

EXPERIENCE (cont'd.)

...very little wind. Old Ruler Class has lots of entries, and one truly unique plane by Al Rasmussen that placed third. Again, lots of maxes and gentle breezes. Thanks for all the help during processing; everything seemed to go very smoothly. And a special thanks to all those who timed and chased. We couldn't have done it without you! A vote of appreciation and thanks must go out to the famous Mr. Tweedy, whose retrieval of lost aircraft has become legendary! We closed up shop at 4:30, and headed into town for some dinner before "The Spirit of SAM" Concours. The entrants were some beautiful works of art, but the winners truly stood out, and seemed eager to fly.

Day Three: This eating breakfast before the sun comes up has got to stop! I must say though, that Hahns does a good job. (Especially on Sunday night, when they're the only game in town!) Out to the field, and again the weather is holding. One of the first flights of the day is a 22 minute Gas Scale flight by Sal Taibi, and his Corben Super Ace. Flying was spectacular, including Class C Pylon and Bud Romak, who, after his 4th max with a 15 sec. motor run, sends up a 5th max, with an 8 sec. motor run. What's the plane? His beautiful Foote Westerner. Lots more good flying that led to a two-man fly-off in Large Rubber Fuselage between Don Reid and Bill Gibbons, with Don prevailing by only a few seconds. Again back to town for a quick dinner and off to the SAM Business Meeting, back to the motel and to bed.

Day Four: Can't believe this weather! Clear and calm. Bill Gibbons puts up a 26 min. plus flight in 1/2-A Texaco. and lands on the field! As the day continued, there were several more flights of more than 20 minutes that STILL landed on the field! More trips to the lunch shack and back, doing my balancing act. Thank goodness for our Score Cards, they made my life a lot easier and helped us have our scores tallied by the end of each day's flying. Well,..a famous Taft phenomenon, known as a "trash-mover", came through the field early in the afternoon. What a thermal THAT was! Another fly-off, this time in Large Stick Rubber, between Carl Redlin and Ed Konefes.

Two dead heats, with Carl coming out on top by about 30 secs. What flying! Hey!, a free evening! Let's do something different, like going out to dinner! And so to bed.

Day Five: Another one of those light rains that settle the dust and a beautiful day dawn. Slight high clouds make it a perfect day for Fuel Allotment. Ed Konefes put up a first flight of 14 plus minutes, and it just got better. In the afternoon, Clarence Bull posted over 19 minutes. At high noon, we had the mass launch of the twin pushers. Everyone survived the launch and climbed. Many surpassed 3 minutes, and "MIK" Mikkelson won with a time of 7:20. This was Rubber Scale day, and there were some beautiful models and good times. Our flying ended with another fly-off. This one was in Small Stick rubber, between Bill Cushenberry, Len Kendy, Don Reid and Joe Foster, with Bill taking first. All Concours planes posted flights, some of them very respectable. Our overall power winner, Eric Strengell, dominated with consistent flying in his events. Bob DeShields, our rubber power winner, not only flew well with his beautiful models, but was always ready to help anyone who was in need. One short medical note: we kept our stitches below 70, and had one motorcycle mishap. Hope your hands are healing Leon and Vivian.

I can't say enough about how well everything was organized for us, both in town and out on the field. Thank you Bill Booth for the tireless work you put in this year to make this 27th Annual SAM CHAMPS such a success. Once again, thank you to all those who helped with timing, chasing or just kibbitzing, when it seemed necessary.

See you in Muncie!

Jim and Caroline Persson, FFCD and Aide de Scorer

