



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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SEPT/OCT 2005

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

THE PRESIDENTS PERSPECTIVE



Bruce Underwood SPA—15

(Launching Wendell’s DADDY-RABBIT during practice session at SERMA)

The 2005 SPA contest season is heading toward a grand and glorious climax with the annual MASTERS contest in Sept. in Auburn, AL.

The HIGH POINTS CHAMPIONSHIPS will be determined like this (Directors Strong and Hartley detailed thusly)

*The points awarded at the Masters will be added to the previous points to determine the overall class Point champion. The same as in past years. At the Masters The top two in points **going into the Masters In Novice, Sportsman and Expert** will have a fly off for a special award, one of the Eagle trophies titled "Masters Shoot Out Champion"!*

*The top two SENIOR EXPERTS in points **going into the Masters** will fly to have their name placed on the Memorial trophy and keep it for a year.*

2005 Contest Schedule

September 17-18 MASTERS Auburn, AL

Rick Helmke—CD

October 8 & 9 Cullman, AL

Steve Byrum—CD

Our Guest Speaker at the MASTERS Banquet is one of the most prominent members of AMA’s Hall Of FAME!

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REMEMBER THESE ??



Wendell Cornelius’ neighbor discovered the pint can of TD fuel at left in shed. Frank Stewarts Gallon can of COX BLUE-LABEL and pint of NITROTANE at right above.



The FOX Superfuel can (Gallon) at left was often used as the major fuel container strapped to a fliers’ field box and refilled over and over til eventually a leak or rust led to its’ demise. Castor Oil content of this fuel led to frequent cleanings of carbon “buildup” in model engines in which it was consumed. Clothing smelled of it days later.

Sweet Memories tho, aren’t they?
Why doesn’t EVERYONE fly
RC Model Airplanes ?

CAMARADERIE AT CAVE SPRING, GA

July 9, 2005 here in historical Cave Spring, GA was just "picture-perfect" weather for flying SPA precision aerobatics on the Coosa Valley Flyers RC Field on the campus of the Georgia School for the Deaf.

Fifteen pilots from as far away as 6 to 7 hours enjoyed 5 rounds of competition and loads of good fellowship and great eatin' with the members of CVRCF. The weather, was, believe it or not, a bit milder than typical July due to the light breezes evidently brought on by the pending Hurricane Dennis generating its' devastation out in the Gulf and aiming at Florida and Alabama Beaches. Oh yes, there was perspiration, just not quite as much as would be normal for a July day in Georgia. These were indeed welcome conditions and participants took full advantage of them. Very few minutes elapsed without the sound of a model engine humming.

CVRCF President Troy Emmett and crew did their traditional fine job of hosting the event....always accommodating every want, and food that would rival a picnic table catered by Colonel Sanders. The members served up grilled burgers and dogs alongside baked beans (secret recipe).....chocolate brownies and homemade cakes. The members kept judges well supplied with Ice water and chilled soda pops as desired.

Media coverage of the event was provided by Rome

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awards
& Engraving**

Cablevision whose reporter interviewed SPA officers and shot a great amount of footage to be aired on the Rome facility during the coming week. **RC Universe**, the Internet Model web folks assigned its' Georgia reporter who shot many photos, many of which were posted before the days end (July 9, 2005) on its' R C UNIVERSE Domain. R C Universe donated tee shirts and caps that insured ALL participants received some award memento of the event, not *just* the trophy winners. Mr. Freddie McClellan, AMA District V Associate VP was present and shot photos for District V coverage in Model Aviation.

There were **no** casualties (crashes)...all flights were successful. Had we had a "TUFF LUCK" award, it would have gone to Kingsport, TN with Mr. Rhea Starnes...because (and it really wasn't tuff luck)..he was raising the antenna on his transmitter and the little molded piece of plastic inside the transmitter case broke...disabling the device. Starnes was overwhelmed by the number of neighborly flyers offering assistance immediately. He was able to continue his flights when flying buddy, Bill Kite reprogrammed **his** transmitter to activate Starnes' receiver. At the awards ceremony, Starnes was quoted as saying "*these are some of the finest folks I've ever associated with*".

It was a pleasure flying with one of the newest SPA members, Mr. Duane Wilson from Ashville, N.C. who attended his initial SPA contest, flew his lovely Taurus powered by an OS 60 FX 2 Stroke engine. (This model is the one pictured in the July/Aug SPA Newsletter).

Coosa Valley RC Flyers are grateful to all fliers who participated and are already making plans for their 2006 event.

ED NOTE: I happened to be the first to arrive at the field on Saturday morning...I was greeted at the 2nd field entry gate by 3 Deer Fawns and an Adult Doe that had apparently been dispatched to greet me...because I was within 15 feet of them before they just sauntered into the nearby thicket. Another fawn checked me out from a distance of about 15 feet as I unloaded my car.



RESULTS—CAVE SPRING 07/09/05

NOVICE

Troy Emmett.....	4000
Rhea Starnes.....	3719
Duane Wilson.....	3659

SPORTSMAN

Scott Sappington.....	3982
William Kite.....	3910
Joe Holton.....	3860
John Baxter.....	3720
Julian Jaramillo.....	3416
Jim Slocum.....	2891

EXPERT

Cass Underwood.....	3000
Jamie Strong.....	988

SENIOR EXPERT

Bruce Underwood.....	4000
Keith Watson.....	3775
Ed Hartley.....	3713
Dennis Hunt.....	3437



Veep SCOTT
&
New RABBIT

Look at da' VEEPS' beautiful DR



John Baxter flies
Caller Scott and
Judges Jamie & Cass
shade GA sunshine.

CSP Jamie Strong's A-Liner was for AC breaks from heat



Scott & John enter entries

Great cooperation at the Cave Spring contest. John Baxter and Don Smith did the scoring with lots of good help. PCMA's computer, printer, etc. The Flight Order board was on loan from the Cullman Aeromodelers.

President Emmett avowed a PA System and more road signs were on the Coosa Valley Flyers want list for the coming years. CVRCF donated about 300 scoresheets to CD Baxter for the coming PCMA contest in two weeks.



Messrs Mercer & Watson

Our "Chief Judge" and JUDGING 101 columnist Keith made himself available to many of the locals who questioned the "why's" & etc. of precision model aerobatics. Keith flew one of the two models powered by two-stroke engines. The other, the TAURUS owned by Duane Wilson of N.C.

Lincoln, NE LEGACY SPA-Like Champs

BY: ALLAN WORREST SPA 201

The Lincoln Sky Knight's Legacy Pattern contest is one of four one-day, SPA-like contests held in Nebraska.

We have been doing this for the past several years. These contests use the current SPA schedule but with no age classes.

Nor are there any restrictions on the aircraft. At our contest on July 31, there were two Great Plains Venuses, several AMA pattern planes, and a lot in between.

The first round started out overcast, windy, and the temperature was tolerable. The second round was clear, windy, and hot. The last round ended clear, fairly calm, and very hot. As usual for our SPA-like contests,

John Willman and Nick Reiss fought it out for first place in Expert. With Nick calling for him, John really nailed the last round and won. On the lower end of Expert, I placed ahead of Mike Yearley for once. Mike was flying with a new YS110 that kept flaming out. There were no crashes. Mark Bergt, flying Sportsman, tore out his landing gear on the second round and didn't fly the third.

CD John Willman with the help of Roger Hinrichs prepared lunch. For the contestants it was free. John handed out some raffle prizes. He also made distinctive plaques for the top three places in Novice, Sportsman, and Expert classes." It was a well done contest.

Novice

- 1st 2000 Bob Becket
- 2nd 1841 Roger Hinrichs*
- 3rd 1840 John Boord, Sr.
- 4th 1836 Gary May
- 5th 1809 Roger Arnett
- 6th 1804 Lee Machmuller
- 7th 1736 Dennis Osburn*
- 8th 1594 Floyd Treffer

Expert

- 1st 2000 John Willman*
- 2nd 1951 Nick Reiss*
- 3rd 1707 James Reiss
- 4th 1514 John Boord, Jr.
- 5th 1456 Allan Worrest*
- 6th 546 Mike Yearley*

Sportsman

- 1st 2000 David Franzen*
- 2nd 1727 Mark Bergt

Expert

- 1st 2000 John Willman*
- 2nd 1951 Nick Reiss*
- 3rd 1707 James Reiss
- 4th 1514 John Boord, Jr.
- 5th 1456 Allan Worrest*

6th 546 Mike Yearley*

* indicates LSK member

**PATTERN PILOTS
make
SMOOTH PASSES**



Lincoln Nebraska SPA-Like contest—July 31, 2005



John Boord, Sr Roger Hinrichs Bob Beckett



David Franzen Mark Bergt



John Willman Nick Reiss James (Doc) Reiss

DEDICATED DELIGHTFUL "Bakers" DOZEN

PAULDING CO. GA: 13 of the most dedicated PRECISION AEROBATIC PILOTS in the sport/hobby of pattern competition and fellowship remained almost too busy enjoying the PCMA hospitality and the fun of pattern competition flying to even be concerned with the HOT temps that accompanied this delightful weekend at the Paulding County Model Club field. The covered area adjacent to the combination asphalt and grassed site was kept cool by huge ceiling fans that were supplemented with two additional giant "box-type" fans at each side of the facility. The club obtained two new EZ UP tents for the judges which provided welcomed shade.

With the small number of participants...CD John Baxter announced his decision to fly the contest "TOC Style" with a single flight line and constant activity. As one flyer would approach landing, another would fire up his engine...so practically no "downtime" was experienced. Baxter flew four rounds on Saturday and two on Sunday.....just as was announced at the outset.

Saturday night 27 attended the MEXICAN FIESTA at a famed restaurant near Acworth where the excellent food, adult beverages, and story telling lingered to well beyond a mature adults' bedtime. But, who can knock off for "beddy-bye" when you're having such a grand time "swapping tales" and fraternizing? We even learned what Mrs. Ivey obtained for tilling her garden soil while hubby Jim was away at the AMA Nats! Its' amazing isn't it how much corn is shucked over a 2nd Margarita!

Richard Little headed a team of cooks and waitresses at the field pavilion that really served up scrumptious grub. Burgers with Homegrown tomato slices and iceberg lettuce....hotdogs with Jim Rogers selected "all beef" coneys. Mrs. Matt Hampton provided packaged cookies, peanuts and goodies. This group worked like an army of Shoney's trained executives.

Following round 4 Saturday afternoon, Jim Rogers raffled off an OS 91 engine and two 100 dollar gift Certificates from Doug's Hobbies. The lucky winner of the new engine was Frank Stewart (original Sec/Tres). One of the certificates went to Rick Long of PCMA and lucky Mama Jane Underwood (Mrs. Bruce) won the other.

As is the case during many of our SPA contest weekends....the time just flies when the enjoyment is at MAX.....this was indeed one of the shortest week-ends of the summer.....thanks to the excellent efforts by CD Baxter and his wonderful PCMA compatriots. SPA Chapter one....."it was one of the BEST in your fabled series of annual contests".

CD John Baxter made a 50-photo presentation and posted on a website with music under it for computer users to view, it was such a delight to view and "re-live" the weekend!

NOVICE

1.	Troy Emmett	Rockmart, GA	4000
2.	Skip Getelman	Fayetteville, GA	3916
3.	Dean Funk	Austell, GA	3875
4.	Frank Stewart	Smyrna, GA	58

SPORTSMAN

1.	Scott Sappington	Dallas, GA	3997
2.	John Baxter	Dallas, GA	3967
3.	Jim Rogers	Marietta, GA	3908
4.	Julian Jaramillo	Marietta, GA	3764
5.	Berry Roper	Smyrna, GA	3462

SENIOR EXPERT

1.	Bruce Underwood	Guntersville, AL	4000
2.	Keith Watson	Marietta, GA	3931
3.	Jim Ivey	Mabelton, GA	3628
4.	Mickey Walker	Kennesaw, GA	3586



This was the most popular gathering place at the contest, these ladies kept all "well-fed" and provided lots of cold drinks.



CD & Senorita Waitress at - FIESTA

Loved that FIESTA

It's gonna have to become tradition at PCMA SI!



JUDGING 101

by

Keith Watson

SPA—10

(Chief Judge-Cave Spring)

With the Knoxville bash just finished we had some good opportunities to sharpen our judging skills. Almost perfect weather- only a short rain delay concurrent with the lunch break held us up. With 6 rounds by 27 pilots we obviously had good work by Dennis, Mike, Jim and all the KCRC workers. Pilots were on time too. Let's do a few maneuvers!

The **Cuban Eight** is one of my favorites to fly or judge.

Some points to look for:

Straight lines should be at 45 degrees.

Climb or dive angle should not change after the roll. All 4 straight legs should be equal length.

Both half rolls must be in the same spot! This is tough in a wind- the second partial loop must be flown upwind back to the center.

2-point Roll:

Roll rates in & out not the same.

Inverted part is held too long- shouldn't be much more than 1 second.

3-Turn Spin:

Always a nerve grabber.

The airplane should stop and stall with a visible break before the spin inputs are applied.

Most airplanes will break in one or the other direction. Forcing it to go the other way is a 1 or 2 point downgrade. (ugly)

All 3 turns must be stalled. Spiral dive is a zero. If there's any doubt, judges must agree if a zero is given.

Look for a vertical dive with a rounded pullout after the spin stops.

Double Immelmann:

Should have a racetrack shape.

Half rolls must begin immediately after the half loop- any level flight before the roll is a 1 or 2 point downgrade depending on how long it lasts. Half loops should be equal size and round.

I generally don't follow strict numerical guidelines for downgrades but try to get an overall impression as the maneuver is performed. It's good to compare scores with the other judge after the flight and see if there are any large mismatches. Of course if the line is moving well you won't have much time before the next takeoff.

Don't miss the remaining events on the schedule- weather will be great (I hope)

Send me your questions, razzberries, etc. at:

chiefwatchman@bellsouth.net

Or catch me at the field. Thanks! *Keith*

HOTLANTA PHOTO FUN



Mickey & Rebekah Walker



CHIEF COOK



Chris Barone—Scoring



Holtons & Rogers



At right, Jim Ivey conducted training session for Novice

Precision Aerobatics—just like the “good ole days” !!

Tell a friend or buddy-flier about the SPA

Membership application is on Page 8.



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From the pen of Sec/Tres

Steve Byrum

While not intending to tramp on Keith's column, let me make a few observations about judging. I fear we've become a bit casual as the season has worn on.

First for the Experts is the Figure M. Those of you who watched me at Knoxville know that this is my own special adventure. The only problem I have with the scores I received was that they were high a couple of times. At least twice, I stalled the same direction. The rules call for a mandatory 2 point deduction when the stalls are not one in and one out. The scores looked like this deduction was not taken by either judge either time.

Also, small things like wings not level and entry and exit lines seem to be neglected. We had very competitive classes at Knoxville. It was difficult to separate the pilots. Checking entries and exits helps. The occasional pull into a turn around

without and exit line is a point to be deducted. The same is true with never quite getting level on the entry line. Watch the heads of the old experienced judges. They'll be up looking at the plane before the pilot calls his beginning and stay on the plane until he calls complete.

Flying with the wings not level anywhere during a non-rolling maneuver is also a source of deductions. If a pilot is looping without the wings level, he's probably also flying at some kind of angle. Both errors are deductions. If he exits the loop with his wings out of level, his exit line will probably be off heading, too.

The Masters is next. Let's all review the judging criteria to judge as accurately as we can. No one likes to get a low score on a maneuver, but neglecting deductions that should be taken gives a pilot a false sense of his own skill.

At our Cullman Contest in October, I am going to offer what I'm calling Open Expert and Open Sportsman classes. The patterns will be our regular patterns but the restrictions will be reduced. I will allow any plane with a wingspan of 70" or less and engine .91 or less. I will allow planes with retracts to pull them up. I will welcome tuned pipes.

This is by no means an attempt to open up SPA. There are lots of pilots around who have older pattern equipment who might like to compete but are reluctant to acquire an SPA legal plane without trying the event. Hopefully, we can get some of these guys to try us out. If we get some interest, I will probably offer the classes again in the Spring. If I have no interest, I will adopt a permanent "shut up or fly by the rules" attitude whenever I hear "I'd fly SPA if they'd only allow"

Steve Byrum



Computer using SPA members....there's about 73 E-Mailers on our SPA Discussion-list now...if you do E-Mail and would like to join for some good model talk....visit the Senior Pattern Website at:

www.seniorpattern.com

or advise webmaster Ed Hartley or myself (Bruce) of your desires and we can enroll you to start getting and participating in our "online" mailist. Its' fun!

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