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To:
Date: 10/4/2010 2:09:39 PM
Subject: Tandy and Sue Walker's 2010 SAM Champs Trip Report

Sue and I left Arlington, Texas, early Friday morning on September 10, 2010, drove to Mt. Vernon, Illinois, where we spent the night, and arrived in Muncie, Indiana, Saturday afternoon. As we were checking into the Signature Inn around 2:30 p. m. so was our friends James and Jackie Lollar from Oklahoma. That afternoon we went out to the AMA R/C field, selected a location, and helped James and Jackie put up their blue canopy that we were sharing during the week long contest. We went to dinner and turned in early. Sunday afternoon we picked up our contest packets at the Signature Inn where we saw many of our SAM friends we had not seen in along time. Sunday evening we attended the President's Hail and Farewell reception saying goodbye to the out going president Jim O'Reilly and hello to the incoming president Ed Hamler.

Monday (9/13/10)

Sue and I anxiously arrived the AMA R/C field early Monday morning to get a good parking place and to get our equipment transported from the van over to our canopy. Eut Tileston took this aerial picture of the field with his R/C electric camera model. As you can see from the shadows, it was fairly early in the morning.



The Sailplane test flights made here in Texas before leaving for the SAM Champs showed it would easily exceed the 9 minute Max on a 35 second engine run required for the C-Ign LER event. Even though the decision was made to put in only one Concours qualifying flight and not compete the Sailplane in the C-Ign LER event, the flight was made in accordance with the C-Ign LER flight rules. The Sailplane was made ready and checked out for flight as shown below.



After the pilot's meeting it was the first model to fly on Monday morning. A full power climb engine run was used on the qualifying flight and the Sailplane was almost out of sight at the engine's 35 second cut off. However, the winds at altitude were out of the west and quite strong, causing the Sailplane to immediately start drifting easterly off the field. Altitude had to be traded for range in order to stay over the field and land in the designated landing zone. Therefore, the Sailplane's qualifying flight time was shortened to 5 minutes 35 seconds. However, the Sailplane's competitive flight performance was clearly demonstrated at the field on Monday morning of the SAM Champs.



Pure Antique

Placed 7th out of 11 Entries

FLT No.	1	2	3	4	Total
Time (Sec)	195	600*	394	0	994

* (Max)

The next event flown on Monday was Pure Antique and the wind was getting up out of the west. The McCoy 60 powered 96" Lanzo Bomber was weighed in at just over 5-1/2 pounds. The allocation of 8 seconds per pound with round up provided for a 48 second engine run and the Max time was 10 minutes. Scoring was based on the best 2 out of 4 flights with a perfect score being 1200 seconds. On the first flight the Bomber did not achieve good altitude because the McCoy 60 quit 20 seconds or so into the climb resulting in a 195 second flight time. The engine was adjusted and on the second flight it ran the full 48 seconds to cut off achieving good altitude, which resulted in a easy 10 minute Max. In fact it took a couple of minutes to get the Bomber

down and land in the designated landing zone. The flight time on the third flight was only 394 seconds.

The west wind was getting pretty strong and just as the Bomber was launched on it fourth and final flight, a right wind gust almost caused the Bomber to be lost on take off as shown below.



The engine ran the full 48 seconds to cut off, again achieving good altitude. The strong west wind was causing the Bomber to drift easterly off the field. Even though the power climb took the Bomber up wind, it had drifted back directly overhead at about 7 minutes into the flight. In an attempt to stretch the flight to a 10 minute Max, the Bomber was allowed to continue to drift down wind at altitude to build up the flight time. At around 9 minutes, an attempt to trade altitude for range to bring the Bomber back over the field was made, but the wind was too strong and it was late to get back to the designated landing zone. The Bomber landed out in the soy bean field at ~ 11-1/2 minutes, but it was not inside the designated landing zone so the flight time was "zeroed" as per the SAM rules. The Bomber placed 7th out of 11 entries. These results are summarized above. It should be pointed out that it took Glen Poole, who volunteered to retrieve the model, almost 30 minutes to walk down and bring the model back out of the soy bean field (*Thank you Glen*).

[Tuesday \(9/14/10\)](#)

Class C-Ign LER

Could Not Fly

The only event to be flown on Tuesday was Class C Ignition Limited Engine Run. However, for some reason the ignition system had completely malfunctioned and the problem was never resolved. Therefore, this event was not flown as shown below.



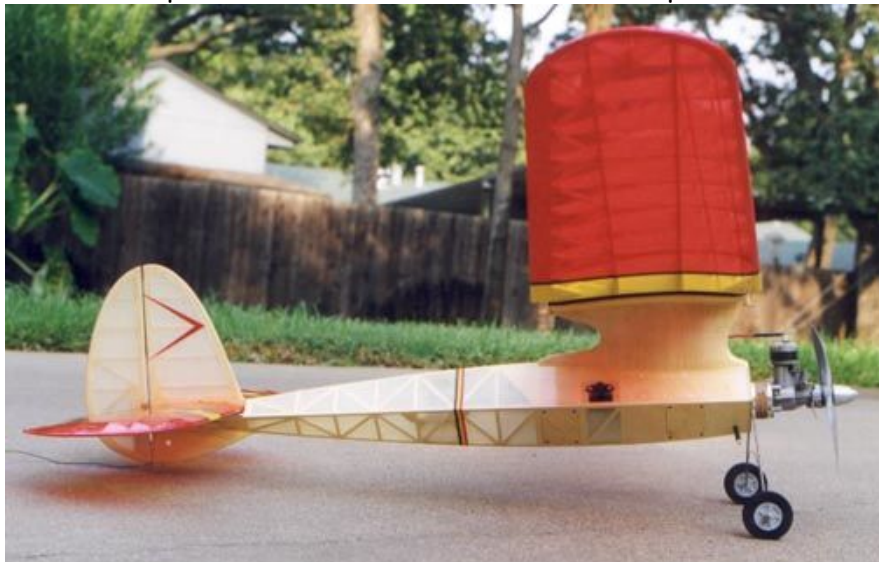
Wednesday (9/15/10)

Class A-Ign LER

Placed 5th out of 8 Entries

FLT No.	1	2	3	4	Total
Time (Sec)	201	347	X	X	572

The weather was nice on Wednesday and the winds were relative light. Sue was participating in the SAM Ladies Program all day and was not available for crew support. The first event to be flown on Wednesday was Class A Ignition Limited Engine Run. The Shilen OT .19 powered 56" Lanzo Bomber shown below was flown in this event. The engine run time is 35 seconds with a Max time of 7 minutes. Scoring was based on the best 2 out of 4 flights with a perfect score being 840 seconds. As shown above the flight times for the first and second flights were 201 and 347 seconds, respectively. The last two flight were not flown because time ran out, which is explained later on. However, Bomber did placed 5th out of 8 entries.



Speed 400 Electric

6/13/2018

Placed 5th out of 19 Entries

FLT No.	1	2	3	4	Total
Time (Sec)	528	426	310	753	1281

The next event flown on Wednesday was the Electric Speed 400 event. The Speed 400 electric motor powered Cleveland Cloudster shown below was flown in this event. The motor run time is 3 minutes with a 15 minute Max. Scoring was based on the best 2 out of 4 flights with a perfect score being 1800 seconds. Since a mass launch of the Speed 400 entries was scheduled at 10:00 a. m., an early flight was made to test the model and the morning air, achieving a 528 second flight. The mass launch of 19 Speed 400 electric models was something to behold. The Cloudster's second flight time was 426 seconds. The third flight time was only 320 seconds due to pilot error flying into some bad down air. The fourth flight was the best Cloudster flight. The model got so high that it was barely visible at times and stayed up for over 12-1/2 minutes. The Cloudster placed 5th out of 19 entries. These results are summarized above.



The day's events passed quickly and time got away from us. Before we realized it, the R/C contest director closed the field at 3:00 p.m. to start the fly off's early because the Concours and Swap Meet were scheduled for that evening. Therefore the last two flights in the Class A-Ign LER event could not be flown because time ran out.

The Wednesday evening Concours Event and Swap Meet started at 6:30 p.m. Models entered in the Concours Event were placed on a long table along the wall of Muncie's Horizon Convention Center for viewing and voted on by the entire SAM membership present. Our 1940 Sailplane was displayed on the table as shown below with a digital picture frame presenting a continuous slide show showing the various stages of the Sailplane's construction.



[Thursday \(9/16/10\)](#)

Class B-Ign LER
Did Not Fly

When we arrived at the field Thursday morning the wind was already blowing out of the west. As the day progressed, the wind reached 22 mph, gusting to 28 mph. We elected not to fly the Shilen Torp .29 powered Airborn shown below because of the wind. However, a few brave soles did fly and most of them damaged their models trying to land in the strong variable windy conditions. The R/C contest director closed the field early that afternoon because of high winds.



[Friday \(9/16/10\)](#)

Ohlsson .23 Event

Placed 2nd out of 7 Entries

FLT No.	1	2	3	4	Total
Time (Sec)	335	168	218	X	553

The weather was nice on Friday and the winds were finally relative light again. The Ohlsson .23 sideport powered Playboy Junior shown below was flown in the Ohlsson .23 Event. The engine run time is 45

seconds with a Max time of 7 minutes. Scoring was based on the best 2 out of 4 flights with a perfect score being 840 seconds. As shown above the flight times for the first three flights were 335, 169, and 218 seconds, respectively. The last flight was not flown because the ignition system failed. However, Playboy Junior did place 2nd out of 7 entries.



We packed our van Friday afternoon in preparation for the trip home on Saturday. The Awards Banquet started Friday evening at 6:30 p.m. in the Horizon Convention Center in down town Muncie, Indiana. We sat at a table with our friends James and Jackie Lollar. Bob Hawkins and his wife joined us as well as Kirby and Shirley Hinson and Tom Boice from Ohio. After a few cocktails and a delicious buffet dinner, Ed Hamler conducted the Award's program along with other speakers including Jim O'Reilly, Dave Harding, and Chuck Kime. The high light of our evening was when we were presented with the plaque below for the Comet Sailplane taking first place in the Radio Control Concour's Event.



In summary, Sue and I had a great week at the SAM Champs with James and Jackie Lollar. We are indebted

to them for sharing their canopy with us and for all of the fellowship and crew support they provided on our behalf, which resulted in our winnings shown on our plaque below.



We especially enjoyed getting to see and visit with our many SAM friends too numerous to mention and missed the ones that are no longer with us. We were most fortunate in one respect in that we did not damage a single one of our models. However, I was constantly plagued with back problems the entire week, making it somewhat difficult to get up and down during all of the competition flying.

We left the Signature Inn early Saturday morning and drove over 700 miles down to Arkadelphia, Arkansas, where we had dinner and spent the night. On Sunday we completed our trip home to Arlington, Texas, arriving around 2:00 p.m. in the afternoon.

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PS: Over the next couple of weeks I will be cleaning up models and trouble shooting the two ignition systems that us problems. During the SAM Champs, I check with several experienced modelers including Bob Kawkens, Ed Hamler, Miguel Salvador, and Don Bekins on how they had their fuel tanks mounted. Everyone I talked with used soft or shock mounted fuel tanks to isolate the fuel tank from engine vibration, which causes the fuel foaming problem. I need to modify the fuel tank mountings in the big Bomber and Sailplane as we were experiencing fuel foaming problems in both models. In each case, the metal fuel tank is mounted rigidly to the bottom of the composite motor T-Mounts with four small screws.