



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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Precision Aerobatics - like the “good-ole-days”

THE PRESIDENTS PERSPECTIVE



At the time of this writing, I am “hunkered-down” inside my home in Guntersville, AL, one of the fortunate parts of my City and County with electric power on and available. It is Sept. 16, and the tropical depression IVAN is moving through N. Alabama just spreading damage and destruction in its path.

A decision was made by CD Dennis Hunt, Ass’t Ed Hartley and myself to call off the annual MASTERS contest planned for this week-end and reschedule for the week-end after the Auburn, AL contest. At the moment, I am reflecting on the brilliance of that decision by the KCRC gang. I am “backing-up” every few minutes knowing that at any time the power is going to be lost here in my section of the city.

It was a “great gesture” on behalf of Rick Helmke and Mike Hare of Auburn to offer to move the MASTERS to the Auburn contest when they discovered the weather dilemma. Mr. Dick Tonan, Contest Coordinator for District 5 AMA rapidly communicated with Steve Kaluf of AMA HQ and the new date for the MASTERS was approved.

It has been a pretty long spell since the Hotlanta contest was held, and I for one am eagerly looking forward to two (2) successive weekends of flying and fellowshipping. Let’s all please support the Auburn group with the “tune-up” contest for the Masters the following week.

Cards informing the total membership of the reschedule of the MASTERS contest in Knoxville were mailed by Steve just after the decision was made. Good job by Steve.

Rick and Mike are mailing brochures and flyers for the Auburn contest. Bring a flying-buddy with you to both contests.

Bruce SPA—15

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VEEP - VOCALS

by

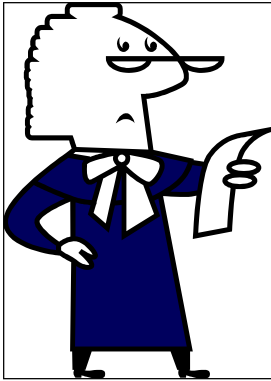
Scott Sappington

Greetings,

What a disappointment the MASTERS had to be postponed. Hopefully it can be worked back into everyone’s schedule. I commend Dennis and Ed for making a tough decision which as it looks now to be the correct decision. The bright side is that it will give all of us a chance to practice a little more. That brings me to my next point. Thus far this season the judging has proven to correctly place those who excel at our sport in the deserved positions. Practice is the key to accomplishing excellence. My hat is off to you guys who have shown that you are indeed the best in our sport. Bruce, Cass, Robbie, and Jon have shown through their dedication and hours of practice the result that should be. Kudos to the judging process and the age alignments that have really worked well this season. Looking forward to seeing everyone in Auburn and Knoxville.

God Bless

Scott



JUDGING—101

by

Tom Atkins, Sr

Hi All,

This month we will take a look at two rolling maneuvers, the horizontal roll and three (3) horizontal rolls. The commonality between these maneuvers is obvious.

A roll is defined as a 360 degree rotation about the lateral axis of the aircraft. A roll should begin with the wings perfectly level and end with the wings perfectly level. There should be no yaw or pitching during the roll(s) and there should be no change of altitude or heading. The rate of rotation should be scale like and constant. This is a vague definition, but there is really nothing in the rules defining roll rate other than the statement that maneuvers are to replicate those of full size aircraft.

The contestant should call maneuver "beginning now", fly 50 feet straight and level execute the roll(s) fly 50 feet straight and level and call

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"maneuver complete". For the contestants reading this, I recommend that a one second straight and level entry and exit be used. The 50 feet specified is impossible to determine and the one second interval will usually, at the speed our airplanes fly, be very close.

The most common error found in rolls is the rate of roll. Most commonly, it is too fast, but you will occasionally see one done too slowly. As stated earlier, there is no hard rule to judge by. The judge's preference will rule here as far as scoring is concerned. It is my opinion that the scores will be higher for roll rates that are a little slower and a little lower for roll rates that are a little faster.

As with other maneuvers, the altitude at which the maneuver is done is not a judging criterion, however it is easy to do this too high. My observation, again, has been that maneuvers done a little low will outscore those done a little high. Rolling maneuvers employ little or no pitching component and can be done at a relatively low altitude.

Best of luck. See you next time.

Tom



Who's this?? This airplane a midget version of one Mike Walker flew on circuit last season???

HOTLANTA 2004—July 24 & 25



HOTLANTA - a "10"

When a SPA pilot wears his "judging" hat....it is part of his duty to "pick-apart" a maneuver, deducting for errors and record the resulting score on his scoresheet. Sometimes however, it's just not possible to find any fault in execution to merit a deduction.....consequently he scribes a "10" for same.

The Hotlanta contest this weekend (July 24 & 25) was just that.....a solid "10"...comandered by first time CD John Baxter who was groomed for his position by none other than SPA's FOUNDER EMERITUS, Mickey Walker. Baxter was quick to respond to all his "good-job" sentiments from the crowd with "I didn't do it by myself, I had a stable full of good PCMA members who were so unselfish with their time and talents and all worked as a team, to fulfill the contest chores".

One can only recollect a rainy weekend last year with only one round completed due to Thunderstorms and Tornado watches and warnings in Hotlanta. What an improvement this year....with good strong winds from the SW to keep the temperatures bearable, six rounds of competition were flown. Just as the CD in the pilots briefing said were his intentions, pending weather cooperation. The weather DID cooperate and the contest started on schedule, proceeded on schedule and ended on schedule just like clockwork.

There were contests in every class and it just seems that "bad-luck" is a thing of the past...as I cannot recall anything even resembling a crash.....there were NO mid-air. The only bloodshed came from the 2nd and 3rd fingers of Coyote Joes' hand as a result of it coming in contact with a spinning APC prop. Fortunately, we think Joe's cuts were not deep enough to require stitches.

Gosh, judging from the laughing and "cutting-up", story-swapping and the like....I regret that I wasn't able to spread into parts and occupy a seat in every one of the sun-tents. Oh, speaking of sun-tents.....Jim Ivey (who just returned home to

Mableton, GA from the AMA Nats in time to get out his Daddy Rabbit and compete in SPA)...was the lucky winner of the EZ-UP tent which was one of the neat raffle prizes given in Hotlanta. Richard Witt of Cullman, AL won the neat Pro-Driver II from Radio South....and Berry Roper of PCMA carried home the \$100 gift certificate from Tower Hobbies.

The transition from AMA's Master schedule to SPA's Expert schedule is not as easy as one may think....all week prior, Jim Ivey (whose AMA airplane engine "flamed-out" on him 4 times at the NATS) had been flying a 3 turn INVERTED spin.....the SPA spin is UPRIGHT. Thank goodness, when the dawnlight sounded for Jim he still had a few feet of recovery room between his DR and Terra Firma!

I said to Jim...."you say your' AMA engine quit on you 4 times at the Nats?" He replied...." Y S".

Speaking of engines and transistions....Keith Watson, current Memorial Trophy Pilot...negotiated a purchase of a beautiful Daddy Rabbit complete with all goodies from Jim Rogers....and flew it Sunday after having flown a 2 stroke on Saturday. Local engine GURU Bill Collins, sitting with me watching Keith's first flight with the 4-stroke....remarked...."listen to that, he is throttling up almost immediately after throttling down on the reverse outsides....he is accustomed to the 2 stroke having to "wind-up" whereby the 4S transistions almost immediately". I listened closely, and sho nuff...that was the case. We all agreed that Keith is gonna fall-in-love with that 4 stroke....and may be retaining the Memorial Trophy another year as a result. Look for a good photo in this publication of Keith, Jim and Bill with the beautiful DR.

Scoring, concessions, absolutely NOTHING was lacking in Hotlanta. PCMA....you just couldn't have done any better. It was such a GREAT contest.....just wished weekends like this were twice as long.



FUN-FOTOS from HOTLANTA 2004

One of the most enjoyable highlights of the HOTLANTA contest this year was the announcement by CD Baxter that "lots of us are gonna congregate at this special Mexican-like restaurant just a few miles from the intersection of Hy 92 on Highway 41. We have reservations for about 30 beginning about 7:30 PM EDT.

As a result of the club officers asking who will attend early in the day Saturday at the field.....the estimate was just about as accurate as one could get....because, I counted 31 dining and fellowshiping with us at "El Nablos, or El Gringos" or whatever its' correct name. The food was spectacular and was so inexpensive, it was difficult to believe. Take a look at the photo below and just use your' imagination as to the connection between our CD and the Senora' pictured rubbing John's back while he was consuming Nachos and sauce.

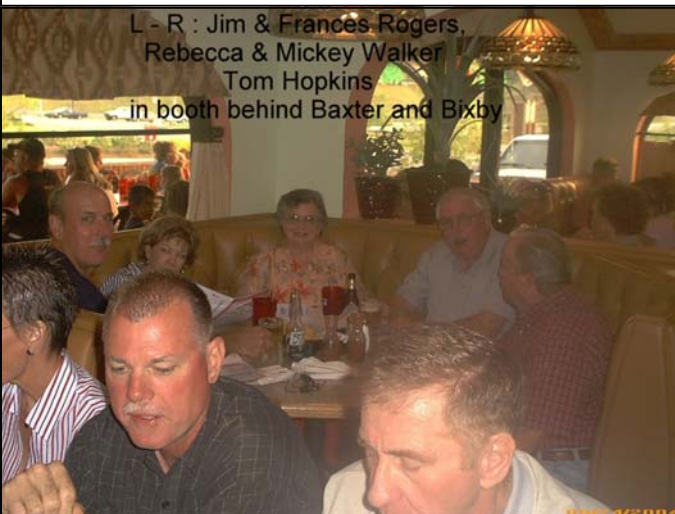
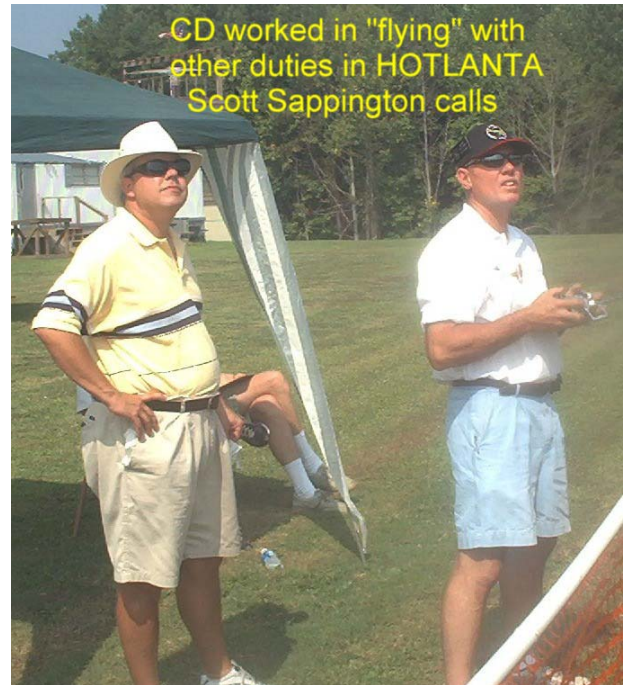
(Sigh)...makes a body want to fire off an application to AMA for a CD's designation, doesn't it????????????????????????????????



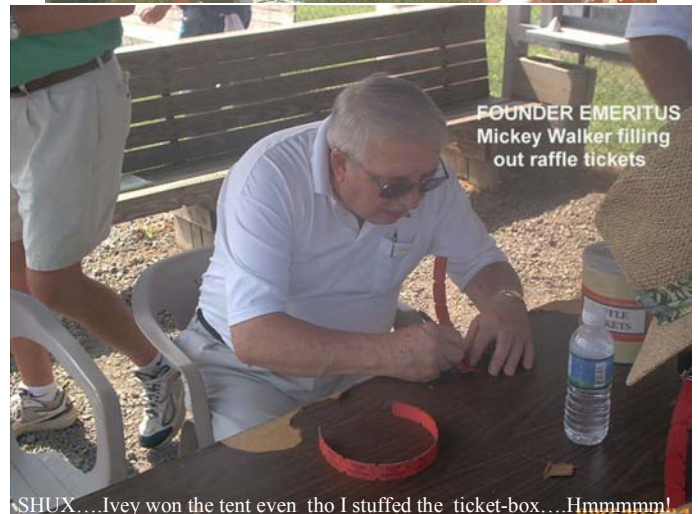
Mrs. "B" takes food order from Jim Slocum



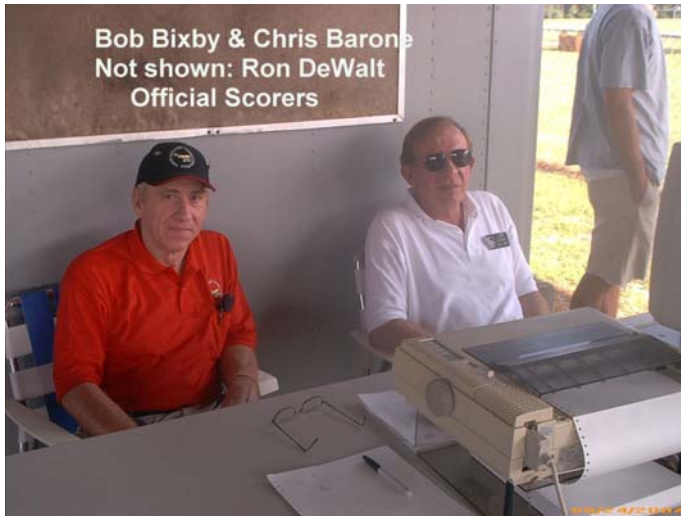
Study the above photo....which you think is the reddest, the CD's face (being caught on camera) or the red blouse of the lovely Mexican Senora applying the shoulder massage?



In the booth behind Baxters and Bob Bixby....Jim & Frances Rogers, Rebecca and Mickey Walker and Tom Hopkins.



SHUX....Ivey won the tent even tho I stuffed the ticket-box....HMMMMM! Maybe, next year !!!!



Scores were SWIFT and ACCURATE



Ed Hartley and Matt Hampton await the Hotlanta Hardware



Tim Fielden flies with Jim Ivey calling while Bill Collins and Jon Lowe judge flight



Keith Watson goes "4-stroke"

Here's the photo mentioned in the text...Bill Collins, Keith Watson and builder Jim Rogers posing with the Lovely DR that Keith bought from Jim. Rumor has it that Keith will qualify as a SENIOR Expert next season. Uh Oh !!

Flying SPA precision aerobatics is:
 "more fun than eatin' when yore hungry"
 Alfred E. Neumann

| NOVICE CLASS | |
|---------------------|-----------------------|
| 1. | Jon Lowe 4000 |
| 2. | Jim Oliver 3805 |
| 3. | Matt Hampton 3786 |
| 4. | Jim Slocum 3672 |
| 5. | Wm Starnes 3665 |
| SPORTSMAN CLASS | |
| 1. | Robbie Walker 3993 |
| 2. | William Kite 3886 |
| 3. | Jim Rogers 3846 |
| 4. | Richard Witt 3823 |
| 5. | Scott Sappington 3638 |
| 6. | Tim Fielden 3558 |
| 7. | John Baxter 3522 |
| 8. | Phil Spelt 3409 |
| 9. | Bill Marchant 3100 |
| EXPERT CLASS | |
| 1. | Cass Underwood 4000 |
| 2. | Jamie Strong 3882 |
| 3. | Randy Roberts 3749 |
| 4. | Keith Watson 3703 |
| 5. | Ken Hardin 3514 |
| 6. | Joseph Clemons 3290 |
| 7. | Steve Byrum 3187 |
| SENIOR EXPERT CLASS | |
| 1. | Bruce Underwood 4000 |
| 2. | Ed Hartley 3814 |
| 3. | Jim Ivey 3669 |

"The fear of becoming a 'HAS BEEN' keeps some people from becoming anything"
 ERIC HOFFER
 American author-Philosopher (1902-1983)

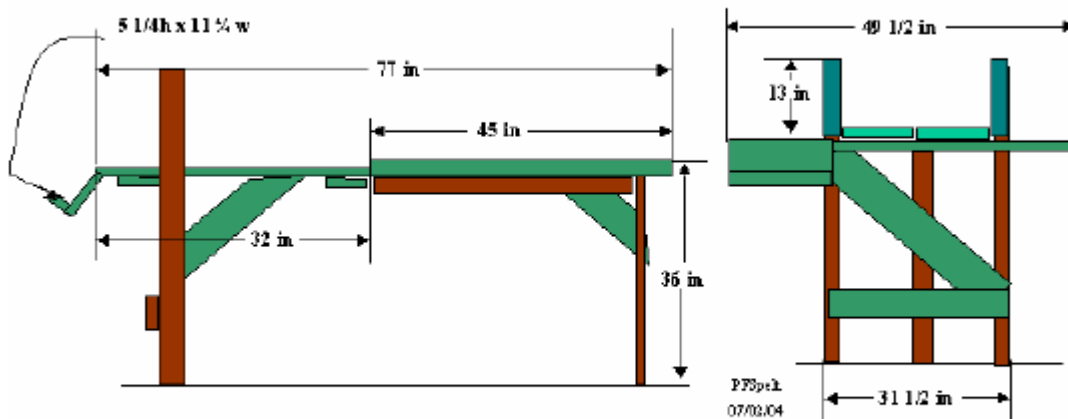


Airplane Tables @ KCRC
 Phil Spelt, President
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 Inc.
 AMA 1294, SPA 177
chuenkan@comcast.net

Credit for the Tables @ KCRC goes to KCRC member Larry Roberts (email: hawkeye31657@comcast.net). His 70-hour/week work schedule leaves me with the task of describing his product. KCRC currently has five of these tables, with another six “on order.” We find them extremely serviceable, as did the pilots who attended our Ben Oliver Memorial Pattern Contest in late May. They work well for assembly fixed-gear planes with the gear attached to the fuselage, but not for craft with the gear mounted in the wings. Of course, they work well for starting all airplanes once they are assembled. KCRC’s only problem: pilots want to use them to adjust engines after starting, causing excess pit noise. We need to be considerate of other pilots!

This article is NOT a “how-to.” Rather, I will give some general comments, and assume the builder has enough wood-working experience to create from “plans” shown.

Tables @ Knox County R/C Society



Legend: All wood is pressure treated
■ 2" X 4" Everything fastened together with outdoor deck screws.
■ 1" X 6"

The tables are constructed of pressure treated wood, and fastened together with deck screws of the proper length for the particular application. The main deck is 28 in. wide and 32 in. long. The uprights above the deck are covered with carpet remnants to protect the wings of the aircraft. The Tx shelf on the front left is 5 ½ in. high by 11 ¼ in. wide. Of course, the dimensions are not absolutely critical – a few millimeters’ deviation will be tolerated, with written permission from KCRC. <vbg>

Hope to see some of these handy tables on the flightlines of several fields we visit on the SPA Precision Aerobatic circuit in 2005. E-Mail me for any additional information, I’ll be glad to accommodate anyway I can.

Phil Spelt



LSK Legacy Pattern 2004

This year's contest was a surprise for everyone involved. Several pilots from Lincoln and abroad let me know in advance that they wanted to attend, but could not for various reasons. So, I was expecting a few less pilots than last year's sixteen. I was pleasantly surprised and almost overwhelmed that we had twenty pilots register!

Pilots new to pattern were surprised that they didn't need to be a "pattern junkie" to enjoy participating in a pattern contest. And we all were surprised by the late start due to the crime scene investigation. We couldn't have asked for a better day for a pattern contest. It was sunny, the wind was very reasonable for Nebraska and the temp/humidity was unheard of for late July. I'm not sure what the high temp was, but it was very comfortable.

With twenty pilots, the classes filled up quickly. There were eight Novice, five Sportsman and seven Expert. Finding judges was a bit of a trick, but we managed to locate (i.e. force) many to judge. We were able to provide contestants with different judges each round. In addition to providing a diverse judge pool, this allowed many pilots to gain experience as a judge. Originally, I had intended to fly four rounds. The large entry of twenty pilots made that nearly impossible to complete in one day with a single flight line. After round two finished a bit after 3PM, we collectively decided to limit the contest to three rounds. Awards were handed out to the top three in each class. Last year, first place in all three classes went to non-LSK club members. I vowed last year to "fix" that. This year, first place in two classes stayed with LSK members and LSK members took home six of the nine placement trophies!

Good job guys! Your practice paid off. I promote the contest as a local "generic" contest that allows any AMA legal plane. But the patterns we use are laid out by the **Senior Pattern Association**, which promotes the use of older plane designs. To pay tribute to those that used legacy pattern ships in the contest, a special award was presented this year for "Pilot's Choice Best Legacy Pattern Plane."

Final Scores, LSK Pattern

Novice

1. Roger Arnett 2000
2. Glen Lau* 1845
3. Roger Hinrichs* 1806
4. John Boord, Sr. 1778
5. Floyd Treffer 1557
6. Tyler Brown* 1827
7. Dennis Osburn 1503
8. Phil Holman* 611

Sportsman

1. David Franzen* 2000
2. Stephen Foster 1917
3. Rich Boelts* 1843
4. John Cuba* 1777
5. Bark Bergt 1617
6. Allan Worrest* 1510
7. John Boord, Jr. 294

* - Denotes LSK Members

Pilot's Choice Best Legacy Pattern Plane: Stephen Foster—Phoenix VI

Expert

1. Nick Reiss* 2000
2. John Willman* 1978
3. Jerry Voth 1920
4. James Reiss 1883
5. Mike Yearley* 1661



A door prize lottery was run after the award ceremony. HobbyTown had donated \$150 total in gift cards and \$2 of \$10 coupons. Thanks to their donation, everyone left with a prize. As with any contest, helpers and registered pilots are key to a great contest. I'd like to thank everyone that attended. Without your attendance, there would be no contest. A special thanks to those that helped both before and during the contest. Nick Reiss for help with Judge training, Allan Worrest for computerized scoring, Dave Greathouse for registration and runner duties, Mike Yearley for technical advice, and of course all those that helped judge!

John Willman

Senior Pattern Association Membership Application

Name _____ Date of Birth _____

Address _____ Phone () _____

City-State-Zip _____

AMA Number _____ Club affiliation _____

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