



SENIOR PATTERN ASSOCIATION

News Letter

Bruce Underwood - President
Steve Byrum-Secretary Treasurer
Jeff Hannah-Appointed Member
Ed Hartley-Web Site—Newsletter Editor
Ron Reed—Past President

Tom Atkins-Vice President
Mickey Walker-Past President
Jim Ivey-Chairman Special Projects
Frank Stewart-Appointed Member

Volume 11 Number 4

July-August 2001

WEB SITE-<http://www.rcpattern.net/spa/spa.asp>

SPA 2001 The Best Year Yet - SPA Simply Better

FROM THE PRESIDENT



I can't begin to express my gratitude for the tremendous participation on the contest trail this summer.

"Hotlanta".... (PCMA contest)...just continues to break all records for size and smoothness of operation...speaks very well

for the CD and crew, I'd say! Results and story appear elsewhere in this publication.

The initial contest in Floyd County, GA the weekend of August 11 & 12 was a huge success. 25 entrants flew a total of 6 rounds in simply unbelievably nice August weather. With the skies remaining partially overcast for most of the weekend....it was difficult to believe it was the dwindling "dawg-days" of summer. A story and results appear elsewhere....let me say this....Floyd County hosted this very first SPA Championship and it will be the beginning of an annual fun event...quoting President Troy Emmett of FCRCF whose club had two participants in their initial SPA competition.... President Emmett and David Dellis both flew Nov-ice and told me personally, "I never realized how much precision flying would improve a pilots' abilities".

This season our circuit consisted of five contests compared to seven last season. We are grateful to Floyd County, GA and Terre Haute,

Indiana for picking up two of the three slots vacated by Birmingham, Dublin and Augusta. I said "five" rather than six as the event in Terre Haute, Indiana was called off due to slim attendance. In 2002 I sincerely hope we can again increase the number of contests to seven. More on likely sponsors will be forthcoming here.

By the time you receive this newsletter...it'll be close to Masters contest time in Montgomery, AL and Mike Hare and his RAMM clubbers have got a ways to go if they top the great hospitality and success of last years regular contest there. Congrats to Mike and Pam on the arrival of new daughter, Megan since last year.

Highlights of the Masters' contest include double points toward the season Points Champion and the "one round Memorial Trophy Fly-Off". Surely am looking forward to seeing all at the Masters Sept. 15 & 16.

Keep on reading, you're gonna enjoy this edition of the Newsletter...they just keep getting better, don't they, sort of like the **SPA....."Simply Better"**.

Best, BRUCE
Bruce Underwood
1412 Patterson St.
Guntersville, AL 35976
(256)582-3742
bunderwo@hiwaay.net

Tom Atkins, Mickey Walker
and Frank Stewart checking
the flight order at Hotlanta
Photo by Roy Thompson



From The Chairman of The Board



I was a little late getting this to our editor, as I wanted to attend the Floyd County contest before finishing my article.

I really enjoyed this contest. I was just getting over the hard work of the Hotlanta contest and the Paulding County Apprecia-

tion day and I needed a rest.

By now most of you know we set a record at Hotlanta with 47 contestants, this is great but I feel we can top 50 at the Masters next month.

Well it seems we have some problems with judges again. Some problems come up from every contest we have. When the SPA was started we used judges who were old flyers who did not fly any more.

The flyers complained about them at every contest saying they were not competent to judge. Every one said contestant judges were the way to go, now we have complaints at every contest. So what is the answer? I wish I knew. Judging has always been a problem in pattern flying and I believe

Top Notch Trophies Awards and Engraving Trophies, Plaques & Plastic Signs

We have been supplying the South with the best in plaques and Trophies for the last 8 years.... Tired of paying to much \$\$\$\$\$.....???? That's what we are here for..On the average, An SPA meet uses 21 plaques....WOW!!!!!!.. Lot of money you say??...Not if you call **TNT**....We can use your club logo on the plaque or the SPA logo.... PRICE, you say....how about \$250.00 on average.....PLUS, I'll throw in a 4th & 5th place plaque for Novice.**FREE!**.....**You read it right....FREE!!!!!!**

No matter what the event may be, WE PROVIDE THE **BEST** FOR ANY EVENT... That's why we are **TOP NOTCH**..... Cass Underwood

**Top Notch Trophies
Guntersville, AL 35976**

always will be. I think contestant judging is the best solution, but it is not a cure all. Judging clinics have been suggested, and they might help if you could get enough people together. If every one would just sit down and read the rule book it would help a lot. Also I think if contest directors would have people judge only the class they fly in it would also help. As it is you have to know all the maneuvers to judge in other classes. This is just some ideas of mine lets all think this out for better solutions.



A fine looking group if you ever saw one!
Picture by Roy Thompson

From the Vice President

I have helped with two SPA contests this year, and a couple of things have become obvious to me. The first is that our membership is the finest group of gentlemen participating in any sport. You hear of riots erupting at little league baseball games and begin to wonder what is happening to sportsmanship. My experience at SPA contests convinces me that sportsmanship is alive and well.

I had the duty of arranging for contestant judging at the Hotlanta contest and the Cave Springs contest. I am not sure that very many contestants really enjoy the judging duties, but everyone I asked to judge did the job graciously and conscientiously. There was never a gripe about being asked to judge, even when asked the second or third time. This spirit of co-operation makes the difficult job of running a contest much easier and a whole lot more fun. I would like to tip my hat to those who have CD'ed contests for us over the years. It is hard, hot and dusty work. I never knew how intense the running of a contest really was until I worked these two. I can tell you for a fact that I would not like to do it again if not for the sportsmanlike attitude of the contestants.

There were only four problems related to judging at the two contests and they were resolved with no grumbling from anyone. In regard to these problems, I would suggest that everyone read the rules and know the precise description of each maneuver and the

causes for downgrades for each. We are all going to be called on to judge and we need to know the rules. The mandatory zero for certain maneuvers definitely merits study.

The second item that impresses me is the quality of performance of our members. Every year we seem to move to the next level of precision. It is a real pleasure to judge the fine flights that our members are performing. Watching a nice flight is like listening to classical music. It is also a learning experience. We can improve our technique by taking note of the fine points of another's flight.

The number and quality of the flyers in the novice and junior classes is very encouraging. It indicates that our future is very bright. At cave springs we had two contestants fly their very first competition. It was a hoot to see them enjoy themselves and do such a great job with the pattern. These individuals exemplify what SPA is about. SPA is about comradely, competition and exulting in the joy of flight.

Thank each and every one of you who participated at these contests. You have made me a true believer in what we are doing with SPA and I can't wait to see how far we will go in the years to come.

I would like to give special thanks to **Ray Craig** who drove all the way to the Hotlanta contest site on Sunday TO MAKE HIMSELF AVAILABLE To JUDGE!!!! He lost his airplane Saturday
Keep the rubber side down,
Tom Atkins

Are you ready for the Masters?

9/15/01-9/16/01- Montgomery, AL

See You There!

Aztec Airplane Factory-SPA Legal Kits

Tanglefoot \$195 plus shipping

New Orleanian \$190 plus shipping

Jim Kirkland's A-6 Intruder \$210 plus shipping

The Equalizer \$195.00 plus shipping

Available soon - the original T2A by Tom Atkins
We have four (soon to be five) different kits. The kits are fiberglass, carbon fiber reinforced fuselages with foam wings. Deluxe kits are also available which include sheeted wings and stabs and precut bulkheads for an additional \$130.00.

**George Truett-PO Box 1699-Chiefland, FL
32644**

(352) 493-9656-gltruett@svc.net

Contest Results

Hotlanta Contest

July 28-29 2001

Dallas Georgia

Super Senior Expert

- 1st Ed Hartley 3000.00 Knoxville Tennessee
- 2nd Malcolm Rutledge 2960.93 Marietta Georgia
- 3rd Lyle Sams 2425.92 Kingsport Tennessee
- 4th Ray Craig 957.75 Anniston Alabama

Senior Expert

- 1st Bruce Underwood 3000.00 Guntersville Alabama
- 2nd Jim Ivey 2828.51 Mableton Georgia
- 3rd Keith Watson 2803.44 Marietta Georgia
- 4th Mike Walker 2800.61 Augusta Georgia
- 5th Ralph Jones 2642.97 Augusta Georgia
- 6th Jim Rogers 2585.54 Marietta Georgia
- 7th Steve Byrum ? Cullman Alabama
- 8th Marty Barry 315.15 Hiawasee Georgia

Pre Senior Expert

- 1st Jeff Hannah 2980.49 Ooltewah Tennessee
- 2nd Cass Underwood 2949.26 Guntersville Tennessee
- 3rd Steve Drake 2776.57 Bowling Green Kentucky
- 4th Todd Bennett 2775.78 Cullman Alabama

Super Senior Sportsman

- 1st Bill Kite 3000 Kingsport Tennessee
- 2nd Ben Oliver 2915.17 Knoxville Tennessee
- 3rd Ken Nix 2653.46 Guntersville Alabama
- 4th Frank Stewart 2497.29 Marietta Georgia

Senior Sportsman

- 1st Curt Diggs 3000.00 Dallas Georgia
- 2nd Ed Kirtley 2947.72 Bowling Green Kentucky
- 3rd Roy Thompson 2920.53 Marietta Georgia
- 4th Richard Witt 2876.40 Cullman Alabama
- 5th Joe Holton 2821.01 Marietta Georgia
- 6th Terry Carlson 2780.58 Talladega Alabama
- 7th John Baxter 2753.18 Kennesaw Georgia
- 8th Bill Marchant Smyrna Georgia
- 9th Scott Barland 1582.56 Marietta Georgia

Novice

- 1st Dale Shikle 3000.00 Cullman Alabama
- 2nd Matt Hampton 2892.47 Marietta Georgia
- 3rd Robert Colkitt 2850.78 Hixson Tennessee
- 4th Larry Barksdale 2816.60 Alpine Alabama
- 5th Bob Bixby 2808.66 Ackworth Georgia
- 6th Mike Cochran 2783.50
- 7th Robert Chapman Dallas Georgia
- 8th Joseph Clemons 2714.30 Nashville Tennessee
- 9th Mark Crabtree 2696.29 Ackworth Georgia
- 10th Carl Sten 2665.04 Maryville Tennessee
- 11th Bill Collins Cullman Alabama
- 12th Jerry Jenness 2474.86
- 13th John Norris 2454.15 Austell Georgia
- 14th Rusty Bardin 2448.85 Woodstock Georgia
- 15th WM Starnes 2402.90 Kingsport Tennessee

Floyd County RC Flyers

August 11-12 2001

Cave Springs Georgia

Super Senior Expert

1st Malcolm Rutledge 4000 Marietta Georgia

2nd Mickey Walker 3793 Smyrna Georgia

3rd Dennis Hunt 3673 Oak Ridge Tennessee

Senior Expert

1st Jim Ivey 3993 Mableton Georgia

2nd Ralph Jones 3970 Augusta Georgia

3rd Marty Barry 3735 Hiawasee Georgia

Pre Senior Expert

1st Cass Underwood 4000 Guntersville Alabama

2nd Todd Bennett 3843 Cullman Alabama

Super Senior Sportsman

1st Bill Kite 4000 Kingsport Tennessee

2nd Ken Nix 3384 Guntersville Alabama

Pre-Senior Sportsman

1st Cameron Smith 4000 Cummins Georgia

Senior Sportsman

1st Curt Diggs 3998 Dallas Georgia

2nd Roy Thompson 3917 Marietta Georgia

3rd Richard Witt 3901 Cullman Alabama

4th John Baxter 3869 Kennesaw Georgia

5th Bill Marchant 3545 Smyrna Georgia

6th Scott Barland 3241 Marietta Georgia

Novice

1st Dale Shikle 4000.00 Cullman Alabama

2nd Bob Bixby 3754 Ackworth Georgia

3rd Troy Emmett 3620 Rockmart Georgia

4th Joe Clemons 3595 McLewen Tennessee

5th Robert Chapman 3567 Dallas Georgia

6th John Norris 3493 Austell Georgia

7th David Dellis 3315 Rome Georgia



Ed Hartley takes care of business While Tod Bennett loafs and Steve Byrum prepares to go to work.

Photo by Roy Thompson

From the Secretary-Treasurer

Interest in SPA continues to come from a variety of sources. Last Spring, Bruce and I had contact with Allan Worrest of the Lincoln Sky Knights in Nebraska. Allan was interested in our rules and format. On July 29, the Sky Knights held a one-day SPA-type event. They flew three classes of SPA maneuvers with whatever plane the pilots brought. The planes ranged from modern pattern planes through the usual sport aircraft, and included one actual SPA legal plane. 12 pilots flew three rounds with the following results:

Novice	1	Rich Boelts	2000.00
	2	Jimmy Dawes	1919.85
	3	Mike Ritonya	1675.56

Will Rausher, Rick Miller and Phil Holman also flew Novice

Sportsman	1	John Wilman	2000.00
	2	Joe Mock	1709.16
	3	Tom Hefley	72.46

Expert	1	Tom Egbert	2000.00
	2	Mike Yearly	1617.23
	3	Allan Worrest	1513.37

Allan reported that the guys had as much fun as we usually do. They plan a similar event next year.

As I'm sure others have reported in this issue, the Floyd County contest was a huge success. We had a good size turnout for a first contest, with all classes represented. SPA was able to show a club new to competitive events how to put on a first class show. The plan for next year is for the club to do the bulk of the work with SPA picking up when things get sticky. This should work well and give us an additional contest for years to come.

A couple judging issues surfaced which need to be addressed. This issue, I'm going to deal with Straight Inverted Flight as flown by the Sportsman. The Judges' Guide says:

10. **SHORT INVERTED FLIGHT** Model performs one-half (1/2) roll to inverted and flies straight and level inverted for a minimum of four (4) seconds, then performs one-half (1/2) roll back to level flight. Half rolls may be in either direction.

Downgrades:

1. Half roll not level
2. Inverted flight not straight and level
3. Changes in heading during rolls and inverted flight
4. Path not parallel to flight line.

Several pilots reported being downgraded for inverted flights longer than 4 seconds. According to the rule, a time downgrade should only be taken for flights shorter than 4 seconds, but horizon to horizon would be alright, so long as the judges could see both the entry and the exit. This is a small matter, but it illustrates the need for all of us to be familiar with SPA rules. Many of us also fly AMA pattern. There are some differences in the rules, which need to be observed carefully. See you in Montgomery!

Steve Byrum

**SPA NATIONAL CHAMPIONSHIP POINTS
STANDING For 2001**

Thanks to **Jim Ivey** for once again maintaining our championship points this year!

Super Senior Expert

Ed Hartley 24
Malcom Rutledge 19
Ray Craig 12
Mickey Walker 7
Darrell Kampshror 6

Senior Expert

Jim Ivey 32
Bruce Underwood 21
Ralph Jones 18
Mike Walker 16
Keith Watson 13

Novice

Dale Shikl 57
Larry Barksdale 36
Bob Colkitt 34
Bob Bixby 23
Joe Bolinsky 18
Matt Hampton 17
Don Martin 10
Troy Emmett 7
Joseph Clemons 5
Richard Tibbits 5
Robert Chapman 3

Super Senior Sportsman

Ken Nix 19
Bill Kite 17
Ben Oliver 13
John Duval 4
Frank Stewart 2

Pre-Senior Expert

Jeff Hannah 25
Cass Underwood 25
Tod Bennett 13
Steve Drake 11
Michael Hare 1

Senior Sportsman

Curt Diggs 44
Ed Kirtley 30
Roy Thompson 17
Richard Witt 17
Joe Holton 12

Pre-Senior Sportsman

Cameron Smith 12
Rusty Miller 5
Tim Fielden 3

A Little Bit of Heaven!

You might find the following story enjoyable. We don't want to start any wars with Georgia or Alabama but it might bring a few smiles, even from Georgia and Alabama. It was sent to Dennis Hunt from France.

A man decided to write a book about churches across the United States.

First, the man visits a church in Alabama. During his tour of the magnificent building he sees a golden telephone on a wall with a sign that reads \$10,000 a minute. Intrigued, he asks about the phone and learns that the golden phone is a direct line to Heaven that can be used to talk directly to God.

Next, the man visits a church in Georgia. Again, he notices exactly the same type of phone, with exactly the same sign on it. Sure enough, upon inquiry, he discovers that it is a direct line to heaven and can be used to talk directly to God.

Continuing through many other states, he finds the same phone with the same sign and is told the same story, until, finally, upon arriving at a church in Tennessee, lo and behold, he sees the usual golden telephone with a different sign. This time, the sign reads "calls 25 cents."

He quickly finds a priest and says to him, "I have been in cities all across the country, and in each church I found this golden telephone, was told that it was a direct line to Heaven and that I could talk to God, but, in all the other churches across the country, it was \$10,000.00 a minute. Your sign reads 25 cents a call. Why?"

The priest smiles at him and says "My son, that's very easy to explain. You see, you're in **Tennessee** now and, from here, it's just a local call."

Editors Note:

If you are going to fuss at someone for this, Get Dennis Hunt, not your editor.

Hmmmm!



Some of the "Rogues Gallery" seen at Hotlanta

Pictures by Roy Thompson



Frank Stewart and Tom Atkins supervise as Scotty Barland adjusts his engine.

Picture by Roy Thompson

A Liberal Education From Boise Idaho

This past summer, I spent time boring holes in the Idaho sky, with things we call model airplanes. Previous summers had been spent in much the same way. However, previous summers had purpose. First pylon and then combat. This past summer it was just holes in the sky. Something was definitely missing.

As fate would have it, I stumbled across the SPA website and joined the discussion list. At first I only monitored the list. Then it happened, I just couldn't resist, I had to post. My first post was innocent enough. "Where can I find Daddy Rabbit pictures on the web?" That one post has changed my modeling career.

Replying first, was Ken Blackwell. Ken was nice enough to send me a picture of his Daddy Rabbit (DR) along with some general information. This led to my contacting in regards to a DR short kit. One night while I was paying bills. Another guy named Bruce Underwood emailed me. Bruce directed me to the contest result area of the SPA website for DR pictures. There, I not only found pictures, I found Bruce to be number One in most of the contest results. Being a friendly sort of guy, I thanked him for his direction to DR pictures, congratulated him on his wins, and included another DR question. Something in regards to "How big is it". Be forewarned, Bruce is a very slick talker/type. So slick, I truly believe in a previous life he sold refrigerators to Eskimo's. Via Email Bruce and I corresponded all evening. By the end of the evening, Bruce had filled my brain with DR specifics and SPA propaganda. Bruce also managed to talk me out of a twenty-dollar bill for (SPA) dues. On the condition, I vote for him instead of a guy named Outhouse in the upcoming SPA presidential election. Told you he is slick.

Now a SPA member, I figured I should build a SPA airplane. I decided to build a Zimpro DR short kit. I promised myself to build my DR based on the advice from these really friendly SPA people I was meeting. I would be using what has worked for people who have attended a few SPA contests. My Dad always said: "blaze new trails only after you have walked ones well traveled". I had never built a pattern airplane before. However, I had built many R/C airplanes from kits, scratch and plans.

Below are excerpts of various email conversations I have had since November with fellow SPA'ers about the construction and setup of my Daddy Rabbit. Thank you all for your help, advice and wit. I am writing this in hopes you will not have to repeat yourselves to others. I'm sure others will have more than enough new questions to be answered. Because of the difficulty in correctly matching names to help, advice and wit received. I will refer to all that helped me as "SPAer". This moniker is to show my gratitude for all the help I have received.

Being a big believer in the fact "Wings" make airplanes fly. To my surprise; nobody could tell me how many square inches of wing a DR has. Rough measurements show it somewhere around eight hundred twenty five squares, it's got to be a flyer. Right? I also learned the Daddy Rabbit was designed around 1968 by Jim Whitley. Jim is a guy after my own heart, Big Wings.

What should a DR weigh? Around 7 pounds seems to be the consensus. With a couple extreme tales of 9 - 10 pounders floating around.

What about Plug-in wings? After talking to many people about this subject. And never having had an airplane with plug-ins. I decided to go with what I knew. A one piece wing. Plenty of new stuff to learn with this project. Don't need another. Besides, I drive a pickup truck. Transportation isn't a problem. The One-piece wing is mounted using a single 6" long 5/16" dowel glued into the leading edge with polyurethane glue. And two 1/4 - 20 nylon bolts about 1" in front of the trailing edge. Some glue soft balsa blocks in the belly pan; Drill the blocks out to use your glow plug wench on nylon hex bolts. Don't forget the 1/16" ply plate for the width of the belly pan.

What do you power it with? OS Surpass .91's seem to be the preferred power plant. Why? Reliability. One SPAer mentioned after a season running Saito's he had converted to OS's exclusively. It is my understanding: four strokes were voted into the rules initially because of noise concerns at a field in Kentucky. (actually Tennessee). Initially, there was strong opposition. However, after the vote had passed. Everybody came to love them for their power, reliability and ability to throttle down and accelerate quickly. Remember "paths well traveled", I bought a two-year-old NIB OS .91 four stroke from a friend for \$180. My first four stroke. What size prop? APC 12 1/2 X 10 was the prop recommended to me. What size fuel Tank? The plans call for a 16oz DuBro tank. This is what I used; I am very concerned about trim changes as the tank is emptied. With tons of room in the fuselage, If trim change becomes a problem: I will put a 12oz at the cg and a 4oz hopper up front. I have had excellent results using hopper setups in the past on two strokes. How do you mount the engine? It was recommend to use a Dave Brown mount for non-pumped engines. And a great Planes mount for pumped engines. This is to accommodate the addition overall length of a pumped engine. In the case of a non-pumped engine, side mounting was recommended. Allowing the needle valve to be closer to the tank centerline. How do you mount the Landing Gear Blocks? My wings came with what appeared to be trenches cut in the bottom sides. A hamster could run around in these trenches. They are deep. In the past, I had always mounted foam wing gear blocks using false ply ribs. This trench method was all new to me. As recommended: First I epoxied the vertical maple block to the top of the grooved maple block. Then pinned this joint with a couple 1/8" dowels and carpenters glue. Then 3/4" X 3/4" Balsa blocks were glued to the backside of the maple block assembly's. This created large rectangular block assembly's that fit into the trenches. Next mount the gear legs in the block assembly's. This provided a handle when gluing the blocks in. Now fit the block assembly into the trench. Trim the vertical maple block so it contacts the upper wing skin. Foam will have to be removed. I choose to use polyurethane glue. Epoxy will also work. Note: The best bond with polyurethane glues is achieved when the pieces are clamped. Otherwise, tiny bubbles form in the glue surface. This weakens the joint considerably. SPA allows the use of tricycle or conventional landing gear. I choose tricycle, because I frequently taxi in a lot of wind.

How do you finish the airplane? Talk about controversy. I should of known this would be a loaded question. Without further ado. The consensus is Monokote! Some paint the fuselage monokoting wings and stab. I plan on using Silkspan and Dope. Two others are using good old fashion dope. The order of dope makes me feel like a kid. What size wheels do I need for prop clearance? One SPAer confided in me after 3 1/2" wheels had been recommended. That some of the elderly members of SPA frequently make Typo's in their mailing list postings. Yes, it turned out to be a typo. 2 1/2 - 2 3/4 wheels are the norm.

The rest of the DR construction was pretty straightforward. The fuselage is just a big balsa box with round corners. I will require a lot of shaping and sanding. 60 grit paper is great for making sawdust. One SPA'er suggested to use 60 grit canopies to offset induced drag from optional wheel pants. The Zimpro short kit consists of all the materials needed to complete the 1/16" balsa sheeted foam wing and stab. Everything else (fuselage, fin...) is scratch built from the provided plan set. The sheeted cores were very nice!

As a note to less experienced builders who might be reading this. There are much better SPA legal airplanes to learn/improve building skills with. Just ask for suggestions on the mailing list, you'll be surprised how many answers you get. SPA, as an organization, provided me more help, than I ever imagined.

Mike Riggs

Hand Held Scanners

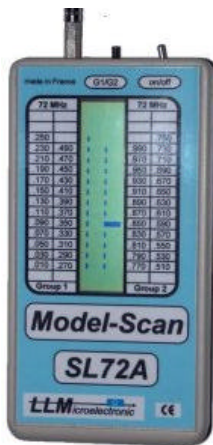
Hand held scanners are becoming popular at the flying sites this year. With the ever growing use of pager frequencies which are between each of the model frequencies, it is nice to look at the model frequencies to see if there is any interference.

There are two scanners that seem to be getting a lot of attention. Steve Byrum and I both purchased the ICOM IC-R2 models. There is also software and a cable which allows simple programming of the desired frequencies. This scanner receives in megacycles from 0.495-823.995, 849-868.995, 894-1309.995. It is quite versatile since you may program a lot of things to listen to when you are not at the field. It also has additional programming features I won't mention here. If you should buy this one, I recommend you get the software and the cable to make life easy in programming it. You may get information on this one at <http://www.radiomartinc.com/>. The software and cable are available from <http://www.rtsars.com/>.



I haven't been able to hold the SL72A model in my hot little hand but information is available at http://www.geocities.com/roger_forgues/Frequency.html.

It shows the seventy two megacycle model airplane frequencies on a LCD display. It shows half the band at a time. Pushing a button transfers it from one half of the frequencies to the other half. I did talk to Roger Forgues in Canada and he is the importer. He has information on the web site along with links to dealers.
Ed Hartley



WHEN YOUR PLANE TRIES TO TELL YOU --

Once upon a time your author had a new pattern plane. On the first few days of flying it, everything was fine. But one day, on the first flight, it required several clicks of down trim (odd...) after take off -- and after each turn or maneuver, the pitch trim would be off again (VERY odd...). Only when it took full down stick to fly inverted (JEEPERS!) was your author smart enough to realize something was wrong. After landing, the problem was obvious: I had not bolted the wing to the fuselage!

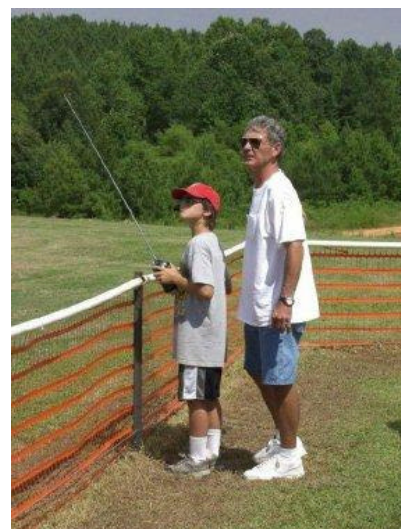
But the plane DID "try to tell me"; I just wasn't listening. Only new, tight-fitting wing dowels had saved the plane from destruction -- it certainly wasn't the pilot! Recapping later, I thought of a number of things that would have caused similar symptoms: servo or servo tray loose, bad servo centering, broken elevator hinges, loose control horn, et cetera. The point is, ALL of those things are BAD! And with the plane not behaving properly, WHY did I keep flying??

Just suppose you're getting an occasional glitch from your radio; something that doesn't normally happen. This could be an antenna problem; it could be metal-to-metal vibration causing home-grown interference, or a loose crystal. Will any of these get better while you keep flying? And speaking of vibration, what if you start hearing it in the air? It's your plane talking to you -- loose muffler, engine mount, worn wing dowel holes, loose cowl mounting. Again, such problems don't get better, only worse.

One more example -- this has happened to all but the most careful pilots. Your engine goes lean and sags at the top of a loop. It's TELLING you that the mixture is too lean. But you don't listen and keep flying; a minute later, while doing another loop, you're suddenly dead stick!

The sky gods know -- we have enough problems that pop up suddenly, and we don't have any opportunity to prevent them. Other times the plane "tells you" that there is, or will be, a problem. Unless you really enjoy repairing or rebuilding -- LISTEN! Cutting a hop short to check out a possible problem is much quicker (and vastly cheaper) than building another plane!

Clay Ramskill



Cass Calling for "Coyote Joe"

Senior Pattern Association Membership Application

Name _____ Date of Birth _____
 Address _____ Phone _____
 City-State-Zip _____
 Current Club Affiliation _____
 AMA Number _____

Membership Dues \$20.00 Make checks payable to
 Senior Pattern Association

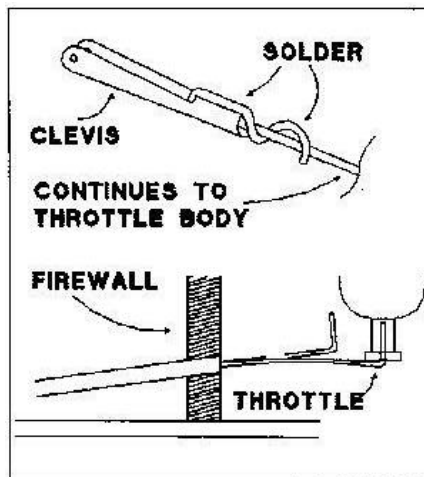
Mail to: **Steve Byrum**
1326 3RD St. SE
Cullman, Alabama 35055

**NEVER
TO
YOUNG
FOR
SPA**

The Editors Corner

I thought I would offer a trick for this months news letter.

This is the throttle setup I use in my pattern planes. Use a piece of .047 / .049 inch piano wire as the push rod. Use a piece of the "yellow" (inside) portion of Nyrod. That is the original push rod part, as the carrier. Solder and twist the wire around a chrome clevis as shown in the diagram. This makes the connection solid. You must run the Nyrod through the firewall in a position where the wire lines up on a small angle slightly to the inside of the throttle control arm. If the wire is bent at a ninety degree angle, (drawing) you can see a spring



tension will exist if it passed through the control arm. It is a simple matter to set your servo to its center position, (with the radio on), then center the throttle control arm in the center of its throw and make a ninety degree bend in the wire.

Trim the wire where it just clears the carburetor as it operates. Now use your computer radio to adjust top - low end positions of the throw. The spring tension alone will hold the wire in position. No need for any gismos to hold the wire on the control arm. The spring tension does that nicely. Quick, simple and works well.

Ed Hartley

"Proud To Sponsor The SPA"



**We Stock most of your hobby needs and
The SPA Legal A-6 Intruder!**

CALL TOLL FREE 877-435-9866

**FREE SHIPPING FOR
SPA MEMBERS!**

Email pyramidsid@msn.com

[Http://www.pyramidhobbies.com](http://www.pyramidhobbies.com)

208 3rd Ave. S.E.-Cullman, AL 35055

**Ed Hartley
221 Oran Road
Knoxville, TN 37922**

