



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

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

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

JULY/AUGUST 2006

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

THE PRESIDENTS PERSPECTIVE



BRUCE UNDERWOOD

SPA - 15

bunderwo@bellsouth.net

More folks that love flying “golden-era” precision aerobatics are hearing about us as a result of Duane Wilson’s nice article in the May issue of Model Aviation. Unfortunately, not everyone uses E-Mail and the computer Internet to instantly share communiqués like many of us do. As a result the Model magazine story tweaked their interest and many have contacted your’ officers regarding SPA.

Our “two-year” cycle for patterns renew with the 2007-2008 year and a PATTERN COMMITTEE has been named to propose the coming pattern schedules to the Board of Directors. Dennis Hunt of Knoxville, TN has agreed to Chair that committee, Cass Underwood of Guntersville, AL and Mickey Walker of PCMA in Georgia constitute its’ makeup. If you have suggestions please contact the committee member nearest you and share with him.

There is a good deal of info in this edition of the SPA Newsletter regarding our members and officers participating in public functions where we have been “demo” flying and letting folks know who we are and what we do. Any of you members doing likewise, please advise me so that I may publicly thank you for your efforts.

I think you’ll enjoy the “feature” by Bill Davison on the SS xmtrs, the results, photos, the items used in the model shop here on page 3 and the columns. There is going to be a “looks” change in the SEPT/OCT issue.

Dave Johnson has some GREAT accommodations (Motel) and condiments for the Chattanooga TN contest. **CU there.**

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From the “VEEP” Mr. **MAY SCOTT SAPPINGTON** (shown at left accepting plaque containing FULL cover of M A) sappington@bellsouth.net

What an awesome time to be enjoying the association with SPA. It is wonderful to be answering questions from modelers outside our core region in whom THE ARTICLE has sparked an interest. I was very humbled by the presentation at the Saturday evening gathering during the Hotlanta contest. I am grateful for this experience but more importantly am thrilled that the organization is receiving a great deal of attention. It may be only my thought but it seems that each SPA event grows on the preceding one in the amount of joy we all have. The competition is fun but the fellowship and growing friendships to me are exceptional. Just ask Mike Blake from San Antonio Texas and the Nessler brothers from Dublin Ohio to see if they know what I mean. We have Chattanooga, Ashville and the Masters left this season so join us for one of these and experience SPA. **Mr. MAY**

2006 REMAINING CONTEST SCHEDULE

Chattanooga, TN August 19 & 20

Dave Johnson CD—Flyer enclosed

Ashville, N.C. Sept. 16 Saturday only

Will Hicks CD—Duane Wilson Contact

Hotlanta, GA (MASTERS) Oct. 14 & 15



TOP NOTCH TROPHIES

Awards and Engraving

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Cass Underwood

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Join the SPA DISCUSSION LIST.....HOW?

Send an E-Mail message to:

discussion-request@seniorpattern.com

In the body of the E-Mail type:

join discussion "Your Name" <your E-Mail address>
note the quotes beside your name, that excludes it from address
and allows your name to be on the roster by your' address.

You'll receive automatic confirmation, if successful.
To terminate, instead of "join" use word "leave" as above.

There are about 80 Precision Aerobatic pilots and RC Modelers
from around the USA and two International who belong and
would love to have you swap info, tips, current news, etc
with us on the SPA Discussion List.

This good service provided by your Board of Directors for the
convenience of our membership. You may also join the
list from within the SPA Website at:

www.seniorpattern.com

SPREADING THE "SPA" WORD



"Mr. MAY posing with FAN at PCMA "static display"



Mr. MAY's famous DADDY RABBIT and others at static-
display on May 6, 2006. Area Shopping Center



The "EDITOR" did
some "DEMO"
flights same day
Sat. May 06, 2006
at EAA event
at Municipal airport
in Albertville, AL
-0-

Bill Collins defined
maneuvers for
crowd and assisted
with PR effort

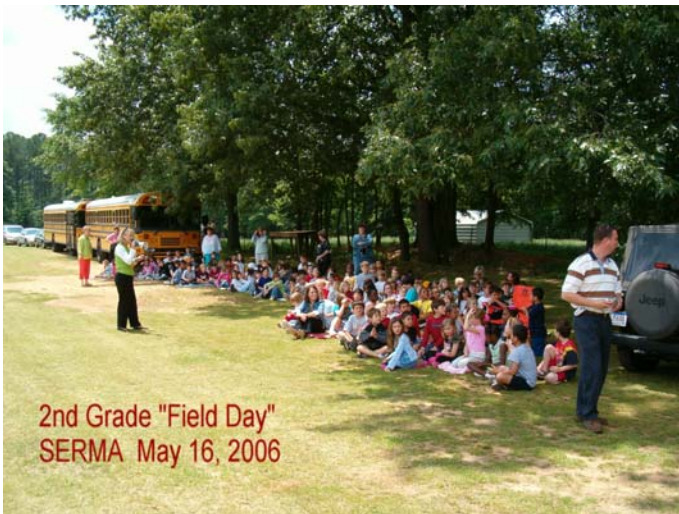
2nd Grade "Field-Day" at SERMA

GUNTERSVILLE, AL.....Tuesday May 16th was 2nd grade "field-day" in the City School System here and some 130 pupils, teachers and some "sponsor" dads, visited our flying field here affectionately known as SERMA..which is acronym for SUCKEGG ROAD MODEL AIRFIELD.

The trip was arranged by local modeler and businessman Bill Collins who owns and manages Collins Auto, the John Deere dealership in our city. Collins defined the SPA "patterns" and some "hotdoggin" flown by locals.



Bill Collins & Cass Underwood explained the workings of an RC Model to the interested youngsters.



Two HUGE busses in above picture plus 3 SUV type vehicles delivered the students to the field. That's Mrs. Jo Gray with bullhorn addressing crowd before "demo" flights and Q & A.

We're grateful to Wendell Cornelius and Bob Wilkes of SPA & the local club for their ground support. Events of this nature are definite PR builders with the local community.

If your' club does similar things, would love details.

bunderwo@bellsouth.net



Here's something I just gotta share with you. About two weeks ago, I was replacing bearings, con rod & a ring in a "well-worn" OS 91 4S...and found NO appliance cleaner. Instead, the wife had this jug of MEAN GREEN super strength cleaner and degreaser under our sink. Was I ever pleasantly surprised when I used it for cleaning the built up carbon and varnish on the piston top, the head of

the engine, etc in place of the appliance cleaner. The Little Woman tells me she just picked it up at Lowes, she thinks. I was amazed when I sprayed the areas, then swabbed with a terry cloth and some pressure. It cut the varnish and did a creditable job on even the carbon deposits. The bottle in the photo is captioned 40 OZ BONUS SIZE! I gotta repeat, I was VERY impressed with this stuff!

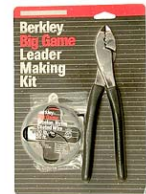
While sharing some "off the shelf" stuff used in the model building department...here's some needed items I found at the local fishing supply store.



To the left is Berkley STEELON nylon coated wire which is just ideal for the pull-pull set-up used on rudder control. That plastic holder contains 30 feet of it and has worked for several models turned out in my shop last few years.

For a few times, I tried to "crimp" the sleeve with dull "dikes" and sometimes

would accidentally snip thru the sleeve. Solved that problem with the "Leader Making Kit" pictured to the right. The nice part of this is the ability to squeeze hard as I want to and not cut thru the nickel sleeve. (Why does this happen on the 4th sleeve & you're in a hurry?)



2006 CHAMPIONSHIP POINTS

Jamie Strong—C S P

jstrong499@charter.net

These are effective June 19, 2006 through HOTLANTA

NOVICE		SPORTSMAN	
John Johnson	29	Scott sappington	39
Dave Johnson	12	John Baxter	27
Rhea Starnes	12	Phil Spelt	15
Duane Wilson	12	Bill Kite	15
EXPERT		SENIOR EXPERT	
Cass Underwood	23	Dennis Hunt	12
Jamie Strong	20	Keith Watson	12
Eric Nessler	15	Mickey Walker	8
John Nessler	11		



The History of & what happened to Single-Stick Radios

by
Bill Davison

ED note: Frank Stewart forwarded this story to me. I then emailed Bill for a bit of background and the photo. He said:

Certainly you have permission to reprint. As you probably sense, I am one of the many frustrated single stick flyers around the nation.

I flew competition in the late 60's and early 70's along with Whitley, Kirkland, Chidgey, Coleman, and knew all of them very well. I did some minor design work for Pro-Line and at one time wrote technical articles for a no longer published modeling magazine. I retired in 1994 after spending 32 years in an electronics calibration laboratory as a metrologist (metrology -science of measurement). I am a USAF combat veteran and presently own a website design company, bizwebpage.com

In the past I have been both AMA leader member and contest director. I also was a founding member of the Pensacola Aero Modelers.

I remember the "Daddy Rabbit" well. I still have foam wing blanks that Jim Whitley gave me and wish I could find a set of plans to build it.

Let's begin by declaring the gospel... only ONE manufacturer ever made a single stick radio!

No, I'm not talking about the sloppy fit, bastardized, ignorant, puny attempts with plastics. Teeny tiny short shafts with Mack dump truck rudder knobs and yes, that also includes the PCM SSSAP plastic junk made by Futaba. I'm talking about a REAL single stick! Of course, the only real Single Stick manufacturer was **Pro-Line**.

A LITTLE HISTORY: Pro-Line was owned by Nat's Champion, Jim Whitley of Decatur, Al. of "Daddy Rabbit" fame. The superb (for its day) radio was designed by Jim Fosgate who came from Logictrol. You even see a few of them around today and yes, their single stick gimbals are still highly prized by aficionados.

But who really designed this single stick marvelous mechanism? It was another Nat's winner, Ron Chidgey of Pensacola, Fl of "Tiger Tail" fame. Ron was a mechanical engineer who worked for a local Monsanto plant. Ron also owned a company called Southern RC.

Earlier single stick gimbals were hinged on a 1/4" pot shaft and as the housing wore down, they became worrisome to say the least. Chidgey resolved that problem by a double hinged system.

WHAT MADE TWO STICK POPULARITY GROW? Two stick radios were a bad habit carryover from the days before proportional. With the "bang bang" radios elevator was on one side of the transmitter and aileron on the other. Models were flown by pulsing the spring loaded toggle switches with the thumbs. Therefore, a two stick radio was easier to convert from bang-bang to proportional. Tragically, many flyers looked for an easy method to convert and never left the bad habit.

WHY DID SINGLE STICKS DISAPPEAR OFF THE MARKET? Three major reasons: During the late sixties and early seventies, single stick flyers like Jim Kirkland, Ron Chidgey, Don Coleman, Rhett Miller and others on the Gulf Coast were winning everything. However, most radio manufacturers were on the west coast. They too, had some top flyers and most certainly were not interested in building radios to help the Gulf Coast rednecks beat them. Single stick flyers were required to build and install a single stick gimbal in a case and then send it to the manufacturer to have the radio installed. All the attempts by radio manufacturers at marketing single sticks were

miserable failures. These attempts were simply cheap, quick and dirty modifications of two stick gimbals. Single sticks flyers would double over laughing at these pathetic productions, cuss, and just plain refused to buy such junk. Manufacturers also looked upon the single stick market as means of higher profits. Therefore, they required the single sticker to buy from a higher priced market and never made an honest attempt to market an entry level single stick radio.. As a result of all of the above, single stick radios soon disappeared from the market.

WELL THEN, WHY BOTHER - WHAT'S THE ADVANTAGE OF SINGLE STICK? How many heart surgeons do you know that tape a scapel to their thumb when performing surgery? Unless one is double jointed, thumbs simply do not have the dexterity of an elbow, wrist and fingers motion. This might explain why the best two stick flyers now must use such things as trays, longer sticks, stronger springs, exponential, trick switches, maneuver programming, ad nauseum.

For the beginning flyer. all taxing controls must be accomplished left-handed. When the airplane breaks ground he must mentally shift from left to right hand. Now the real potential for disaster begins. If his airplane is out of trim, such as pulling down and to the right, what's the first thing he has to do to get the airplane in trim? Right...

HE MUST LET GO OF THE DUMB CONTROLLING STICK TO GET TO THE TRIM LEVERS! However, with a properly designed single stick the beginner's ground control is quite logical with the rudder steering knob and throttle under his left thumb and... if his airplane is not in trim he can maintain control while he sets the trim corrections with his left hand. From almost 50 years of teaching new flyers I guarantee a new pilot will learn to fly in half the time and most always will become a more proficient flyer. His airplane doesn't hiccup all over the sky because he's pulsing the sticks with his thumbs.

But what about the more advanced flyer? Yes, I flew aerobatic competition for years and yes, I did win a few contests. Nonetheless, for years it has been argued that single stick flyers cannot add top rudder without disturbing the elevator or aileron controls. Well, with most of the manufacturer's poor attempts at building single sticks, that's true. However, real single stick flyers want HARD, TIGHT, STIFF, springs. They want to feel a solid bump as they cross neutral elevator while rolling the airplane. With tight springs, it is no problem to add top rudder without moving the elevator or ailerons! With a properly built single stick gimbal the unwanted cross controlling argument becomes totally false.

WHAT'S IN THE FUTURE FOR SINGLE STICK? Frankly, not much. There simply isn't any demand for a simpler, better system because too many expert flyers have now mastered the two stick systems with gimmickry. Some claim that Marv Jensen of Jensen Jet Models is now the guru of single stick. Well, maybe. A previous employee of Ron Chidgey showed me a supposed newer ball-bearing gimbal designed by Ron. He had ordered it from Marv Jensen. To be honest, it was un-usable and appeared to have been manufactured with a horseshoe file. If you want to try and fly single stick, Kraft radio manufactured a Signature Series radio that included a Pro-Line gimbal or you can search for one of the original Pro-Lines. The Kraft Signature Series always seem to go for high dollar although those radios are really out of date. Other than these two, I have no idea where you could locate a quality single stick gimbal. With the advent of more modern plastics such as carbon fiber, I keep hoping someone would manufacture a reasonably priced quality gimbal but presently, I have no knowledge of any.

Nonetheless, if you fly now for pleasure like I do, single stick flying is far more relaxing and it'll certainly generate some interesting conversations.

Wanna' have more fun? Tell the 2 stickers that you drive bulldozers with two sticks - airplane flyers only use one! That'll make your day at the field more exciting, guarantee!

Bill Davison bill@bizwebpage.com



At left: Jamie Strong's SS transmitter during quick-charge between rounds at SPA contest. Only SS xmtr in contests lately



**KCRC
SPA CHAMPS
May 20 & 21
Knoxville, TN
The MOST SCENIC
flying site in the
SOUTH**



**CD Dennis
on left
-0-
Note custom
scoresheets
used by
KCRC**

KNOXVILLE, TN.....May 21, 2006 Several of us "ole-timers" have been contesting in Knoxville since the invention of DIRT, I suppose. One often wonders "How does a model club like KCRC keep on doing such a spectacular job of holding and conducting such a GREAT contest?". Well, I for one, can attest to the fact that, "it takes WORK and cooperation"! An excellent Contest Director that surrounds himself with capable people. Scorekeepers, announcer, runners, some qualified club judges, Jacks of all trades and master of all of them. Dennis Hunt's expertise was evident all this weekend, with the only stalled action because of a couple of strong thunderstorms on Saturday afternoon. 23 excellent pilots flew at the "most scenic flying site in the South". Senior Expert flew 5 full rounds, all other classes 6 full rounds. Other than the thundershowers, the weather was very nice...a moderate current blowing in challenged pilots slightly. It was heartbreaking to view Vic Koening go in on the runway with his lovely Dirty-Birdy # 1. He went to the vehicle and brought out another DB....just as handsome as number one. Vic told your' PIO...."I read of the helpfulness among the SPA fraternity.....do I ever realize it now". He continued," clubmembers and other flyers retrieved all my pieces and were offering consolation all over the field." This is indeed a GREAT group! Duane Wilson was fortunate that the receiver in his good-lookin' King ALTAIR went out just as he was preparing to take-off after a rain delay. It was ironic...he had just taken off when announcer Mike Miller said, "you pilots may land right away". The receiver failed prior to resuming that flight. Hmhmhmhm. Duane received a LARGE "thank-you" award from SPA (presented him by Founder Mickey Walker)..for the interest he has generated in SPA via his article in the May issue of Model Aviation. Dennis Hunt, in announcing the award said," Duane's article has sparked interest in all parts of our country and added, its' had a resounding effect on Zimpro (Dennis's Model Company)....I'm sending Daddy Rabbits in all directions". Steve Byrum said he had processed many new applications for SPA membership and was pleased to shed info on SPA from any modelers asking. Two "first-timers" participated in competition, Mark Sobolewski flew his KAOS 40 and Karl Gerth entered flying his Javelin. Congratulations to these modelers and interviewing each, they had a ball!

KCRC Club President, Phil penned: Mike Miller -- ran the flight order board and PA with great skill. Joel Hebert -- did the computer scoring with is usual skill and accuracy -- rounds were posted in a most timely manner, as always. Gary Lindner (Sat) and Skip Dishner (Sun) -- running score sheets and doing other necessary but not always obvious things to keep the event running smoothly. Hal Travis - ably ran registration, and wouldn't let me fill in the "Place" column by my name with a "1st" Harry Hogan -- handled lunch on Saturday, going to Simms Market to pickup and pay for our lunches -- everyone got what they wanted. Jerel Zarestky and Paul Funk -- helped with judging in Sportsman and Expert classes. Finally, my sincere thanks to all the SPA pilots and families who made the trip to Knoxville and are THE REASON for the contest in the first place.

I even won one of Cass's BEUTYFUL Tennessee-shaped trophies -- first one in YEARS...Phil Spelt

RIGHT: "THANKS" Duane award presentation:

KCRC RESULTS May 20 & 21, 2006

NOVICE

1. Don Eiler	Knoxville, TN	3975
2. Rhea Starnes	Kingsport, TN	3915
3. Marc Sobolewski	Knoxville, TN	3706
4. Karl Gerth	Oak Ridge, TN	3616
5. Vic Koenig	Johnson City, TN	3418
6. Duane Wilson	Ashville, N.C.	2066
7. John Johnson	Chattanooga, TN	1000
8. Dave Johnson	Chattanooga, TN	912

SPORTSMAN

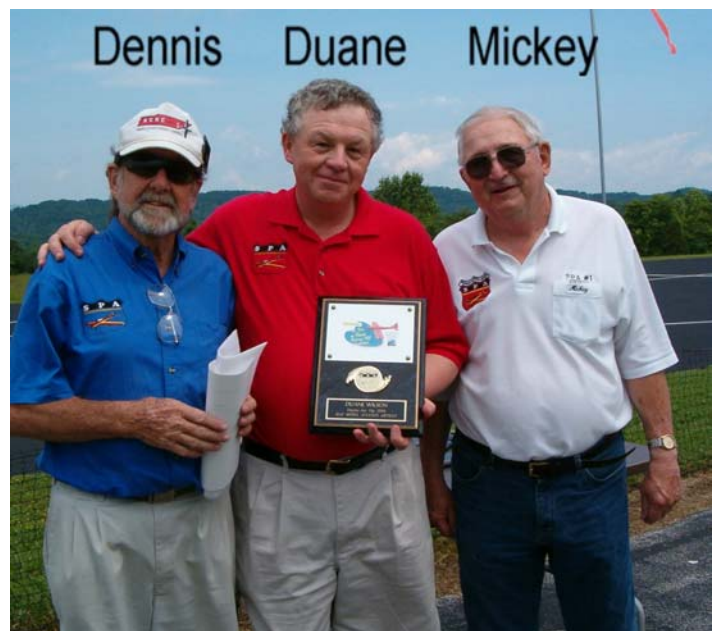
1. Scott Sappington	Dallas, GA	4000
2. John Baxter	Independence, GA	3907
3. Phil Spelt	Oliver Springs, TN	3690
4. Scott Anderson	Knoxville, TN	3621
5. Bob Bixby	Acworth, GA	3544
6. Warren Oliver	Knoxville, TN	2825

EXPERT

1. Eric Nessler	Dublin, OH	4000
2. John Nessler	Dublin, OH	3892
3. Jamie Strong	Prattville, AL	3680
4. Jerry Black	Jackson, TN	3675
5. Steve Byrum	Cullman, AL	3469

SENIOR EXPERT

1. Bruce Underwood	Guntersville, AL	4000
2. Ed Hartley	Knoxville, TN	3856
3. Dennis Hunt	Oak Ridge, TN	3513
4. Mickey Walker	Kennesaw, GA	2901



9TH (COOL)LANTA SENIOR PATTERN CHAMPS

June 17 & 18, 2006

What has traditionally been one of the most hospitality laden contests on the circuit has notably been garnished with typical seasonal hot and humid temperatures. NOT SO this year.

What a timely decision by CD John Baxter and the PCMA Chapter 1 organizers, to reschedule this years contest to a cooler date. At no time did the temp exceed the mid-80's and the humidity remained very bearable. Numerous comments were overheard regarding the performance of the engines this weekend, because the motors did indeed perform at peak as a result of the lower humidity. Many of us returned home with almost all the Gatorade we had carried assuming we'd have need for its' consumption. It simply wasn't needed. The climate was downright pleasant!

Of the twenty entries, an impressive slate of eight Novice fliers contested a full six rounds of competition. PCMA and Top Notch Trophies provided souvenir plaques for ALL eight of the Novice entries.

A "golden era" pattern enthusiast, Mr. Michael Blake of San Antonio, TX flew into Atlanta and gusted as an "observer"....asking questions of participants, buying a model or two and renewing his interest in our sport/hobby. TNT "mugged" Mr. Blake with an SPA souvenir mug much like the Nesslers of Ohio had received earlier in the season. AMA Associate VP Freddie McClellan shot photos and covered the event for AMA's District 5.

37 folks attended the Saturday night "fiesta" at El Nopal Mexican restaurant which featured an enormous amount of tasty mexican dishes at an unbelievably low price. I suppose the highlight of the evening was the presentation of a huge "page-size" walnut plaque that TNT provided that had the actual front cover of the May Model Aviation mag under plastic with engraved "MR. MAY 2006" to our good Veep, Scott Sappington who was literally "red-faced" when he accepted it, because most all, including Mrs. May, Toni...knew what was coming. At the insistence of the crowd yelling "speech"...Mr. May shared a testimony with us that, to be basically frank, visually stirred the emotions of our Founder, myself and many others of our "SPA Family".

Did mishaps occur? Well, if you consider a "mid-air" collision one, yes there was. Rhea Starnes, flying John Baxters' Daddy-Rabbit and Jim Rogers lovely Phantom-1 elected to collide during Round 5 on Sunday morning. The prop on the DR chewed up the entire aft section of Rogers' Phantom totaling it. Starnes skillfully comandered the DR back to the runway with several pieces of the P-1 literally impaled into its' fuse nose section. There were a couple of crashes, both apparently caused by some sort of equipment malfunction, but, what the heck, hasn't this happened to all of us?

After the delightful awards ceremony and the fond "farewells"....you just seem to get the same feeling that immediately follows a PCMA SPA contest, "I think that's the BEST contest they've ever put on!" Truthfully, its' just another in the series of good events at PCMA. Just think, we have the opportunity of returning to PCMA for the 2006 MASTERS in October. Doesn't that cause your frown to become a GIANT SMILEY ??

MASTERS—PCMA October 14 & 15, 2006

RESULTS—2006 PCMA SPA CHAMPS

NOVICE

- | | | |
|-----------------|------|-----------------|
| 1. John Johnson | 4000 | Chattanooga, TN |
| 2. Duane Wilson | 3848 | Ashville, N.C. |
| 3. Don Eiler | 3775 | KCRC— TN |
| 4. Karl Gerth | 3719 | KCRC—TN |
| 5. Dave Johnson | 3683 | Chattanooga, TN |

SPORTSMAN

- | | | |
|---------------------|------|---------------|
| 1. Scott Sappington | 4000 | PCMA— GA |
| 2. John Baxter | 3899 | PCMA— GA |
| 3. Bill Kite | 3888 | Kingsport, TN |

EXPERT

- | | | |
|-------------------|------|------------------|
| 1. Cass Underwood | 4000 | Guntersville, AL |
| 2. Steve Byrum | 3467 | Cullman, AL |
| 3. Jamie Strong | 3417 | Prattville, AL |

SENIOR EXPERT

- | | | |
|--------------------|------|------------------|
| 1. Bruce Underwood | 4000 | Guntersville, AL |
| 2. Keith Watson | 3746 | Marietta, GA |
| 3. Mickey Walker | 3518 | Kennesaw, GA |



Karl Gerth won the OS 91 4S Engine Raffle at PCMA



LONG DISTANCE traveler Michael Blake of San Antonio, TX "MUGGED" by SPA for his trip to PCMA contest

Loads of photos from PCMA are with Contest Results on the SPA website at: WWW.SENIORPATTERN.COM

Following is a reprint from the JULY issue of
MODEL AVIATION magazine by
RADIO CONTROL AEROBATICS editor
Eric Henderson of Marlton, NJ
eric.henderson@comcast.net

One of the most frequent questions that shows up in my e-mail box is **"How do I build up the skills that I need before I try and fly the actual schedules?"** Now that is a good question, to say the least. Here are some of the practice drills that I go through at the beginning of the season that may well serve a double purpose and also be considered as training routines.

1) Fly straight and level, parallel to the runway, up and down the field. Do it close-in at first to see how good you are and then gradually move the line out to 150 meters.

2) Practice keeping wings level. You might ask, "How do I know that my plane is level? I can see the path is parallel to the ground but not if the wings are level." This is because for most of the pass you are looking along the wing tips of your aeroplane.

Periodically interrupt your straight-line-drill and pull upwards into a vertical line or pull into a vertical maneuver such as a Stall-turn, a Humpty or a Top-Hat. This will tell you immediately if the wings were level. If the plane goes straight up, then the wings were level. However, if it went to the left or to the right as you pulled into the vertical then one of your wing tips was low! If it went to the left, then that particular wing tip was "down".

There is no way to cheat this test. You will soon see if the plane wasn't flying with wings level, regardless of our perception. You then have to re-adjust your perspective of the plane and wings-level condition. You can do this at any time in the straight-line pass or in the middle or right at the end of the box. By performing vertical maneuvers at any of these different points, you will see that the aeroplane's wings-level appearance will vary depending on where in the box you are looking.

3) Practice doing Immelmans. To be done correctly, an Immelmann should be a round, half-loop with a half-roll-out directly above where the half-loop started. Try and pick some sort of landmark on the horizon and use it as a start point regardless of wind. As you end the half-roll, check to make sure the roll was directly above the landmark where you started the maneuver.

4) Draw maneuvers out on paper to study the proper symmetry. Most maneuvers that have angled lines that are at 45 degrees look different if presented directly in front of you vs. at the end of the maneuvering-box. Half-loops should all be round and not egg shaped. Cuban-8's when viewed on paper, should be two equal-length 45-degree lines crossing in the center, with the appropriate size loops connecting these crosses.

Until a person can visualize these maneuvers they won't see how to make them look good in the air. When looking at the drawings try to get a visual picture in your mind of what they actually should look like. Then enlist the

help of your caller or a friend to tell you if the plane is flying a correct track.

5) Practice all half, slow, and point rolls in both directions and roll both left and right. If you are comfortable also try them from inverted. This will help you develop your abilities to fly maneuvers in a more relaxed manner.

6) Fly parts of your sequence in small groups of 3-5 maneuvers at a time. First begin working on one maneuver, and then add the appropriate maneuver before and after. While practicing the sequence resist the urge to stop and go back. If you are off-track in a contest, you can't stop and start again, so work on making corrections to give the next maneuver a better chance.

Lastly, for now, fly in all reasonable wind conditions. Deliberately fly in a crosswind. Try holding a heading in a 45 degree crosswind. Challenge a strong headwind! Don't forget to practice in calm air as well. The wind will often blow, or not, in a different direction when you are at a contest.

Most of these drills you can work on by yourself. When you are comfortable it is a great idea to enlist a second or even a third pair of eyes to see what is actually important for you to correct. I like to ask someone to watch the flight and then critique it afterwards to avoid "data-overload" to my brain while I am flying. Many times we will keep making the same mistake over and over again; never thinking it was done incorrectly in the first place. Better a friend finds your mistakes during practice than the judge behind you at a contest!

(Ed) Very good SPA coverage in Eric's column in the July Issue of MODEL AVIATION MAGAZINE.

STRONG commentary Jamie Strong—Chairman Special Projects

Hard to believe we're entering the second half of the 06 season already. Sure has gone quickly since the Prattville opener in March. We really had a great start to the year with newcomers arriving at every contest and experiencing what they've been hearing and reading firsthand. With Chattanooga right around the corner Aug. 19 and Aug. 20 and Ashville on Sept 16th then with the Masters to follow up in mid Oct. things are really looking to be a real shootout for the points championship this year with some very close races.

Great to have met Michael Blake from San Antonio this past weekend in Hotlanta. Michael will have an **INTRUDER** up and running very soon.

Just as we have an article on Single Sticks I've finally put them down for the ease and convenience of the computer systems. All the analog pots and wipers at the age of 20 years now are just getting to the point that I'm not going to risk my planes for any longer. After beginning proportional flying in 1969, Dad and I began on our first Single stick its been a real humbling experience making the switch to teach the left hand new tricks besides holding the TX up. On the other side of the coin the ease of plane setups is just a dream come true, and eventually will be worth all the effort. **JAMIE**

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

