



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

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MAR/APR 2005

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

THE PRESIDENTS PERSPECTIVE



Bruce Underwood

SPA 15

-0-

Photo by:

Bill Collins SPA 117

March 4, 2005

Perry, Georgia

I honestly think you're gonna enjoy this edition of the SPA newsletter...especially if you like to view pictures of interesting models and good folks that build and fly them...as in SPA Precision Aerobatics.

The TENTATIVE contest schedule in the last edition of the newsletter can be called “official” as of this printing since I have been informed by all CD's that the AMA sanctions are “in hand” or are confirmed.

I am proud to again CD the Coosa Valley Flyers 3rd SPA contest this year in Cave Spring, GA. A contest flyer may be had from the CVF website, there's a link to it from within the SPA Website.

I had a “ball” during the Annual SE Model and Trade show in Perry, GA the first week-end of March. So much merchandise, so much good fellowship, several new members and thanks to Tony of Howard Engineering and the KWIK FLI III raffle prize...and all who participated....I think the Board will allow us to expand our advertising a bit this coming year and reach still more modelers throughout the country and world with our delightful organization.

Hope you'll enjoy this edition....Best Wishes, *Bruce*

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2005 SPA contest Schedule

April 23-24 Cullman, AL - Steve Byrum - CD

May 14-15 Huntsville, AL - Ken Nix - CD

July 9-10 Cave Spring, GA - Bruce Underwood - CD

July 23-24 Hotlanta, GA - John Baxter - CD

August 27-28 Knoxville, TN - Dennis Hunt - CD

Sept. 17-18 Masters @ Auburn, AL-Rick Helmke - CD



From the keyboard of

Steve Byrum

Sec/Treas

From my perspective, we were quite successful at the Southeast Trade Show. We recruited three brand new members. We collected dues from three others. We talked with lots of old friends. We searched for bargains, but didn't find many this year. There was one ready-to-fly Tiger Tail, but as the saying goes, its owner was "real proud" of it. Marty Barry became the proud owner of O.J. Stillman's Thunder Panzer, ready to fly with a .61 2-stroke, of course. He also came upon a Phoenix fuselage with the promise of wings and stab to follow, and the possibility of a Mach I kit also available.

Our success at the event seemed to center around Tony Howard's Kwik Fli kit. It seemed to attract a lot more attention than our banner (possibly too high for close viewing) or even our smiling faces. The quality of the glass work and the lightness of the fuselage slowed enough casual views to allow us to spread the SPA message. The kit was also the object of our most successful raffle to date, bringing \$339.00 into our account. We owe special thanks to Tony Howard for the kit and Mike Daily for his assistance on the raffle.

Congratulations indeed to Marty Barry, SPA # 153 of Hiawassee, GA who won the KWIK FLI III in the big drawing at Perry by Ed Stefan of Georgia Aero Model Association, sponsor of the huge event. See the photo of Stefan in the photo section of this publication.

Huntsville Contest

The Huntsville contest needs some special consideration this year. The club has a special problem in that the city has built tennis courts behind the National Guard Armory. As a safety issue, the club and the city of Huntsville have agreed that no one will fly beyond the fence which parallels the road we use to enter the site. This restriction has already forced the club to cancel a Big Bird Fly-in and a War Bird Fly-in. The SPA represents an opportunity for the club to show the city they can stage an event safely.

We can assist by simply flying a little closer in. For most of us, this will not be a problem as we only fly about 350 feet out. The road is beyond 500 feet. We just need to be a little careful. To aid in enforcement, the club will provide a monitor on the fence line. The monitor and the CD will both have radios with which to communicate. The CD and the SPA Board have agreed that, should a pilot violate the fence line for any reason, the monitor will inform the CD who will ask the pilot to land, costing him that round. If any pilot should violate the fence a second time, he will be grounded for the remainder of the contest. This may seem a little harsh, but this fence is beyond where we normally fly. We have a real opportunity to help a host club make a very positive point with their landlord.

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Figure M

Expert pilots should note that the updated Judges' Guide will contain a description of the Figure M different from the last time it was included in the pattern. Keith Watson has provided documentation of a clarification of this maneuver that was printed in a 1974 Model Aviation. The principle differences in this new description is that the model may roll either direction at any time during the maneuver and the model may stall in either direction. This removes the restriction that one stall be inward and the outward. Both may be into the wind. It also tracks adjustments to be made during the rolls by rolling into or out of the wind. This change in the rules will make the maneuver a little easier to fly and much easier to judge. We'll cover this in the pilots' meeting at each of our early contests until we all become comfortable with the change.

Steve Byrum

Photo Fun from Perry, GA Hobby Show



Steve Byrum helps Ron Underwood

(Ed note) AHA...a "better lookin' Underwood now in SPA
Scotty & Ann Barland - Raffle tickets



Jon & Judy Weichbrodt of Davenport, FL discuss the quality glas KWIK FLI III fuselage with Steve. Jon is welcomed to SPA membership. Judy approves this association.



Ron Ellis of Melbourne, FL SPA 144 pauses while filling out raffle tickets long enough for nice shot of an excellent RC pilot.



Mary Alice and Aprille Johnson of **STOCKBRIDGE HOBBY SHOP** in Stockbridge, GA



Steve (left) and Ron Reed (right) welcome new SPA member Robert Blackwell (center) of Chattanooga, TN



Ed Stefan of show sponsor **GAMA** reads out the KWIK FLI III kit Winner -0- Marty Barry SPA 153 Hiawassee, GA

WINTER PROJECTS
for the
2005 contest circuit
Vic Koenig—SPA # 200



Here, Vic is pictured with 3 of the 4 new “DIRTY BIRDIES” constructed over the winter.

A few of us in Tri Cities Tennessee have been thinking that it’s time for some of the trophies in SPA to come home to roost in East Tennessee. We also felt that it was time for a new plane to be ruler of the roost. Fortunately Joe Bridi had a late design that is a wonderful pattern plane and incorporates so many of the design elements common to even the newest planes of today. The plane is the Dirty Birdy.

We got a set of plans from RCM and went to town, brainstorming as to what we could do, within the SPA rules, to make this plane dominate. As you can see from some of the photos, the plane has been changed from the original in several subtle ways. First, to make it easy to take in a vehicle we went to fixed main gear. We also incorporated the tail wheel (a soft Dubro version) into the rudder itself. Extra hinges were added to help take up the loads. Next we had Dennis Hunt cut some foam cores for us that were one inch longer (within the 3 percent limit). The cores were honeycombed and wing tubes were installed. That allows the wings to be fine tuned aerodynamically. Since previous *Birdies* were nose heavy we decided to use micro servos for the elevator installed in the elevator. That was a twofold help in that the weight was where it needed to be as well as making the control linkage very short. The rudder now has a cap on it just as some of the 3D planes of today. The elevator has been changed to a 3D type also. Both of these changes did not affect the amount of surface area. Since the rules allow a three percent deviation, we made the empennage 1.5 inches longer aft of the wing. This again helped with the balancing.

Four of these were built and all are using an OS91 Surpass. All four planes came out within 1 ounce of each other. Only one is covered and it is completely done except for the main gear which is not here yet, but it weighs in at 6 pounds 4

ounces. Watch out for Rob Basham, Jerry Black, Rod Snyder, and Vic Koenig, we think we are going to surprise some folks in 2005.



Tail wheel neatly enclosed in Dirty-Birdy rudder
Micro servo in stab drives elevator



Adjustable “plug-in” wings attached just behind wing tube



Aileron servo hatch-lid removed to reveal neat installation

**See the Dirty-Birdies execute with precision
on the SPA contest circuit in 2005**

BEAUTIFUL WINTER PROJECT



Top view of Jim Rogers' (SPA # 11) PHANTOM-1

Jim was kind enough to share the initial photos of his new model for the Newsletter. He e-mailed these details:

(Cut & pasted from Jim's E-Mail) Bruce I am attaching a few pictures so you can choose which one you want to use...Airplane consists of Dennis Hunts wings and stab and Kirk Diggs framed up fuselage and my covering and completing airplane.....Thank you...**Jim**



Front view. Designer Bob Klineyoung would be proud!

Have a favorite HOBBY SHOP you frequent for your' hobby supplies? Like for them to have a complimentary copy of future SPA Newsletters?

Please send the Hobby shops' address and name of owner to Sec. Steve Byrum..or E-Mail Steve at:

spbyrum@hiwaay.net

We'll include them in future mailings .



Above model is recently completed "scratch-built" DADDY RABBIT—1 built and owned by SPA # 2—Frank Stewart. Frank says it is powered by a Saito 80 and with ribbed and sheeted wing and fuse top weighs a scant 6 to 6 1/2 lbs.



This is Phil Spelt's new A6 INTRUDER. Sports a patriotic color scheme much like Phil's Daddy Rabbit he flew for the gang following the 2005 Board meeting in Guntersville.



What about Jim Ivey's "Secret Weapon" pictured above? T2A . Jim E-mailed me the following regarding it: *The paint is PPG concept sold by Radio South in the quantities we need. Wings are monocoque over Obeechee sheeting, and also tail is M'cote. The plane I got from J.Baxter as a George Truett kit. I built it this winter--actually started it last spring. Jim*

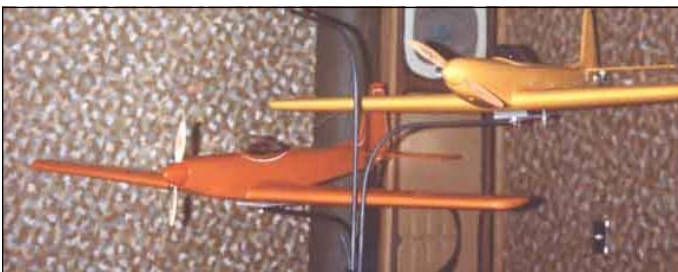
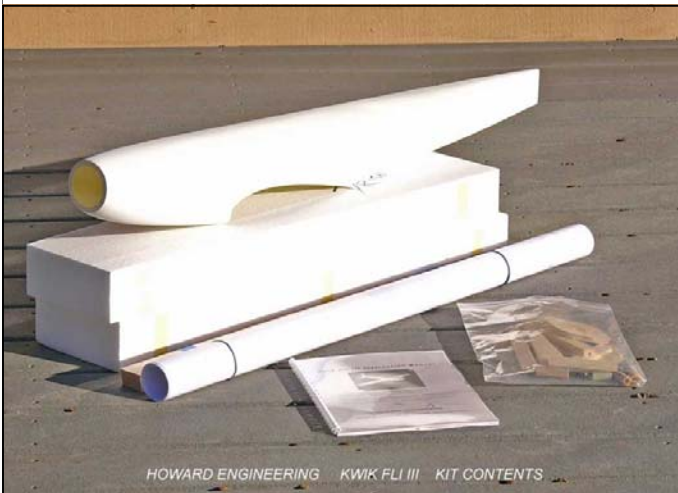


Love that USAF THUNDERBIRD" paint scheme

More "NEWBIES" for 2005 season



Richard Witt's new **CURARE**. It favors the model selected as "nicest looking model of contest" in the 2004 Huntsville contest. Twin maybe? Same Doc delivered the above as did the H'ville winner !



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VEEP VOCALS

by:

Scott Sappington



Greetings All,

This past weekend at the SE Model and Trade show in Perry GA was a great time to enjoy the company of many of our SPA friends. I have a deeper appreciation now of just how special these friendships are. These friendships are far more important than being able to execute a knife edge to letter perfection. I came away from the Board of Directors meeting in January grumbling about the addition of four new patterns to Sportsman. What a waste of energy!! The friendships we have and continue to build through our association in SPA are the important element. The competition is an excuse to get together. If you have not enjoyed one of our gatherings we happen to call a "contest" I encourage you to get involved and join us at Cullman in April. We are looking forward to two SPA gatherings in July here in Georgia. Cave Springs and Hotlanta. In talking to John Baxter plans are already underway for our Second Annual Mexican Food extravaganza on Saturday evening of Hotlanta. It is wonderful to see six events on our schedule this year in the Southeast. I hope that you will consider joining us at a gathering near you!! Looking forward to seeing you soon.

Scott

Allan Worrest, Lincoln, NE on "SPA-like contests 2005)

Bruce,

From the Lincoln Sky Knights web site, the LSK "Legacy" (SPA-Like) contest will be on July 31, a Sunday. That date is firm. John Willman who will be the CD has announced that date at the past meeting. From the Hastings Sky Lark site, the Grand Island contest will be May 22, the Hastings contest June 26, and the Aurora contest will be at yet to be determined date in October.

Hey Phil Kraft fans.....recognize this beauty ?



Two angle shots of Ron Ellis's (SPA # 144) Phil Kraft BAR FLI. Enya 60 III Monokote (just like the Kraft original featured in MAN in August of 1958.

The above pictured model is the current "just finished" project of Ron Ellis who lives in W. Melbourne, FL. It was a joy visiting awhile with Ron during the SE Trade show in Perry, GA in early March. Ron is an excellent precision aerobatic pilot and has really done much to enhance the sport/hobby. He was one of the first to shoot videos from his aerobatic airplane and make them available to viewers via computer. Really a neat project. There is a link to Ron's webpage from within the SPA website.

Many of the photos of "winter projects" included in this edition of the SPA newsletter were submitted by the builders and owners after a plea for same. Let me say, I am so very grateful for these great photos and am really looking forward to seeing them on the contest circuit this season.

Should you desire to share a shot or two of your current model for a future edition of the SPA Newsletter, please E-Mail it to me (finally got DSL at my home now) or if you'd rather use Unca' Sams' mail...either way. I plan to do lots of digital photo-taking on the contest circuit this season...but sometimes there is a 2 month deadline on the publication of the Newsletter. Many thanks, again.

bunderwo@hiwaay.net

Execute with PRECISION

Many years ago.....while participating in the AMA Nationals both in Glenview, Illinois and in Lake Charles, Louisiana, I used to really enjoy visiting the AMA temp Hobby Shop the officials would set up just for Nats week.

One of the neatest items, IMHO, was the patch selection. I refer to Patches that could be sewn on, or in later years with the advent of heat-activated adhesive that boasted such "one-liners as:

PATTERN FLIERS MAKE SMOOTHER PASSES

PATTERN FLIERS DO IT WITH PRECISION

S A D — SOCIETY OF AIRCRAFT DEMOLISHERS

The first two lines above I love to resoundingly "second" but hope the 3rd line was just in "fun" and meant to just generate a laugh or two (or maybe a tear).

I have solicited the theories of champion pattern pilots down through the years as to their "mastering" of precise maneuver execution. This is, probably one of the most popular subjects when "jawing" under a sun tent in between contest rounds, wouldn't you agree?

Most all inputs from the "champs" are unanimous in the fondness for good airplanes and equipment (thank the Divine Economic Chiefs, SPA planes and radios are still VERY affordable).

Facilities (good flying fields) are probably the 2nd most referred to requisites among the successful pilots.

Flying friends who can and will critique one during "at home" practice with beneficial input as they call and assist on a "swap-out" basis.

The three attributes for success in our Sport/Hobby I've mentioned above are necessary....yes indeed....but, the single most important element to precision is that most often utilized word.....REPETITION !!!!

Interviewing the TOC pilots in Las Vegas in my role of "Voice of the TOC" from 1994 to its' last one in 2002, everyone of them said "when I find a part of any one of the maneuvers in the FAI Catalog that gives me a lot of trouble, I fly THAT troublesome part...over and over and over and over...until I can execute it with no fear of fouling it up".

Evidently, theres' accuracy + to the adage that:

Practice makes perfect !

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