



Dedicated to the building, flying and competition of vintage Pattern aircraft

The SENIOR PATTERN ASSOCIATION News Letter

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MAR/APR 2006

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

THE PRESIDENTS PERSPECTIVE



Bruce Underwood

SPA—15

(Photo at left just after learning of the addition of Chattanooga, TN contest this season)

The news just keeps “getting’ better” doesn’t it? Just after the Southeastern Hobby and Trade Show in Perry, GA on March 4, I got the news via E-Mail from CSP Jamie about he and David Johnson of the Chattanooga, TN RC Club working out the specifics for a 2-day SPA contest in Choo-Choo City. What a thrill to return to Chattanooga to fly precision aerobatics again as we had done so many years in the past.

Great fellowshiping with so many SPA friends and buddies at the SPA tables in Perry the first weekend in March. As usual, Steve just outdid himself with his efforts to promote and “tell the SPA story”. He redesigned the SPA banner to mount way above the tables, visible from anywhere in the huge building at the agricenter. I just hope everyone is as aware, as is our BOARD and officers of the many hours and intense efforts put forth by Steve and are as grateful as we.

I have found it necessary to change ISP’s (Internet Service Providers) after so many years with my original one. My new card with new E-Mail address is pictured on this page.

By the time you are reading this issue (with the good features on the DECEPTION, KING ALTAIR, etc.) we will have our contest schedule underway and visiting with most of you between rounds. Love it, don’t you?

Bruce

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AS DA’ VEEP SEES IT !

Scott Sappington

SPA—229

Cartersville CD as well



Greetings,

I certainly hope that everyone is ready to break out of the Winter doldrums as a new contest season is upon us. It is really an exciting time for SPA as we are running into issues with trying to schedule even more events. This is a GREAT problem to have. It is simply proof that the word is getting out that SPA is a wonderful organization that produces high quality events based on flying, fun and fellowship. I certainly hope that because of additional contests our attendance will not be diminished. Jamie is working hard to try to schedule the contests about a month apart which should not over stress resources for travel. I have been burning fuel trying to get even with my buddy Bill Kite. However, since I have not convinced my wife to let me put the Daddy Rabbit in the bed with us I wont stand a chance in 06 either!!!! (for those of you that don’t know what the heck I am talking about check out the Scrapbook on the SPA web site....Kites secret weapon to winning contests....thanks to Starnes the code was broken). This is FUN!!!!

Scott



Pictured to the left is the official SPA LOGO which contains the KAOS which now belongs to our FOUNDER EMERITUS Mickey Walker. Mickey, at the Perry, GA. Trade Show said "it's still a pretty good airplane", a few dings now.

Since we didn't have a "raffle" airplane at the Trade Show this season....I am gonna "raffle" this original KAOS at the Cullman contest April 22 & 23 with the proceeds to help the SPA Treasury. Steve, may handle the raffle anyway he likes". A great gesture, huh? Many thanks Mickey.

Our FOUNDER, Mickey, is, as most all know a member of the AMA Hall of FAME. This year, AMA designated him as a "Lifetime AMA member" as well. Mickey's lifetime membership number is L 763.

If anyone in modeling deserves this designation, it is Mickey!



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Cass Underwood

Been looking for a Phoenix-5, have you? LOOKEE !

Jon Weichbrodt, SPA member # 261 in Kissimmee, Florida has been in touch with **WING MFG.** who recently purchased "Early RC Models" and has this update on the availability of models (Cut & Pasted)

From: info@earlyrcmodels.com

To: [Jon W](#)

Sent: Thursday, March 02, 2006 9:08 PM

Subject: Re: Early RC Model purchase

We don't have a firm schedule yet. A lot will depend on inquiries. The first will be the **Phoenix V** and the Vertigo II. We have wings, stabs and plans all ready to go on those 2 and are only waiting on some fiberglass issues.

As for a list, the following are the ones we have all the molds, original plans etc for:

A6 Intruder, Banshee, Cure Air, Cutlass Forty, Cutlass .60, Daddy Rabbit , Nutcracker , Phoenix V .40, Phoenix V .60, Phoenix VI .60 - .80, Quick Fli Mk III, Troublemaker ,Vertigo II

There are a few others but we haven't looked at them close enough to see if they are complete.

Thanks for your interest,

Dan Gipe

www.earlyrcmodels.com

www.wingmfg.com

This should answer a lot of questions for the folks who have been wondering about the MOLDS for the above models. Use the "link" above to www.earlyrcmodels.com and have a gander at the announcement page regarding the purchase by Wing mfg.

Dan Gipe of Wing Mfg. will probably give this project much more effort if he receives LOTS of inquiries from SPA pilots. There has been lots of "wish I could get a Phoenix V, etc"thanks to Jon's efforts he has located another "source" for good competitive models.

spa pio

Editor note: Jon & Judy visited us at the SPA booth in Perry, GA and informed us of his corresponding with WING about these fine "performers of the past".

The Deception Project

by
Rich Ernst

The Deception Project started when I was looking over the list of SPA approved planes for the ones from my earlier attempt at Pattern competition. The story starts 25 years ago...

In late 1978, I read a construction article in an issue of Model Airplane News written by Jim Kimbro on his plane, the **Deception** and fell in love with it. In February '79, I got a Bridi Deception kit as a birthday present from my wife, Mahala. I built it just like the plans, same paint scheme (K&B Superpoxy) also. I used a Webra Blackhead 61, Macs pipe, Goldberg retracts on air cylinders and a Kraft radio. I sure was proud of that plane.

For the 1981 season, Mahala let me drive around Florida (we lived in North Palm Beach at the time) to attend the contests of the Florida Pattern Association. I was flying in the old Novice class. I flew from Miami (Tropic Aeros) to Jacksonville (Rebel Rally) and lots in between. I won my share and wound up first in class for the season. Coming home from the last contest with the trophy, my daughters baked me a Championship cake (with a little help from Mommy). I still have the trophy.

During a practice session for the next season, working on the Advanced pattern, the battery pack failed and Deception went in at full throttle onto concrete. Nothing was saved, nothing. Lacking the resources back then, I had to quit Pattern. 25 years later....SPA came into my life.

Seeing that Deception was not on the approved planes list, I asked how to get it on the list and Project Deception started. The big issue was whether or not it was flown before 1/1/76. I found and bought a copy of the MAN 9/78 issue from e-bay and reread the article. I bought a set of the plans from MAN. Then I started to try and locate Jim. After several dead ends, Tony Stillman suggested that I contact Steve Helms at Futaba. Steve e-mailed me a note that Jim had flown Deception in 1975 when they both worked at Kraft in California. He didn't have a contact for Jim. I e-mailed Jim Oddino and he thought Jim had moved to the Visalia area.

I started an internet address search and found several Jim Kimbros in California. Using the phone numbers I had for a Visalia address, I next checked the AMA website. The AMA number on the wing in the photo from MAN was still active and registered to Jim. I called the AMA and tried to get a phone number, without success. However, they did verify that one of the phone numbers that I already had was Jim's.

Using that, I sent a fax out to, hopefully, their home asking for a note or something about the history of the design. I got a delightful phone call from Janet Kimbro and later a note from Jim saying that he first flew Deception in November 1975. Success at last !! Deception is now an approved SPA airplane.

Along the way, I asked on the RC Universe web

site for help in finding a Deception kit. One response I got was that there was a kit "on the top shelf, in the back" in Graves Hobby Shop in Orlando. I called and they actually had it. After negotiations that consisted of "I'll take it. Oh, by the way, how much?", they shipped it to me. It's one of the kits sold as a Great Planes kit (was a Bridi kit actually). A little of the wood was replaced and I modified it to use the OS91FSIIP, Bolly C/F fixed gear and multiple servos. Otherwise, it's built exactly as the plans from MAN. And, yes, the same paint scheme.

Here are some photos of the build process and the "paint" scheme. The build process proceeded pretty much as I remembered it from long ago, including a lot of balsa shavings. I Monocoted it this time and the weight came in around 7 lbs. The photo with Mahala is identical to the one in the MAN article.

If anything, I think it looks better as a fixed gear tail-dragger. I can't wait to fly and get it trimmed out. Many thanks to all who helped me out on this project., especially Jim and Janet.



Above is the original photo of Jim Kimbro, the designer and his "often-flown" DECEPTION as it appeared in the original magazine story that author Rich Ernst refers to. The airplane was flown by many of the TOP competitors of the time in aerobatic contests from coast to coast. Even though the above photo is in black & white, Rich's color scheme is the same as the original with the exception, maybe of the checkered bottom scheme pictured on the follow page of photos.



MAHALA & DECEPTION

Rich says it is a genuine “coincidence, when Jim’s spouse was pictured in the original article with DECEPTION, she, just like Mahala above, had red hair.



PROJECT & MAGAZINE



Gear mod - Carbon Fibre



Fuselage taking shape



SENIOR CAT INSPECTS



Underside should be VERY visible with classy contrast. Rich used CAD (computer assisted pattern). Very neat !

Discussion with
Vic Husak
2-27-2006

by: *Duane Wilson*



Those of us inclined toward vintage Class III pattern aircraft of the '60s are all familiar with Ed Kazmirski and his legendary Taurus, but there is another pioneer from the Chicago area who has made a lasting mark in R/C history. Vic Husak is best known for designing larger than average designs such as the **King Altair** which appeared in RCM in April 1967 and the Mr. Slick from 1971. Both designs in my opinion, were decades ahead of their time, with the approximate dimensions and flight characteristics of a modern 2-meter pattern plane. With a wingspan of 80 inches, I became interested in the plane a few years ago, and got the chance to buy one from a friend who was getting out of the hobby. From the moment the plane left the ground, I was delighted with its slower than average speed of about 80mph, (which to some is still plenty fast), and its unmatched grace in doing precision maneuvers---it has the ability to make a pilot look better than he is.

As I do with all my vintage designs, I researched the plane and the designer behind it. With Bruce's help, it wasn't long before I was able to track down and contact Mr. Husak, (now 82 and living in California), telling him how much I appreciated the **King Altair** and its grace and beauty in the air. He was gracious enough to respond back, complete with pictures of two of his vintage **Altairs** from the '60s; we have since been communicating back and forth by mail and phone. He has been able to provide the history of this most unusual and interesting multi design.

Vic had earlier appeared on the cover of Flying Models magazine with his original **Altair-S** design, (the "Altair" name was a suggestion from Ed Kazmirski, who made a practice of naming his models after stars or constellations—he suggested the **Altair** as a cool airplane name). Both he and Ed were flying, (and I understand), drinking buddies belonging to the RC3 club in the Chicago area. They would spend time in each others basements discussing ideas for airplanes. Around 1964-65, as engine technology was advancing, during one of these bull sessions, they both decided to try their hand at designing a large-scale pattern plane—Ed's was named the **Simla**, and appeared on the back cover of RC Modeler Mag, Aug 1965. With an 8 1/2 foot wingspan, the **Simla** was huge by the standard of the day, (the Taurus has a 70" span). Since that time, to the best of my knowledge, the **Simla** design and plans have been lost to us, but Vic's entry, the **King Altair**, (the "king" of the Altair series), lives on as an RCM plan that is gaining popularity in vintage pattern circles. There is current discussion under way about the possibility of offering the **King Altair** as a laser-cut kit in the upcoming months.

While possibly a bit "vertically challenged" at the top levels of competition, (if not kept light), while doing the most "hairy" Expert class AMA maneuvers, you will not find a more beautiful, elegant flying plane anywhere for most of the pattern flying we do. However, if coupled with a slightly larger 4-stroke for fun flying at home, (I fly it at home with a Saito 100, which has the same mounting dimensions as an O.S. 91), the **King Altair** will do whatever you ask of it.

I loved the plane and the way it flies so much that I took on the task of building two more—these airplanes are being

built light, and are nearing completion. The 74" clipped wing side mounted engine version for SPA use weighs-in at 7lbs 9oz with engine and radio—uncovered. God willing, I will have it at some SPA events this season.

Duane Wilson

Simla info:

<http://image.rcuniverse.com/forum/upfiles/15553/Bz77324.jpg>

The above "link" is to the SIMLA page pictured below on the RC UNIVERSE website.



Duanes' two KING ALTAIRS almost ready to cover.

MODEL — SIMLA 81½ ft. span; 11 lbs. By National and International Champion Ed Kazmirski
CONTROL — Orbit Quadruple Proportional **ENGINE** — Super Tigre 60 R/C

CONTROL SYSTEM — Orbit Proportional — Ed is using the full house Orbit system. We think this is one of the very first Orbit Quadruple Proportionals that Orbit's Bob Dunham shipped. The original 1½" servos on the SIMLA were too narrow, when Ed increased the 4" long servos to a 1½" width he was a bit afraid he would have some power problems. Rolling drive leads prove the Orbit servos have plenty of power for this high torque job. Ed links the center on his Orbit servos. Each Orbit proportional R/C system is 100% tested and inspected and ready for installation. Orbit Quadruple Proportional \$500.00 from Orbit.

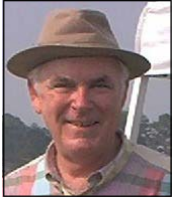
SIMLA — Named for a town in the Himalaya Mountains, 81½ ft. span; 11 lbs. with fuel; 5½ lbs. empty, incorporates a special nose wheel for a nose high take-off. Originally had 6 degrees dihedral, then 2, and now Ed has settled on 0 degrees. Alars are 1½" wide, brach airfoil wings plug into the fuselage. Wings are retained by a keeper that locks the ½" dia. plug to the socket in the fuselage. This should become a very popular model as it permits mid-wing design and still leaves room for R/C components. Incidence is easily varied. Span spans about 36". SIMLA flies through all AMA maneuvers and does the tail slide particularly well.

ENGINE — Super Tigre 60 R/C — Ed advises that he is very well pleased at the ability of the Super Tigre 60 R/C to pull this large model through the AMA pattern. One spectacular competitive engine substitution, he feels was so enthusiastic about the 60 R/C performance and power, that J. Maloney and Harry Harps from World Engines went up to Chicago and got the story and the photos from Ed for this ad. Note: Ed increased the thrust slightly to 200" and the air bleed to 200". The Super Tigre is a twin ball bearing engine chromed sleeves in standard; Oil cast iron rings running in a cast aluminum piston. \$39.50 from World Engines, Inc.

Orbit Electronics
11601 ANABEL AVENUE,
GARDEN GROVE, CALIFORNIA

WORLD ENGINES INCORPORATED
804 BLUE ASH ROAD
CINCINNATI, OHIO 45226

And we thought the KING ALTAIR was HUGE! Look at "Kaz" and the SIMLA in article above.



JUDGING—101

by
Keith Watson

Hope everyone had a good off-season and we're all ready to do some competing in '06.

The opener in Prattville- home for Jim and Jamie Strong and their sidekick Dean Siems- is in a couple of weeks. I've never been there but my dad and I enjoyed doing business with Bill Johnston and his sons at Kraft Southeast for many years.

Continuing with Novice maneuvers, the Immelmann Turn is next. Centering is not specified in the rules but the pullup should start at center or at least within 1 second- about 100-150 ft.- before or after center. When centering is not spelled out, you have to go by your finely tuned instincts to score the maneuver. The 1/2 loop should be as round as any other loop and the 1/2 roll must start immediately when the loop portion ends. Any hesitation or straight segment on top is a downgrade. Wings should be level before and after the roll and if they aren't a heading deviation will probably be seen. Minimum of 50 feet straight and level after finishing the roll must be shown for best score.

The Double Stall Turn is shaped like a cup on a saucer, centered on the pilot/judge position. The pullup should start at center and the 1/4 loop should be round. The description calls for a vertical track, which means vertical in pitch and heading. If there is a noticeable lean to either side before the stall, that's a downgrade. Rudder direction can be the same or opposite for the two stall turns so you don't have to remember it!

The 1/2 loop at the bottom should be the same size as the original 1/4 loop, not elongated.

Vertical segment should be the same on both halves and both turns should yaw tightly, not like a wingover.

Double Stall Turns and the Figure M may be considered as two 5-point halves. If either stall turn is missed the score cannot be above 5, which would require a perfect second half execution.

I hope all of our clubs will schedule a judging/training session or two during the season.

It's fun and educational to be able to discuss a maneuver immediately and pick up on things other judges may notice that someone else may have overlooked. A training session can be done in an hour or two with no more than 4 or 5 pilots. Invite other members who may not fly competition to join in, too- we may pick up another competitor!

See you at Prattville- looking forward to the season and thanks for your interest.

Keith



C S P COMMENTS

Jamie Strong

(Chairman Special Projects)

The 2006 SPA season opener is just days away. Its been a long winter season, but with a little shuffle in our regular schedule the season will be beginning about a month earlier and lasting into October or very early November with this years Masters being held at Paulding County field in Atlanta, date coming soon.

Got some really good news Sunday night from Dave Johnson from Chattanooga TN. with their first SPA to be held August 19th and 20th.

Things are on track for Prattvilles' Season Opener March 25th and 26th and looking forward to seeing everyone again. For those that have not downloaded our Flyer, we have electricity at our field for anyone camping at the field.

If you haven't looked at the pattern contest schedule for district 3 lately, its really filling up. We have one of the hottest pattern Districts in the USA.

I want to thank Cathy Reuther and Emory Schroeter for including our SPA schedule into the NSRCA District 3 website. This should make for more folks in our area and other areas aware of the SPA (old AMA) patterns of the 1960's and 1970's, thanks.

Here's a cut and pasted copy from the NSRCA's D-3 website.

3/18/06 3/19/06 **Ocala, FL** AMA Chris Hamel
3/25/06 3/26/06 **Prattville, AL** SPA Jstrong499@charter.net
4/8/06 4/9/06 **Ball Ground, GA** AMA Mike Hester
4/22/06 4/23/06 **Cullman, AL** SPA Steve Byrum
4/29/05 4/30/ **Apopka, FL (Orlando)** AMA Steve Homenda
5/6/06 5/7/06 **Pensacola, FL** AMA Tony Stillman 5/20/06
5/21/06 **Knoxville, TN** SPA Dennis Hunt
6/3/06 6/4/06 **Andersonville, GA** AMA Emory Schroeter
6/10/06 6/11/06 **Harvest, AL** AMA Lamar Blair
6/17/06 6/18/06 **Atlanta, GA** SPA John Baxter
6/24/06 6/25/06 **Cullman, AL** AMA Steve Byrum 7/16/06
7/20/06 **Muncie, IN** AMA Nationals - Pattern AMA Event
8/19/06 8/20/06 **Chattanooga, TN** SPA David Johnson
8/5/06 8/6/06 **Knoxville, TN** AMA Scott Anderson 8/26/06
8/27/06 **Cane Ridge / Nashville, TN** AMA Dick Tonan 615-
9/9/06 9/10/06 **Huntsville, AL** AMA Don Peck
9/23/06 9/24/06 **Jacksonville, FL** AMA Billy Meadows
9/23/06 9/24/06 **Cartersville, GA** SPA Scott Sappington
10/7/05 10/8/05 **Nashville/ Madison, TN** AMA
Everette Carpenter-CD
10/21/06 10/22/06 **Gay, GA** AMA District 3 Championships
10/28/06 10/29/06 **Hotlanta Ga.** SPA Senior Pattern Masters
John Baxter -CD

Please contact me with scheduling info or other dates at:
"Jamie Strong" <Jstrong499@charter.net>

Jamie

PERRY, GA. HOBBY SHOW PHOTOS



Steve Byrum & Bill Collins "shoot-breeze" at PERRY



SPA "RELICS"

Frank Stewart Bruce Underwood Mickey Walker



EMORY SCHROETER
NSRCA DISTRICT 3
Vice - President

SPA SEC/TRES
STEVE BYRUM



Vic Koenig's DIRTY BIRDY viewed by many at Perry, GA



Charley & Mike of
SOUTHEASTERN HOBBIES



NSRCA Pres. Lamar Blair & Vicki



The Matt Hamptons

Caught on Camera

Lots more are on the SPA website

-0-

Thanks for the many visits and fellowship

-0-

Every table was rented.

Huge crowds there.

-0-

Senior Pattern Association Membership Application

Name _____ Date of Birth _____

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AMA Number _____ Club affiliation _____

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

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