

Fireball, Spirit of SAM and Mike Beach Trophies.

These rules cover the 'Fireball' type events, as originated by Mike Beach, for authentic reproductions of early control line models. In order to expand interest and encourage younger modelers 'Spirit of SAM' now provides an extra opportunity. The Mike Beach Trophy is also awarded as part of the combined annual Fireball & Spirit of SAM events.

Aims

The aim is to reproduce a model exactly as it would have been built and flown at the date of publication. This means building the model accurately in all respects, using an appropriate engine, accessories, covering materials etc. It also means flying the model in the correct manner.

It all sounds quite easy, but the following show that what is required in practice and provide guidance for entrants and judges.

Cut off

- a. The Fireball Trophy retains the original Mike Beach inspired date of 31 December 1950.
- b. The Spirit of SAM Trophy covers the period from 1st January 1951 to the new cut-off date set at 31 December 1970.
- c. The Mike Beach Trophy will be awarded to the builder of what is, in the judges' opinion, the most unusual model entered & least making an attempt to fly in either of these two events.

It is intended that these competitions be run simultaneously, but they may be run separately, depending on number of entries.

Engines

Use engines appropriate to the period and type of model. Later versions of the engine that are visually similar are acceptable, but remember that higher performance is not always a good thing. Some flying sites require that silencers be fitted. Fitment of an effective silencer in a sympathetic manner will incur no penalties.

Covering/finish

Materials that give the feel and appearance of the original should be used. There was not a lot of plastic film around before the end of 1960!

Accessories

Search for authentic items such as wheels, tanks, bell cranks etc, or make suitable ones. For the static judging, find or make a propeller that gives the correct appearance, and exchange it if desired prior to flying.

Fidelity to design

Simply copy the designs. Do not be tempted to 'improve' things by changing the shape or appearance, an authentic reproduction is what is required. The contestant must supply documentary evidence such as a plan, drawings, photographs etc of the design to validate the accuracy of reproduction & the original publication date.

Finish.

Simply finish the model well & as it would have been presented originally in its day, no fancy paint job is required.

Flying.

Fly the model as its prototype would have been flown. A stunt model will be expected to perform loops, wingovers etc., a trainer or scale model to stooge around & a team racer or speed model will be expected to be fast. All types of model have won over the years. Entrants must be ready & prepared to fly when called upon by the judges.

Scoring.

STATIC		FLYING	
1) Fidelity to original	40	6) Launch & take off	10
2) Engine	20	7) Overall impression (does it fly like the original)	80
3) Covering/Finish	30	8) Landing (with or without undercarriage)	10
4) Workmanship	40		
5) Accessories	20		
TOTAL	150		100

JUDGING.

Ideally two judges are required for both flying & static sections. It has long been the SAM 35 custom that the winners of the previous year's Fireball & Spirit of SAM events will have the duty & honour of judging the next year's events, & to safely return the Trophies. If for any reason they cannot perform this, it is incumbent upon them to find another suitable & experienced volunteer control line modeler & to inform the SAM 35 Control Line Secretary of this substitution in advance.

Static judging will take place first & an appropriate number of the top scoring models will then be invited to fly. This number obviously depends on the total number of entries, time available & weather conditions, but the intention is to allow the most possible models to fly.

Order of events:

Models plus documentation to be presented for entry & static judging from 10.00am.

Flying will normally commence after lunch at 2.00pm.

To reduce last minute rushed and competitors being unable to fly due to lack of time, and thus inequalities to some entrants, no entries can be accepted after 1.00pm.

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