 [2]
2	<a href="#">Daniel Mendoza</a> Edge 540	4,305.4	795.2	<del>670.7</del> thrown	979.7	1,000.0	<del>787.4</del> thrown	804.1	726.4	200 [2]
3	<a href="#">Anthony Borg</a> Cap 232	3,865.0	853.2	<del>552.5</del> thrown	<del>651.9</del> thrown	807.9	653.2	717.8	832.9	150
4	<a href="#">Andrew Marshall</a> Extra 330L Brutis Mobile	2,573.4	<del>373.4</del> thrown	538.0	<del>368.0</del> thrown	430.7	411.4	679.5	513.9	100 [2]

[1] - "Points" (aka, regional points) are explained below

[2] - Pilot is an IMAC member

### Intermediate

The scores in Intermediate ranged from a low of **4,579.6** to a high of **5,000.0** (a range of 420.4 points)

	Pilot	Final Score	Known						Unknown	Points <sup>[1]</sup>
			Round 1		Round 2		Round 4		Round 1	
			Seq #1	Seq #2	Seq #1	Seq #2	Seq #1	Seq #2	-	
1	<a href="#">Adam Talbot</a> Extra 330L	<b>5,000.0</b>	<del>4,000.0</del> thrown	<del>4,000.0</del> thrown	<b>1,000.0</b>	<b>1,000.0</b>	<b>1,000.0</b>	<b>1,000.0</b>	<b>1,000.0</b>	250 <sup>[2]</sup>
2	<a href="#">Stuart Davies</a> Yak 55sp	<b>4,579.6</b>	<b>812.1</b>	<del>777.2</del> thrown	<b>981.1</b>	<b>904.4</b>	<b>911.3</b>	<del>724.8</del> thrown	<b>970.6</b>	200 <sup>[2]</sup>

<sup>[1]</sup> - "Points" (aka, regional points) are explained below

<sup>[2]</sup> - Pilot is an IMAC member

## Advanced

	Pilot	Final Score	Points <sup>[1]</sup>
--	-------	-------------	-----------------------

<sup>[1]</sup> - "Points" (aka, regional points) are explained below

<sup>[2]</sup> - Pilot is an IMAC member

## Unlimited

The scores in Unlimited ranged from a low of **3,709.5** to a high of **5,000.0** (a range of 1,290.5 points)

	Pilot	Final Score	Known						Unknown	Points <sup>[1]</sup>
			Round 1		Round 2		Round 3		Round 1	
			Seq #1	Seq #2	Seq #1	Seq #2	Seq #1	Seq #2	-	
1	<a href="#">Tony Driver</a> Extra 330	<b>5,000.0</b>	<b>1,000.0</b>	<del>902.5</del> thrown	<b>1,000.0</b>	<del>883.4</del> thrown	<b>1,000.0</b>	<b>1,000.0</b>	<b>1,000.0</b>	250 <sup>[2]</sup>
2	<a href="#">Rob Tuncks</a> Extra 330L	<b>4,610.3</b>	<b>862.9</b>	<b>1,000.0</b>	<b>908.7</b>	<b>1,000.0</b>	<del>741.6</del> thrown	<del>704.7</del> thrown	<b>838.7</b>	200
3	<a href="#">Barrie Fox</a> Edge 540	<b>3,709.5</b>	<b>903.3</b>	<b>799.1</b>	<del>668.2</del> thrown	<b>842.8</b>	<del>692.4</del> thrown	<b>779.3</b>	<b>385.0</b>	150 <sup>[2]</sup>

<sup>[1]</sup> - "Points" (aka, regional points) are explained below

<sup>[2]</sup> - Pilot is an IMAC member

## Freestyle

	Pilot	Final Score
--	-------	-------------

<sup>[1]</sup> - "Points" (aka, regional points) are explained below

<sup>[2]</sup> - Pilot is an IMAC member

<sup>[1]</sup> - Points are also known as "regional points", and are awarded as follows:

- A **1st** place win gets **250** points
  - A **2nd** place win gets **200** points
  - A **3rd** place win gets **150** points
  - A **4th** place win gets **100** points
- 

Note: Pilots flying without a scale pilot and panel installed get a 1% penalty

# Metford IMAC 2007

## Results

As of 4/19/07 22:38

### Basic

The scores in Basic ranged from a low of **3,340.9** to a high of **5,783.2** (a range of 2,442.2 points)

	Pilot	Final Score	Known								Points [1]
			Round 1		Round 2		Round 3		Round 4		
			Seq #1	Seq #2	Seq #1	Seq #2	Seq #1	Seq #2	Seq #1	Seq #2	
1	<a href="#">Mathew Dorling</a>	5,783.2	<del>820.8</del> thrown	986.9	1,000.0	924.8	919.8	<del>913.7</del> thrown	1,000.0	951.7	29
2	<a href="#">John Hodder</a> Cap 232	5,580.3	1,000.0	<del>823.8</del> thrown	<del>885.6</del> thrown	924.8	906.9	928.4	929.6	890.5	18
3	<a href="#">Gavan Paton</a> Edge	5,505.7	<del>829.0</del> thrown	894.3	<del>835.5</del> thrown	1,000.0	930.9	937.9	897.1	845.6	9
4	<a href="#">Beukes</a> <a href="#">Bornman</a>	5,488.3	925.6	<del>693.6</del> thrown	972.0	778.1	1,000.0	<del>636.9</del> thrown	812.6	1,000.0	7
5	<a href="#">Dom Stevens</a>	5,122.0	873.0	1,000.0	<del>701.3</del> thrown	886.5	747.1	<del>652.9</del> thrown	818.5	797.0	5 [2]
6	<a href="#">Harley Wall</a>	5,116.6	774.0	832.3	<del>336.6</del> thrown	699.7	884.1	1,000.0	926.5	<del>0.0</del> thrown	4 [2]
7	<a href="#">Graham Harrod</a>	5,067.2	<del>716.6</del> thrown	789.1	788.8	890.3	940.9	833.8	824.4	<del>736.9</del> thrown	3
8	<a href="#">Stewart</a> <a href="#">Brackley</a>	4,577.1	<del>726.6</del> thrown	735.6	727.5	788.7	751.2	778.8	795.2	<del>679.2</del> thrown	2
9	<a href="#">Jim Morris</a> Extra 260	3,340.9	539.8	863.6	545.5	<del>0.0</del> thrown	<del>0.0</del> thrown missing data	<del>0.0</del> missing data	700.5	691.6	1

[1] - "Points" (aka, regional points) are explained below

[2] - Pilot is an IMAC member

### Sportsman

The scores in Sportsman ranged from a low of **3,557.3** to a high of **4,871.0** (a range of 1,313.8 points)

	Pilot	Final Score	Known						Unknown	Points[1]
			Round 1		Round 2		Round 3		Round 1	
			Seq #1	Seq #2	Seq #1	Seq #2	Seq #1	Seq #2	-	
1	<a href="#">Russel I Rehbein</a> Ultimate Bipe	4,871.0	1,000.0	<del>806.3</del> thrown	1,000.0	871.0	<del>809.4</del> thrown	1,000.0	1,000.0	14
2	<a href="#">Mark Payne</a> Extra 330L	4,828.6	966.8	1,000.0	<del>788.9</del> thrown	<del>933.4</del> thrown	1,000.0	983.2	878.6	8 [2]
3	<a href="#">Vincent Parrett</a>	4,436.7	895.5	930.4	<del>845.3</del> thrown	1,000.0	<del>831.0</del> thrown	859.7	751.1	4 [2]

4	<a href="#">Clive Hodder</a>	3,557.3	<del>682.5</del> thrown	<del>545.7</del> thrown	761.7	946.0	769.3	688.7	391.5	2
---	------------------------------	---------	----------------------------	----------------------------	-------	-------	-------	-------	-------	---

[1] - "Points" (aka, regional points) are explained below

[2] - Pilot is an IMAC member

## Advanced

The scores in Advanced ranged from a low of **4,102.6** to a high of **4,903.7** (a range of 801.1 points)

	Pilot	Final Score	Known						Unknown	Points <sup>[1]</sup>
			Round 1		Round 2		Round 3		Round 1	
			Seq #1	Seq #2	Seq #1	Seq #2	Seq #1	Seq #2	-	
1	<a href="#">Ben Goodwin</a> Yak 55sp	4,903.7	1,000.0	903.7	<del>0.0</del> thrown	<del>0.0</del> thrown	1,000.0	1,000.0	1,000.0	11
2	<a href="#">Rick Gell</a> Yak 55sp	4,862.3	<del>731.2</del> thrown	1,000.0	1,000.0	1,000.0	879.6	<del>783.7</del> thrown	982.7	6 <sup>[2]</sup>
3	<a href="#">Paul Bennet</a> Xtreme Edge	4,102.6	<del>735.5</del> thrown	809.7	993.9	<del>0.0</del> thrown	796.6	756.2	746.2	3

[1] - "Points" (aka, regional points) are explained below

[2] - Pilot is an IMAC member

[1] - Points are also known as "regional points", and are awarded as follows:

- A **first-place** win gets **5** points, plus **3** points for each pilot defeated.
- A **second-place** win gets **4** points, plus **2** points for each pilot defeated.
- A **third-place** win gets **3** points, plus **1** point for each pilot defeated.
- A **fourth-place** win gets **2** points, plus **1** point for each pilot defeated.
- A **fifth-place** win gets **1** point, plus **1** point for each pilot defeated.
- A **lower-place** win gets **1** point, plus **1** point for each pilot defeated.

Note: Pilots flying without a scale pilot and panel installed get a 1% penalty

# IMAC Tin Can Bay

## Contest Results

As of 4/19/07 21:36

### Basic

The scores in Basic ranged from a low of **3,809.2** to a high of **6,000.0** (a range of 2,190.8 points)

	Pilot	Final Score	Known								Points <sup>[1]</sup>
			Round 1		Round 2		Round 3		Round 4		
			Seq #1	Seq #2	Seq #1	Seq #2	Seq #1	Seq #2	Seq #1	Seq #2	
1	<a href="#">Marcus Hancock</a> Extra 260	6,000.0	1,000.0	1,000.0	926.6 thrown	1,000.0	1,000.0	975.8 thrown	1,000.0	1,000.0	14 <sup>[2]</sup>
2	<a href="#">David Rooke</a> Giles 202	5,795.7	990.3	883.3 thrown	1,000.0	891.3 thrown	926.9	1,000.0	928.1	950.5	8
3	<a href="#">Dawid Preller SNR</a> Pitts Special	5,595.2	980.5	930.3	958.1	962.2	918.7	845.3	657.8 thrown	699.6 thrown	4
4	<a href="#">Todd McMillan</a> Extra 300	3,809.2	459.2	589.0	646.2	618.0	796.9	699.8	78.3 thrown	63.6 thrown	2 <sup>[2]</sup>

<sup>[1]</sup> - "Points" (aka, regional points) are explained below

<sup>[2]</sup> - Pilot is an IMAC member

### Sportsman

The scores in Sportsman ranged from a low of **5,285.0** to a high of **6,899.1** (a range of 1,614.0 points)

	Pilot	Final Score	Known								Unknown	Points <sup>[1]</sup>
			Round 1		Round 2		Round 3		Round 4		Round 1	
			Seq #1	Seq #2	Seq #1	Seq #2	Seq #1	Seq #2	Seq #1	Seq #2	-	
1	<a href="#">Wally Hawtin</a> Yak 55sp	6,899.1	1,000.0	979.6 thrown	998.9 thrown	1,000.0	1,000.0	1,000.0	1,000.0	1,000.0	899.1	26
2	<a href="#">Dawid Preller</a> Extra 300	6,583.6	958.9	1,000.0	1,000.0	981.9	943.4	921.9 thrown	939.4	852.0 thrown	760.0	16 <sup>[2]</sup>
3	<a href="#">Luke Cullen</a> Extra	6,501.0	881.5	890.2	992.2	951.2	791.3 thrown	692.9 thrown	865.6	920.2	1,000.0	8
4	<a href="#">Joshua Kimlin</a> Yak 55sp	6,056.1	831.8	823.6	938.4	916.5	827.9	791.7	585.9 thrown	785.9 thrown	926.2	6
5	<a href="#">Brent Matthews</a> Yak 55	6,007.2	932.0	888.7	883.9	784.2 thrown	933.6	838.9	897.8	635.5 thrown	632.3	4 <sup>[2]</sup>
6	<a href="#">Byron Webb</a> Edge 540	5,981.2	806.4	746.5 thrown	753.0 thrown	903.2	928.5	789.2	914.2	871.2	768.4	3 <sup>[2]</sup>
7	<a href="#">Jeremy Reinertson</a> Extra	5,797.1	841.9	853.6	789.3	858.8	835.2	784.0	626.2 thrown	605.7 thrown	834.2	2
8	<a href="#">John Fabre</a>	5,285.0	701.8	787.0	744.8	750.6	641.0	757.0	720.7	725.6	799.4	1 <sup>[2]</sup>

Extra 330	thrown			thrown						
-----------	--------	--	--	--------	--	--	--	--	--	--

[1] - "Points" (aka, regional points) are explained below  
 [2] - Pilot is an IMAC member

## Intermediate

The scores in Intermediate ranged from a low of **4,952.2** to a high of **7,000.0** (a range of 2,047.8 points)

	Pilot	Final Score	Known								Unknown	Points [1]
			Round 1		Round 2		Round 3		Round 4		Round 1	
			Seq #1	Seq #2	Seq #1	Seq #2	Seq #1	Seq #2	Seq #1	Seq #2	-	
1	<a href="#">Troy Brodrick</a> Sukhoi	<b>7,000.0</b>	<del>4,000.0</del> thrown	<del>4,000.0</del> thrown	<b>1,000.0</b>	<b>1,000.0</b>	<b>1,000.0</b>	<b>1,000.0</b>	<b>1,000.0</b>	<b>1,000.0</b>	<b>1,000.0</b>	11 [2]
2	<a href="#">Rod Burley</a> Extra 330L	<b>5,999.7</b>	<del>691.9</del> thrown	<b>824.8</b>	<b>880.5</b>	<b>864.2</b>	<b>842.5</b>	<del>784.4</del> thrown	<b>823.5</b>	<b>805.7</b>	<b>958.5</b>	6 [2]
3	<a href="#">Mick Ryan</a> Extra 300	<b>4,952.2</b>	<del>0-0</del> thrown	<del>0-0</del> thrown	<b>609.7</b>	<b>578.2</b>	<b>731.2</b>	<b>659.9</b>	<b>675.9</b>	<b>815.9</b>	<b>881.5</b>	3 [2]

[1] - "Points" (aka, regional points) are explained below  
 [2] - Pilot is an IMAC member

## Advanced

	Pilot	Final Score	Known								Unknown	Points [1]
			Round 1		Round 2		Round 3		Round 4		Round 1	
			Seq #1	Seq #2	Seq #1	Seq #2	Seq #1	Seq #2	Seq #1	Seq #2	-	
1	<a href="#">Mick Dakers</a> Yak 55sp	<b>7,000.0</b>	<del>4,000.0</del> thrown	<del>4,000.0</del> thrown	<b>1,000.0</b>	<b>1,000.0</b>	<b>1,000.0</b>	<b>1,000.0</b>	<b>1,000.0</b>	<b>1,000.0</b>	<b>1,000.0</b>	5 [2]

[1] - "Points" (aka, regional points) are explained below  
 [2] - Pilot is an IMAC member

## Unlimited

	Pilot	Final Score	Known								Unknown	Points [1]
			Round 1		Round 2		Round 3		Round 4		Round 1	
			Seq #1	Seq #2	Seq #1	Seq #2	Seq #1	Seq #2	Seq #1	Seq #2	-	
1	<a href="#">Chris Brislin</a> extra 330	<b>7,000.0</b>	<del>4,000.0</del> thrown	<del>4,000.0</del> thrown	<b>1,000.0</b>	<b>1,000.0</b>	<b>1,000.0</b>	<b>1,000.0</b>	<b>1,000.0</b>	<b>1,000.0</b>	<b>1,000.0</b>	5 [2]

[1] - "Points" (aka, regional points) are explained below  
 [2] - Pilot is an IMAC member



[1] - Points are also known as "regional points", and are awarded as follows:

- A **1st** place win gets **5** points, plus **3** points for each pilot defeated
  - A **2nd** place win gets **4** points, plus **2** points for each pilot defeated
  - A **3rd** place win gets **3** points, plus **1** point for each pilot defeated
  - A **4th** place win gets **2** points, plus **1** point for each pilot defeated
  - A **5th** place win gets **1** point, plus **1** point for each pilot defeated
  - A **6th** place win gets **1** point, plus **1** point for each pilot defeated
  - A **7th** place win gets **1** point, plus **1** point for each pilot defeated
  - A **8th** place win gets **1** point, plus **1** point for each pilot defeated
- 

Note: Pilots flying without a scale pilot and panel installed get a 1% penalty

# Giants over Gippsland - Sale - 2007

## Contest Results

As of 3/05/07 12:35

### Basic

The scores in Basic ranged from a low of **3,831.9** to a high of **5,952.3** (a range of 2,120.4 points)

	Pilot	Final Score	Known								Points [1]
			Round 1		Round 2		Round 3		Round 4		
			Seq #1	Seq #2	Seq #1	Seq #2	Seq #1	Seq #2	Seq #1	Seq #2	
1	<a href="#">warren gardiner</a> extra 330	5,952.3	1,000.0	<del>626.5</del> thrown	1,000.0	<del>870.6</del> thrown	1,000.0	1,000.0	952.3	1,000.0	26
2	<a href="#">Byron Salau</a> Extra 330L	5,439.5	907.7	<del>776.4</del> thrown	837.7	906.1	903.5	<del>738.3</del> thrown	966.8	917.8	16 [2]
3	<a href="#">Scott Ustick</a> Extra 330L	5,405.4	875.6	832.4	<del>0-0</del> thrown	<del>0-0</del> thrown	813.7	967.6	977.0	939.0	8 [2]
4	<a href="#">Tom Auty</a> Maestro	5,313.1	931.1	<del>724.3</del> thrown	<del>762.5</del> thrown	918.6	763.9	912.2	1,000.0	787.2	6 [2]
5	<a href="#">Warren Purnell</a> Extra 300	5,057.5	763.9	698.4	<del>587.5</del> thrown	971.9	862.5	<del>600.7</del> thrown	870.7	890.2	4 [2]
6	<a href="#">Phillip Daynes</a> Extra 300	4,225.6	763.2	885.4	646.7	708.6	504.4	<del>487.6</del> thrown	717.2	<del>0-0</del> thrown	3
7	<a href="#">Jamie Crosher</a> Adrenaline	4,162.0	718.4	752.8	736.5	753.0	584.8	616.6	<del>0-0</del> thrown missing data for 2 flights	<del>0-0</del> thrown missing data for 2 flights	2 [2]
8	<a href="#">Andrew Dunne</a> Extra 330L	3,831.9	919.7	1,000.0	912.2	1,000.0	<del>0-0</del> thrown	<del>0-0</del> thrown	0.0 missing data for 2 flights	0.0 missing data for 2 flights	1

[1] - "Points" (aka, regional points) are explained below

[2] - Pilot is an IMAC member

### Sportsman

The scores in Sportsman ranged from a low of **3,942.3** to a high of **4,879.0** (a range of 936.7 points)

	Pilot	Final Score	Known						Unknown	Points <sup>[1]</sup>
			Round 1		Round 2		Round 3		Round 1	
			Seq #1	Seq #2	Seq #1	Seq #2	Seq #1	Seq #2	-	
1	<a href="#">Fletcher Moulton</a> Katana	4,879.0	<del>943.7</del> thrown	1,000.0	1,000.0	1,000.0	<del>862.0</del> thrown	1,000.0	879.0	14 [2]
2	<a href="#">Andrew Thomas</a> Extra 330L	4,831.0	932.2	937.1	961.7	<del>807.7</del> thrown	1,000.0	<del>924.8</del> thrown	1,000.0	8 [2]

3	<a href="#">Paul Cook</a> Extra 330L	4,449.4	1,000.0	<del>748.5</del> thrown	831.9	878.6	850.7	<del>848.7</del> thrown	888.1	4 [2]
4	<a href="#">Daniel Mendoza</a> Edge 540	3,942.3	747.9	690.1	968.9	<del>644.9</del> thrown	828.6	<del>673.4</del> thrown	706.9	2 [2]

[1] - "Points" (aka, regional points) are explained below  
[2] - Pilot is an IMAC member

## Intermediate

The scores in Intermediate ranged from a low of **4,841.1** to a high of **4,965.1** (a range of 124.0 points)

	Pilot	Final Score	Known						Unknown	Points <sup>[1]</sup>
			Round 1		Round 2		Round 3		Round 1	
			Seq #1	Seq #2	Seq #1	Seq #2	Seq #1	Seq #2	-	
1	<a href="#">Geoff Jenkins</a> Yak 55sp	4,965.1	965.1	<del>649.3</del> thrown	<del>942.0</del> thrown	1,000.0	1,000.0	1,000.0	1,000.0	8 [2]
2	<a href="#">Stuart Davies</a> Yak 55sp	4,841.1	1,000.0	1,000.0	1,000.0	<del>878.4</del> thrown	911.7	<del>775.7</del> thrown	929.4	4 [2]

[1] - "Points" (aka, regional points) are explained below  
[2] - Pilot is an IMAC member

## Advanced

	Pilot	Final Score	Known						Points <sup>[1]</sup>
			Round 1		Round 2		Round 3		
			Seq #1	Seq #2	Seq #1	Seq #2	Seq #1	Seq #2	
1	<a href="#">Steve Richardson</a> Extra 260	4,000.0	<del>4,000.0</del> thrown	<del>4,000.0</del> thrown	1,000.0	1,000.0	1,000.0	1,000.0	5 [2]

[1] - "Points" (aka, regional points) are explained below  
[2] - Pilot is an IMAC member

## Unlimited

The scores in Unlimited ranged from a low of **3,619.8** to a high of **5,000.0** (a range of 1,380.2 points)

	Pilot	Final Score	Known						Unknown	Points <sup>[1]</sup>
			Round 1		Round 2		Round 3		Round 1	
			Seq #1	Seq #2	Seq #1	Seq #2	Seq #1	Seq #2	-	
1	<a href="#">Tony Driver</a> Extra 330	5,000.0	1,000.0	1,000.0	<del>0-0</del> thrown	<del>0-0</del> thrown	1,000.0	1,000.0	1,000.0	8 [2]
2	<a href="#">Barrie Fox</a> Edge 540	3,619.8	782.8	799.2	<del>0-0</del> thrown	<del>0-0</del> thrown	566.0	689.8	782.0	4 [2]

[1] - "Points" (aka, regional points) are explained below  
[2] - Pilot is an IMAC member

---

# Freestyle

	Pilot	Final Score
--	-------	-------------

[1] - "Points" (aka, regional points) are explained below

[2] - Pilot is an IMAC member

---

[1] - Points are also known as "regional points", and are awarded as follows:

- A **1st** place win gets **5** points, plus **3** points for each pilot defeated
  - A **2nd** place win gets **4** points, plus **2** points for each pilot defeated
  - A **3rd** place win gets **3** points, plus **1** point for each pilot defeated
  - A **4th** place win gets **2** points, plus **1** point for each pilot defeated
  - A **5th** place win gets **1** point, plus **1** point for each pilot defeated
  - A **6th** place win gets **1** point, plus **1** point for each pilot defeated
  - A **7th** place win gets **1** point, plus **1** point for each pilot defeated
  - A **8th** place win gets **1** point, plus **1** point for each pilot defeated
- 

Note: Pilots flying without a scale pilot and panel installed get a 1% penalty



1	<a href="#">David Stuart</a> Extra 330	6,558.4	956.1	1,000.0	<del>739.4</del> thrown	<del>737.5</del> thrown	938.9	925.4	864.5	953.7	919.9	38 [2]
2	<a href="#">Mark Payne</a> Yak 55sp	6,494.7	949.8	858.5	1,000.0	962.3	983.9	<del>850.3</del> thrown	<del>799.0</del> thrown	856.3	883.9	24 [2]
3	<a href="#">Daniel Mendoza</a> Edge 540	6,479.6	980.8	996.6	949.2	948.5	<del>751.4</del> thrown	876.4	896.0	<del>757.2</del> thrown	832.2	12 [2]
4	<a href="#">Vincent Parrett</a> Extra 330L	6,450.1	<del>0.0</del> thrown	<del>0.0</del> thrown	919.7	944.6	1,000.0	870.8	984.0	795.5	935.5	10 [2]
5	<a href="#">Fletcher Moulton</a> Katana	6,422.7	<del>738.4</del> thrown	<del>790.4</del> thrown	952.7	1,000.0	820.7	884.4	919.4	1,000.0	845.5	8 [2]
6	<a href="#">Paul Cook</a> Extra 330L	6,394.9	986.3	914.7	<del>757.8</del> thrown	<del>747.6</del> thrown	841.2	1,000.0	884.2	864.4	904.2	7 [2]
7	<a href="#">Russell Rehbein</a> Extra 300	6,286.4	1,000.0	883.0	866.6	853.6	<del>789.3</del> thrown	898.9	880.1	<del>785.3</del> thrown	904.2	6 [2]
8	<a href="#">Andrew Thomas</a> Yak 55sp	6,234.3	819.7	919.7	817.6	<del>809.0</del> thrown	<del>812.2</del> thrown	959.5	830.1	887.8	1,000.0	5 [2]
9	<a href="#">Jeremy Reinertsen</a> Extra 260	6,079.6	908.7	927.0	<del>687.3</del> thrown	785.2	<del>745.5</del> thrown	766.5	1,000.0	888.6	803.7	4 [2]
10	<a href="#">Terry McCleary</a> Yak 55sp	4,099.3	<del>0.0</del> thrown	<del>0.0</del> thrown	530.8	670.0	672.7	701.8	687.7	836.3	0.0	3 [2]
11	<a href="#">Andrew Marshall</a> Extra 330L	3,278.8	497.1	575.9	516.9	479.4	604.3	605.1	<del>394.6</del> thrown	<del>449.7</del> thrown	0.0	2 [2]
12	<a href="#">Glenn Cosser</a> Extra 260	1,322.4	625.6	696.7	<del>0.0</del> thrown	<del>0.0</del> thrown	0.0	0.0	0.0	0.0	0.0	1 [2]

[1] - "Points" (aka, regional points) are explained below

[2] - Pilot is an IMAC member

## Intermediate

The scores in Intermediate ranged from a low of **2,952.5** to a high of **4,914.8** (a range of 1,962.4 points)

	Pilot	Final Score	Known						Unknown	Points <sup>[1]</sup>
			Round 1		Round 2		Round 3		Round 1	
			Seq #1	Seq #2	Seq #1	Seq #2	Seq #1	Seq #2	-	
1	<a href="#">Troy Brodrick</a> Extra 330L	4,914.8	<del>922.0</del> thrown	<del>832.0</del> thrown	1,000.0	948.4	1,000.0	1,000.0	966.5	32 [2]
2	<a href="#">Adam Talbot</a> Extra 330L	4,791.9	<del>885.4</del> thrown	1,000.0	993.9	910.8	887.2	<del>881.6</del> thrown	1,000.0	20 [2]
3	<a href="#">Ben Cohen</a> Extra 260	4,721.8	1,000.0	899.3	<del>885.4</del> thrown	<del>764.7</del> thrown	907.2	931.9	983.4	10 [2]
4	<a href="#">Stuart Davies</a> Yak 55sp	4,702.3	<del>888.4</del> thrown	950.4	<del>922.8</del> thrown	951.5	949.7	962.9	887.8	8 [2]
5	<a href="#">Geoff Jenkins</a> Yak 55sp	4,596.6	<del>684.4</del> thrown	<del>730.7</del> thrown	950.6	1,000.0	797.6	922.3	926.2	6 [2]
6	<a href="#">Rod Burley</a> Extra 330L	4,288.6	793.3	856.2	871.5	<del>764.3</del> thrown	<del>770.5</del> thrown	834.4	933.3	5 [2]
	<a href="#">Peter Bryner</a>	3,861.7	788.8	802.2	794.3	<del>709.3</del>	<del>704.4</del>	801.5	675.0	

7	Edge 540T					thrown	thrown			4 [2]
8	<a href="#">Ian Howard</a> Yak 55sp	3,618.7	<del>420.9</del> thrown	606.7	671.8	<del>405.7</del> thrown	785.4	800.7	754.0	3
9	<a href="#">Warren Leach</a> MX2	3,116.8	<del>341.4</del> thrown	<del>297.6</del> thrown	677.7	591.9	673.7	546.1	627.5	2 [2]
10	<a href="#">Terry Curry</a> Extra 330L	2,952.5	<del>0.0</del> thrown	<del>0.0</del> thrown	569.1	497.3	588.6	701.3	596.2	1 [2]

[1] - "Points" (aka, regional points) are explained below

[2] - Pilot is an IMAC member

## Advanced

The scores in Advanced ranged from a low of **3,501.3** to a high of **5,000.0** (a range of 1,498.7 points)

	Pilot	Final Score	Known						Unknown	Points <sup>[1]</sup>
			Round 1		Round 2		Round 3		Round 1	
			Seq #1	Seq #2	Seq #1	Seq #2	Seq #1	Seq #2	-	
1	<a href="#">Roman Pasznicki</a> Yak 55sp	5,000.0	<del>1,000.0</del> thrown	1,000.0	<del>985.7</del> thrown	1,000.0	1,000.0	1,000.0	1,000.0	20 [2]
2	<a href="#">Mick Dakers</a> Extra 260	4,803.8	<del>706.5</del> thrown	<del>694.6</del> thrown	1,000.0	971.1	914.5	968.6	949.5	12 [2]
3	<a href="#">Rick Gell</a> Extra 260	4,008.4	805.4	774.0	875.8	950.5	<del>756.4</del> thrown	<del>726.7</del> thrown	602.8	6 [2]
4	<a href="#">Garry Schmedje</a> Extra 300	3,813.9	<del>538.3</del> thrown	711.1	866.1	887.0	682.8	<del>625.0</del> thrown	667.0	4 [2]
5	<a href="#">Matt Curry</a> Giles 202	3,681.3	<del>667.4</del> thrown	755.2	895.4	<del>675.0</del> thrown	717.4	743.0	570.3	2 [2]
6	<a href="#">Steve Richardson</a> Extra 260	3,501.3	619.1	<del>449.4</del> thrown	938.7	897.2	<del>547.9</del> thrown	769.3	277.1	1 [2]

[1] - "Points" (aka, regional points) are explained below

[2] - Pilot is an IMAC member

## Unlimited

The scores in Unlimited ranged from a low of **2,414.8** to a high of **5,000.0** (a range of 2,585.2 points)

	Pilot	Final Score	Known						Unknown	Points <sup>[1]</sup>
			Round 1		Round 2		Round 3		Round 1	
			Seq #1	Seq #2	Seq #1	Seq #2	Seq #1	Seq #2	-	
1	<a href="#">Frazer Briggs</a> Extra 260	5,000.0	1,000.0	1,000.0	<del>979.9</del> thrown	1,000.0	1,000.0	<del>771.5</del> thrown	1,000.0	38 [2]
2	<a href="#">Chris Brislin</a> Extra 260	4,714.9	<del>845.0</del> thrown	<del>787.3</del> thrown	1,000.0	916.2	911.1	1,000.0	887.7	24 [2]
3	<a href="#">Mark Easton</a> Extra 260	4,498.4	<del>743.4</del> thrown	794.9	920.5	898.6	<del>787.0</del> thrown	902.0	982.3	12 [2]
4	<a href="#">Shayne Lysaght</a> Yak 55sp	4,109.8	806.1	826.4	<del>767.3</del> thrown	917.6	<del>757.2</del> thrown	954.1	605.6	10 [2]
5	<a href="#">Adam Bry</a> Giles 202	4,044.2	<del>474.7</del> thrown	<del>541.2</del> thrown	586.7	831.5	928.3	940.2	757.4	8

6	<a href="#">Rob Tuncks</a> MX2	3,736.0	<del>722.0</del> thrown	733.0	774.5	839.3	<del>687.7</del> thrown	924.0	465.2	7 [2]
7	<a href="#">Tony Driver</a> Extra 260	3,685.0	<del>690.6</del> thrown	785.3	900.3	705.1	<del>663.4</del> thrown	711.7	582.7	6 [2]
8	<a href="#">Rob Zarebski</a> Extra 330L	3,642.2	679.0	<del>652.4</del> thrown	835.4	<del>610.8</del> thrown	710.6	783.1	634.1	5 [2]
9	<a href="#">Grant Finley</a> Extra 330S	3,619.4	<del>638.3</del> thrown	832.9	<del>564.7</del> thrown	740.3	664.8	703.4	678.0	4
10	<a href="#">Paul Marlan</a> Extra 260	3,555.6	<del>655.6</del> thrown	691.2	745.7	695.1	<del>674.0</del> thrown	784.8	638.7	3 [2]
11	<a href="#">Anthony DeMarco</a> Extra 330L	3,326.9	<del>554.5</del> thrown	633.9	623.6	778.2	<del>511.3</del> thrown	723.4	567.9	2 [2]
12	<a href="#">Barrie Fox</a> Edge 540	2,414.8	509.6	<del>224.5</del> thrown	663.1	<del>365.8</del> thrown	384.8	406.0	451.3	1 [2]

[1] - "Points" (aka, regional points) are explained below

[2] - Pilot is an IMAC member

---

[1] - Points are also known as "regional points", and are awarded as follows:

- A **first-place** win gets **5** points, plus **3** points for each pilot defeated.
  - A **second-place** win gets **4** points, plus **2** points for each pilot defeated.
  - A **third-place** win gets **3** points, plus **1** point for each pilot defeated.
  - A **fourth-place** win gets **2** points, plus **1** point for each pilot defeated.
  - A **fifth-place** win gets **1** point, plus **1** point for each pilot defeated.
  - A **lower-place** win gets **1** point, plus **1** point for each pilot defeated.
- 

Note: Pilots flying without a scale pilot and panel installed get a 1% penalty



# IMAC @ Coota 2007

## Results

As of 5/02/07 16:46

### Basic

The scores in Basic ranged from a low of **1,630.7** to a high of **2,983.0** (a range of 1,352.3 points)

	Pilot	Final Score	Known				Points <sup>[1]</sup>
			Round 1		Round 2		
			Seq #1	Seq #2	Seq #1	Seq #2	
1	<a href="#">Matt Dorling</a> Extra 300	2,983.0	<del>850.7</del> thrown	1,000.0	1,000.0	983.0	35 <sup>[2]</sup>
2	<a href="#">John Hodder</a> Extra 260	2,969.9	1,000.0	969.9	<del>640.3</del> thrown	1,000.0	22 <sup>[2]</sup>
3	<a href="#">Gavan Paton</a>	2,527.6	<del>614.0</del> thrown	908.4	788.1	831.1	11 <sup>[2]</sup>
4	<a href="#">Dom Stevens</a> Yak 55sp	2,472.2	<del>785.3</del> thrown	819.1	851.8	801.3	9 <sup>[2]</sup>
5	<a href="#">Matt De Marco</a>	2,365.3	748.3	741.7	<del>726.4</del> thrown	875.3	7
6	<a href="#">Warren Purnell</a> Extra 300	2,343.9	<del>452.5</del> thrown	669.0	898.1	776.8	6 <sup>[2]</sup>
7	<a href="#">Harley Wall</a>	2,269.7	<del>634.8</del> thrown	813.8	711.6	744.3	5 <sup>[2]</sup>
8	<a href="#">Stirling Jones</a>	2,267.8	<del>592.6</del> thrown	776.0	720.3	771.4	4 <sup>[2]</sup>
9	<a href="#">Jim Morris</a>	2,193.4	682.3	<del>673.2</del> thrown	741.7	769.3	3 <sup>[2]</sup>
10	<a href="#">Bruce Symonds</a>	1,867.2	635.4	<del>549.5</del> thrown	620.2	611.6	2 <sup>[2]</sup>
11	<a href="#">Jamie Crosher</a>	1,630.7	802.1	828.6	<del>0.0</del> thrown missing data	0.0 missing data	1

<sup>[1]</sup> - "Points" (aka, regional points) are explained below

<sup>[2]</sup> - Pilot is an IMAC member

### Sportsman

The scores in Sportsman ranged from a low of **3,106.3** to a high of **3,868.5** (a range of 762.2 points)

	Pilot	Final Score	Known				Unknown	Points <sup>[1]</sup>
			Round 1		Round 2		Round 1	
			Seq #1	Seq #2	Seq #1	Seq #2	-	
1	<a href="#">Russell Rehbein</a> Extra 300	3,868.5	938.8	1,000.0	<del>902.7</del> thrown	980.4	949.4	32 <sup>[2]</sup>
	<a href="#">Mark Payne</a>				<del>775.0</del>			

2	Yak 55sp	3,866.9	971.8	895.1	thrown	1,000.0	1,000.0	20 [2]	
3	<a href="#">Vincent Parrett</a> Extra 330L	3,746.3	1,000.0	<del>677.3</del> thrown		1,000.0	889.8	856.6	10 [2]
4	<a href="#">Andrew Thomas</a> Yak 55sp	3,696.6	940.1	<del>747.8</del> thrown		859.4	906.0	991.0	8 [2]
5	<a href="#">Viliam Gazo</a> Katana	3,434.2	863.1	<del>746.6</del> thrown		878.5	805.1	887.5	6 [2]
6	<a href="#">Joe Danczac</a> Yak 55SP	3,313.1	835.8	795.0	<del>750.3</del> thrown		798.0	884.4	5
7	<a href="#">Terry McCleary</a> Yak 55sp	3,287.3	856.0	890.7	<del>645.0</del> thrown		745.8	794.7	4 [2]
8	<a href="#">Clive Hodder</a> Edge 540	3,271.1	860.9	<del>738.6</del> thrown		782.8	798.2	829.2	3 [2]
9	<a href="#">Beukes Bornman</a> Extra 260	3,222.1	824.7	601.7	<del>566.6</del> thrown		947.7	848.1	2 [2]
10	<a href="#">Vito Maniaci</a>	3,106.3	868.8	756.6		831.9	<del>723.0</del> thrown	649.0	1 [2]

[1] - "Points" (aka, regional points) are explained below  
[2] - Pilot is an IMAC member

## Intermediate

The scores in Intermediate ranged from a low of 2,735.3 to a high of 4,000.0 (a range of 1,264.7 points)

	Pilot	Final Score	Known				Unknown	Points <sup>[1]</sup>
			Round 1		Round 2		Round 1	
			Seq #1	Seq #2	Seq #1	Seq #2	-	
1	<a href="#">Geoff Jenkins</a> Extra 260	4,000.0	<del>1,000.0</del> thrown	1,000.0	1,000.0	1,000.0	1,000.0	8 [2]
2	<a href="#">Lindsay Wall</a>	2,735.3	668.2	723.6	687.2	<del>659.3</del> thrown	656.3	4 [2]

[1] - "Points" (aka, regional points) are explained below  
[2] - Pilot is an IMAC member

## Advanced

The scores in Advanced ranged from a low of 2,899.6 to a high of 3,903.6 (a range of 1,003.9 points)

	Pilot	Final Score	Known				Unknown	Points <sup>[1]</sup>
			Round 1		Round 2		Round 1	
			Seq #1	Seq #2	Seq #1	Seq #2	-	
1	<a href="#">Mick Dakers</a> Extra 260	3,903.6	<del>780.9</del> thrown	942.1	1,000.0	1,000.0	961.4	14 [2]
2	<a href="#">Ben Goodwin</a> Yak 55sp	3,706.6	1,000.0	1,000.0	986.7	<del>888.6</del> thrown	719.8	8
3	<a href="#">Steve Richardson</a> Extra 260	3,249.8	893.5	809.5	546.8	<del>0.0</del> thrown missing data	1,000.0	4 [2]
4	<a href="#">Rick Gell</a> Extra 260	2,899.6	670.8	681.3	<del>638.2</del> thrown	941.9	605.7	2 [2]

[1] - "Points" (aka, regional points) are explained below  
 [2] - Pilot is an IMAC member

# Unlimited

The scores in Unlimited ranged from a low of **3,103.3** to a high of **4,000.0** (a range of 896.7 points)

	Pilot	Final Score	Known				Unknown	Points <sup>[1]</sup>
			Round 1		Round 2		Round 1	
			Seq #1	Seq #2	Seq #1	Seq #2	-	
1	<a href="#">Adam Bry</a> Extra 260	<b>4,000.0</b>	<b>1,000.0</b>	<del>940.4</del> thrown	<b>1,000.0</b>	<b>1,000.0</b>	<b>1,000.0</b>	14
2	<a href="#">Dave McFarlane</a> Yak 55sp	<b>3,797.0</b>	<b>997.3</b>	<b>1,000.0</b>	<b>921.6</b>	<del>904.4</del> thrown	<b>878.1</b>	8 [2]
3	<a href="#">Tony Driver</a> Extra 260	<b>3,513.7</b>	<b>876.6</b>	<del>624.2</del> thrown	<b>904.6</b>	<b>918.3</b>	<b>814.2</b>	4 [2]
4	<a href="#">Anthony DeMarco</a> Extra 330L	<b>3,103.3</b>	<b>861.0</b>	<b>655.7</b>	<b>751.1</b>	<del>638.8</del> thrown	<b>835.5</b>	2 [2]

[1] - "Points" (aka, regional points) are explained below  
 [2] - Pilot is an IMAC member

[1] - Points are also known as "regional points", and are awarded as follows:

- A **first-place** win gets **5** points, plus **3** points for each pilot defeated.
- A **second-place** win gets **4** points, plus **2** points for each pilot defeated.
- A **third-place** win gets **3** points, plus **1** point for each pilot defeated.
- A **fourth-place** win gets **2** points, plus **1** point for each pilot defeated.
- A **fifth-place** win gets **1** point, plus **1** point for each pilot defeated.
- A **lower-place** win gets **1** point, plus **1** point for each pilot defeated.

Note: Pilots flying without a scale pilot and panel installed get a 1% penalty



6	<a href="#">McCleary</a> Yak 55sp	3,823.9	823.2	765.9	197.8	314.8	<del>0.0</del> thrown	<del>0.0</del> thrown	896.9	825.3	0.0	1 [2]
---	--------------------------------------	---------	-------	-------	-------	-------	--------------------------	--------------------------	-------	-------	-----	-------

[1] - "Points" (aka, regional points) are explained below

[2] - Pilot is an IMAC member

## Intermediate

The scores in Intermediate ranged from a low of **4,046.9** to a high of **7,000.0** (a range of 2,953.1 points)

	Pilot	Final Score	Known								Unknown	Points [1]
			Round 1		Round 2		Round 3		Round 4		Round 1	
			Seq #1	Seq #2	Seq #1	Seq #2	Seq #1	Seq #2	Seq #1	Seq #2	-	
1	<a href="#">Geoff Jenkins</a> Extra 260	7,000.0	<del>4,000.0</del> thrown	1,000.0	1,000.0	1,000.0	<del>892.6</del> thrown	1,000.0	1,000.0	1,000.0	1,000.0	11 [2]
2	<a href="#">Terry Curry</a> Extra 330S	6,203.2	898.1	943.5	<del>786.5</del> thrown	<del>849.3</del> thrown	1,000.0	830.5	891.8	848.8	790.6	6 [2]
3	<a href="#">Warren Leach</a> Cap 232	4,046.9	602.3	751.9	717.1	595.0	545.6	704.5	<del>52.0</del> thrown	<del>0.0</del> thrown	130.5	3 [2]

[1] - "Points" (aka, regional points) are explained below

[2] - Pilot is an IMAC member

## Advanced

The scores in Advanced ranged from a low of **5,144.4** to a high of **6,878.4** (a range of 1,733.9 points)

	Pilot	Final Score	Known								Unknown	Points [1]
			Round 1		Round 2		Round 3		Round 4		Round 1	
			Seq #1	Seq #2	Seq #1	Seq #2	Seq #1	Seq #2	Seq #1	Seq #2	-	
1	<a href="#">Matt Curry</a> Extra 260	6,878.4	939.4	1,000.0	<del>826.2</del> thrown	1,000.0	939.0	<del>944.8</del> thrown	1,000.0	1,000.0	1,000.0	11 [2]
2	<a href="#">Steve Richardson</a> Extra 260	6,807.6	1,000.0	<del>853.4</del> thrown	1,000.0	884.6	1,000.0	1,000.0	<del>828.5</del> thrown	989.8	933.2	6 [2]
3	<a href="#">Garry Schmedje</a> Extra 300	5,144.4	651.3	585.6	693.2	<del>570.7</del> thrown	855.5	663.4	<del>479.4</del> thrown	792.2	903.3	3 [2]

[1] - "Points" (aka, regional points) are explained below

[2] - Pilot is an IMAC member

[1] - Points are also known as "regional points", and are awarded as follows:

- A **first-place** win gets **5** points, plus **3** points for each pilot defeated.
- A **second-place** win gets **4** points, plus **2** points for each pilot defeated.
- A **third-place** win gets **3** points, plus **1** point for each pilot defeated.
- A **fourth-place** win gets **2** points, plus **1** point for each pilot defeated.
- A **fifth-place** win gets **1** point, plus **1** point for each pilot defeated.

- A **lower-place** win gets **1** point, plus **1** point for each pilot defeated.
- 

Note: Pilots flying without a scale pilot and panel installed get a 1% penalty

# IMAC@RAAFMAC 2007

## Results

As of 5/27/07 14:53

### Basic

The scores in Basic ranged from a low of **4,037.1** to a high of **6,000.0** (a range of 1,962.9 points)

	Pilot	Final Score	Known								Points <sup>[1]</sup>
			Round 1		Round 2		Round 3		Round 4		
			Seq #1	Seq #2	Seq #1	Seq #2	Seq #1	Seq #2	Seq #1	Seq #2	
1	<a href="#">John hodder</a> Cap232	6,000.0	<del>1,000.0</del> thrown	1,000.0	1,000.0	<del>993.2</del> thrown	1,000.0	1,000.0	1,000.0	1,000.0	26 <sup>[2]</sup>
2	<a href="#">Gavan Paton</a>	5,725.6	960.4	924.1	909.3	1,000.0	<del>874.6</del> thrown	973.4	958.4	<del>792.6</del> thrown	16 <sup>[2]</sup>
3	<a href="#">Dom Stevens</a>	5,552.4	996.0	982.6	<del>728.6</del> thrown	950.5	<del>678.4</del> thrown	964.8	905.6	752.9	8 <sup>[2]</sup>
4	<a href="#">Dave Ragen</a> edge 540	5,140.3	890.3	962.3	813.2	<del>698.7</del> thrown	808.9	935.0	730.7	<del>556.7</del> thrown	6
5	<a href="#">Jim Morris</a> a	5,008.8	828.8	781.4	<del>702.0</del> thrown	844.8	806.4	920.6	826.8	<del>689.9</del> thrown	4 <sup>[2]</sup>
6	<a href="#">Blair Perry</a> Diablo	4,264.3	<del>564.7</del> thrown	740.3	644.0	<del>590.7</del> thrown	623.2	753.3	744.7	758.7	3
7	<a href="#">Joel Mizzi</a> EXTRA 330L	4,106.4	<del>498.6</del> thrown	598.3	649.5	662.3	614.7	933.4	648.1	<del>531.5</del> thrown	2 <sup>[2]</sup>
8	<a href="#">Ian Boyd</a> Extra 330L637	4,037.1	832.9	698.6	<del>549.4</del> thrown	<del>475.8</del> thrown	585.9	717.6	527.8	674.4	1

<sup>[1]</sup> - "Points" (aka, regional points) are explained below

<sup>[2]</sup> - Pilot is an IMAC member

### Sportsman

The scores in Sportsman ranged from a low of **4,026.6** to a high of **4,916.5** (a range of 889.8 points)

	Pilot	Final Score	Known						Unknown	Points <sup>[1]</sup>
			Round 1		Round 2		Round 4		Round 1	
			Seq #1	Seq #2	Seq #1	Seq #2	Seq #1	Seq #2	-	
1	<a href="#">Vincent Parrett</a>	4,916.5	<del>946.6</del> thrown	1,000.0	992.7	<del>984.2</del> thrown	994.6	1,000.0	929.2	14 <sup>[2]</sup>
2	<a href="#">Mark Payne</a> Extra 330L	4,857.0	1,000.0	<del>839.4</del> thrown	1,000.0	1,000.0	<del>802.4</del> thrown	857.0	1,000.0	8 <sup>[2]</sup>
3	<a href="#">Russel I Rehbein</a> Ultimate Bipe	4,804.1	945.3	<del>842.3</del> thrown	<del>880.6</del> thrown	947.4	1,000.0	956.0	955.4	4
4	<a href="#">Beukes Bornman</a> Extra260	4,026.6	782.0	<del>658.4</del> thrown	904.8	749.2	<del>676.8</del> thrown	770.4	820.2	2 <sup>[2]</sup>

<sup>[1]</sup> - "Points" (aka, regional points) are explained below

# Advanced

The scores in Advanced ranged from a low of **4,396.3** to a high of **5,000.0** (a range of 603.7 points)

	Pilot	Final Score	Known						Unknown	Points <sup>[1]</sup>
			Round 1		Round 2		Round 4		Round 1	
			Seq #1	Seq #2	Seq #1	Seq #2	Seq #1	Seq #2	-	
1	<a href="#">Ben Goodwin</a> Yak 55sp	<b>5,000.0</b>	<del>1,000.0</del> thrown	<del>997.0</del> thrown	<b>1,000.0</b>	<b>1,000.0</b>	<b>1,000.0</b>	<b>1,000.0</b>	<b>1,000.0</b>	8
2	<a href="#">Rick Gell</a> Extra 260	<b>4,396.3</b>	<b>858.4</b>	<b>1,000.0</b>	<del>743.6</del> thrown	<b>899.0</b>	<del>799.8</del> thrown	<b>950.1</b>	<b>688.9</b>	4 [2]

[1] - "Points" (aka, regional points) are explained below

[2] - Pilot is an IMAC member

# Unlimited

The scores in Unlimited ranged from a low of **4,924.3** to a high of **4,990.0** (a range of 65.6 points)

	Pilot	Final Score	Known						Unknown	Points <sup>[1]</sup>
			Round 1		Round 2		Round 4		Round 1	
			Seq #1	Seq #2	Seq #1	Seq #2	Seq #1	Seq #2	-	
1	<a href="#">Dave McFarlane</a> Yak 55sp	<b>4,990.0</b>	<del>1,000.0</del> thrown	<b>1,000.0</b>	<del>825.9</del> thrown	<b>1,000.0</b>	<b>1,000.0</b>	<b>1,000.0</b>	<b>990.0</b>	8 [2]
2	<a href="#">Shayne Lysaght</a> Yak 55sp	<b>4,924.3</b>	<b>958.3</b>	<b>978.6</b>	<b>1,000.0</b>	<del>730.8</del> thrown	<b>987.5</b>	<del>923.8</del> thrown	<b>1,000.0</b>	4 [2]

[1] - "Points" (aka, regional points) are explained below

[2] - Pilot is an IMAC member

[1] - Points are also known as "regional points", and are awarded as follows:

- A **first-place** win gets **5** points, plus **3** points for each pilot defeated.
- A **second-place** win gets **4** points, plus **2** points for each pilot defeated.
- A **third-place** win gets **3** points, plus **1** point for each pilot defeated.
- A **fourth-place** win gets **2** points, plus **1** point for each pilot defeated.
- A **fifth-place** win gets **1** point, plus **1** point for each pilot defeated.
- A **lower-place** win gets **1** point, plus **1** point for each pilot defeated.

Note: Pilots flying without a scale pilot and panel installed get a 1% penalty



# IMAC@Parkes 2007

## Results

As of 6/10/07 15:28

### Basic

The scores in Basic ranged from a low of **3,673.8** to a high of **7,986.8** (a range of 4,313.0 points)

	Pilot	Final Score	Known										Points [1]
			Round 1		Round 2		Round 3		Round 4		Round 5		
			Seq #1	Seq #2	Seq #1	Seq #2	Seq #1	Seq #2	Seq #1	Seq #2	Seq #1	Seq #2	
1	<a href="#">Matt Dorling</a> Extra 300	7,986.8	1,000.0	1,000.0	986.8	1,000.0	1,000.0	1,000.0	952.2 thrown	999.3 thrown	1,000.0	1,000.0	23 [2]
2	<a href="#">Dom Stevens</a>	7,668.7	744.2 thrown	949.2	1,000.0	953.9	764.2 thrown	917.8	1,000.0	1,000.0	933.3	914.5	14 [2]
3	<a href="#">Bruce Symonds</a>	5,664.7	408.8 thrown	582.9	844.2	731.0	618.3	726.8	537.4 thrown	639.4	801.1	720.9	7 [2]
4	<a href="#">darren lydford</a>	5,289.7	354.5 thrown	437.8 thrown	744.2	717.3	551.1	476.5	698.1	669.7	738.2	694.6	5
5	<a href="#">Harley Wall</a>	5,279.3	0.0 thrown missing data	0.0 thrown missing data	0.0 missing data	0.0 missing data	909.7	952.4	868.5	805.2	826.3	917.2	3 [2]
6	<a href="#">Matt DeMarco</a>	4,853.7	565.7	794.1	834.6	970.7	765.1	923.4	0.0 thrown missing data	0.0 thrown missing data	0.0 missing data	0.0 missing data	2
7	<a href="#">Allan Crane</a>	3,673.8	364.8	341.6	650.1	743.5	454.5	352.9	273.2	493.3	0.0 thrown missing data	0.0 thrown missing data	1

[1] - "Points" (aka, regional points) are explained below

[2] - Pilot is an IMAC member

### Sportsman

The scores in Sportsman ranged from a low of **6,279.9** to a high of **6,834.7** (a range of 554.9 points)

	Pilot	Final Score	Known										Unknown	Points <sup>[1]</sup>
			Round 1		Round 2		Round 3		Round 4		Round 1			
			Seq #1	Seq #2	Seq #1	Seq #2	Seq #1	Seq #2	Seq #1	Seq #2	-			
1	<a href="#">Mark Payne</a> Extra 330L	6,834.7	747.0 thrown	1,000.0	1,000.0	1,000.0	1,000.0	980.7 thrown	1,000.0	1,000.0	834.7	11 [2]		
2	<a href="#">Vincent Parrett</a>	6,376.1	1,000.0	828.6	685.4 thrown	939.7	871.0	1,000.0	844.7	756.9 thrown	892.1	6 [2]		
3	<a href="#">Joseph Danczak</a>	6,279.9	747.0 thrown	811.7	993.8	982.1	646.4 thrown	753.0	849.5	889.7	1,000.0	3 [2]		

[1] - "Points" (aka, regional points) are explained below

[2] - Pilot is an IMAC member

### Intermediate

The scores in Intermediate ranged from a low of **4,893.6** to a high of **6,860.5** (a range of 1,966.9 points)

	Pilot	Final Score	Known										Unknown	Points <sup>[1]</sup>
			Round 1		Round 2		Round 3		Round 4		Round 1			
			Seq #1	Seq #2	Seq #1	Seq #2	Seq #1	Seq #2	Seq #1	Seq #2	-			
1	<a href="#">Warren Leach</a> MX2	6,860.5	654.4 thrown	978.4	993.4	1,000.0	927.7	1,000.0	988.6	842.7 thrown	972.4	11 [2]		
2	<a href="#">Lindsay Wall</a>	6,772.3	1,000.0	1,000.0	1,000.0	962.8 thrown	1,000.0	927.7 thrown	1,000.0	1,000.0	772.3	6 [2]		
			322.0						445.4					

3	<a href="#">craig thomton</a>	4,893.6	thrown	709.9	715.2	645.3	661.8	470.1	thrown	691.2	1,000.0	3
---	-------------------------------	---------	--------	-------	-------	-------	-------	-------	--------	-------	---------	---

[1] - "Points" (aka, regional points) are explained below

[2] - Pilot is an IMAC member

# Unlimited

The scores in Unlimited ranged from a low of **4,047.1** to a high of **7,000.0** (a range of 2,952.9 points)

	Pilot	Final Score	Known								Unknown	Points <sup>[1]</sup>
			Round 1		Round 2		Round 3		Round 4		Round 1	
			Seq #1	Seq #2	Seq #1	Seq #2	Seq #1	Seq #2	Seq #1	Seq #2	-	
1	<a href="#">Chris Brislin</a> Extra 260	7,000.0	<del>1,000.0</del> thrown	<del>1,000.0</del> thrown	1,000.0	1,000.0	1,000.0	1,000.0	1,000.0	1,000.0	1,000.0	14 <sup>[2]</sup>
2	<a href="#">Anthony DeMarco</a> Extra 330L	5,101.2	<del>600.6</del> thrown	<del>653.5</del> thrown	720.0	845.9	674.3	719.3	669.0	814.0	658.8	8 <sup>[2]</sup>
3	<a href="#">Mick Dakers</a> Extra 260	5,018.4	716.5	800.9	692.6	<del>486.5</del> thrown	702.9	710.6	<del>660.5</del> thrown	716.7	678.1	4 <sup>[2]</sup>
4	<a href="#">Chris Swain</a>	4,047.1	510.8	<del>471.7</del> thrown	500.0	<del>448.4</del> thrown	575.2	664.6	572.9	635.7	587.8	2

[1] - "Points" (aka, regional points) are explained below

[2] - Pilot is an IMAC member

[1] - Points are also known as "regional points", and are awarded as follows:

- A **first-place** win gets **5** points, plus **3** points for each pilot defeated.
- A **second-place** win gets **4** points, plus **2** points for each pilot defeated.
- A **third-place** win gets **3** points, plus **1** point for each pilot defeated.
- A **fourth-place** win gets **2** points, plus **1** point for each pilot defeated.
- A **fifth-place** win gets **1** point, plus **1** point for each pilot defeated.
- A **lower-place** win gets **1** point, plus **1** point for each pilot defeated.

Note: Pilots flying without a scale pilot and panel installed get a 1% penalty