

SAM 35 and SAM 1066 Free Flight Competition Rules

The following rules apply to the main free flight contest classes run by SAM 35 and SAM 1066.

Eligibility of Models for Vintage and Classic Categories

1. A vintage model must be built in accordance with a design that was first flown, published or kitted prior to 1st January 1951, (January 1951 issues of magazines are accepted as published in 1950).
2. A classic model must be built in accordance with a design that was first flown, published or kitted after 30th December 1950 and before 1st January 1961 (January 1961 issues of magazines are accepted as published in 1960).
3. The eligibility of the model must be based upon the existence of a plan which was published between the specified dates. The purpose of additionally specifying "kitted" is to include those plans which were supplied as part of a kit but were not "published" elsewhere. Where multiple sizes of a design were published or kitted between the specified dates, the plan must be for the actual size model entered. In the special case where a table of model sizes, including lists of material sizes referenced to a plan, was published between the specified dates this information will be sufficient and need not be accompanied by an actual size plan of the model entered. In all these circumstances the plan, or table of sizes must be supported by photo-copies (or originals) of material which was published between the specified dates and confirms the date of publication or kitting.
4. A model is also eligible for Vintage or Classic contests where unpublished plans are informally certified by the designer or other independent expert as being authentic and the model was flown during the period for Vintage or Classic models as defined above. If it is an unpublished design the competitor must be willing to produce information that clearly demonstrates that the model was flown during the period appropriate to the contest in which it is to be flown. Other acceptable evidence for a model having been flown in the period includes details of contest results in an article accompanying the design or other published evidence or certification from the designer.

Construction

Models should follow the construction shown on the plan. No major alteration should be made to structures. Minor modifications may be made as follows:

- a) Materials may be substituted for similar materials, e.g. spruce for obechi. Balsa laminated sections may replace bent cane.
- b) Conversion from a one piece to a multi piece wing, multi piece fuselage or detachable fin and vice-versa are permissible but associated changes must not significantly change the external geometry of the model.
- c) Plywood dihedral braces and local bandaging are permissible.
- d) Local sheeting to improve handling of a fuselage is allowed and also local sheeting and/or sub-spars on flying surfaces to take the strain of fixing bands and wing to fuselage contact. However it is emphasized that this is to provide LOCAL strengthening and does not extend to fully sheeting a fuselage or flying surface that was designed as a tissue covered open structure.
- e) Power models may have noses altered to suit engine mounting.
- f) Minor alterations may be made to enable a D/T to be fitted to a design which was not originally so fitted.
- g) Wheels must be of the same diameter as shown on the plan but the cross section may be changed.

- h) Rubber model propellor diameter sizes must be adhered to, as must the type; single-bladed or twin-bladed; free-wheeling or folding. Free wheel clutches, rubber hooks and tensioning devices may be to the competitor's choice. propellor hubs must be of the style and material shown on the plan (e.g. replacement of wooden hubs with bent wire or wire hubs with machined metal etc. are not permitted). Gears are not permitted unless shown on the original plan and vice versa. The rear rubber anchorage may be moved forward slightly to assist practicality.
- i) Engine and D/T timers of a type not used on the original design may be used, but auto rudders and other trim-changing devices may only be used if shown on the original plans, or detailed in supporting documentation, except in the case of gliders, where an auto rudder operated by the release of the launching cable, and constructed in accordance with designs published prior to 1st January 1961 is permitted.
- j) Power models may use any type of engine and propellor, other than folding propellers, and mechanical engine brakes cannot be used.
- k) Turbulators may be added to any component of the model provided that the type of turbulator used has been described in a publication dated prior to 1st January 1951 for vintage models, or prior to 1st January 1961 for Classic models.
- l) It should be noted that there is no restriction on the type of covering material that may be used, e.g. tissue, Mylar, heat shrink film. However the substitution of recognised covering materials with wooden paneling is not acceptable except as described in paragraph d. above.
- m) Where plans fail to provide minor details of construction or design, then reasonable assumptions may be made consistent with the period and type of the design. For the purpose of these rules, minor details may include areas such as bracing and reinforcement of joints, but do not cover estimates of details which may affect flying characteristics such as wing profile or fin shape.

Format of Contests

1. Unless specified to the contrary in the Individual Class Rules below, the Format of Contests will be as described in the following paragraphs 2 - 5.
2. The duration of flights will be used for scoring purposes with a maximum of 2' 30" being recorded for each of 3 flights (or a shorter maximum time if specified in the Individual Class Rules below). However, if the Contest Director (CD) feels that weather conditions or constraints of the flying site are such that a reduction to the maximum flight time is appropriate, then he may make such reduction prior to the start of flying. Should conditions change significantly throughout the day, and the situation is reached where each contestant has flown the same number of flights, then alterations to the maximum flight time may also be made.
3. Two attempts will be allowed to make one flight. An attempt of less than 20 seconds may be retaken, but the time of a second attempt will be registered as the time of the flight. If no second attempt is made then the time of the first attempt will be registered as the time of the flight.
4. All contestants registering 3 flights to the agreed maximum may take part in an unlimited fly-off at a time set by the CD. However, if the CD feels that weather conditions or constraints of the flying site are such that an unlimited flight is inappropriate, then he may call for a DT fly-off to a format to be decided on the day.
5. No electronic/electrical thermal detecting equipment may be used.

Individual Class Rules

NB Where wing span and wing area limitations are imposed within the Individual Class Rules below, these dimensions are based on totals for individual wing panels, i.e. the “Flat Span” or “Plan Span” and not the projected span.

Vintage Open Power

1. Any model designed for i/c power from the Vintage period as described above may be flown.
2. Any spark ignition, glow or diesel engine may be used. Spark ignition engines may be used with electronic amplifying or switching circuitry to improve the reliability of spark plug operation.
3. The maximum engine run allowed from the moment of release of the model will be 15 seconds for glow and diesel engines, and 18 seconds for spark ignition engines.

Classic Power

1. Any model designed for i/c power from the Classic period as described above may be flown.
2. Any spark ignition, glow or diesel engine may be used. Spark ignition engines may be used with electronic amplifying or switching circuitry to improve the reliability of spark plug operation.
3. The maximum engine run allowed from the moment of release of the model will be 12 seconds.

Max Bassett Trophy

1. Any model designed for i/c power and built in accordance with a design that was first flown, published or kitted prior to 1st January 1943, (January 1943 issues of magazines are accepted as published in 1942). With the exception of the date, the rules on Eligibility of Models and Construction described above will apply.
2. Any spark ignition engine may be used. Engines may be used with electronic amplifying or switching circuitry to improve the reliability of spark plug operation
3. The maximum engine run allowed from the moment of release of the model will be 20 seconds.

Up to 50” Vintage Glider

1. Any model designed as a glider with wingspan up to and including 50”, from the Vintage period as described above may be flown.
2. Maximum towline length 100 metres

Over 50” Vintage Glider

1. Any model designed as a glider with wingspan over 50”, from the Vintage period as described above may be flown.
2. Maximum towline length 100 metres

Up to 50" Classic Glider

1. Any model designed as a glider with wingspan up to and including 50", from the Classic period as described above may be flown.
2. Maximum towline length 75 metres

Over 50" Classic Glider

1. Any model designed as a glider with wingspan over 50", from the Classic period as described above may be flown.
2. Maximum towline length 75 metres

Jarislav Rybak A2 Glider

1. Any model designed as an A2 glider and built in accordance with a design that was first flown, published or kitted prior to 1st January 1953, (January 1953 issues of magazines are accepted as published in 1952). With the exception of the date, the rules on Eligibility of Models and Construction described above will apply.
2. Minimum weight of model 410g
3. Maximum towline length 100 metres

Pre 4oz Wakefield

1. Any Wakefield model built in accordance with a design that was first flown, published or kitted prior to 1st January 1934, (January 1934 issues of magazines are accepted as published in 1933). With the exception of the date, the rules on Eligibility of Models and Construction described above will apply.
2. The model's flying weight is unrestricted.
3. The model's tail plane area is unrestricted.

4oz Wakefield

1. Any Wakefield model built in accordance with a design that was first flown, published or kitted after 1st January 1934 and prior to 1st January 1937, (January 1937 issues of magazines are accepted as published in 1936). With the exception of the date, the rules on Eligibility of Models and Construction described above will apply.
2. The model's flying weight must not be less than 4oz.
3. The model's tail plane area is unrestricted.
4. The model's fuselage cross-section area must comply with the L2/100 rule

8oz Wakefield

1. Any Wakefield model built in accordance with a design that was first flown, published or kitted after January 1937 and prior to 1st January 1951, (January 1951 issues of magazines are accepted as published in 1950). With the exception of the date, the rules on Eligibility of Models and Construction described above will apply.
2. The model's flying weight must not be less than 8oz.
3. The model's tail plane area is unrestricted for designs of 1937 but not more than 33% of the area of the wing for designs of Jan 1938 to 1st January 1951.
4. The model's fuselage cross-section area must comply with the L2/100 rule.

Under 25" Vintage Rubber

1. Any model designed for rubber power with wingspan under 25", from the Vintage period as described above may be flown.
2. Model must incorporate a 2 leg, 2 wheel undercarriage or a single wheel, fixed leg undercarriage as shown on the original plan.
3. propellor to be any freewheel non-folder of maximum 8" (200 mm.) diameter, or as shown on the original plan.
4. The contest will be run over three flights, normally of 90 secs maximum, followed by a fly off if necessary. The attempt time is 15 secs.
5. More than one model may be entered by the same competitor.

Small Vintage Rubber (Vintage Lightweights)

1. Any model designed for rubber power with wingspan up to and including 34" from the Vintage period as described above may be flown.

Flight Cup (Vintage Middleweights)

1. Any model designed for rubber power with wingspan over 34" and wing area up to 190sq ins, from the Vintage period as described above may be flown.

Vintage Large Rubber

1. Any model designed for rubber power from the Vintage period as described above with wing area over 190sq ins and which for any reason is not a 4oz or 8oz Wakefield may be flown.

Vintage Coupe d'Hiver

1. Any model designed for rubber power and built in accordance with a design that was first flown, published or kitted prior to 1st January 1957, (January 1957 issues of magazines are accepted as published in 1956). With the exception of the date, the rules on Eligibility of Models and Construction described above will apply.
2. The maximum permissible weight of the lubricated rubber motor is 10g.
3. The minimum permissible weight of the model and motor is 80g.
4. The duration of flights will be used for scoring purposes but the maximum will not exceed 2 mins being recorded for each of 3 flights.

Vintage Unorthodox (Combined Glider, Rubber and i/c Power)

1. Any model in categories Spar Tractors, "A"-frames, Canards, Tailless, Tandem or other unusual formats, from the Vintage period as described above may be flown.
2. There is no restriction on model size, weight or power.
3. For i/c powered models, the maximum engine run allowed from the moment of release of the model will be 15 seconds for glow and diesel engines, and 18 seconds for spark ignition engines.
4. For gliders the towline length shall be 100m.
5. It is the intention that this is normally, but not exclusively flown as a combined event with the possibility of separate awards as decided by the organiser.
6. Unorthodox models may also be used in other classes if eligible.