



Trevor Boundy <trevor@boundy39.com>

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**FW: 080829 Friday Morning Bomber Flight Tests**

1 message

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**Tandy Walker** <rdb435021@icloud.com>  
To: Trevor Boundy <jtboundy@dcsi.net.au>

7 February 2022 at 04:12

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**From:** Tandy C. Walker [mailto:[tandyw@flash.net](mailto:tandyw@flash.net)]  
**Sent:** Friday, August 29, 2008 1:32 PM  
**To:** [SAMTalk\\_Forum@yahoogroups.com](mailto:SAMTalk_Forum@yahoogroups.com)  
**Subject:** 080829 Friday Morning Bomber Flight Tests

I arrived at the field around 7:00 a.m. this morning and met *George Grant* and *Pruitt Benson*. Again, it was a beautiful calm relatively cool morning. *George* held the Bomber fuselage while I started the *Series 20 McCoy 60* with the reworked back plate. The engine would run, but erratically with intermittent power surges. I had to almost completely close the needle valve to get it to run. So I decided to go on and test fly the big Bomber anyway.

On the first attempt, surging engine quit around 27 seconds into the flight. However, on the second attempt the surging engine finally peaked out about at about 18 seconds and ran the rest of the flight when I cut it off at 35 seconds. The beautiful flat glide could not have been better. The Bomber's flight time was 10 minutes 19 seconds with an erratic engine run and in dead air! However, on the third flight surging engine quit again around 22 seconds into the flight. I brought the Bomber down and checked the fuel supply. There was still plenty of fuel in the tank.

I guess the damaged rear rotor and back plate is in fact hurting the engines performance. I have got to replace the back plate and rear rotor, bench mount the engine, and make sure the engine runs well.

One on good flight I got this morning (the second attempt), *George Grant* took a series of in-flight pictures with my digital camera.

Top of the Climb After Transition



Midway Down



On Final Approach



Flare Just Before to Touch Down  
*(note the up elevator deflection)*

