

KeilKraft “Senator” Postal Results 2005/6

Gentlemen,

My sincere thanks for taking part in this postal event, for which many of you specifically built a model. It is very obvious that this design is now being flown to performance levels which the designer, Albert Hatfull, probably never expected and which would be most pleasing to him; unfortunately he now suffers from Alzheimers and, sadly, would have no awareness of such.

Dennis Davitt – long known in the UK for his ability with this design - is to be congratulated for his outstanding flight total. Dennis and, indeed, his timekeepers were clubmates of mine during my ‘previous life’ in England and it was pleasing to see the names on his scoresheet.

My special thanks go to those who so generously offered financial support to back up my initial commitment to a 1st. prize, which have eventually enabled a range of enhanced awards to the first three places and also to the ‘middle man’. The total sum to hand was converted to the appropriate currencies at the exchange rate established on January 2nd and is allocated as shown beside the scores.

In the early months of 2005 I heard of a great many plans being distributed, traded, sold or downloaded - as well as ‘short’ kits purchased - throughout many parts of the world, to an extent far exceeding the number of models actually flown. I had originally envisaged this Postal as a ‘one-off’ event but even now I am being informed of Senators that were prematurely lost, unflown or even still under construction.

Thus it appears that the possibility of running this contest for at least one more year is viable and, with your continued support, we may have a further increase in participants. I cannot, of course, guarantee any level of prizes but I will, once again, put an initial \$100.00 into the ‘pot’ as an award to the winner ... and happily accept any donations to expand the prizelist further.

The format of the contest appears to be practical and the year-round ‘window’ has enabled people in both hemispheres (and seven countries) opportunities to fly in favourable conditions. Therefore, the rules for 2006/7 will remain much as before, other than that the event will commence on February 1st 2006, and close January 31st 2007. I look forward to receiving your scores during this period, hope that you will attract other people to build and/or take part in this unique event ... and wish you much enjoyable flying throughout the year in any branch of modelling that you follow.

Thanks again!

Jim Moseley

1	Dennis Davitt	UK	120	120	120	180	240	300	219	1299	£78.00
2	David Truluck	UK	120	120	120	180	240	171		951	£63.75
3	Jim Moseley	C	120	120	120	180	240	139		919 #2	C\$87.00
4	Richard Barlow	C	120	120	120	180	235 (short d/t!)			775	
5	Mike Sanderson	UK	120	120	120	180	179			719	
6	Howard Gostelow	A	120	120	120	180	146			686	
7	Neil McDougall	NZ	120	120	120	180	139			679	
8	Jim Moseley	C	120	120	120	180	135			675 #1	
9	Roland Frid	S	120	120	120	172				532	
10	Fred Emmert	USA	120	120	120	162				522	
11	Ole Torgersen	N	120	120	120	157				517	
12	Ron Hummel	USA	120	120	120	91				451	US\$40.00
13	Bill McConachie	USA	120	120	120					360	
14	Daniele Vescovi	I	106	120	115					341	
15	Les Sayer	C	90	120	120					330	
16	Tony Taylor	NZ	120	120	88					328	
17	Bernard Gillespie	C	85	120	120					325	
18	Ken Evans	NZ	120	83	120					323	
19	Roy Smith	C	120	91	91					302	
20	George Thorpe	NZ	120	87	93					300	
21	Alwyn Graves	NZ	120	42	84					246	
22	Grant Carson	USA	78	120 (10+ minutes OOS)						198	
23	Paul Masterman	USA	120	-	-					120	

Donors (in no particular order):

Bernard Gillespie, Frank Zumer, Mario Perrone, Al Pardue, Grant Carson, DW, Fudo Takagi, Dick Sherman, Jim Howel, Graham Lovejoy, Dave Andreski, Peter Money, Jim Moseley.

Ron Hummel, USA : - I finally have the results for you for my Senator flights:

July 16th, one flight of 120 seconds and second flight of 120 seconds

December 10th, one flight of 120 seconds, my last max, and 91 seconds for my fly off (fourth flight).

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Dennis Davitt, UK :- 3 flights of over 2 min and one over 3 mins already accepted by Jim Mos.

All the following flights were made at Church Fenton on 9th July 2005 :-

Over 4 mins, witnessed by J.Godden and G.Warburton. I had been waiting for a good day for months, this day had light breeze and strong thermals. This flight DT'd down at over 7 mins, a real neck strainer.

Over 5 mins, witnessed by T. Hargreaves and J. Godden. This flight was alright in that it DT'd down, but it looked like it was going behind a big hangar, and only moved into the clear in the last minute. It got quite high again, but came down quicker than the previous flight.

Going for over 6 mins. After a long wait, the air seemed less positive, but it was now or never. The model climbed to a respectable height, but not as high as previously, and it became obvious that the really strong lift needed for 6 mins was just no longer there. This flight was 3min 39sec, witnessed by J.Northrop and J. Godden

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Roland Frid, Sweden:- Here is my results, unfortunately has the autumn been very windy, and the field I'm using is not large enough for flights longer than 2,5 min.

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Grant Carson, USA :- I lost my Senator through stupidity, forgetting to light the fuse; the DT - a tip-up tail-possibly wouldn't have worked, anyway, for repetitive flights because of problems with the hinge (Grant has since built another Senator, this time with pop-up wing DT – JM)

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Tony Taylor, NZ - may have been the first to record a score, on January 3rd. He did two easy maxes then changed the motor and, of course, it bunched at the rear and stalled all the way down. He thinks it may have been a slightly longer motor. The dreaded bunch!!

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Daniele Vescovi, Italy :- unfortunately, my trials with the Senator stopped in October after the first 2/3 (ca.600 turns) charge flights. I happened to have again a problem on my right hip articulation: no more long recoveries at least for this year. I should like to appear as competitor, so I send you anyhow the fortunately registered scores of the 3 last trial flights.

Date: 22 October 05. Valle Gaffaro airfield. Timekeeper : Mario Rocca (the 1979 F1C Worldchampion: do you remember ?) No wind, cloudy sky, a little mist. Scores: **106"** **120"** **115"** * * landed on a 10 mt. tree: 2 hours for this hard recovery with the help of Mario. Model almost intact, but the afternoon was over... My Senator weight 86 grams with a motor of 12 strands 1/8" rubber, 62 cm long. The model is very good, reliable and easy to trim. The climb is spectacular: with a decent charge I think easy to achieve regular 150" flights without themals.

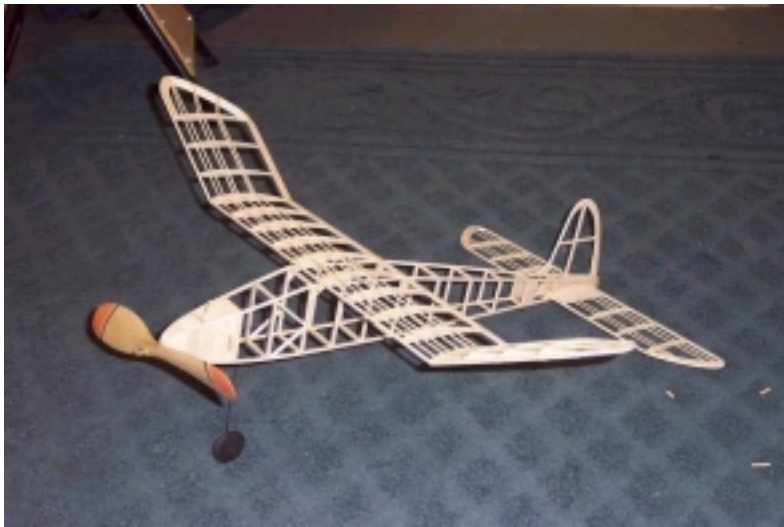
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Howard Gostelow, Australia :- Hi Jim, packed the car Sat. night, got up at 4am, nice fine morning, but not light 'till 5am,drove the 2hours to our flying site at Coominia, that is about 80km north west of Brisbane. Hit the field at 6am, set up and put 500 turns on the red and black Senator to check trim. All looked okay,no drift, very dead air and about 25c. Still on my own so put Senator into the stooze and gave it 1000 turns, had the timer set for 120plus and launched. Hit the stop watch button the watch on my wrist, and D/T at 120plus. Did this 3 times in total, so time to get serious. Wound same motor to 1200 turns with 180plus on the timer and launched. Whew---did 183 to the ground. Keep in mind I am timing myself, so probably losing a second or two from launch to hitting the go button on the wrist. Checked the motor and it had one strand broken, so put in a new Tan2 one. Into the stooze and getting very tight at 1000 turns. I used a blast tube all the way but this motor I felt was at the limit, so hooked up the prop and launched. You should see it go---man O man, must have got 1000 feet, and I thought 240 here we come, but NO, it must have been in the BIGGEST downer of all time and did 146. What a bummer!



Bernard Gillespie



Howard Gostelow (lefthand one flown)



Ron Hummel



Jim Moseley (#2)



Tony Taylor



Roland Frid,



Grant Carson



Daniele Viscovi's "six seater" !