

SAM 35 WEATHERMAN SPEED LEAGUE (incorporating phantom 1.5 and phantom 2.5)

1. **Aim** To promote elementary vintage speed flying in a total of 10 classes. The 10 classes to be flown are as follows:-

Weatherman speed classes 0 to VII) All to SAM 35 rules
Phantom speed classes 1.5 and 2.5)

A maximum of 5 classes or models may be entered by each entrant on any one day.
2. **Points** Will be awarded to the fastest pilot/model combination at each day of a meeting and in each class.
3. **Method** Points to be awarded for positions in classes on a descending scale at each meeting.

Points: 3 - 2 - 1 if three or more in class record a time.
Points: 2 - 1 if only two in class record a time.
Points: 1 if only entrant in class records a time.
4. **Entries** If an entrant has multiple entries in any one class, only the fastest time will score points and other times in that class will be disregarded. Any available points to be allocated to the next fastest other entrants. A maximum of 3 flights will be allowed in any one class even if different models are used. Models must be positively identified by some means. Each pilot/model combination will keep its individual score during the year and cannot be aggregated with other models.
5. **Models** If a model is flown by more than one pilot at a meeting, each individual pilot/model combination will be eligible for points as Para 3. If two pilots fly their own and each other's models in a class, then Para 4 will apply. There is no 'builder of the model' rule so such flying is permitted. With 2 day events, a particular model/engine combination can only be flown by the entrant on any one day
6. **Events** The eligible events will be nominated and details published in SAM 35 Speaks and BMFA news as soon as full details are known.
7. **Organisation** A maximum of 5 classes or models may be entered by each entrant on any one day. On arrival each entrant will receive an entry form and be required to fill in the relevant information. This form should be retained by the entrant where it will be used to record times and handed to the organisers at the end to calculate results.
Whilst keeping the organisation flexible, the following timetable will be aimed at:

09.00 Onwards	Registration (depending on opening time of venue)
09.30 - 12.30	Competition flying
12.30 - 13.00	Lunch and practice flying
13.00 - 17.30	Competition flying
17.00	Flying list closes
17.00 - 17.30	Compilation of results

Each entrant will be permitted a maximum of 5 minutes to become airborne and an additional 3 minutes for carrying out subsequent flights if taken immediately after the first. A queuing system will operate on a first come, first served basis. Anybody not ready on time will go to the end of the queue. Time permitting, each entrant will be allowed a maximum of 3 timed flights in each class/for each model entered. As part of the entry requirements each participant will be required to assist with timing, pull tests, etc. This will be carried out on an hourly rota basis and entrants should indicate at registration when they can assist by filling in the rota sheet.
8. **Awards** 2 annual awards will be competed for, each consisting of an engraved shield to be retained for a period of 12 months. A smaller facsimile will also be awarded to retain permanently.
 1. The Bilston MFC shield awarded to the pilot/model combination achieving the highest total points over the season in all classes.
 2. The Unitracts shield for the pilot achieving the highest total points in any one of the classes over the season.

CLASSIC SPEED TO SAM 35 RULES

1. Objective:

To provide a handicap competition to enable several classes of classic speed models to compete on an equal basis. Competitors should note the details in BMFA Speed Rules, section 4.1.3 for information on safety and general procedures.

In order to have a more level 'playing field', engines should be as close as is practicable to 'standard' commercially available units. Hand made specials will not be allowed.

2. Model:

- (a) Eligible models are any C/L model which is kitted, or its plan published, before 31 December 1965.
- (b) The structure of the models shall be as near to the original as is practicable.
- (c) Wing/tail area may be increased by up to 30% to increase stability.

3. Engine:

- (a) Any engine produced or in production at 31 December 1965.
- (b) Later derivatives, i.e.. manufacturers developed versions using largely interchangeable components, will be allowed.
- (c) Specifically excluded are engines incorporating technology not commercially available in the model aeroplane world at 31 December 1965. This includes any exhaust extensions and schnurle porting with boost port/s.
- (d) Commercially manufactured replica engines will be allowed.
- (e) In order to make classic speed fairer to all comers, the use of 'special' hand made engines is to be prohibited.
- (f) Apart from the rotor disc on rear induction engines and the cylinder head, all parts are to be of commercial manufacture.
- (g) If an engine is protested, the organisers have the right to thoroughly inspect a suspect engine and disqualify if appropriate.
- (h) To replace the '49' and '60' classes, it is proposed to introduce one for '40' size baffle piston (loop scavenge) engines of any age. The aim is to promote the use of readily available low cost engines without undue modifications. Perry (PDP) ported engines will not be permitted, even with a baffled piston.