



The SENIOR PATTERN ASSOCIATION

News Letter

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If you like the old way, stay in the SPA

THE PRESIDENTS PERSPECTIVE



It is absolutely amazing how rapidly the years “zip” by, then you’re surprised by the revelation that all of a sudden, you’ve become a SUPER SENIOR. That’s a plateau in a modeling career that always seemed to me “unreachable” or in the “far distant future”, reserved for the few in this sport/hobby endowed with knowledge, talent and abilities that made us younger aspirants hold them in the highest esteem.

These guys know all there is to know about this sport/hobby. They’ve been through everything on the modeling menu.

I am reminded now that I have attained this age....of the funny stories I have related down through the years relating to age. Such as, “the older I get, the noisier I get”.

Joints not only ache when I exercise them nowadays but they emit a sort of sound we used to get when running a fingernail across a blackboard. (Ouch).

The single vision lenses of my 40’s era, have now become tri-focals that force one to hold his head in some unique looking positions while trying to select the lens that suits the particular occasion.

With the aforementioned in mind....I realize more fully today than ever, that our Super Senior participants put forth far more effort to compete in our Sport/hobby, than many realize. It is a sincere honor

and really distinct pleasure to now be among the circle of Super Seasoned Seniors.

I could relate incident after incident in just the first half of this season alone that has impressed this “new-comer” to the SS ranks. One of the efforts deserving far more than just “honorable mention” was that of SPA # 23, Darrell Kampschror....who drove that 7 to 8 hour journey from Augusta, GA to Cullman, AL to be a part of Steve’s initial contest of this season. I think Editor George has a photo of DBK and his colorful airplane in this issue that was shot at Cullman. This is just an example of folks associated with this game, that despite physical handicaps, continue to honor our organization with presence, prudence and participation. I sho am glad to elbow with folks of this caliber!

There’s a world of good stuff in this issue of the SPA Newsletter....enjoy, and please share any input requested by George with him for inclusion in future editions of the publication.

Looking forward to “diving” into the second half of the season with Hotlanta, Montgomery and then the Masters in Cullman. Let’s go burn some fuel .

Best to all,

Bruce Underwood

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Bunderwo@hiwaay.net

From the Vice President

Hi Guys,

In a previous article I mentioned that differential travel in elevators would create trim problems that could possibly make a good flying airplane a dog. I would like to expand on discussion because I have just had to retrim my T-2-A after banging it around first time out this year.

When I dorked my airplane, the elevators took a hit that bent the horn and made the right elevator higher than the left. I straightened them as well as possible on the bench but when I flew the airplane the right wing would drop just a teeny bit on all the pulls. This could be caused by a heavy right wing or elevator misalignment. Since the wings were previously perfectly balanced, it was almost surely the elevators. To confirm this, the airplane was rolled inverted and pushed into an outside loop. The wing on my right dropped, but it was actually the airplane's left wing. This confirmed that I had an elevator alignment problem. Tweaking is in progress.

This condition has to be sorted out of three major trim processes. These three are; lateral balance, rudder trim and elevator rigging. I usually start my trim process by attacking rudder first. To get the rudder close, the airplane is pulled into a vertical climb, squared away, and watched to see which way it goes. When rudder is trimmed so that the vertical climb tracks well, you are close with rudder.

The next step is lateral balance, getting the wings balanced. I discussed this in an earlier article, so I won't bore you again with the details.

Once you have rudder and lateral balance close you can start refining the trim process to maximize the airplane's performance. The most difficult trim problem to identify can be a small elevator misalignment. To check this out, do a series of pulls from upright. See if a wing drops. Next, do a series of pushes from inverted and see if a wing drops. If the elevators are causing you a problem, the same wing will drop relative to YOU. This means that on passes from right to left the wing away from you, or the wing nearest you will drop on both the up

right pulls and the inverted pushes. In actuality, it will be opposite wings when pushing and pulling, and this is the key. A little tweaking here will work wonders.

A long time ago a friend named Bruce Underwood and I were flying control line airplanes together. Bruce's airplane flew with the outboard wing low when upright and outboard wing high inverted. The airplane had flaps and I recommended that Bruce tweak them. This would be done by raising the inboard flap and lowering the outboard flap. The science behind this procedure is sound, but we didn't discuss the magnitude of the tweak. When Bruce took off on the flight following the tweak, the airplane rolled toward the center of the circle and destroyed itself. I wonder why no one ever listens to me any more.

Keep the canopy side up.

Tom

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From The Chairman Of The Board



Mickey Walker

I have put a lot of thought into what I am about to say. I do hope when you read it you will understand how I feel.

I first want to make it clear that I am not mad with anyone, nor do I have hard feeling with anyone. But I feel it is time for me to stand back and let our officers make the decisions for the future of the SPA.

I am sending a copy of this letter to Bruce and I ask that he put me on inactive status as Chairman of the Board.

I will not get into any more of the petty arguments and express my opinions any more. At our last Chapter #1 meeting, during a discussion, I made a comment and was told by one of our members thatr did not agree with what I said that everyone knew I was always right. Well, he is entitled to his opinion, but I do not want that reputation.

My final words are to say that the SPA has changed from what I had in mind when I started it. Maybe changed for the better in some people's eyes.

Firstly, it is way too competitive now. When we started, you could compete with a Kwik Fly, a four channel radio and K & B .61 engine for about \$350.00. Try that now in the Expert Class, or even Sportsman.

We keep voting in different patterns to make it more difficult to compete and change the rules to make things different than they were in our time period. The straw that broke the camel's back was passing the rule to allow a maneuver from 1980, when our cutoff is 1975. This should never have been allowed to come to a vote.

Well, there is a lot more I could say, but I think you get the idea by now. I will not resign from the SPA, but just be a regular member and try to keep my ideas to myself.

Thanks for the memories.

Someone say "Contest judging is not always perfect?"

by: Allan J. Worrest Lincoln, NE SPA 201

Contestant judging doesn't get rid of favoritism or the perception of favoritism if all the contestant judges are locals. I've experienced this recently. For me the perception of favoritism is reduced if a different set of judges is used for each round. This probably requires non-contestant judges. A better solution is to have non-locals do some of the judging.

The major drawback of using contestant judging exclusively is that it harms pattern in localities where pattern is not prevalent. To put on a pattern contest requires the support of the entire club or at least the acquiescence of those who don't give a darn. Non-contestant, club judges become pattern supporters. While a contest can use the services of non-competitors for registration, score keeping, cooking, etc., judging is the best way to turn the non-competitor into a contestant. If the club environment is such that the club expects it members to work at its contests, there is no problem in getting club judges. In fact people are hurt if they aren't asked to judge. I've had more success in getting a new person to judge than in getting him to fly as a contestant.

Having said all this, I'll concede that contestant judging, if drawn from the entire contestant pool, is more accurate and fair than using club judges. But contestant judging does nothing to promote the sport. I'm willing to put up with imperfect judging if it means the club will continue to hold pattern contests in the future.

Allan Worrest

2003 EVENTS CALENDAR

Hotlanta	July 26-27
Montgomery	Aug. 30-31
Masters-Cullman	Sep. 20-21

From the Secretary

Some of you know that I experiment with the equipment in my planes. I've used a pair of JR 8231 digital servos in my Daddy Rabbit for at least three years. These servos are hard on batteries. They center constantly, drawing more idle current than an analog servo. The trade off is that they are very strong and center very precisely. My plane goes exactly where I tell it to go and stays where I put it. (Those of you who have judged me know that these are not always good things for me.) The result has been a search for a battery that will feed these monsters.

Last summer, I tried a 2000mah nimh pack. After several successful weeks, I went to Cave Springs without the nimh charger, but with a nicad as a backup. Late on Saturday, I found elevator trim changing on every pass. I checked battery voltage and found it surprisingly low. I blame the battery and put the nicad in on Saturday night. I flew the nicad pack the rest of the reason. I blamed a bad battery pack.

This Spring, I put a new nimh pack in the plane. I immediately had the same problem. During the third flight of any day, I'd have to constantly adjust elevator trim. I decided nimh batteries may not have enough punch to drive the digital servos. I put in a lithium ion battery with a regulator. At this point, some of you may have begun to calculate the cost of this experiment. I've got two servos over \$100 each, a \$35 battery and a \$35 regulator. On the third flight, I had to adjust elevator trim constantly.

I replaced the digital servos with a pair of JR 4721s. Yesterday, I did not have to adjust trim once the initial trim was corrected. The moral of the story is experimenting can be fun, frustrating and expensive. It's good to know what you've learned at the end of the experiment. I have learned that digital servos are not necessary for SPA competition. Expensive battery setup are not necessary for SPA competition. The desire to learn new things enhances the enjoyment of my hobby.

Steve Byrum

ANNUAL POINTS CHAMPIONSHIP (2 contests-RCRC, KCRC)

NOVICE

1.	Robbie Walker	25
2.	Jake May	13
3.	Carl Sten	11
3.	Mark Crabtree	11
4.	Scott Anderson	9
5.	Tony Coberly	8
6.	Mark Crabtree	7
7.	Warren Tomme	6
8.	Bill Starnes	5
9.	Berry Roper	4
10.	Don Eiler	3
11.	David Johnson	2
12.	Jim Oliver	2
13.	Vic Koenig	1

PRE-SENIOR SPORTSMAN

1.	Joseph Clemons	9
2.	Randy Roberts	6

SENIOR SPORTSMAN

1.	Ken Hardin	14
2.	Phil Cope	7
3.	Joe Holton	5
4.	Don Peck	5
5.	John Gauzby	3
6.	Bob Bixby	1

SUPER SENIOR SPORTSMAN

1.	Ken Nix	8
2.	Phil Spelt	6

PRE-SENIOR EXPERT

1.	Sid Austin	11
2.	Cass Underwood	11

SENIOR EXPERT

1.	Jamie Strong	12
2.	Keith Watson	5
3.	Mike Wingo	3

SUPER-SENIOR EXPERT

1.	Bruce Underwood	14
2.	Ben Oliver	8
3.	Ed Hartley	5
4.	Dennis Hunt	3

Submitted by Terry Carlson

Streaming Videos

Those of you with internet connections may have seen the streaming videos of our Knoxville contest on the web site. When you get to the video page you will see the following:

56K modem dial up (file size 3,987kb) [Click Here](#)

Dual ISDN Connection (File Size 7,206kb) [Click Here](#)

Cable Connection or better (File Size 25,634kb) [Click Here](#)

The larger the file you download, the better the quality. You may save the videos on your hard drive from your Windows Media Player or you may right click on the "Click Here" and then "Save Target as". If you want the best quality and can stand the download time. The 25,634kb file is by far the better one.

The movie was taken with a JR60 Cannon digital camera. I used Pinnacle Studio Eight software to edit and create the three media files. It is a very nice piece of video editing software.

I plan on taking a few shots at each contest that I can attend. If you have any questions, email me at roho@rcpattern.com.

Great health and flying!
Ed Hartley



Sid Austin and A-6 with Jim Kirkland's original photo. Note Sid's pose is identical to Jim's in the photo to Sid's left.



Mrs. Nancy taking food orders.



CD Ken Nix calls them to the line.



Old Glory and RCRC flags respond to 30 MPH winds.



Mike Wingo - 7th season for Intruder.

My First SPA Event

The 2nd Annual RCRC SPA Championships, held May 17-18 in Huntsville, was my first entry into the gladiator arena of SPA pilots. I went to the field with my Intruder Friday morning to practice and was greeted by this nice Super Senior Sportsman Contest Director Ken Nix, who proceeded to talk me into entering his class and showed me how to fly the maneuvers. During my practice flying, as Ken is helping me fly, Prez Bruce Underwood arrives from Guntersville and proceeds to trim my plane and continue *trying* to improve my flying.

Hey, this is great. I've got the CD and the President of the SPA helping me and we haven't even started the contest! Let's use that last sentence and the hospitality, expertise of the hobby, friendship, meeting of old and new friends as my main topic of discussion.

My impression of *this* SPA organization, after participating at my first event, is one of the most positive activities I have ever attended. I will use the adjective "*this*" organization, as I have only financially supported SPA in the past as a member, until entering this first contest.

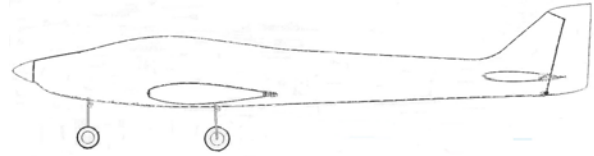
As you probably know, AMA has bestowed upon SPA the title of "Special Interest Group". However, I think the SPA really stands for "Special People Association." *This* organization will survive the same type of "ten year downsizing" and typical "we ought do this and that", as every band parent club organization I ever worked with as a band director.

The main thing is, you have the desire to support the reason you exist as an organization. The beauty of aerobatic flying, will force aside anything that interferes with one's continued enjoyment of that flying experience. I witnessed the force of this take place in my SPA awards presentation Sunday in Huntsville. I boldly spoke out to my pilots in the meeting stating this is my first contest. "I see, hear and hope I speak no evil. Everything I saw and experienced at my home RCRC SPA Contest should receive great reviews. The best is yet to come for SPA. See ya'll is Knoxville."

Regards,
Don Peck, SPA 183

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George Truett (formerly Aztec Airplane Factory)



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FROM THE EDITOR

First we would like to thank everyone who submitted an article for this newsletter. After our call for ideas in the last newsletter we received a single response. Thanks again to Ed Hartley for some great tips on how to fill 8 pages.

On a less pleasant note, there has been quite a bit going on in the SPA some might not know about or understand. Those of us who frequent the internet tend to forget quite a few of our members are not online and miss out on the latest news.

As a result of Mickey's resignation, some comments were made in various places, some positive and some accusing. When I first heard about the SPA it was in the early 90's. I immediately contacted Tom Atkins and bought a New Orleanian kit. Shortly after, I was transferred to Oklahoma and never built the plane. When we got to Florida a few years ago, not only was my airplane obsolete, everyone was now flying four strokes. Whether it was better for the SPA or not is up for argument, but it was not what I wanted. I understand Mickey's decision.

HOST Wid-da MOST ! K C R C

The field to be flyin' on this week-end was indeed----"The Most Scenic Flying Site in the South".

The tornadic winds of Saturday afternoon shut-down the action for awhile....not however, til most all had completed two full rounds of SPA aerobatic maneuvering in the skies above Melton Hill Park in Knoxville, TN.

11 Novice competitors were "nip & tuck" all week-end... 3 of the four rounds for some classes completed on Sunday with just light breezes from the North.

As always, congenial CD Dennis Hunt and his team of KCRC members saw to every need expedited with efficiency. Highlight of the awards ceremony was the special tribute to Lou Bixby and John Gausby who are celebrating birthdays at or near this contest date.... and wedding anniversaries of Phil and June Cope and Mama Jane and myself. (48 for us)....don't recall how many for the Copes but they were married at the field at a past contest.

Hunt and KCRC overlooks nothing....knowing the wind was gonna be light from the North this morning....resulting in much cooler temps....the CD furnished piping hot coffee for the contestants plus cookies and sweets as a breakfast condiment. Whatta good bunch. Like an old F---ch, er uh, California wine, KCRC's annual SPA Precision Aerobatic contest just improves each year.

Gosh, it was so good seeing so many happy faces, fellowshiping and doing what we all enjoy.... most of all....making *smooth passes* this weekend in Knoxville.

Can you believe, there was a Georgia pilot (5th in Novice) clad in an orange and white shirt and bright orange cap with a huge "T" right on the front of it? I've heard of "apple-polishers" before...but this one must have fallen off a crab (apple)-tree!

KCRC.....as contest hosts, you've retained your A+ rating.

Like 100 year old comedian and entertainer, Bob Hope said again this past week.....

"thanks for the memories".

Super Senior Expert

Bruce Underwood	3000	Guntersville, AL
Ed Hartley	2872	Knoxville, TN
Ben Oliver	2637	Knoxville, TN

Pre-Senior Expert

Cass Underwood	3000	Guntersville, AL
Sid Austin	1970	(flew 2 rounds) Cullman, AL
Jamie Strong	862	(flew 1 round) Prattville, AL

Super Senior Sportsman

Phil Spelt	3000	Oliver Springs, TN
Ken Nix	2868	Guntersville, AL

Senior Sportsman

Ken Hardin	3000	Vinemont, AL
Phil Cope	2933	Knoxville, TN
Joe Holdton	2793	Marietta, GA
John Gausby	2761	Glen Allen, VA
Bob Bixby	2370	Acworth, GA

Pre-Senior Sportsman

Joseph Clemons	1000	McEwen TN
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Novice

Robbie Walker	2981	Cullman, AL
Jake May	2965	Knoxville, TN
Carl Sten	2860	Knoxville, TN
Scott Anderson	2781	Knoxville, TN
Mark Crabtree	2716	Acworth, GA
Bill Starnes	2571	Kingsport, TN
Berry Roper	2549	Smyrna, GA
Don Eilor	2336	Knoxville, TN
David Johnson	2112	Knoxville, TN
Vic Koenig	1013	Grey, TN
Denny Evans	870	(flew 1 round) Knoxville, TN

In Aviation History

1935—Pan Am Clipper flights provide the first hot meals to be served in the air (I think they're still serving the leftovers!)

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

The Sixth Hotlanta Senior Pattern Championships!
July 26-27, 2003

Registration 7:30 Sat. Pilot Meeting 8:30 Sat.
Flying starts at 9:00 Sat. and Sun. Field open for test flying on Friday.
Open flying after contest Sat. and Sun.

Contest Director: Mickey Walker

3121 Northview Pl.

Smyrna, GA 30080

(770)435-8158

Email mickeywalker@mindspring.com

George Truett
3006 Old Virginia Trail
Woodstock, GA 30189

