

KeilKraft “Senator” Postal Results 2006/7

Once again I offer my thanks to all who participated in this Postal, and especially so to those who donated so generously, to a level that has enabled me to extend the prize list to five places, plus (as last year) a ‘bonus’ to whoever’s model takes the middle place in the results list. I will be mailing out the appropriate amounts during the course of the next few days, but would like to take an opportunity to further thank Grant Carson who not only donated to this contest but offered an additional \$100 to the American flyer who bested those of all other nationalities – accordingly, he will be contacting Jim Bethea direct to make this award personally.

There has been some decrease in overall participation compared to the previous event, which had 23 models flown by entrants from 8 countries compared to the present 19 from 5 nations, and a marked swing in personnel. Curiously, those from the United Kingdom who took the top two prizes in 2005 did not return on this occasion and we also ‘lost’ the flyers from Italy, Sweden and Australia – maybe next time?.

“One design” events, historically, are relatively short-lived and I have to admit that towards the close of 2006 I was somewhat gloomy about the outcome of this Postal as scores received at that time indicated only moderate interest. However I was much encouraged to find more flight times arriving thereafter and so am inclined to run the contest for maybe once more, trusting that you will all return to fly in same - I’ll also send this report to others who flew in 2005 in the hope I can tempt them to participate once again – and maybe you can also encourage others to build and fly a ‘Senator in the coming year..

I cannot, of course, guarantee any prize levels other than the minimum \$100 for First place. The present format hasn’t provoked any complaints – indeed, some seem happy that the yearlong spread allows them to fly in summer conditions wherever they may be – so I am specifying that the 2007/8 contest will commence March 1st 2007 and close February 28th, 2008. Same rules – three flights to 120 seconds maximum and 60 second increments thereafter; more than one model may be flown with separate flight scores/totals for each. Please forward appropriate photos and general information with your scores – a little thin on the ground this time but I do hear that others much enjoy seeing and reading same.

Thank you once again for your support and enthusiasm, and now ... flying starts again in just a few days time; gentlemen, wind your motors!

Jim Moseley

PS All flight times have been seconded into the appropriate Vintage class in the WorldWide Postal Contest, which closes March 31st, suitably amended for the rules of said event where required. Results/report for that will come your way in due course

1	Jim Bethea	USA	120	120	120	180	240	249	1029		\$150.00
2	Ding Zarate	USA	120	120	120	180	240	105	885		\$125.00
3	Jim Moseley	C	120	120	120	180	216		756	#2	\$100.00
4	Ken Taylor	UK	120	120	129	180	174		714		\$ 75.00
5	Bill McConachie	USA	120	120	120	180	171		711		\$ 50.00
6	Spencer Willis	UK	120	120	120	180	126		666	#2	
7	Joshua Finn	USA	120	120	120	180	107		647		

8	Ole Torgerson	N	120	120	120	150		510	
9	Bob Taylor	UK	120	120	120	106		466	
10	Gil Hart	UK	120	120	120			360	\$ 40.00
11	Marcel Lavoie	C	120	120	115			355	
12	Les Sayer	C	94	120	120			334	
13	Ken Evans	NZ	100	120	105			325	
14	Neil McDougall	NZ	120	53	120			293	
15	Ron Hummel	USA	59	110	93			262	
16	Paul Masterman	USA	51	83	120			254	
17	Spencer Willis	UK	120	118	-			238	#1
18	Bob Morris	USA	71	91	71			233	
19	Grant Carson	USA	80	81	Model in tree			161	

A big 'Thank you' to our donors, in no particular order - Richard Barlow, Grant Carson, Ron Hummel, Dennis Davitt, David Truluck, Bernard Gillespie, Mario Perrone and Al Pardue

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Gil Hart, England :- I have done the 3x2minutes and have waited for ages for the wind to die down so I can attempt the 3minute in a limited area. The 3x120 were flown at the Grantham Grand Prix at Barkston Heath on the 16 July so I have waited a fair while for the weather since. Thank you for running these Postals I hope you will run the same in 2007, I like them because if you can find somewhere to fly you don't have to wait for invariably windy contest days.

Spencer Willis, England:- All flights on 16th Jan were made in light rain and Senator No. 1 suffered somewhat. My 3 minute fly off was a good one and would have managed 4 minutes but it landed amongst houses, so we decided to move to another field further out By then the weather had worsened, very cold and winds of 15-20 miles per hour. Hence the poor last flight.

Bob Taylor, England :- 120 + 120 + 120 + 106 at Ashdown Forest Sussex 26 Jan - 6C light wind, no lift

Paul Masterman, USA :- Sorry this is so late – and such a pathetic performance! However, for the statistics, it's always important that results are filed with the event organizer, so here goes... Location: Palm Bay, Florida (the day following the 53rd King Orange International - New Year's Day, 2007) Time: Mid to late morning, after an hour or so putting the model in the air to perform some test flights. Weather: Steady breeze (~ 5 mph) from the south east; cloudy; temperature (guessed) 15 degrees Celsius (forgot to look in the vehicle).

Joshua Finn, USA:- I finally finished my Senator score today. Marty Boyette, the mechanic at Berkeley Co Airport timed the maxes, and Philip Armstrong, a fellow engineering student, timed today's flights. So on that awesome 3 minute max, I managed to fail in fully igniting the fuse, and didn't realize it hadn't lit (too much of a hurry or something) and definitely caught some lift. It drifted on and on for over 6 minutes, giving us a merry chase. Landed just off the field, so I had to jump a fence to get to it. No problems, so I wound up for the next flight (making sure the fuse really was lit) and launched into what I thought was lift. It was dead air, and the plane got a nice climb, but it just doesn't glide well enough to hold on for very long. You may be able to get consistent 2 minute flights from yours, but mine only does that on 10 strand x 30+ g motors, which are useful only for the 2 minute maxes since they give about a 110 sec motor run, but bunch in the tail something terrible

Ding Zarate, USA:- This is Ding Zarate turning my first 3 flights on the Senator on 30April2006 at the NORCAL, Sacramento yesterday. 120 seconds (Timed by Bill McConachie), 120 seconds (Timed by Bill McConachie), 120 seconds (Timed by Dick Douglas). This is fun! It is very light one the pocket! Bill Vanderbeek chased my third flight as I was on foot and it was drifting about 5-10mph.

At about 11am today I went for my 4th flight on the Senator Postal Challenge and made it with Paul Stober timing. It was a beautiful balmy day at Lakeville Rd, Sonoma, CA with hardly any wind. With about 600 winds I set the Tomy to DT at 3min and LAUNCHED. It was a heartbreaker when it power-stalled and lost a lot of height halfway through the run then it started to free-wheel at less than 200ft up. It looks like I'm not going to make it, Paul. I won't even make a minute. But there's hope and a prayer. Paul said as long as it stays above those transmission lines it might. And it could. One minute Paul shouted. It is not coming down. Then it slowly began to rise. Aaahh!! What a feeling! It DT'd a few seconds after the 3min mark. I belong to the Oakland Cloud Dusters that I think is the best gang in the world for camaraderie.



Ding Zarate, obviously happy with his 2nd place model.

Marcel Lavoie, Canada:- Finally, I have gotten in some flights for your postal event. The times were 2:19, 2:10, 1:55(rats, just missed by 5 secs!). I put in a fourth flight anyway for another 2:10. I have only 20 gr. of rubber in the model because my field is so small. Nevertheless, these past 3 weekends have seen gorgeous weather (which translates to no drift at all) so that I can stay within the bounds of the field. The temperature today was 5 deg. C and I was able to take advantage of the magnificent conditions. I flew with about 725 turns and the rubber did not seem to be under a great deal of stress. The Senator is behaving very well since I removed the wash-out in the right wing tip.

Bob Morris, USA With time running short for the 2006 Senator Global Postal Challenge, Miriam and I took the Senator to the Roxbury Area Model Airplane Club (RAMAC) field at Great Meadows, NJ. This is normally a 1 minute field if that but the wind speed was very low today. The first flight at 650 turns landed on the runway after only 71 seconds. The second flight on 750 turns was a little better at 91 sec. While winding for the third flight Miriam noticed a dangling strand of rubber so we installed a new motor. The third flight on 800 turns had a much stronger and higher climb and DT'd down prematurely at 71 seconds. The photo shows the Senator on the winding stooge in the RAMAC clubhouse. The not-too-distant treeline can be seen through the window. The shed is equipped with a kerosene heater and it was nice to warm up between flights. I think we have just scratched the surface of the Senator's capabilities and I'm looking forward to cranking in more turns.



Grant Carson, USA :- Small hay field, Gainesville, Texas, December 13, 8:30 a.m., 35 deg F, zero wind, zero lift, MaryAnn timekeeper. First flight 80 seconds, perfect landing 10 yards from launch. Second flight 81 seconds, landing not so good. Photograph shows why no third flight.....



(Cropped from original photo, this model is really high in the tree! JM)

Ole Torgeson, Norway :- As you can see there were no further F.O.'s The reason for this is much windy weather and small fields. Longer flights would end in dense forests of very tall trees. And lost models!

Ron Hummell, USA:_ The picture was taken a couple of weeks ago about 15 miles north of Reno, in a place called Hungry Valley. This was the first time I flew there. Nice spot. I usually fly just 25 miles east of here with some other guys, as far as I know the total contingent (6) of Free Flighters in Northern Nevada on a dry lake bed called "Miss Fit Flats." It's named after the 1950s movie "The Miss Fits"



Ron Hummell - Reno, NV

Jim Moseley, Canada:- Nothing much to add .. my flights all made at Geneseo, NY, at various events with my #2 model. I did also make one 2:00 with my reliable 16 yr. old #1 Senator before I placed it under the car out of the hot sun... and forgot about it ... 'nuff said ✍

Thank you, one and all! Can we do it again, 2007/8 ???