



# 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 5

September-October 2001

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

## 2001 The Best Year Yet - SPA Simply Better

### THE PRESIDENTS PERSPECTIVE



#### 2001 MEMORIAL TROPHY FLY-OFF

I have appointed myself, with your indulgence, to try to put into print some of the absolute praise I think all contenders for the Memorial Trophy deserve.

The Memorial Trophy is indeed SPA's "most prestigious" award and represents preparedness, ability, luck and nerves of steel.

The Memorial Trophy was established in 1994 by Mickey Walker, SPA's Founder as a memorial to the late Curtis Motes. It was won initially by Tom Atkins in 94 and I had the fortune to have won it the three succeeding years at which time it was retired to the Mickey Walker Model Museum.

Following the passing of R.E. Walker, Sr. of the Augusta, GA club, Jimmy Jones of the Knoxville, TN club and Dick Austin of the Cullman, AL club, their names were added to the successor trophy and its' annual winner would retain the perpetual award for a period of a year and perhaps a chance to fly for it the next year providing pilot qualification.

In a preceding paragraph I referred to preparedness....qualifiers must be prepared to make that ONE flight each year at the Masters contest....there is no "rotating to the end of the line", since flight order is determined by a drawing. It goes without saying, the qualifiers have the ability, otherwise some other pilot would be participating rather than he. Luck, he needs some of this just so the engine doesn't flame-out, a part of his model coming loose in flight, etc. Nerves of Steel.....if you think you have been nervous flying for two judges during a normal round at a contest, just imagine ALL being "on-the-line" in one flight and in front of FIVE judges rather than the normal two.

I was privy to have been one of the five judges for the "fly-off" in Montgomery this season....it was a great fly-off with the four participants displaying some of the BEST routines of the week-end! I heartily congratulate the participants this season.

Mr. Ray Craig of the Anniston area was one of the two Super- Senior Qualifiers with his placement at last years

Masters in Knoxville....but opted to not participate in the fly-off saying, "I'm not flying as well as I should be". As a result, Alternate Malcolm Rutledge became a qualifier as a result of his score from last years Masters.

One of the best parts of being in such a great outfit as SPA is what Tom Atkins wrote about in his column last edition, Sportsmanship. Following the presentation of the winner at Sunday's awards .....I had to stand in line to shake the hand of Ed Hartley who harbors the M T till next Masters. Those ahead of me were the remaining three competitors whose good flights made it "nip & tuck" for Ed to come out a Victor.

Results of the Memorial Fly-Off in Montgomery:

1. 1000 Ed Hartley Knoxville, TN
2. 976 Jim Ivey Mabelton, GA
3. 970 Malcolm Rutledge Marietta, GA
4. 939 Keith Watson Marietta, GA

My heartiest congratulations to these pilots and Mr. Craig for your' good flying in 2001 and to Mr. & Mrs. Mike Hare (Mike & Pam) for modifying their computer scoring program to harvest a true and totally unbiased score.

Ed Hartley allows, "it'll take a lot of practice on anybody's part to take this lovely trophy from me next season". I'll wager it will! - - - - **BRUCE**



**Bruce Underwood presents the SPA Memorial Trophy to Ed Harley**

All the contest type pictures in this issue are from the Montgomery Masters



**Our Tireless Contest Director**

**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  
(256)582-0606**

**From The Chairman Of The Board**



**Mickey Walker**

Hi Gang,  
I am sorry I missed the Masters, but I could not make my self get interested in flying after the war started. For that matter I still have not flown since then. I thought one Pearl Harbor in a life time was enough. From what I have heard the Masters were a success in spite of Bin Laden. I am sure the turn out would have been better without the attack. I sure hope things are better before next season.

Well the contest season is over for the year, and I think we owe the officers a big hand for a job well done.

I just received a forwarded E mail from Bruce and an old friend that was in the kit business a few years ago. Seems he is back in business and has several kits legal for the SPA. His name is Bill Larue. I do not have a catalog yet but as soon as I get one I will let you know what he has. His Email address is [bill@minicraft.com](mailto:bill@minicraft.com) that is about all I know at this time.

Lets all support our leaders and put an end to Osama Bin Laden. God Bless America.

**Mickey.**



**Ken Nix explains the facts to Bill Collins**

Photo by Roy Thompson



**Ray Craig asks, "Bill, what in heck are you DOING?!?!?"**

Photo by Ken Blackwell

## The Vice President's Corner

### LESSONS LEARNED ----- THE HARD WAY

#### TOO MUCH ADVICE IS WORSE THAN NO ADVICE

Marty Barry and I started the year flying the T-2-A with YS engines and the Nelson Ultra Thrust mufflers. The engines were brand new. I had run YS engines in the prototype MK-IV and loved the reliability of the things. You could set them up once and never touch them again.

We had midrange problems with the engines in the T-2-A. They would load up and quit on takeoff. I lost the pink and white airplane because of this. We were told that the mufflers would cause the midrange to be rich. We spent a good deal of time working to cure this perceived muffler problem. Our results were discouraging, to say the least. One lost airplane.

Marty finally got his engine to run well and reliably. Much elation. During one of our flying sessions, alas, the midrange problem resurfaced. This happened from one flight to the next. Logic dictated that IT WAS NOT THE MUFFLER, but the first thing we should have suspected, the regulator diaphragm. Sure enough, this was the problem all along. The engines were 12 year old new engines and while in storage the regulator diaphragms had deteriorated.

Conclusion; don't let expert advice make you quit thinking. See ANALYZE EVERYTHING below.

NOT ALL PRODUCTS ARE EQUAL I replaced the nose gear steering arm on the first T-2-A three times. The Dubro steering arm has a brass collar that is very easy to strip the threads in. The Goldberg has a steel collar and is much tougher.

ANALYZE EVERYTHING See TOO MUCH ADVICE above. I did very little flying for many years until about '82. The radios I used were JR Unlimited 8's, and when first available, the JR 10 channel PCM. I started flying quite a bit with the MK-II, MK-III and the MK-IV. To my horror, it made little difference how much or how hard I practiced, I would get so far and no more with my ability to do the patterns. It just did not get better past a point. Everything was purely mechanical with no feel. I was programming my PCM-10 one evening while I was in a really black mood and made a vital decision. I had heavy stick springs put in the sticks. What a difference! We get no aero feedback from our controls, but rely on the feel of the stick springs to give the feedback we need to develop the feel that is necessary to be in real touch with the airplane. The springs that are routinely supplied with the radios are way too soft for me.

In the early days when I flew KRAFT radios with their stiffer sticks I had the feeling that I was connected to the airplane. I could feel the signal flowing through my fingers. I am not there yet, but am getting early signals that it is happening again. There may yet be hope.

IT TAKES A REAL MAN TO FLY A PINK AIRPLANE If you want to find out who your real friends are, bring a pink airplane to our flying field. I won't mention any names, but Mickey Walker and a few others were unmerciful. I have most of a quart of pink urethane enamel paint that I

will part with. I paid \$107.00 for it, but will make you a real deal.

NEVER CONFUSE ABILITY WITH PROFICIENCY I just heard this one from Joe Holton and am analyzing it. See ANALYZE EVERYTHING above. Because this was directed to me, I am sure that there is a snide connotation associated with it. I will let you know when I get done analyzing.

The Montgomery Masters were great. My first contest in nearly seven years. I am hooked. Thanks to the Montgomery group for a great meet.

Keep the rubber side down.  
Tom



**Not really a brain trust, just kidding!**

Photo by Ken Blackwell



**Rusty scores while Cameron is mystified by the Coyote's awesome talent.**

Photo by Roy Thompson

**We ask you to support our  
sponsors who advertise in  
this publication!**

## From the Treasurer



During discussions at the last several contests, problems with the new OS 91s seem to come up regularly. It seems difficult to get a good run from them. It's not uncommon for them to lean out and die for no apparent reason. At Hotlanta, Ed Hartley, Bill Collins and Richard Witt spent considerable time talking about the problem. They went so far as to try the

muffler from the old style engine on Ed's plane. A tach showed the older muffler to be worth 350-400 rpm more than the new style muffler.

When we got home from Hotlanta, Richard Witt went to work on several mufflers. He found that removing the baffle from the new muffler increased engine performance 400-450 rpm. Unhooking the crankcase vent then capping the nipple on the intake manifold is worth 80-100 rpm. Drilling out the stinger on the muffler as much as possible increases rpm another 80-100. The total increased performance varies between 500-650 rpm. After modification, the high speed needle was no longer critical. Richard opened his a half turn without noticeable change in performance. The throttle response is also considerably better after the changes. It is smoother and much more authoritative. Vertical performance is also much better.

The key to the modification is the baffle in the muffler. OS seems to have sacrificed performance to gain a little quiet. They have added a second chamber to their muffler. This seems to be the problem. Richard removed the stinger on his muffler by chucking the muffler in a lathe and carefully cutting the aft most ring on the muffler. The stinger is press fit into the body of the muffler. By cutting only the outer layer, the stinger comes free and is left with a little shoulder. With the stinger out, the baffle is exposed. Richard used a large diameter drill to remove his, but the baffle could be ground out, too. Once the baffle is gone, Richard mixed a little JB Weld and spread it around the shoulder on the stinger. He then slipped the stinger back into the body of the muffler and let the JB Weld set up. For security, he put two small sheet metal screws through the muffler just ahead of the new joint. The JB Weld seals the joint, and may be enough to hold the stinger in. The sheet metal screws are for added security.

The first engine Richard modified this way had been a problem all spring. If it turned more than 9450 on the ground, it was guaranteed to die during the inverted part of the running eight in the Sportsman pattern. The engine had been back to OS for repairs. Richard got it back with many new parts, but no improvement in performance. The muffler modification fixed these problems. Prior to the Masters, three engines have been modified in this manner. All have performed the same. Try this, it works.

**Steve Byrum**



**AS  
SEEN  
HERE  
AND  
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

Tom Atkins T2A \$210.00 plus shipping

The original T2A by Tom Atkins is now Available. We have 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@svic.net**

## TALLEST TALE!!

Attendees to the 2001 Masters contest in Montgomery, AL were privy to a "repeat" of the winning "tall-tale" submitted by SPA # 5 - Scotty Barland of Marietta, GA.

Scotty, an experienced RC Pilot of many years has been known to "rekit" an airplane from time to time while putting forth extreme maneuver concentration that fails to connect with input to his transmitter from his thumb. Some of our members may not be aware that Scotty had that experience during the Cave Springs contest this season...and wrote me via E-Mail the following....captioned:

KAOS THUD ANALYSIS - by Scott Barland SPA 5

Date sent: Thu, 23 Aug 2001 10:19:59 -0400 To:

bunderwo@hiwaay.net From:

Edwin Scott Barland

<thescott@mindspring.com> Subject:

Late with the analysis

El Presidente Grande: It took a while to fully analyze the sequence of events leading to my "ill-timed rudder input" at Cave Spring and the intersection of my Kaos' flight path vector with terra firma. Once the scotch supply was depleted, however, engineering analyst habits took over and crunched data until an answer was corralled. It appears that the titanium and chrome/cobalt in my new hip interacted with the lead in the seat of my pants to produce an electromagnetic field which interfered with the transmitter's RF directionality and simultaneously created a phase shift in the space-time continuum. Thus, right rudder became up elevator, down eleva-

tor became left rudder, left rudder became up elevator, etc, leading to the untimely conversion of excess kinetic energy into negative terrain clearance. I feel much better now, knowing the cause was not just another case of dumb thumbs. By the way, it was a great contest. All the best, Scotty

Now, as if the "thud" in Cave Springs wasn't enough, Scotty informed me of his preparation for the Masters contest with an old Curtis Motes airplane he had had for years....when right in the middle of 3 rolls....this wasp saw fit to visit him just underneath his glasses lens. Yep, you've figured the outcome, so no need elaborating.

Scotty's handsome "smiley-button" plaque was loaned him by fellow club member Roy Thompson.

You thought you had ruff-luck, huh????????  
BU (El Presidente Grande)....Spanish...see????

Bruce Underwood

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

## A Little Humor From Bill Kite

It seems these two men were going skiing and ran into a fierce snow storm and sought shelter at a farm house. The woman tells them she is a widow and it would not look good them staying there but they are welcome to stay in the barn and they did. Next morning the snow stopped and they were on their way. About nine months pass and one of the men got a letter from the woman's lawyer. He calls his buddy and ask point blank " when we stayed in the widows barn, did you sneak in the house that night?" The buddy stated "yes", to which he posed the second question " did you use my name when you were with her?" Well yes I did use your name. Well that explains everything, you see she died and left me everything she owns.-----Good luck and see you in Montgomery

**Bill Kite**



**A Liberal Education? ? ?**

Photo by Roy Thompson



**2001 Masters Trophies From  
Top Notch Trophies  
Including the Memorial and Points  
Championship trophies**



**Keith, his prop was only this long,  
but, boy did it ever turn!!**

Photo by Ken Blackwell



**A few DADDY RABBITS and owners**

Photo by Roy Thompson

**Masters Championship Results**

**Super Senior Expert**

FIRST Ed Hartley Knoxville Tennessee 3000  
SECOND Malcom Rutledge Marietta Georgia 2943  
THIRD Ray Craig Anniston Alabama 1596

**Senior Expert**

FIRST Bruce Underwood Guntersville Alabama 3000  
SECOND Jim Ivey Mabelton Georgia 2827  
THIRD Tom Atkins Marietta Georgia 2758  
FOURTH Marty Barry Hiawasse Georgia 2665  
FIFTH Keith Watson Marietta Georgia 2664  
SIXTH Steve Byrum Cullman Alabama 2352

**Pre-Senior Expert**

FIRST Cass Underwood Guntersville Alabama 2990  
SECOND Jeff Hannah Ooltrwah Tennessee 2982  
THIRD Jamie Strong Prattville Alabama 2603

**Super Senior Sportsman**

FIRST Bill Kite Kingsport Tennessee 3000  
SECOND Ken Nix Guntersville Alabama 2789

**Senior Sportsman**

FIRST Curt Diggs Dallas Georgia 3000  
SECOND John Gausby Glen Allen Virginia 2866  
THIRD Terry Carlson Taladega Alabama 2811  
FOURTH Richard Witt Cullman Alabama 2778.48  
FIFTH Roy Thompson Marietta Alabama 2778.07

**Pre-Senior Sportsman**

FIRST Cameron Smith Cumings Georgia 3000  
SECOND Russell Miller Acworth Georgia 2683

**Novice**

FIRST Dale Shikle Cullman Alabama 4000  
SECOND Bob Bixby Acworth Georgia 3804  
THIRD Larry Barksdale Alpine Alabama 3768  
FOURTH Joseph Clemons Guntersville Alabama 3723  
FIFTH Bill Collins Guntersville Alabama 3720  
SIXTH Matt Hampton Marietta Georgia 3573  
SEVENTH Cliff Atkins Georgia 1888

**National Championship Points Results**

**Super Senior Expert**

1st Ed Hartley  
2nd Malcolm Rutledge  
3rd Ray Craig  
4th Mickey Walker  
5th Darrell Kampshror

**Senior Sportsman**

1st Curt Diggs  
2nd Roy Thompson  
3rd Richard Witt  
4th Ed Kirtley  
5th Joe Holton

**Super Senior Sportsman**

1st Bill Kite  
2nd Ken Nix  
3rd Ben Oliver  
4th John Duval  
5th Frank Stewart

**Pre-Senior Sportsman**

1st Cameron Smith  
2nd Rusty Miller  
3rd Tim Fielden

**Novice**

1st Dale Shikl  
2nd Larry Barks 3rd Bob Bixby  
4th Joseph Clemons  
5th Bill Collins  
6th Bob Colkitt  
7th Joe Bolinsky  
8th Matt Hampton  
9th Don Martin  
10th Troy Emmett  
11th Richard Tibbitts  
13th Robert Chapman

**Senior Expert**

1st Jim Ivey  
2nd Bruce Underwood  
3rd Keith Watson  
4th Ralph Jones  
5th Mike Walker

**Pre-Senior Expert**

1st Cass Underwood  
2nd Jeff Hannah  
3rd Jamie Strong  
4th Tod Bennett  
5th Steve Drake  
6th Michael Hare

## INTERNET ACTIVITY

I wish many times that 100% of our membership used E-Mail and was active on the SPA mail list...a method many of us use for mass communications with the membership.

At the last survey it was revealed that less than one-third of our membership depended on the computers for info...but ALL looked forward to, cherished reading (sometimes again & again) and ingesting the info in the SPA Newsletter.

It is for the above reason that I am enclosing the following piece of E-Mail posted on the SPA mail list or bulletin-board, if you will, shortly after the Masters contest Sept. 15 & 16 in Alabama's Capitol City. The post is as follows:

From: Humptybump@aol.com Date Sent: Mon. 17 Sep 2001 21:12:39 EDT Subject: MGM THANK YOU! To: SPA@rcpattern.net

Mike, Pam and the RAMM crew.....THANK YOU for a VERY enjoyable and HOSPITABLE contest!! We got home safely this evening and would drive the long distance again. We had a great time !!!!!!! The SPA is the best group of folks I have ever flown with.....bar none.>

John & Dianne.....Richmond, VA.

I am pleased.....VERY pleased, to say the least with that kind of response from one of our "this year" new members who traveled such a long, long distance to participate in both the Knoxville and Montgomery contests.

The TALL-TALE contest this season was a "hoot".... I have thoroughly enjoyed the entries and hope the tales have lent some enjoyment to all that enjoyed them.

Best to all.....

**BRUCE**



**Jim Ivey and the "Coach" Bruce Underwood have this all figured out!**

Photo By Roy Thompson



**Keith, it looks longer to me!**

Photo by Roy Thompson

### 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



Hmmmm

## From The Editor



The Senior Pattern Association 2001 season has come to it's end! I wish to thank everyone for being so helpful in my efforts to edit this news letter. With out the contributions of all involved, this would be an impossible task.

We will have one more news letter this year. It will be our November-December issue. I am asking you to send me your ideas about SPA, the news letter, and anything else of interest to the membership. We will include as much of this information as space allows.

For those with email capability, my email address is [ed@rcpattern.net](mailto:ed@rcpattern.net). You may snail mail me using the return address on this news letter.

Thanks to all who helped, it is greatly appreciated! Have a great building season and burn lot's of fuel.

**Ed Hartley**

### SPA Vinyl Stick On Logo's For Sale

Steve Byrum now has in his hot little hand SPA logos for the tail/wing/tool box/etc of your stuff! These are \$1.00 each plus a stamp. Or a self-addressed envelope. They have a greater than five year life expectancy. They are not totally fuel proof but close enough. Contact Steve Byrum, 1326 3rd St SE., Cullman, AL 35055 or [spbyrum@hiwaay.net](mailto:spbyrum@hiwaay.net)

### "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](mailto: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**

