

Rules for European SAM RC Championships

A. General Contest Guidelines

In order to demonstrate fidelity to an original design, entrants may be required to provide SAM approved plans and/or photos of their models. The contest officials may measure and weigh models at any time in order to assure compliance. All transmitters may be checked for compliance with frequency specifications.

The model's design year and name or designer's name must appear on its surface. The model's airfoil sections and landing gear position must be the same as the original. Dual wheel landing gears may be substituted for original one wheel designs but not vice versa. Unless otherwise stated, propellers must be two bladed, non-folding, and non-metal. All events permit scaling. All events permit the entry of more than one model by a contestant; however only one model may place and earn championship points for the contestant. If an overall championship is to be awarded, then it will be based on three points for each first place finish in an event, two points for each second, and one point for each third.

Prior to model flying the contest director will hold a pilot's briefing each morning in English and the local language or languages. He will name the events to be contested, the time periods each day during which official contest flights may be launched, and a tentative flyoff schedule in case of tie scores. He will explain the launch and landing areas, the RC channel control procedure, the safety rules, and any additional considerations for retrieving flyaway models from adjacent fields. The CD will also answer questions during these briefings.

The contest field will provide a smooth take-off area for the ROG of larger models and a generous landing area appropriate to the site. All events permit the use of binoculars, assistants, and spotters. All model landings outside the designated area are to be scored zero. All engine/motor overruns are to be scored zero.

These rules have been approved by a majority of the SAM International Jury and made available to contestants at least six months prior to the beginning of the annual SAM Euro Championships.

Jury members for 2007-2008 are:

Tiziano Bortolai, Italy; Domenico Bruschi, San Marino; Leo Bussmeier, Germany; Zdenek Slapnicka, Czech Republic; Dusan Sedlar, Slovakia; Ed Hamler, USA; and Kalman Gelencser, Hungary.

B. Standard Contest Procedures

The contestant is responsible for adherence to all contest procedures. He must know and comply with all rules for models in those events in which he competes. He must sign a statement to this effect on his official application form.

A frequency control board or carousel will be employed to avoid interference. Only one unique channel pin will exist for each specific frequency on the board. The control board or carousel will also provide for the display of the name pins of those contestants waiting to fly on each specific channel. Contestants will share the use of popular channels by taking turns in the order of name pins displayed.

Transmitters in use for flying or in the pit area must have the exact numbered channel pin attached prior to operation. The contestant's name pin must be attached to the control board in place of each channel pin in use. The contestant himself must replace the channel pin after its use and return his name pin to the bottom of the waiting stack if he wishes to use the same channel pin later. The announcement of available channel pins will facilitate the completion of events.

After taking a channel pin the contestant is allowed five minutes to launch an official flight whenever another contestant is waiting to fly on the same channel.

By announcement of the CD, the above channel pin procedure may be waived only for radio control systems utilizing 2.4 GHz spread spectrum technology.

Except for the Old Time Glider event, OTVR, a contestant may launch an official flight in a scheduled event at any time during the daily contest flying periods provided: a) he has in place on his transmitter the appropriate channel pin, b) he has in his sole service another contestant and/or official as timekeeper, c) the timekeeper has a functional digital stopwatch and the contestant's flight card, and d) all previous flights on the flight card have been officially posted.

Due to towline launches for the Old Time Glider event, OTVR will be flown in specific rounds announced by the CD. The timing of glider flights begins upon release from the towline and ends when it first touches the ground or an object on the ground or another person operates the controls of the radio transmitter.

The timing of a powered model's flight begins immediately upon release from the hand and continues throughout its flight until it first touches the ground or an object on the ground, or another person operates the controls of the radio transmitter.

Fractions of seconds are omitted in recording all model flight times.

For any event the CD may, in exceptional situations, reduce engine/motor run times, max flight times, and/or number of flights taken in any event in order to insure that contestants have reasonable opportunities to fly when inclement weather, winds exceeding 9 meters/second, fading daylight, and other circumstances reduce available flying time.

C. Special Contest Procedures

In order to enforce and assure compliance with rules the CD may, at any time and without notice, assign officials to monitor engine run times, model flight times, and adherence to model weights and fuel allotments. The official will verify each flight monitored and confirm each model measured with his signature on the contestant's official flight card.

Protests must be made to the CD in writing and must specify the particular rule violation to be considered by the SAM International Jury. The Jury and the CD will hear arguments from plaintiff and defendant before reaching a decision.

D. Special Flyoff Procedures

Tied scores in an event will be resolved by a flyoff unless all contestants with the same final scores agree unanimously to another method such as tossing coins or drawing lots. The tentative times for possible flyoffs will be announced at each morning's pilot briefing. Flyoffs may be scheduled in the afternoon after regular contest flying hours.

The actual start of a flyoff must be announced to the contestants at least one half hour prior to launch and again at one quarter hour prior to launch in order to discover any channel conflicts. Unresolved conflicts in one flyoff will require two or more heats with order determined by the tossing of coins or drawing of lots.

Each contestant will have two timekeepers assigned to him, one of which is designated the primary timekeeper who should speak the contestant's language and count down the engine or motor cutoff. The second timer will act as back up and confirmation for the first. Both will time the engine run and total flight time.

Contestants in the first heat will be given a five minute window in which to launch their models. Contestants in a second or third heat of the same flyoff may launch as soon as the conflicted channel pin has been given to them for their use.

In order to break the initial tied scores in an event, the flights of models in flyoffs will be of unlimited duration. All other rules specific to the event will apply.

SAM EuroChamp Event Rules

1. OTMR – Old Timer Gas LER

Entries may be any gas powered model airplane designed, kitted, or published prior to 1951. Models must weigh a minimum of 10 ounces per square foot of planform wing area (30.5 gr. per sq.dm). All engines produced prior to 1957 or 1960, if plain bearing, are accepted. Engines with Schnuerle porting, PDP porting or ABC or AAC piston/liners are prohibited. Engines with supercharging, turbocharging, tuned resonance pipes or power pipes are prohibited. SAM approved repro engines are accepted as original engines.

Spark Ignition Engines

Spark ignition engines using cam operated points, spark plugs, batteries, and coils are accepted. Transistorized ignition systems are also accepted. The maximum displacement of engines produced prior to 1950 is 20 cc (1.20 cu.in.). The maximum displacement for spark ignition engines produced after 1949 is 10.65 cc (0.65 cu.in.). Spark ignition engine run time is 35 seconds.

Glow Engines

The maximum displacement for glow engines is 10.65 cc (0.65 cu.in.). Glow engine run time is 23 seconds. Glow engine powered models must have a minimum of 225 sq.in. wing area per 0.1 cu.in. of engine displacement (8.85 sq.dm./cc).

Diesel Engines

The maximum displacement for diesel engines is 10.65 cc (0.65 cu.in.). The engine run time for diesels produced prior to 1950 is 35 seconds. The engine run time for diesels produced after 1949 is 23 seconds.

Glow Engines converted to spark ignition

The maximum displacement for converted engines is 10.65 cc (0.65 cu.in.). Converted engine run time is 28 seconds. Converted engine powered models must have a minimum of 225 sq.in. wing area per 0.1 cu.in. of displacement (8.85 sq.dm./cc).

OTMR models must ROG.

Model's score will be the sum of the three best flights of four 8 minute max flights.

2. NMR - Nostalgia Gas LER

Entries may be any gas powered model airplane designed, kitted, or published prior to 1957. Models must weigh a minimum of 100 ounces per cu.in. of engine displacement (173 gr. per cc). Any cross scavenged glow or diesel engine up to .65 cu.in. (10.65 cc) displacement or any spark ignition engine up to 1.20 cu.in. (20 cc) produced prior to 1961 is acceptable. Pressurized fuel systems are acceptable. Engines with Schnuerle porting, PDP porting or ABC or AAC piston/liners are prohibited.

NMR models must ROG. The engine run time for all NMR models is 18 seconds. Model's score will be the sum of the three best flights of four 6 minute max flights.

3. Texaco

Entries may be any gas powered model airplane designed, kitted, or published prior to 1951. Models must weigh a minimum of 10 ounces per square foot of planform wing area (30.5 gr. per sq.dm). Any engine, original or repro, may be used. Any spark, glow, or diesel engine up to .65 cu.in. (10.65 cc) displacement or any pre-1950 spark ignition engine up to 1.20 cu.in. (20 cc) is acceptable. No conversions of glow engines to spark ignition are permitted.

The fuel allocation for Texaco models will be 2 cc of fuel per 400 grams of model weight (2 cc per 14.1 ozs. Advp). Model weights are rounded to the nearest 400 gram multiple.

Grams weight	Fuel	Grams weight	Fuel
0-600	2 cc	2601-3000	14 cc
601-1000	4 cc	3001-3400	16 cc
1001-1400	6 cc	3401-3800	18 cc
1401-1800	8 cc	3801-4200	20 cc
1801-2200	10 cc	4201-4600	22 cc
2201-2600	12 cc	4601-5000	24 cc

The fuel tanks, of maximum capacity allowed according to the weight of the model, must be in a position to be easily verified if transparent. If the tank is not transparent then it must be emptied and refilled with the measured allocation of fuel. The engine may be run before launching but, in this case, the tank must be emptied and refilled with the measured allocation of fuel unless the capacity of the fuel tank has been measured by an official and found to be no greater than the maximum capacity allowed for his model's weight. In this case the official must record the tank capacity on the flight card and sign his approval.

Texaco models must ROG. The model's score will be the sum of the three best flights of four 15 minute max flights.

4. 1/2A Texaco

Entries may be any gas powered model airplane designed, kitted, or published prior to 1951. Model must weigh a minimum of 24.4 grams per sq.dm. (8 ozs./sq.ft.) of planform wing area. Engine must be a Cox reed valve engine with integral 5.1 cc capacity tank. Propeller may be any non-folding prop of 8 inches diameter or less. Any fuel without gasoline (petrol/benzene) is acceptable.

1/2 **A Texaco** models may be hand launched or ROG at pilot's discretion. The model's score will be the sum of the three best flights of four 15 minute max flights.

5. Speed 400 Old Timer – 1/2 Electric LMR

Entries may be any gas powered model airplane designed, kitted, or published prior to 1951. The minimum wing loading will be 24.4 gr. per sq.dm. (8oz./sq.ft.). The absolute minimum weight for all models regardless of size will be 454 grams (16 ozs. Advp.).

Propulsion must be an unmodified production Graupner Speed 400 6.0v ferrite permanent magnet motor without ball bearings. Drive must be direct to a non-metal propeller; folding propellers are admitted.

The battery pack may be six NiMH cells or two Lithium chemistry cells of any capacity with manufacturer's label clearly visible. Any BEC-ESC power control system is acceptable.

The model may be hand launched or ROG at pilot's discretion. The motor may be run only during the first 120 seconds of flight. Model's score will be the sum of the two best flights of three 15 minute max flights.

6. ELOT – Electric Old Timer LMR

Entries may be any gas powered model airplane designed, kitted, or published prior to 1951. Motor type, propeller, drive, and power control systems are unrestricted. Battery may be a 7 cell NiMH or a 2 cell Lilon/LiPo pack of any capacity with producer's label clearly visible. Model must weigh a minimum of 24.4 grams per sq.dm. (8 ozs./sq.ft.) of planform wing area. Motor may be run only during the first 60 seconds of the flight.

Model must ROG, or be hand launched with CD's prior authorization for all models.

Model's score will be the sum of the three best flights of four 10 minute max flights.

7. OTVR – Old Time Gliders

Entries may be any model airplane glider designed, kitted, or published prior to 1951. Wingspan must not exceed 3.5 meters (138 inches).

The launching towline must not exceed 100 meters in length or 20 meters of elastic rubber and 80 meters of normal line. The extended towline must not exceed 170 meters.

Model's score will be the sum of the three best flights of **four*** 5 minute max flights.

***Changed from six. March 22, 2008**

Approved November 2007