



# SENIOR PATTERN ASSOCIATION

## News Letter

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**Roy Thompson—Photographer**

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**Jim Ivey-Chairman Special Projects**

**Ralph Jones—Appointed Member**

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

## SPA Simply Better-Watch Us Grow

### FROM THE PRESIDENT



Last newsletter I referred to the coming MASTERS as the "cherry on top"....and it was that.....PLUS. PCMA's excellent food, prizes, efficient operation and darn good fellowship is traditional...this years' was no exception. Tropical storm Hannah (relations, Jeff?)...shortened the number of rounds but didn't quell

anything else. Great Job PCMA and "mucho gracioso, amigos"!

I found myself envious of the Novice competitors this season, laughing, checking the scores, winner determined sometime by the last round. I can recall AMA meets I participated in during the 65 to 75 era when the adrenaline flowed like that among ALL classes. Gosh, one year at Darrell Kampschor's meet in Augusta, I can recall guys like Ron Ellis, Steve Helms, Billy Rutledge, AL Burson, Larry Nash, Ed Hartley and yes, me, separated by only a point or two going into the last round.... adrenaline flowing as just one little "error" could make the difference between 1st and 3rd. I long for that kind of friendly competition among our upper class SPA " Precision Aerobatic" pilots again. Regardless of a modelers age, there's a sort of personal pride and comfortable feeling of accomplishment that accompanies a "win" or a "place" against and with a person of similar abilities.

It is with sincere hopes of some semblance of reestablishing that aforementioned feeling that I have proposed a change in our SPA "make-up" for the coming seasons (two year cycle). It is my humble opinion that this proposal, known as proposal No. 1, by Bruce Underwood....will result in some of the above "era-time" feelings. I based it on the K. I.S.S. formula for I feel that the current classes and age groupings are just too darned complex....there ain't enough in each class to have a contest. There were 3 classes at the MASTERS with "no contest".... (one with 2....two with 0).

My proposal is so simple...

0 to 60 - Senior, 60 up- Super Senior..... add an ADVANCED class between Sportsman and Expert.

As is, our complex number of age-groupings are non-appealing to potential pilots who love the adrenaline flow enjoyed by the current Novices but are beyond that class and are "hog-tied" by the complex regs that exist.

Members, hear my plea, please, "I need YOUR help"..... I have incurred a world of opposition from many Board members and Rules Committee members.

I have introduced this proposal for "simplification". ... a proposal I feel will swell our ranks...a proposal of "INCLUSION" rather than "EXCLUSION"....a move that will preserve the legacy of our Founder Mickey Walker and our wonderful organization. Based on the figures I gave you in the last newsletter (please refer to them).... our upper classes are much like the Persimmon tree in the shade with no access to a water supply...."its' withering".

I laughingly refer to the dissenters and naw crowd as "Bah Humbuggers". Seriously, I find it difficult to understand the "Mr. Grinch" attitudes from them, but in a Democracy, that's their right and I continue to love them all.

In the above paragraph I evoked DEMOCRACY... our make-up is built on this wonderful premise.....and whatever decision is made on my proposal to transfuse our ailing upper classes will be determined by the ballots you return along with the officer election, other proposals, dues, etc in the 1 remaining newsletter of the 2002 year. I'm like the little guy in the ring with the SUMO wrestler, I'm the Underdog in this battle....please help me overcome the odds. Your' ballot in favor of Proposal # 1 will invigorate, not suffocate. I'm very grateful!

I will be away at the TOC in Las Vegas, NV from OCT. 7 thru the 15th, any other time I'll be glad to respond to any private E-Mail or "Snail-Mail" inquiries.

Best Wishes,

**Bruce Underwood** - SPA 15 - Pres  
[bunderwo@hiwaay.net](mailto:bunderwo@hiwaay.net)

**Get a Friend to Join The  
Senior Pattern Association**

## Chairman of The Board



Hello every one, as I write this I am trying to get over the disappointment of being able to only have one round complete at the Masters thanks to Hanna. I would like to thank all who were present for the understanding and encouragement during the contest. It made it a lot easier to make the unpleasant decisions that were necessary.

Certainly we are all adults and understand no one controls the weather. We did get in a lot of visiting done and that was a lot of fun.

I would like to thank every one for all the kind words, emails, calls, etc. concerning my induction into the hall of fame. It is a very much appreciated honor and one that I will try to live up to.

Well the SPA season is over, I suggest we all set back and take a look at the future of the organization. There are a lot of proposals coming to vote on and we need to look at them very closely and make sure they are in keeping with the guide lines that we have established. If you have an idea, pass it along to Ed Hartley, he is chairman of this committee.

Since I have not been able to compete this year I have had an opportunity to observe some things and it looks like we have a problem with the Judging situation. The judging seems very inconsistent. We need to see if we can find an answer here. I sure hope I can get going again next year, I am planning on it.

I have a new Compensator all most built, and thanks to a couple of old friends Tom Atkins and Marty Barry a 10 channel JR radio to go in it, thanks a lot Tom and Marty, I promise I will give it my best shot to get my problems fixed and be ready for the first contest in 2003.

That is it for now. The building season starts now so, lets go!

**Mickey Walker**

## From the Treasurer



One of the things I feel very strongly about with respect to is SPA is the need to maintain a source of planes. With that in mind, I've tried to come up with copies of as many plans as possible so they'll be available if someone needs them. The accompanying picture is of Mr. Dick McFarland's 15 year old Tiger Tail.

Dick had requested a copy of Tiger Tail plans, and courtesy of RAMM's Dick Cline, I happened to have a set. Dick McFarland is in the process of replacing the plane you see here. It sure looks good to me. Dick plans to compete next year. If he flies as well as it appears he builds, some of us could be in real trouble. These new guys coming in sure do upset things. Just when everything is all worked out in a class, someone decides to return to competi-

tion and upsets the whole cart.



Along that line, look at the Senior Expert Class at the Masters. What in the world are Jamie Strong and Curt Diggs doing??? The both obviously lack respect for their elders. They both beat up on Keith Watson and Jim Ivey. As close as they were to Bruce, they may have scared him so badly he'll probably fly a different class next year. These guys had almost as much fun as the Novices. In spite of the rain, I believe all present had a great time. The spirit of the SPA did well even if the pilots weren't permitted to fly.

Bruce makes reference to his proposal for changing age groups and adding an Advanced class. I'm going to take this opportunity to do what a preacher I know suggests when there is a disagreement in his congregation. He stresses that they need to "disagree agreeably". That's what I'm going to do. I do agree that an Advanced class is a good idea. The jumps in difficulty between the classes make advancing from one class to the next very challenging. Adding the Advanced class will allow adjustments to Sportsman so the Novice pilot moving up doesn't have such a great leap to make. Advanced also provides an easier transition from Sportsman to Expert. If we look at the pilots who no longer fly with us, we will find some who have quit because the skill gap was too great to cross into the next class. We may be able to fix this problem by adding the Advanced Class.

I disagree with Bruce on changing the age groups, however. When I was 19 years old (as smart as I have ever been in my life), an uncle told me during a political discussion that I would some day get old enough, become conservative and see the error of my ways. I now see his point on some things. The relevance to SPA is that I've become a bit conservative here, too. The age groups we have now are, to the best of my knowledge, as Mickey conceived them in the beginning. They've served well for eleven seasons. This year, we've had a few classes with little participation. Both the Pre-senior Sportsman and Pre-senior Expert have had few pilots. I don't believe the age groups are the problem here. This is an age group where life has lots of diversions, many of which might limit a man's time for model airplanes. The answer to this problem is to recruit more young pilots. The classes will fill themselves if we do.

Democracy is a great thing. Vote your wishes on the proposals, and we'll all adapt to the outcome next Spring.  
**Steve Byrum**

## From The Vice President



Hello SPA'ers,

Well, another year of competition is in the books. It was a good year, but not quite what last year was. I don't think we could expect the same large turnout that we had last year with the economy being as it is and the world situation being as it is. We will all pray for better times next year.

We are in a rules change cycle. Now is the time to express your opinions, not after the rules for the next two years are established. If you have opinions, please express them now.

I would personally like to see a pattern for experts similar to what Ed Hartley has proposed. The three inside loops are replaced with the loop with 1 1/2 snaps at the top. Find something to replace the three reverse outside loops and you have my vote. I believe that the three loops, inside and outside are BORING, plus your exposure is too high. You are stuck going round and round and the judges are going down and down.

It was fun flying last time out. The contest season was over and we could try some of the new maneuvers that have been proposed for next year. A real hoot. I am looking forward to my next opportunity to fly. I will take on the loop with 1 1/2 snaps. The reverse spin appeals to me as well. Nice change.

The building season is here. I am going to get back to work on my new tail dragger T-2-A. I need to find a new OS 61 SFP ABC for it. I am scouring the internet to find one, but no luck yet. Something will turn up.

Keep the shiny side up and the rubber side down until we meet again next year.

**Tom Atkins**

### Congratulations to all members of the Senior Pattern Association

Your Special Interest Group has been selected to receive our District V "CLUB OF THE MONTH" award for August, 2002. Of more than 20 Special Interest Groups in AMA, your Group has been chosen because your officers and leaders have chosen to make the hobby a fun thing and provide a relaxed atmosphere for Pattern Flyers to enjoy the hobby while keeping things as simple as possible.

We applaud your achievements as an organization and honor you in this manner. On behalf of the Academy of Model Aeronautics we want everybody in the Senior Pattern Association to know how proud we all are of every one of you.

All due best wishes for your

continued success in modeling.

**Jim McNeill**

District V Vice President



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### 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

### T S " HANNAH " fails to disrupt MASTERS

Despite the torrential downpours and at times almost tornado force winds.....Tropical Storm HANNAH that delayed the Georgia vs South Carolina game for the better part of an hour.....caused a big delay in the Braves game vs. the Florida Marlins.... She did NOT disrupt the annual MASTERS contest at the original home of the SPA.....Paulding County Model Aviations' field. The terrible conditions were responsible for the contests' having been limited to just one round of official competition plus the Memorial Trophy annual "fly off". Fellowship and "under the tent" jawing was at its' peak this week-end. Mickey Walker, as usual was the epitome of CD's with cooperation and manpower of Mrs. CD (Rebecca) and the PCMA membership lending any and all efforts needed to insure a great contest, loads of good eats, raffle and TOP NOTCH awards. If you failed to attend, you were missed sorely, those who participated please join me in a well-deserved cheer for PCMA....

**HIP, HIP Hooray! HIP, HIP Hooray! HIP, HIP Hooray!**

A sincere "thanks" to PCMA, its' sponsors, officers, members and ALL who contributed to a "GREAT" week-end. It certainly takes a lot more than a Tropical Storm to dampen PCMA's "resolve"! One more time..... HIP, HIP (fill in here)!

**The Winners! The presenter is Mickey Walker, Chairman of the Board and founder of the SPA**



Ed Hartley



Malcom Rutledge



Frank Chick



Dennis Hunt



Bruce Underwood



Jamie Strong



Curt Diggs



Keith Watson



Jim Ivey



Ben Oliver



Ken Nix



Bob Gaskill



Joe Holton



Tim Feilden



John Baxter



Joe Clemons



Bob Bixby



Scott Sappington



Matt Hampton



John Norris

**SPA Masters 2002**  
**Super Senior Expert**

- 1st Ed Hartley 1000
- 2nd Malcom Rutledge 929
- 3rd Frank Chick 910
- 4th Dennis Hunt 906

**Senior Expert**

- 1st Bruce Underwood 1000
- 2nd Jamie Strong 984
- 3rd Curt Diggs 976
- 4th Keith Watson 950
- 5th Jim Ivey 946
- 6th Tom Atkins 940
- 7th Ralph Jones 913

**Super Senior Sportsman**

- 1st Ben Oliver 1000
- 2nd Ken Nix 930

**Senior Sportsman**

- 1st Bob Gaskill 1000
- 2nd Joe Holton 935
- 3rd Tim Fielden 923
- 4th John Baxter 920
- 5th Bill Marchant 838

**Novice**

- 1st Joe Clemons 1000
- 2nd Bob Bixby 967
- 3rd Scott Sappinaton 962
- 4th Matt Hampton 957
- 5th John Norris 957
- 6th Randy Roberts 926
- 7th Carl Sten 889
- 8th Berry Roper 843
- 9th Robert Chapman 814
- 10th Richard Long 755

**Even though the rains came for two days, we had great fellowship and a good time was had by all!**

**SPA NATIONAL CHAMPIONSHIP**  
**FINAL OVERALL**  
**POINTS STANDING For 2002**

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

**Super Senior Expert**

- 1 Ed Hartley
- 2 Malcolm Rutledge
- 3 Frank Chick

**Super Senior Sportsman**

- 1 Ben Oliver
- 2 Ken Nix

**Senior Expert**

- 1 Jamie Strong
- 2 Jim Ivey
- 3 Bruce Underwood

**Senior Sportsman**

- 1 Bob Gaskill
- 2 John Baxter (TIE)
- 3 Joe Holton (TIE)

**Novice**

- 1 Joe Clemons
- 2 John Norris
- 3 Bob Bixby

**Memorial Trophy**



Ed Hartley won the Memorial Fly Off trophy for 2002! This trophy is competed for by the top two pilots from Super Senior Expert and Senior Expert previous Masters. It is in remembrance of departed members:

**Curtis Moates**  
**Jim Jones**  
**D.L. Walker**  
**Dick Austin**

## Tentative Rules Proposals

#1

Regroup age classes to: 0 to 60 - Senior Class  
60 & above - Super Senior  
Add ADVANCED class effective Jan. 1, 2003  
Bruce Underwood

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#2

My proposal is simple.  
In every city-town that has a SPA interest and has a contest, I suggest we ask for a volunteer (sparkplug) to start a chapter at that level. The primary goal of this person would be to hold monthly Chapter meetings, judges and rules seminars and flight training on the basics of flying SPA pattern. This includes flight line training one on one.  
End of proposal.

Once the people get interested, they don't have far to go to get answers. This in itself would solve the long run problems that we are trying to patch-up right now. Within a year of good training we can start to populate the upper classes with new faces that know what they are doing. Once out of Novice they will move to their own age groups. They will know how to judge and fly. I believe this to be the way to solve some of the problem without shuffling age groups and stirring up more problems. Once this idea is put into affect it will take at least 2 years to start seeing results, however it will be a program that stays with us.

Jim Ivey

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#3

SPA EXPERT

1. TAKEOFF (U) 1 (DOWNWIND TRIM PASS)
2. RUNNING EIGHT (U) 4
- 3 THREE HORIZONTAL ROLLS (D) 3
4. LOOP WITH 1-1/2 SNAP ON TOP 3
5. FOUR POINT ROLL (D) 4
6. COBRA ROLL FULL ROLL UP AND DWN 3
7. 8 POINT ROLL (D) 4
8. TOP HAT (U) 3
9. SLOW ROLL (D) 4
10. DOUBLE IMMELMAN (U) 2
11. REVERSE CUBAN EIGHT (D) 2
12. REVERSE SPIN (U) 4 (FLY BY FOR LANDING)
13. LANDING PERFECTION (U) 2

Note: No Fly-Bys Allowed. Maneuvers flown out of sequence shall be scored zero (0).

Hartley

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#4

SPA SPORTSMAN

1. Takeoff (U) 1 (Downwind Trim Pass)
2. 180 Degree Turn (U) 3
3. 3 Inside Loops (U) 2
4. 3 Axial Rolls (D) 3
5. Immelman Turn (U) 2
6. Cuban eight (U) 2
7. Short Inverted Flight (D) 2
8. 1 Rev. Outside Loop (U) 2
9. Short Inverted Flight (D) 2
10. Figure M (NO ROLLS) (U) 3
11. Slow Roll (D) 4
12. 3-Turn Spin (U) 3
13. Landing Perfection. 3 Note: No Fly-Bys Allowed. Maneuvers flown out of sequence shall be scored zero (0). 1

Ed Hartley

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#6

(Reserved for Advanced Pattern)

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#7

NOVICE

1. TAKEOFF (U)
- DOWNWIND TRIM PASS
2. STRAIGHT FLIGHT OUT (U)
3. 1/2 REVERSE CUBAN 8 (U)
4. 2 POINT ROLL (D)
5. 3 INSIDE LOOPS (U)
6. ONE HORIZONTAL ROLL (D)
7. IMMELMAN TURN (U)
8. SPLIT S (D)
9. Stall Turn (U)
10. CUBAN EIGHT (U)
11. Cobra (W/O rolls) (D)
12. LANDING PERFECTION

Robert Chapman

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I spoke with Bill Kite and he is going to send me a pattern for Advanced including a proposal on what it is, age groups etc. So far I have nothing. I am sure it will be forth coming!

I am some what disappointed we haven't had more participation in this process.

Please email your proposals to [roho@rcpattern.net](mailto:roho@rcpattern.net)  
Or Snail mail to:  
Ed Hartley  
221 Oran Road  
Knoxville, TN 37922

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## LIGHT IS BETTER!

-By Clay Ramskill

We all know that airplanes are created as light as possible, consistent with structural strength. To most of us, this is a pretty obvious reality -- after all, they use aluminum, not cast iron, right? But ALL the advantages of a light airplane may not be so apparent.

So let's have a peek -- we'll start with the most obvious. Load carrying capacity. Hey, this one's easy! All other things being equal, the lighter plane can carry more load. Big deal? Well, maybe yes -- how about more fuel, or a larger battery, or bigger servos?

Climb performance. Again, everything else being equal, the lighter plane will climb quicker.

For us, that means better vertical performance for acrobatics, among other advantages.

Turning performance. How tightly a plane turns is one more area that is directly related to weight.

With all else being equal (i.e., speed, angle of attack, etc.), the lighter plane will turn a smaller diameter circle.

Acceleration.  $F = MA$ , remember? Again, a direct relationship exists, the heavier plane (more mass!) being the loser!

Stall speed. Ok, this one's not a direct relationship. But without going into the math, it's a fact that a heavier identical plane will have a higher stall speed. And it follows, then, that both take off and landing speeds will be higher for the heavier plane.

Top speed. Really? Yes, indeed! -- but not by much! Every wing produces drag in the process of getting lift (the lift vector is ALWAYS tilted back a bit with respect to the line of flight). So, the more the lift required for a heavier plane, the more

drag will exist, cutting top speed somewhat.

All the above items can be calculated accurately, with the right formulas and an ordinary calculator. But some of the "light is better" advantages are more subjective -- words like "quicker" or "more responsive" come to mind. And heavier planes? Have you heard the terms "dog" or "slug"?

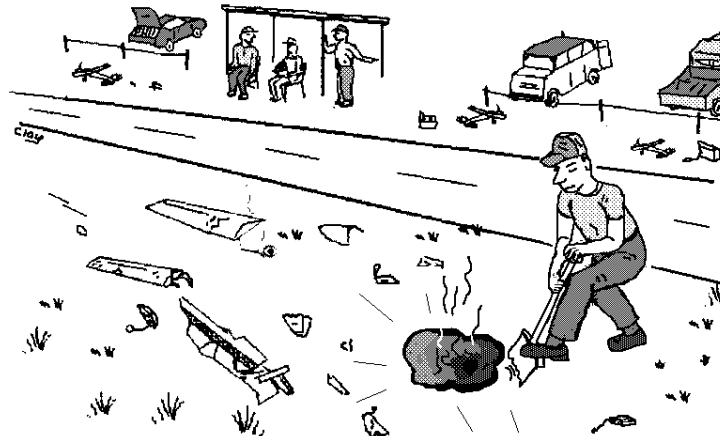
The wind/turbulence factor: Ah, you say, here comes the BAD part! Well, yes -- and no. The lighter, more responsive plane will react more quickly to wind gusts and shifts. However, self-correcting and any corrections you can make can also be effected sooner with the lighter plane. And note - problems with wind, turbulence and gusts is more related to wing loading than just to weight itself. If we took some weight out of a plane, then lowered the wing area proportionally, then the planes behavior in the wind would remain about the same.

We've all seen a very light plane being blown around badly in gusty conditions -- but this is more a result of the plane's design, and is most certainly a result of lower flying speed.

One more comment on lower aircraft weight. If you can save weight somewhere, you may be able to save even more somewhere else! The lighter your plane, the less structural "beef" is required. An obvious example would be landing gear -- a lighter plane can use lighter landing gear. But this principle will apply all over the plane's structure. Another point of contention here could be crash survivability. But the fact is, crash damage is a result of how well or how badly a plane can absorb the energy that must be dissipated in a sudden stop. That energy is, again, related to the planes weight - less weight, less energy to absorb in the crash! If you add in the point that the lighter plane has a good chance of crashing at a lower airspeed, then the light plane actually may suffer LESS damage in the same circumstances!

"...The bigger the engine, the deeper it goes..."

"Yeah, only he ain't got a .91 sized shovel..."



## From the Editor



A great year of competition has ended! I wish to thank all for the great fellowship and good times. I especially thank those who have contributed to the news letter. It wouldn't have been possible without the articles, pictures and your input!

This brings up the next item I want to address. The next issue of the news letter will be my Swan song! This is my second year as news letter editor. I believe it is time for someone else to take the reins and carry on! The November-December issue will be my last.

I would hope one of you will volunteer! I use Microsoft Publisher as my main tool. If you are interested in this project, I will put all the issues, pictures, templates etc. on a CD and get it to you. In the previous issue, I asked anyone interested to contact Bruce or myself. To date, no one has.

Since I am the Rules Committee chair, I ask you send me your proposals!

**Ed Hartley**

## Support Our Sponsors

If you would be so kind as to spread the word among AMA and other organizations about one of our main sponsors. (the ad cost money, if ain't free!) Cass Underwood owner and Guru of Top Notch Trophies is a supporter and main stay of the Senior Pattern Association. Do what you can to get him more business!

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