



The SENIOR PATTERN ASSOCIATION

News Letter

Bruce Underwood - President
Steve Byrum-Secretary Treasurer
Jeff Hannah-Appointed Member
Ed Hartley-Web Site
George Truett - Newsletter

Tom Atkins-Vice President
Mickey Walker-Chairman of the Board
Terry Carlson-Chairman Special Projects
Frank Stewart-Appointed Member

Volume 13 Number 1

WEB SITE-<http://www.seniorpattern.com>

January-February 2003

If you like the old way, stay in the SPA

THE PRESIDENTS PERSPECTIVE



The Election results from Nov/Dec 2002 are as follows:

- ◆ President - Bruce Underwood 64; Write-ins 8 (Including a sympathy vote for Trent Lott) **Underwood 88.8%**
- ◆ Vice President - Tom Atkins 66; Write-ins 6 **Atkins 91.6%**
- ◆ Secretary/Treasurer - Steve

Byrum 68; Write-ins 4 **Byrum 94.4%**

- ◆ Question 1 Regroup ages to 0-60 and 60 up, add Advanced class **37.1%**
26 for; 44 against
- ◆ Question 2 Regroup ages
3 for; 42 against **.06.6%**
- ◆ Question 3 Leave age group as they currently are
46 for; 0 against **100%**
- ◆ Age groups will be unchanged with 29 voting for some kind of change and 46 voting to leave them as they are **63%**
- ◆ Question 4 Add Advanced Class
15 for; 26 against **36.5%**
- ◆ Question 6 Chapters will be established to promote SPA
53 for; 12 against **81.5%**
- ◆ Novice Pattern will stay the same
Ptrn 1 - 21 Ptrn 2 - 19
Stay the same - 24 **Plural Majority**
- ◆ Sportsman Pattern will stay the same
Ptrn 1 - 16 Ptrn - 2 18
Stay the same - 29 **Plural Majority**
- ◆ Expert Pattern will change
Ptrn - 1 9 Ptrn - 2 32
Stay the same - 21 **Plural Majority**
- ◆ Maneuvers up to and including 1980 will be allowed after this rules cycle
43 for 24; against **64%**

◆ Championship points will be awarded at four major contests and the Masters

40 for; 27 against **59.7%**

I am so grateful for the vote for our current leadership to remain and am sure the others feel likewise. Regarding my proposal Number One and suggestions to enhance growth and participation.....I can sympathize with the Oakland Raiders.....they were soundly defeated in the Super Bowl...as was I and the 37.1% of our good active membership who felt likewise. I will yield to the majority and continue to ride and nourish..."the same horse we rode in on". I do cherish the result considering I was admonished at the outset of my proposal..."your' ideas have been brought up time and again, they got ZERO percent support then, and they'll get ZERO percent this time". 37.1% gain, a progressive indication.

My thanks to Terry Carlson, SPA #151 of the Talladega, Alabama club who has joined your Board of Directors and has accepted the Chairmanship of Special Projects. He has detailed Points Scoring for season Points Champs, and its' adherence to the FOUR CONTEST proposal introduced by Dennis Hunt and approved by 59.7% of voting membership. His scoring system is elsewhere in this publication.

George and Tammie Truett have assumed the role as Newsletter Editors effective this edition. The Truetts' support for SPA is evidenced in more ways as they have donated a T2A kit as a fund-raiser raffle prize for our tables at the Southeastern Model Trade Show Feb. 28 and Mar. 1 in Perry, GA. (See Ron Reed's story for details). I am sure the Truetts' would welcome your photos and/or input for future editions of the SPA newsletter.

Will hope to see you in Perry at the Trade Show.

Bruce Underwood

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

From the Vice President

Hello SPA,

It is time to get our equipment ready for the 2003 flying season. Our stuff has been languishing in storage through the winter and should be given a thorough check before committing aviation.

The first item on the agenda should be batteries. It is a good idea to cycle batteries at least three times to make sure that they deliver rated capacity. Every battery that I have ever checked delivered slightly more than its rated capacity. Usually from 25 to 50 mils more. Any battery that delivers less than rated capacity is suspect, even if it only falls slightly short, and should be replaced.

The wiring harness should be checked for abrasion or other damage. The switch harness should probably be replaced if it is over a year old and has been flown a lot. I have lost three airplanes to switch harness failure over the years. The receiver antenna should be checked for abrasion where it exits the fuselage. All wiring should be checked for the dread black wire disease and general condition. A vibration of 10,000 cycles per minute can do serious damage to servo leads.

The control linkages need careful scrutiny. Be sure that all metal clevises have a jam nut and that the jam nut is tight. A loose nut will allow the clevis to move on the threaded rod until the threads wear to the point where the clevis can be pulled

from the rod. Not a good thing on elevators or ailerons. I use HAYES clevises for this reason. The cable in pull-pull systems should be checked for fraying.

Give the servo mount system a close look. When wooden servo trays or rails are used, the glue joints should be closely inspected. A firm landing will cause the fuselage to deflect, and servo tray or rail glue joints seem to be the first to fail. While you are looking at the servo area, be sure that servo movement is smooth and linear, with no dead spots or jumpiness.

Check all engine mounting bolts and prop nut and make sure that everything is secure.

Check the engine bearings for smoothness. Rock the prop back and forth slowly and see if you can feel any roughness in the bearings. Any tiny roughness that you feel, the gritty kind, means that the bearing will be shedding more and more metal particles as run time increases. These metal particles will circulate through the engine, and everything that happens as a result thereof will be BAD. If in doubt, change the bearing. It beats the heck out of replacing an engine. 90% of the mechanical trouble I have ever had with engines has been due to bearings. The problem is not always rust. The engines of today are delivering enormous power at relatively low RPM. This combination beats bearings to death.

Give the airframe an inspection for any undetected damage, and you are ready to fly.

Good luck and see you at the field

Tom

SPA BOARDMEMBERS

The SPA board mailing list has 11 members. Ten of the above are "voting" members, George is our reporter or newsletter editor and covers board meetings for the press.

"Bruce Underwood" <bunderwo@hiwaay.net>

"Ralph Jones" <ExMercury@comcast.net>

"George Truett" <gltruett@aol.com>

"Jeff Hannah" <jahannah@peoplepc.com>

"Mickey Walker" <mickeywalker@mindspring.com>

"Roy Thompson" <ret55@bellsouth.net>

"Ed Hartley" <roho@rcpattern.com>

"Ron Reed" <ronpat@mindspring.com>

"Steve Byrum" <spbyrum@hiwaay.net>

"Tom Atkins" <t2a@mindspring.com>

"Terry Carlson" <terry14@bellsouth.net>

PERRY TRADE SHOW

The Senior Pattern Association will be represented at the Southeastern Model Trade Show in Perry, Georgia on Friday, February 28th (5-10PM) and Saturday, March 1st (7AM - 5PM). Make it a point to come by and visit with us. We will have several SPA models on display as well as Information Brochures and the new pattern maneuver descriptions.. There will also be a raffle of a T2A kit.

We will be located at tables 104-107 in Heritage Hall, National Fairgrounds in Perry. For additional information contact Ron Reed at (770) 321-6118 or email at ronpat@mindspring.com.

From the Secretary

By the time we all read this, the Southeast Model Show at Perry, Georgia will have been another success. The SPA uses the show to advertise. In past years, we've successfully spread the word that pattern can be fun, inexpensive, and relatively low stress. While we have never recruited new members in droves, our presence in Perry adds to public awareness.

The season begins in Cullman on April 26-27. Our contests will be different in a couple respects this year. First, the contests for season championship points are limited to contests designated by the SPA Board of Directors. Because we will host the Masters September 20-21, our contest will be a non-points contest. This will be a temporary arrangement. The Board decided that, if a club hosts a regular contest and the Masters, then their regular contest that year would be non-points. The second difference is our handling of the SUN. We won't be having one this year. Actually, I'm conceding that the sun beats me every year. I always have a pilots' meeting at 9:00 and we never fly before 10:30 because of the sun. This year, the pilots' meeting will be at 10:00 and we'll fly at 10:30 as always. My hope is that we'll allow some pilots to save the cost of one night in a motel by giving them time to get up early Saturday morning and drive over in time to fly. Otherwise, we'll have the same great time we always have hosting the SPA.

Sources of planes. I'd like to remind everyone that I have a number of different plans for SPA planes. Mickey also has many more. All our planes were designed nearly 30 years ago. Most kits are unavailable. If you're cleaning out, PLEASE do not throw plans away. Bring them to a contest for Mickey or me, or contact one of us to see if we need them. We're going to have to preserve these planes ourselves. One of the continuing criticisms of SPA is that we all fly the same few planes. In many cases, this is an excuse not to participate. The reality is that information on planes many of you flew years ago has been lost and cannot be retrieved. Help us preserve what we do.

Steve Byrum

RESOURCE LIST

Relating to the adjacent article by Steve Byrum, here is a list of resources for SPA legal kits and plans that you may find helpful.

Zimpro Marketing (865)482-6188
Daddy Rabbit & Panser kits

Hobby Ent./Mini Craft of FL
Bill Larue (800)282-8244
Custom kits cut from original plans

Bridi Aircraft Designs (310)326-5013
Kaos, Dirty Birdy, Sun Fli kits
(We've heard a rumor that he is going out of business once his current inventory is gone.)

Model Airplane News
Offers plans for the Atlas, Crusader, Curare, Mach I, Orion, Cutlass, Eye ball, Flea Fli, Corsair Mk II, Sweetater, Ragnarok, New Orleanian Jr., Migi-Ball, Marabu Mk II, Gator Flea, Comptaur

Pyramid Hobbies (877)435-9866
World Models ARF A-6 Intruder and expects to have his version of the ARF Curare by the start of the contest season.

RCM
Plans for Thunder Stormer, Dart III, Encore, King Altair, Sweek, Sun Fli III, Tornado 88, Sun Fli IV, Beatnik, Ill Perfection, Kaos, Rapier, El Gringo, Magic Dragon, Vulcan, Don Juan II, Mr. Slick, Morris HF, Tiger Panzer, Mura, Texas Twister, Super Kaos, Phanton, Miss Norway, Super Kaos Jr., Avanti, Belaire Mk 2, Star Trek, Dirty Birdy, Thunder Panzer

The above are all listed as pattern planes. They have sport designs which may be suitable as well. This list was taken from the most recent catalog that George has. The plans may or may not be available for a particular plane.

*Flying may not be all plain sailing,
but the fun of it is worth the price.*

Amelia Earhart

DOWNGRADES = UNIFORMITY IN JUDGING

There has been a lot of talk regarding uniformity in judging our maneuvers. Everyone is seeking the proper downgrades to be applied by every judge and for every hopeful pilot.

Seeking credible input regarding this subject, your Public Information Bureau sought remarks from one of our most experienced members.

Prior to sharing these suggested “downgrades” let me qualify the credentials of my source.

The following downgrades are suggestions from SPA # 23, Darrell B. Kampschor of Augusta, Georgia. Mr. Kampschor began modeling in Korea while in the Armed Forces flying control line airplanes. He has been into RC flying for 38 years having started with Radio Control in Lubbock, Texas in 1965. He has CD’d contests since 1982 and obtained the highest level available, LEVEL ONE, while a member of the US Pattern Judges Association. Mr. K has entered 3 National contests as a contestant and acted as Advisor (USPJA) to National Society of Radio Controlled Aerobatics Board meetings held during Nationals.

Darrell designed six pattern models, provided kits for 3 of them. He has flown competition in SPA contests since its inception.

NOTE: Study the following carefully as the author says, “there are several errors in the “downgrades” on purpose to see who reads and comprehends them.” He refers to these as his “first draft”.

MANEUVER DOWNGRADES

General:

Downgrades are not defined for each maneuver, but for the elements of all maneuvers where applicable, e.g., all maneuvers consist of more than one element. All airborne maneuvers are judged as to centering and straight flight of 50 feet before and after each maneuver. Deviation of path (pitch or heading) - 1 point for each 15 degrees. Centering—2 points for each 1/4 of maneuver offset. A noticeable defect—1 point; a severe defect—3+ points. Inappropriate positioning and size of maneuver is also to be considered (realism in flight).

Take-off (completed at 6 feet)

1. Model does not stand still -2
2. Retouches ground after becoming airborne -2
3. Climbs at too steep an angle -1
4. Gallops in altitude during ascent -1
5. Deviates from heading (-1 pt/15 degrees)-1+

Lines

1. Unequal lines (vertical/horizontal) -1+
2. Absence of line before or after maneuvers-2
3. Deviation in trajectory/path of line -1+
4. Exit line not at same altitude as entry -1

Loops

1. Unequal radius (1/4, 1/2 & full loop) -1-3
2. Interruption of circular flight -1
3. Minor drift from vertical plane -1
(severe drift -2-3)

Rolls

1. Variation of rate -1+
2. Poorly defined start/stop -1 (ea.)
3. Not centered in line (one roll) -1
4. Unequal time in point/roll -1+
5. One or more points not visible -5+

Stall Turns (may stall in either direction)

1. Radius of turn exceeds 1/2 wingspan -2
2. Radius of turn exceeds 1-1/2 wingspan -4
3. Path not vertical prior to stall -1
4. Airplane flops forward or backward -5

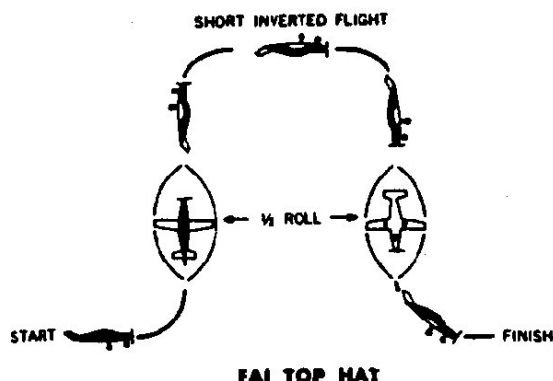
Snaps

1. Poorly defined start/stop -1
2. No break in attitude/flight path -2
3. Barrel roll (rolls on axis) -10 (0)

Anyone recognize this young flier? Here’s a few hints. This photo was in the April, 1974 Model Airplane News, taken at the Tangerine and there is a connection to a current SPA



Example of Application



Downgrades:

- | | |
|---|----|
| 1. Straight flight not 50 ft. | -1 |
| 2. Roll not centered in vertical | -1 |
| 3. 2nd 1/4 loop not same radius as 1st | -1 |
| 4. Straight inverted flight ascending +15 degrees | -1 |
| 5. Descending leg not same length as first | -1 |
| 6. Roll not centered in descending leg | -1 |
| 7. 1/4 loop not same radius as 1st | -1 |
| 8. Legs not same length | -1 |
| 9. Exit not same altitude as entry | -1 |
| 10. Maneuver 1/4 off center | -2 |

Total -10

SCORE—Zero 0

From The Chairman Of The Board



Mickey Walker

Well here we are starting a new year. I am looking forward to working with our new editors. We are very fortunate to have people like the Truetts to come in and take on a job like the newsletter. We are also happy to have them in Chapter #1 also. Just last

night I attended a meeting of Chapter #1. We are going to reorganize #1 after being inactive for a couple of years.

Back two years ago some of our people thought we did not need chapters in the SPA. At that time, we stopped having meetings. Well, I can

tell you for sure these same people now know they were wrong. We certainly do need chapters.

Our ex president Ron Reed called this meeting and he is the head honcho of Chapter #1. We had, I believe, 12 people at this meeting. Several more key members could not attend for various reasons, We will have more at the next meeting. I will not go into detail as to what was discussed because another article will be in this newsletter and covers this. I hope some of the other chapters around will take notice and start meeting regularly.

OK the election is over. We have rules and patterns for the next 2 years so lets get behind our leaders and have a great year.

Mickey

Awards for ANY Event



Cass Underwood's TOP NOTCH Trophies

Reasonable Prices Guaranteed Quality
Guntersville, Alabama (256)582-0606

cass@localaccess.net



How about this old timer? No, it's not the same T2A

2003 Events Calendar

Cullman
Huntsville
Knoxville
Hotlanta
Cave Springs
Montgomery
Masters-Cullman

April 26 & 27
May 17-18
May 31-June 1
July 26-27
Aug. 2-3 or 9-10
Aug. 16-17 or 23-24
Sep. 20-21

IT'S YOUR NEWSLETTER

What type of articles do you want to see in *your* newsletter? Of course, we will always report on contests, elections and all the usual important stuff, but would you like a regular "How To" hints and tips column? How about a series of SPA member profiles? Maybe a revisit to construction articles on past pattern designs.

Have any of you ever seen the PAMPA Newsletter? It's an extremely elaborate production (way beyond our current capabilities), but may have some ideas that you would like to see here.

Just pass your ideas and suggestions along to George and he'll be glad to try to incorporate them.

SPA CHAPTER #1, ALIVE AND WELL

Some 14 members of SPA Chapter #1 met in Marietta, Georgia on February 17th. This meeting was held to RE-START the first chapter formed under the Senior Pattern Association guidelines. We have not been very active over the past year or so but plan to get back into the swing of things.

Our goal is to promote fun and fellowship through friendly competition and fun flying. While we are doing this we plan to become more familiar with the SPA Judges Guide as well as train our Chapter 1 members as judges. We have a member base of 28 current SPA members with the majority of them being competition flyers.

We encourage other chapters to get involved with the training of judges. This will provide a forum for discussion of each maneuver which will lead to consistent judging throughout each contest, as well as making us better competition flyers.

Looking forward to seeing many of you during the upcoming contest season,

Ron Reed
Director, SPA Chapter #1

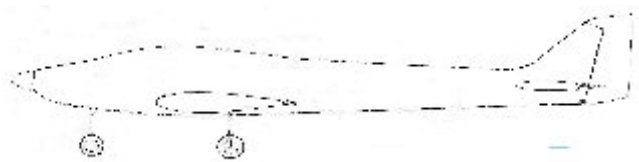
Kits by

George Truett

(formerly Aztec Airplane Factory)

We offer 6 SPA Legal Kits

Tom Atkins' T2A



Jim Kirkland's A-6 Intruder

The Patricia

The Equalizer

Tanglefoot

New Orleanian

Call (770)592-4676
E-mail gltruett@aol.com

2003-2004 SPA SCORE SHEETS

NOVICE

1. TAKEOFF (U)
(DOWNWIND TRIM PASS)
2. STRAIGHT FLIGHT OUT (U)
3. PROCEDURE TURN (U)
4. STRAIGHT RETURN FLIGHT (D)
5. 3 INSIDE LOOPS (U)
6. 1 AXIAL ROLL (D)
7. IMMELMAN TURN(U)
8. STALL TURN (U)
9. TRAFFIC PATTERN APPROACH (U)
(TURN AND FLY BY FOR LANDING)
10. LANDING PERFECTION

SPORTSMAN

1. TAKEOFF (U)
(DOWNWIND TRIM PASS)
2. DOUBLE STALL TURN (U)
3. 3 AXIAL ROLLS (D)
4. 3 INSIDE LOOPS (U)
5. SLOW ROLL (D)
6. IMMELMAN TURN (U)
7. CUBAN EIGHT (U)
8. HORIZONTAL EIGHT (D)
9. 1 REVERSE OUTSIDE LOOP (U)
10. SHORT INVERTED FLIGHT (D)
11. 3 TURN SPIN (U)
(FLY BY FOR LANDING)
12. LANDING PERFECTION

EXPERT

1. TAKEOFF(U)
(DOWNWIND TRIM PASS)
2. RUNNING EIGHT (U)
3. 3 AXIAL ROLLS (D)
4. LOOP WITH 1 1/2 SNAPS (U)
5. 4 POINT ROLL (D)
6. FIGURE "M" WITH 1/2 ROLLS (U)
7. 8 POINT ROLL (D)
8. TOP HAT (U)
9. SLOW ROLL (D)
10. DOUBLE IMMELMAN (U)
11. REVERSE CUBAN 8 (D)
12. REVERSE SPIN (U)
(FLY BY FOR LANDING)
13. LANDING PERFECTION (U)

Pilot _____ Contestant # _____

Round _____ Judge _____

Compliments of the Senior Pattern Association

IN AVIATION HISTORY

On September 25, 1918, Eddie Rickenbacker engages seven German planes in a dog-fight; he will win the Medal of Honor for his performance in the encounter and by war's end, his kills will total 26.

Senior Pattern Association Membership Application

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

Mail to: Membership Dues \$20.00 Make checks payable to Senior Pattern Association
Steve Byrum
1326 3RD St. SE
Cullman, Alabama 35055

INTRODUCING YOUR NEW EDITOR

As this is the first edition of the newsletter that George is editing, he thought you might like to know a little about him. He grew up in Tallahassee, Florida. He spent 21 years in the Air Force traveling the world as a Loadmaster and Flight Engineer on the C-141 and the E-3. George retired to Florida a few years ago where he and Tammie, his wife of 22 years, ran their own scuba diving business. Then Tom Atkins (bless his heart!) told George about a job opportunity in Atlanta and here he is!

As far as George's involvement in the hobby is concerned, that goes way back (except by SPA standards). He began flying control line at age 6 and RC at age 10. He has been involved in all aspects of RC, including jets, helicopters, pylon racing, cars and boats. And the faster, the better to George. He also has, or has had, interest in stunt kites, pyrotechnics, competition pistol, skeet and trap shooting, and high powered rocketry.

A couple of years ago, the desire for a fast pattern type plane to sport fly led to a call to Tom Atkins. Tom had no interest in making any more kits but offered to loan the molds in return for a fuselage. One thing led to another and before long George and Tammie's workshop became the new home to a Vintage Pattern kit business.

George welcomes your input and suggestions for the newsletter and looks forward to the coming SPA year. He may be reached via e-mail at gtruett@aol.com or snail mail at 3006 Old Virginia Trail, Woodstock, GA 30189.

Introduce a Friend to SPA

Spend a few moments with a few flyers at your local field. Get them to try the Novice pattern and see how they like it!

You will be surprised how many will become interested. Maybe at a later time, they will join!

George Truett
3006 Old Virginia Trail
Woodstock, GA 30189

