



The **SENIOR PATTERN ASSOCIATION** *News Letter*

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Dedicated to the building,
Flying and Competition of
Vintage Pattern Aircraft

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NOV/DEC 2003

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

If you like the old way, stay in the SPA

ANNUAL - ELECTION - ISSUE

THE PRESIDENTS PERSPECTIVE



*"LOVE
the
SOUND
of
what's
coming"*

The original draft of this newsletter contained a two-page spread on "**Composites in RC planes**", but was subsequently deleted later (see George Truett story Inside).

This issue contains the ballot for Officers for the coming year on page 7 and was designed to allow the "tear-off" of that last sheet for completion, adding the meager dues payment of \$20.00, and returning right away in the *stamped & pre-addressed* envelope provided. Steve will, as in the past, tabulate the votes and post the "tally" on New Years Eve on the SPA Mail list. Thank you for your prompt attention to this and your' immediate reply.

2003 Points Championship totals are contained in this issue. Thanks again, for your' participation in SPA events this year. 2004 is gonna be the year we "accentuate-the-positive".

Bruce Underwood -SPA 15



Merry Christmas

&

Happy New Year

SPA

FROM THE VICE-PRESIDENT

Tom Atkins, Sr.

As my last official act as vice president of SPA I want to wish each and every one of you good luck and Godspeed for now and years to come.

Tom



Hope the "Big Guy"
fills your' stocking
with your' favorite RC goodies!

CASS and "MAMA JANE"

TOP NOTCH TROPHIES

TOP NOTCH TROPHIES

2044 O'Brig Avenue
Guntersville, AL 35976
(256) 582-0606
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Trophies for all events

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Desk Plates—Name badges

**TNT for all your awards
&
Engraving**

2003 MASTERS RESULTS

SUPER SENIOR EXPERT

Bruce Underwood 3000
Ed Hartley 2901
Ben Oliver 955

SENIOR EXPERT

Jim Ivey 3000
Keith Watson 2902
Jamie Strong 2858

SUPER SENIOR SPORTSMAN

Ken Nix 3000

SENIOR SPORTSMAN

Kenneth Hardin 3996
Joe Holton 3911
Jim Rogers 3782
John Baxter 3637
Bob Bixby 3310
Bill Marchant 3172

PRE-SENIOR SPORTSMAN

Randy Roberts 3000
Joseph Clemons 2928

NOVICE

Robbie Walker 3959
Scott Sappington 3953
Jim Fuller 3557
Jim Slocum 3487
Rhea Starnes 3370
Mark Crabtree 3348
Scott Anderson 3329

**Ron Reed SPA # 14
has reserved 4 tables for
SPA at the annual
Southeastern Hobby and Trade
Show in Perry, Georgia
-0-
Show dates in 2004 are
March 5 & 6
-0-**

**What Santa couldn't get in his
bag for Christmas, he carried
to the SE Trade Show in Perry, GA**

SUPER STEVE SHARES

Recently, on the NSRCA discussion list, Jim Ivey was earnestly seeking info on "how-to" calibrate his tachometer following a battery change. His post:

-----Original Message-----

From: discussion-request@nsrca.org <<mailto:discussion-request@nsrca.org>> [mailto:discussion-request@nsrca.org]

On Behalf Of jim ivey

Sent: Friday, October 24, 2003 7:17 PM

Subject: Tachometer

Ok time for another thread.

I just put batteries in my tachometer and I want to calibrate it. If I set it to sense a 2 blade prop and hold it to the florescent light bulb in the kitchen, what should it read. There are 120 pulses of light on 60cycles.

Why does it read 36. If I select a 3 blade prop it reads 23. WHY. What should I set it to read looking at this light?

Jim Ivey

In his traditional "get-to-the-point" reply, Steve Byrum replied:

I told my teenage daughter I had a meter that would tell how fast her lips flapped when she talks. I stood her under a fluorescent light in the shop and showed her my tach reading 3600. I then explained that if her mouth averaged 1" of movement each time it moved, her lips were running almost 35 mph. She was instantly suspicious and wanted to know how I did that. I told her it was science and meters.

She was not amused when I told her the truth several days later.

STEVE



See next issue

for

***SUPER
STEVE
SHARES***

*from his
GALAXY OF
KNOWLEDGE*

Good luck to the Truettts

On the front page of this issue, I referred to a two-page spread George Truett had authored for this issue on the use of composites in RC pattern aircraft construction. It had already been programmed as part of the Newsletter when on November 4, I received the following E-Mail from George (he had already mentioned that he MAY be having to depart his current domicile in connection with his job).

Cut and pasted from the E-Mail program :

Bruce,

It's official now, I'll be leaving the country on Nov. 30 for my new job with Lockheed-Martin. Please discontinue any kit ads. It will probably also be best not to print the article I wrote on composites. I will not be around to clarify any points (or defend my views). Good luck with the SPA.

George Truett

Lockheed-Martin has, without a doubt, gotten a "winner" in George on their team..... we're all aware of his good work and dedication to a quality product.

Good luck and Godspeed, George, we're already looking forward to your' return to the States and your' active status in SPA.

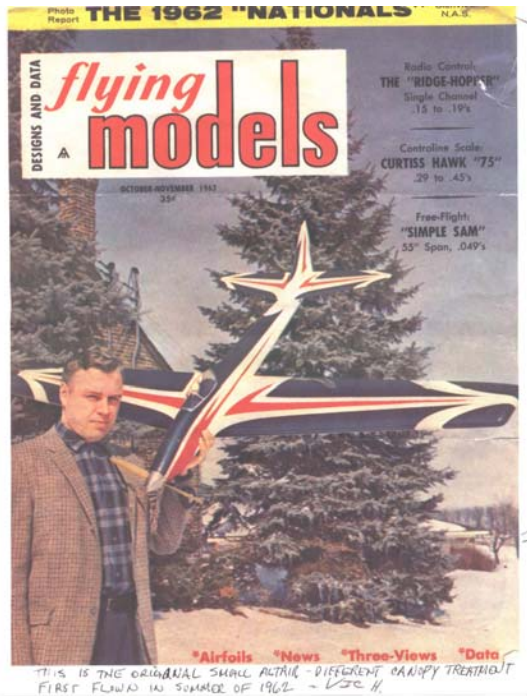
George and Tammy have been benefactors to SPA with their kit contributions at the annual Hobby Show in Perry, Georgia yearly with the proceeds from the sale and auction of same donated to the SPA treasury.

When you locate, George, please fire up the computer connected to the Internet and keep us informed.

LOCKHEED—MARTIN

attracts great folks !

**BEST of LUCK
George & Tammy**



DADDY-RABBIT “DANDIES”



Mike Riggs' new DR
Boise, Idaho

Vic Husak's—ALTAIRE-S- SPA—Legal

In July of 2002, Gerald Williams in Guntersville was in touch a number of times with Mr. Vic Husak of California regarding his ALTAIRE-S design, either a predecessor or followup of the sleek KING ALTAIRE which has been seen at many SPA contests the past few years since its' use by Jack Dunn, Rusty Miller and more recently by Coyote Joe Clemons and Ken Nix.

Plane: Altair

Designer: Vic Husak

Gerald Williams submitted to me a set of planform drawings of the smaller Altair. I have had the opportunity to view these and make any corrections necessary. The planform with my corrections noted are a fair representation of the Altair as best I remember.

The Year the Smaller Altair was designed and first flown: 1962 ✓

Signed Vic Husak : Victor J Husak
7/17/2002



DENNIS HUNT
ZIMPRO MODELS
shortkit beauty

GW had two sets of cores manufactured for the smaller ALTAIRES, he was kind enough to share the second set with me...his kindness was *before* his engine quit a long way downwind of the airstrip on an early “test” hop of his “S”, imparting a hairline crack along the wingskin which let itself be known on the ensuing flight at an altitude of about 150 feet.

S M A C K.....I detest that sound, don't you?

Invite a “flying buddy” to
join SPA

For LATEST updates and SPA
bulletins and discussions
join the SPA Mail list through
the SPA Website

<http://www.seniorpattern.com>



SNAPS—“a piece-o-cake” on my MAC !

This past season, one of the Expert maneuvers was the Loop with 1 ½ snaps and was the nucleus of lots of discussion. I encountered a post to the NSRCA maillist on November 5 by Don Ramsey, noted Texas F3A pattern pilot and Chairman of the NSRCA Judging Committee regarding proper judging of and definition of that maneuver.

First a bit of info about Don Ramsey:
He says.....

I started flying RC in the early 1960's, laid off for about 30 years and took it up again in 1993. I've flown pattern since 1995. In 1999 I flew Advance well enough to be District VI champion and finished 8th at the NATS that year. I've been Judging Committee Chairman for the NSRCA for the last 3 years. I just retired from Delta Air Lines as a Boeing 767 Captain. I'm 57 years old.

SNAPS

Snaps - A Snap is a simultaneous, rapid autorotation in the pitch, yaw and roll axis of flight in a stalled wing attitude. The following criteria apply:

1.. Since the maneuver is defined as a stall maneuver (initiated by a rapid stall of the wing induced by a change in pitch attitude), the nose of the fuselage should show a definite break from the flight path in the direction of the snap (positive or negative) while the track closely maintains the flight path. The track visualized as the path of the Center of Gravity (CG) should ideally follow the geometric flight path of the maneuver while the nose and tail autorotate through opposite helical arcs around the flight path. A snap that does not show a break and stall to initiate the snap, but does enter a stalled attitude during the maneuver is severely downgraded.

2.. If the stall does not occur and the model barrel- rolls around, the maneuver is zeroed. A barrel roll can be identified when the CG, the nose and tail scribe the same helical path through the required rotation of the maneuver.

3.. Snap rolls have the same judging criteria as axial rolls as far as start and stop of rotation, constant flight path through the maneuver, and rate are concerned.

4.. Snap rolls may be either positive or negative.

5.. If the model returns to an unstalled condition during the maneuver, such that the autorotation is not visible and the model rolls to complete the maneuver, it would be severely downgraded.

6.. Airspeed is not criteria which should be used to judge this maneuver.

As the wing of the model is stalled during this maneuver a significant decrease in speed may occur and is not a cause for downgrade. There are several things to notice about snaps. From #1 above, "the nose of the fuselage should show a definite break from the flight path in the direction of the snap." You make the call here. If you don't see the break, maybe it didn't happen. The last sentence in #1 says, "A snap that does not show a break and stall to initiate the snap, but does enter a stalled attitude during the maneuver is severely downgraded."

How about displacing from the line? Again in #1, ". while the track closely maintains the flight path. The track visualized as the path of the Center of Gravity (CG) should ideally follow the geometric flight path of the maneuver while the nose and tail autorotate through opposite helical arcs around the flight path." And, from #3, ".constant flight path through the maneuver ..." That's where I got the answer, "It should not displace significantly from the flight path for maximum points."

So, my answer would be, there would be a downgrade depending on the severity of the displacement but NOT a zero.

Don Ramsey

NSRCA Judging Committee Chairman
655 Guilford Park

Conroe, TX 77302 (that's just north of Houston)



Keith Watson isn't the only one with a 2-stroke powered COMPENSATOR. This one sounded like a ROSSI even before there was a ROSSI back in 78', especially after I drenched it with Marvel Mystery Oil.

ROHO



SCOTT SAPPINGTON

VP Nominee

BIO-PLATFORM

I grew up in Marietta GA and attended Marietta public schools graduating from Marietta High School in 1976.

Graduated from the Georgia Institute of Technology in 1982 with a BS Degree in Industrial Management.

Employed by Lockheed Martin since 1982.

Current position Production Control Senior Staff responsible for F/A -22 and C-130J Project Tooling and as a Business Unit Integrator for Meridian, Mississippi and Johnstown, Pennsylvania production facilities

Married to Toni Dale Sappington, 3 children, 3 grandchildren.

Flown model airplanes since childhood. RC since 1982.

My focus if allowed to serve the SPA as Vice President would be to return the organization to what it was intended to be: an outlet for fellowship, friendship, competition that is intended to be enjoyable. We all have so many other issues that complicate our lives, SPA should not be a complication. SPA should exist to allow each of us to improve our flying capabilities regardless of the level in an atmosphere of camaraderie. Competition should never be allowed to shift that focus. There are different organizations for different levels of competition. I believe that a consensus was reached at what I call the "Cullman Summit". The focus must return to what this organization was intended to be. As an officer it is a humbling responsibility to make sure that happens.

W. SCOTT SAPPINGTON

PRODUCTION CONTROL STAFF

MERIDIAN / LMAPI FACILITY COORDINATION

2003 High Points

CLASS	TOTAL	CONTESTS			
SUPER SR. EXPERT			PRE-SR. EXPERT		
Bruce Underwood	40	4	Cass Underwood	21	4
Ed Hartley	19	3	Sid Austin	11	2
Ben Oliver	16	4	PRE-SR SPTSMN		
Dennis Hunt	8	2	Joe Clemons	24	4
Darrell Kampschror	4	1	Randy Roberts	14	3
Jack Dunn	1	1	NOVICE		
SUPER SR. SPTSMN			Robbie Walker	51	4
Ken Nix	13	2	Jake May	24	2
Phil Spelt	6	1	Scott Sappington	23	2
SENIOR EXPERT			Scott Anderson	22	3
Keith Watson	29	4	Mark Crabtree	15	4
Jamie Strong	24	4	Rhea Starnes	11	2
Jim Ivey	12	2	Jim Slocum	11	3
Tom Atkins	7	1	Carl Sten	11	1
Marty Barry	5	1	Jim Oliver	9	2
Ralph Jones	3	1	Tony Coberly	8	1
Mike Wingo	3	1	Berry Roper	7	2
SENIOR SPTSMN			Jim Fuller	7	1
Ken Hardin	34	3	Warren Tomme	6	1
Joe Holton	23	4	Richard LeClaird	5	1
John Gausby	9	2	Don Eilor	3	1
John Baxter	8	2	David Johnson	2	1
Bob Bixby	5	2			
Phil Cope	7	1			
Jim Rogers	6	1			
Don Peck	5	1			
Tim Fielden	2	1			

“Happiness is a way station between too much and too little.”
Channing Pollack, American Author and Dramatist
(1880-1946)

Ballot—2004 SPA annual Election

Please complete and mail with \$20.00
annual 2004 dues payment to:

Steve Byrum—Sec/Treas.
1326 3rd St. S.E.
Cullman, Alabama 35055

(Remove this total sheet for convenience)

PRESIDENT—2004

Bruce Underwood () Write-in () _____

VICE PRESIDENT—2004

Scott Sappington () Write-in () _____

SECRETARY-TREASURER--2004

Steve Byrum () Write-in () _____

Please use the STAMPED and PRE-ADDRESSED envelope
for your \$20.00 Dues payment and completed ballot

SANTA CLAUS monitors the SPA Maillist
Join the E-Mail gang on the list

Senior Pattern Association Membership Application

Name _____ Date of Birth _____

Address _____ Phone () _____

City-State-Zip _____

AMA Number _____ Club affiliation _____

Membership Dues \$20.00 Make Check payable to Senior Pattern Association. Mail to:

Steve Byrum
1326 3rd St. SE
Cullman, Alabama 35055

Bruce Underwood
1412 Patterson Street
Guntersville, AL 35976

