



# The *SENIOR PATTERN ASSOCIATION*

Official S I G (Special Interest Group) of AMA

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

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Vice President

**Steve Byrum**—  
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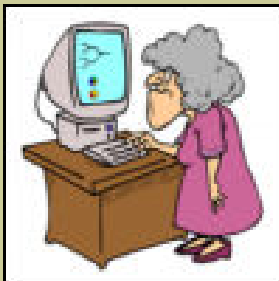
**MICKEY WALKER**—  
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**Jamie Strong**—  
Chair Special Projects

**Keith Watson**—  
Appointed

SPA website is:  
[www.seniorpattern.com](http://www.seniorpattern.com)



Join our Discussion list from within the webpage or inform any officer and we'll "sign you up". It's like a gigantic Mailing-list, but at NO CHARGE. A service to membership and potentials from SPA.

Senior Pattern Association

SEPT/OCT. 2006

## Senior Pilots never die — they just “fly away”

### PATTERN COMMITTEE—2007-2008 PATTERN CYCLE



These three guys swapped dozens of Emails, researched all maneuvers utilized in the SPA era AMA rulebooks, garnered input from a goodly number of SPA members before a lengthy conference in Chattanooga, TN and the eventual “hammering-out” of the coming patterns for the 2-year pattern cycle. My sincere thanks to each for their efforts and to all who responded with inputs. B U

The PATTERN Committee was selected from the 3 largest SPA member states (membership wise) in hopes the selection would represent desires and opinions of the masses of participants. The above trio represents knowledge of all elements of pattern construction and execution of schedules.

Dennis Hunt, Knoxville, TN acted as Chair and was served by members Mickey Walker of Kennesaw, GA and Cass Underwood of Guntersville, AL. Here are the schedules which were adopted by your Board of Directors for 2007 and 08. **RED** denotes change from 2005-2006.

#### Novice

1. Take Off
2. Straight Flight Out
3. Procedure Turn
4. Straight Flight Back
5. Immelman Turn
6. Double Stall Turn
7. One Horizontal Roll
8. **Half Reverse Cuban eight**
9. Three Inside Loops
- 10 180 Degree Turn
- 11 Landing Perfection

#### Sportsman

1. Take Off
2. **Double Stall Turn (U)**
3. **Straight Inverted Flight (D)**
- 4 Three Inside Loops (U)
5. Three Horizontal Rolls (D)
6. 1 Reverse Outside Loop (U)
7. Slow Roll (D)
8. Double Immelman (U)
9. **Four Point Roll (D)**
- 10 **Rolling Eight (U)**
- 11 **Reverse Cuban Eight (D)**
- 12 3 Turn Spin
- 13 Landing

#### Expert

1. Take Off
2. Figure M with Half Rolls
3. Three Horizontal Rolls
4. Top Hat
5. Four Point Roll
6. **Running Eight**
7. 8 Point Roll
8. Cobra Roll w/ Full Rolls
9. Slow Roll
- 10 Double Immelman
- 11 **Inverted Reverse Cuban 8**
- 12 **Inverted Three Turn Spin**
- 13 Landing

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New Website: [WWW.topnotchtrophies.net](http://WWW.topnotchtrophies.net)  
 2044 O'Brig Avenue—Guntersville, AL 35976



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**ANNUAL POINTS CHAMPIONSHIPS**  
 according to CSP Jamie Strong as of 08/23/06

<b>SENIOR EXPERT</b>		<b>EXPERT</b>	
Bruce Underwood	33	Cass Underwood	32
Ed Hartley	28	Jamie Strong	23
Dennis Hunt	18	Eric Nessler	22
Keith Watson	12	John Nessler	16
Mickey Walker	12	Steve Byrum	7

<b>SPORTSMAN</b>		<b>NOVICE</b>	
Scott Sappington	51	Don Eiler	30
John Baxter	33	John Johnson	29
Bill Kite	25	Karl Gerth	18
Phil Spelt	17	Rhea Starnes	16
Joe Holton	11	Duane Wilson	13

Well, Fellow SPA'er's we are down to the last Contest of the year before the Masters. Don't know how this organization can continue to get better every year, but it does. Just for the contest to date we've had 42 Different competitors for the 06 year.

We're not far from breaking a record attendance of 47 pilots of last year if memory serves me correctly.

All classes are shaping up for some down to the wire close runs for the individual Masters fly off trophies.

See everyone in Asheville, **Jamie Strong**

**SPA-like in NEBRASKA**

by: John Van Brocklin

The Hastings Skylarks hosted their annual SPA-like contest on Sunday, June 25th. We call it SPA-like as there are no limitations placed on the types of planes and setups. We fly the Novice, Sportsman and Expert SPA patterns.

It has been an exceptionally windy spring in this part of the world and Sunday was no different. We had a gusty 18-20 mph wind at a 45 degree cross (blowing in) all day. The good thing was that the temperature didn't get above 80 degrees.

Thirteen pilots registered for the contest: three in Novice, four in Sportsman and six in Expert. Three rounds were flown. Most pilots did fairly well in the wind up until landing, which proved interesting all day.



June was nice in NEBRASKA as evidenced by the above RC gang.

<b>NOVICE</b>		<b>SPORTSMAN</b>	
1. Gary May	1996	1. John Van Brocklin	2000
2. Dennis Osburn	1944	2. Mark Bergt	1748
3. John Boord, Sr.	1922	3. Jim Stulken	1735
<b>EXPERT</b>			
1. Nick Reiss	2000		
2. John Willman	1976		
3. Jim Reiss	1702		

FOR SALE: ATLAS, w/OS.91, JR XP 783 Radio, Complete and Ready to Fly, \$800.00  
 BEACHCOMBER, w/OS.70, JR XP 783 Radio, Complete and Ready to Fly, \$700.00

Both airplanes finished by Jim Rogers and both are excellent flyers.

Contact Ron Reed at 770 597-7504 or email at [ron\\_spa@hotmail.com](mailto:ron_spa@hotmail.com)  
 Thanks! RON REED

## JUDGES CLINIC

at  
SERMA

07/15/06 **Guntersville,, AL**...Several SPA pilots and wives spent this weekend here in the "Playground of the South" participating in what is hoped will be the initiation of a periodic "Judges Clinic". The event, sponsored by SPA # 117, Bill Collins and SPA # 113 Cass Underwood was the result of an "oft-requested" event like this featuring good-eating, good fellowship and detailed discussion of proper execution of all three SPA maneuver schedules and discussions accompanied by demos of possible additions to or replacements of maneuvers in the coming two year cycle.

Friday afternoon saw trim-flight sessions by Marty Barry of Hiwassee, GA and Scott Sappington, "Mr. May", of Marietta, GA. Local pilots Bob Wilkes, Wendell Cornelius, Cass and Bruce Underwood burned a lot of "holes" in the skies above SERMA (Suckegg Road Model Airport). It was a good shower and off to the Bill Collins home here for a delightful evening of good fellowshipin', joke tellin', a smidgen of adult libation, and SCRUMPTIOUS Filet Mignons and all the trimmings...preceded by Hor'deurves and followed by watermelon and fruit desserts. M/M Collins really scored "10's" from all the attendees. It was a GREAT gathering. That Filet, generously side-dressed with Daughter-in-Laws excellent potato salad, slaw, etc, literally melted in your mouth.

Saturday saw Marty Barry flying EXPERT maneuvers for all to practice judge, Cass Underwood flew the SPORTSMAN schedule, Scott Sappington, the NOV-ICE schedule. After a series of 4 maneuvers, the demo pilot would land...then Sid Austin, who directed the clinic, would compare scores of each maneuver and compare to his own, then detail the reasoning behind the ultimate scoring of each. Sid is an experienced judge, having judged on the National as well as regional level for many years.

This event has been requested often and Cass and Bill decided this "lull" between contests on the 2006 SPA circuit would prove an ideal time to hold it.

Thanks Bill and Cass for your' sponsorship of this event...(they paid for, prepared and served)...our good Sec/Tres Steve provided test scoresheets, clipboards, Competitors Guide and precise input. Richard Witt drove from Cullman to fraternize.

To all who attended and you folks who conducted, SPA is so grateful and our wish is your participation in this event will be beneficial as we strive to improve our "execution of RC Model PRECISION AEROBATICS".



Steve Byrum at left with TAURUS OS 61 FX 2S 3 blade prop



-0-  
Marty Barry at right with COMPENSATOR YS 61 Heli engine APC 11/8 prop



Reviewing "downgrades" and reasons for same for each maneuver



Just before FILETS come off charcoal grill...the gang posed briefly Standing L to R: Gloria Collins, Mama Jane Underwood, Bob and Pat Wilkes, Mr. May, Bill Collins. Kneeling: Cass Underwood, Hazel and Marty Barry.



Collins demos SPA Goldfish. Goldie-Bass will dart out from under the lily pads, execute 1/2 Figure "M", take feed from his hand then dive to pond bottom to consume food. He calls this one "INGRATE"

## ELECTRIC SPA MODEL FLOWN

There have been rumors of some members piddling with electric powered SPA models...but until July 15 at the Judges Clinic held in Guntersville, AL none had been witnessed performing the SPA pattern (Expert). Take a look at Sid and his E-TAURUS:



What a unique sound when Sid would advance the throttle-stick and that huge prop would respond with a "whirring" sound. It was, as the Grandson would say, "COOL". Here's a "close-up" shot :



The model is the PRIMUS kitted by Home and Hobby Solutions, Inc. This one was won by Randy Roberts of Cullman, AL at the 2005 MASTERS contest in Auburn, AL. Donated by Manufacturer. Website for the PRIMUS and other Kits by H & H Solutions, Inc is:

[www.homeandhobbysolutions.com](http://www.homeandhobbysolutions.com)

It's a laser cut kit based on the original TAURUS, only improved.

This model was assembled by Anthony Boggi, employed by the PYRAMID Hobby Shop in Cullman, AL. It is powered by an E-Flite 60 motor turning a 15/10 APC E-Prop. The power supply is 5 cell. Note the "cooling" opening just behind motor, there's another one in the fuse bottom. All up weight is 5lbs 2 ounces. Very nice flyer.

## CHOO CHOO CHALLENGE

August 19 & 20, 2006

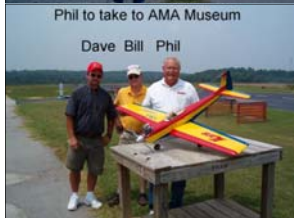
The Chattanooga Challenge was, in the words of honored modelmaker, designer, pilot, instructor, competitor and just plain good Joe, Dennis Hunt, "the best attended SPA contest of this season so far". What a tremendous "first sponsored event" this week-end. The Dave Johnsons' were literally surrounded with family members and Chattanooga RC Clubbers who tended to any and all needs of the 27 contestants and their family members and mechanics who participated in the CHALLENGE. CRCC President Owen Maupin attended the Saturday night SPA bash at the City Cafe (inside the Best Western Motel where most contestants stayed) and on numerous occasions heaped praise on CD Dave for spurring this hugely successful event in Choo Choo City. Weather was typical August....hot as expected....but beautiful flying conditions with a fairly strong breeze off a flyers back most of the weekend. Dave flew 4 rounds on Saturday and 2 on Sunday just like clockwork. The runway must have been 90 feet wide and probably 800 feet long newly sealed asphalt with a freshly cut grass apron on the far side almost as wide as the asphalted area. It was so good to get to fly with "years-ago" pattern types like Dave Burton from Charlotte, N.C. and John Nessler Jr. (Eric and Johns' Dad from Ohio) who experienced fellowship and friendly competition just like the "golden years" of pattern. These two now know (and acknowledge) what they've been missing. Phillip Evans plunged into his first-ever competition. Mike Miller didn't even touch a microphone (KCRC announcer), but flew as a contestant "Loved it". Bob Bixby's Serviceman Son assisted Dad....Eddie Hartley (Ed's Son) came on Sunday and helped Dad...like the "good ole Days". KCRC's President, Phil Spelt and our Webmaster Ed Hartley allowed their Daddy Rabbits to kiss in mid air....that "**yankee-dime**" demolished the left wingtip of each....and these fine pilots both flew their DR's to a safe landing on the strip. They'll be repaired and back in action by Asheville, methinks. The awards depicted the world famous Chattanooga Choo Choo). Our good Sec/Tres said Mike Miller gave him his application for SPA membership and 4 more were forthcoming from within the Chattanooga Club. Welcome additions, indeed. Dave, Stephanie....all you folks in Chattanooga....you overlooked nothing in providing a simply delightful weekend...."thank-you, thank-you"...for a wonderful week-end.





CRCC President Owen Maupin

Great "WELCOME" from Club President & several members who assisted the Johnsons with running of the CHALLENGE



Phil to take to AMA Museum  
Dave Bill Phil

Phil is going to deliver the LOGO KAOS to the AMA museum. Robert Johnson gave plane, Bill Collins gave the engine. Walker Bio and SPA History too.



SKIP wants CALLER !!

**CHOO CHOO CHALLENGE Aug. 19, 20 2006**

**SENIOR EXPERT**

1. Bruce Underwood	4000	Guntersville, AL
2. Ed Hartley	3840	Knoxville, TN
3. Dennis Hunt	3553	Oak Ridge, TN
4. Mickey Walker	3377	Kennesaw, GA
5. Dave Burton	3346	Charlotte, NC
6. Marty Barry	2604	Hiawassee, GA

**EXPERT**

1. Cass Underwood	4000	Guntersville, AL
2. Eric Nessler	3942	Dublin, OH
3. John Nessler	3859	Dublin, OH
4. Jamie Strong	3697	Prattville, AL
5. Steve Byrum	3190	Cullman, AL

**SPORTSMAN**

1. Scott Sappington	4000	Dallas, GA
2. Bill Kite	3886	Kingsport, TN
3. Jim Rogers	3853	Marietta, GA
4. John Baxter	3748	Dallas, GA
5. Skip Getelman	3619	Fayetteville, GA
6. Phil Spelt	3496	Oliver Spr, TN
7. Bob Bixby	3469	Acworth, GA
8. Jim Slocum	3362	Temple, GA

**NOVICE**

1. John Nessler, Jr. (DAD)	3988	Mingo Junction, OH
2. Don Eiler	3952	Knoxville, TN
3. Curtis Comer	3672	Huntsville, AL
4. Karl Gerth	3655	Oak Ridge, TN
5. Rhea Starnes	3578	Kingsport, TN
6. Mike Miller	3470	Knoxville, TN
7. Duane Wilson	3277	Asheville, NC
8. Phillip Evans	3227	Rossville, GA

Biggest laugh of week-end came when John Baxter sat Skip's PHANTOM on runway for flight, then forgot he was calling for Skip. Skip showed up at banquet with the Junior Samples sign taped to his shirt. John's face was Alabama Crimson Tide RED. Judges were kind and called the maneuver schedule for Skip.



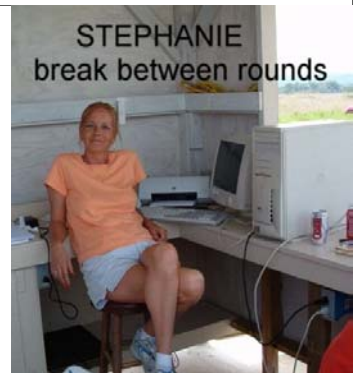
OT's Dave Burton calls Dennis Hunt flies

Several "first timers" flew. that's Dave Burton from Charlotte, NC rejoining the pattern via SPA after years. Got lots of tips from



Left: Neat themed awards -0-

Right: Mrs. Scorekeep takes break between rounds -0-



STEPHANIE break between rounds

Dennis Hunt was honored with this special award at CHOO CHOO banquet for his outstanding work with modelers down through the years.



Dennis Hunt honored



Mike Miller

Mike Miller flew his first contest. Is the announcer for KCRC, Ass't to Dennis. Model is KAOS 40. OS 46 AX engine.



Phillip Evans

First contest for Phillip Evans. Model is SOMETHING EXTRA. .72 SAITO power

**2006 REMAINING CONTEST SCHEDULE**  
**ASHVILLE, N.C. September 16 Saturday only**  
**Duane Wilson—Ass't CD contact**  
**HOTLANTA, GA (MASTERS) Oct. 14 & 15**

## Bob Bixby's Field Charger

Bob Bixby, SPA # 146 shared with a contestant at the CHOO CHOO CHALLENGE recently, this neat charger unit that is totally portable and is a handy accessory to contest paraphernalia. A quick charge from this unit and the battery pack delivered ample power for several rounds.



At left is a view of the overall unit. Handy "tote" handle for easy carrying.



At right, a "close up" of the topside front.

Bob supplied the following text regarding his unit:

This one uses the Hobbico Quick Field Charger, the Hobbico MicroPanel Plus, three toggle switches, and a TorqueMaster gelcell 12volt 7 amp battery.

The case is made from 3/16" plywood and I made the face slanting and just a little bigger than the battery and Panels that are installed. The size can be what ever you want. The plywood is glued together with wood glue with the exception of the back plate which is held on with screws so it can be removed for maintenance if needed. It has held together for several years now and has been used extensively.

The switches are set up so I can turn power on or off to each of the panels and the Banana plug holes as desired. The banana plug holes are used for charging the battery or for a direct 12 volt hookup if needed. The micro panel can provide power to a glow plug igniter for starting, it also has a 12 volt source for a starter, and it has a connector to charge a portable glow plug igniter. The field charger can charge a transmitter and a receiver battery at the same time. This device has worked very well for me for several years.



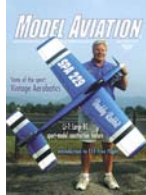
Side View



Rear View with panel removed

Bob is an active competitor on the SPA circuit and would be glad to share any other details regarding this unit desired. He is the current President of the Paulding County Model Airplane Club, host of the PCMA events known as HOTLANTA. His EMail address is:

[rbixby@bellsouth.net](mailto:rbixby@bellsouth.net)



## New Patterns next cycle tha' VEEP's VOCALS

Scott Sappington—"Mr. Mag"

CHANGE.....A word that strikes fear and intimidation into the hearts of many. That is what we are approaching with the new pattern cycle. Will the new patterns please everyone?? Nope. Will we all survive it?? Yup. Let me be the first to admit that two years ago I was dis-hearted and a few other things when a Knife Edge pass was added to the Sportsman pattern. I complained that I had never been able to do that maneuver. Had I ever gone out and consciously practiced it?? Nope... Were the first few exciting?? Yup. Point is these changes to the patterns keep things from getting boring. My hat is off to Dennis, Mickey and Cass for coming up with a challenging program for all levels of competition. I look forward to the coming months of practicing new things and becoming a better pattern pilot because of it. The key is to study the new maneuvers from the Judges guide to determine what is correct then go out and break the maneuver down into the basic elements. Once the elements are there work on putting it all together. Oh yeah make sure those first few times to be three oh @#\$\$'s high to give yourself plenty of recovery space. Looking forward to seeing you all in Ashville, NC as well as the Masters in October. MM



## JUDGING 101

SPA - 10

Keith Watson

Greetings! I'm assembling a Judges' Guide with all the new maneuvers, descriptions and K Factors-

I'll post it on the Website shortly (with the able assistance of Mr. Webmaster Hartley (who beats me too often.) Sorry to be of so little use recently- we've had some heavy stuff going on at work which should be stabilized soon. We'll see everyone at the Masters and hopefully Asheville too!

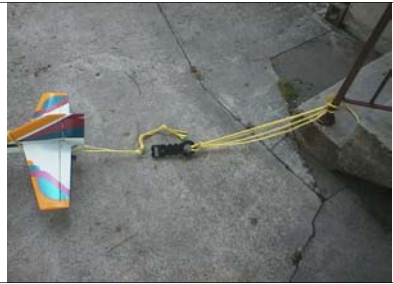
K W



**THRUST?  
HOW I found  
out !!  
by  
Steve Byrum**



Left: Thrust measurement # 1  
  
-0-  
Right: Thrust measurement # 2



Out-  
side  
Steve's  
Model  
building  
shop

Periodically during my time flying SPA, I've asked if there's a way to get enough thrust from a 2 cycle .61 to make it competitive. I've always been told no. The ONLY way a .61 can be competitive is if it screams and makes the airplane fly really fast. That's the conventional wisdom. The rest of the conventional wisdom is that you fly an OS .91 on 30% Heli fuel. It just works.

I'm hard headed, so I decided to measure the thrust and rpm on my .91 pumper with a variety of props to see what I had. We have been talking about doing this for a couple of years so we have guidelines in case anyone wants to fly an electric, so it seemed like a doubly useful project. All props are APC. I got the following data all taken the same day so temperature, etc did not skew the data.

Prop	Blades	RPM	Thrust
13x8	2	10,600	8 lbs 6 ozs
13x10	2	9,000	8 lbs 3 ozs
14x8	2	9,300	8 lbs 6 ozs
14x10	2	8,220	8 lbs 6 ozs

I have flown all these props on SPA planes, but not as part of this test and not on the same plane. My conclusion is that from 13x8 through 14x8 both air speed and vertical performance are about the same. Your choice depends on how hard you want your engine to work.

Having established performance figures for current conventional wisdom, I decided to prove why a 2 cycle .61 cannot be competitive. I flew a Taurus at the judging session at SERMA powered by an OS.61 burning 15% CoolPower turning an 11x8x3 which had been cut down and balanced from a 13x8x3 Master Airscrew. I had measured the performance of this combination and found 10,400 rpm and 6 lbs 15 ozs of thrust. Those who have seen it fly will agree that power is more than adequate and the plane is reasonably quiet. The Taurus weighs 7 lbs 4 ozs. The combination of plane and engine could be very competitive. I have flown the current Expert pattern and not been limited by performance.

Being a curious individual, I collected a variety of Master Airscrew 3 bladed props. I tested the props, and my neighbor's patience, including one 2 bladed prop as reference to conventional wisdom. The following performance figures were achieved:

Prop	Blades	RPM	Thrust
11x7	3	12,200	5 lbs 8 ozs
11x8	2	11,750	5 lbs 6 ozs
11x8	3	11,800	7 lbs 9 ozs
12x6	3	11,600	8 lbs 3 ozs
12x8	3	9,400	7 lbs 11 ozs
13x8	3	8,500	7 lbs 3 ozs

I am currently flying the Taurus with the 12x6 3 blade prop. I believe the performance, particularly the vertical, is comparable to my Curare with an OS .91 turning an APC 14x8.

I went a little further, being the greedy individual that I am. I put 3 blade props on my Curare, too. I measured the following:

Prop	Blades	RPM	Thrust
13x8	3	9,750	9 lbs 15 oz
14x7	3	9,600	10 lbs 6 oz

In the best spirit of TV's Tim Taylor (there's no such thing as too much power), I began flying the 14x7x3 on the Curare. Those of you who saw this combination at Chattanooga know that it gives good speed, excellent vertical and great down-line breaking. You also know I did not handle it very well.

The moral of the story, which I should have known, is use the numbers to select a few of the best props, but fly each of them before selecting one. Two nights ago, I finally put the 13x8x3 on the Curare. The engine likes it better. It revs a bit higher on the ground, but seems to unload more in the air.

Pictures of my elaborate test equipment are included. I would suggest replacing the yellow nylon rope with about a 25 lbs test fishing line run through lengths of fuel tubing to protect the airframe. I suspect I lost a few ounces of thrust to the give in the nylon rope. The thrust is measure by pulling on a digital fishing scale from Walmart.

I believe adding an extra blade to the prop might make .61 2 cycles competitive with the 4 cycle engines. In a sport where the basic premise is inexpensive competition equipment, we might want to rethink the conventional wisdom of \$300 engines burning \$20 per gallon fuel.

Visit

our

website

at

[www.seniorpattern.com](http://www.seniorpattern.com)

**SENIOR PATTERN ASSOCIATION MEMBERSHIP APPLICATION**

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City-State-Zip \_\_\_\_\_

AMA Number \_\_\_\_\_ Club Affiliation \_\_\_\_\_

Membership dues \$20. Make check payable to **SENIOR PATTERN ASSOCIATION**

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Steve Byrum

1326 3rd St. SE

Cullman, Alabama 35055

**Bruce Underwood  
1412 Patterson St.  
Guntersville, AL 35976**

