



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

JANUARY/FEBRUARY

2007

SENIOR PATTERN PILOTS make SMOOTH PASSES !

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SPA website is:

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.

HAPPY NEW YEAR

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Here is a group photo of your SPA Board of Directors made at the annual BOD meeting in Guntersville, AL in early 2005. All have agreed to continue to serve for 2007 and wish to thank ALL members who submitted your votes and your' dues payments for the coming year. Our annual BOD's meeting is January 20th at Country Place Restaurant in Chattanooga, TN.

Isn't that a good looking group up there? The only serious change in the past couple years is only about 1/2 of Jamie Strong pictured to Ed's right up there is left. Jamie opted to shed much weight in the interest of staying around to enjoy this hobby/sport many, many years.

2007 is really looking GREAT at this point. Here's hoping that many readers and potentials will come by our six tables at the SOUTHEASTERN HOBBY and TRADE SHOW at the Ag Center in Perry, Ga on March 2 & 3rd. We'll hope to have many of our SPA Precision Aerobatic Models on display there, perhaps a slide show of some of our past events and fellowship and another delightful raffle prize to hopefully raise a few Public-Relations and Advertising funds.

It is so gratifying seeing the expansion of SPA Chapters to the Northeastern and Northwestern parts of our good ole USA. (See Steve's comments for details). As this is written (Jan. 7) Steve is putting the final edits to the 2007-2008 COMPETITORS GUIDE and it should be headed to the printers within a few days and the first copies will be in the hands of competitors by the SE Trade Show in Perry. It will also be available for download from the SPA website as soon as its' passed "proofreading". I just cannot say enough about the "team" of folks who contributed to its' compilation. The accurate drawings the detailed maneuver descriptions, spelling checks, symbols, etc. I feel like this publication is going to be the "epitome" of sport/hobby guides and its' all due to the talents of those that have assembled it.

There's a lot of good "stuff" in this issue of the SPA newsletter, IMHO, I just hope it meets with your approval as well. My personal THANKS to each contributor (writer) for the inputs. Again, thanks for the votes for myself and our capable Officers to continue another year. Please look for this banner:



It'll be flying high above the SPA tables at the Perry, Ga Hobby and Trade Show. If you need to reach me regarding any SPA matters or Newsletter input, I'm

bunderwo@bellsouth.net

New Website: WWW.topnotchtrophies.net
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Pictured above is the SUPER SICROLY recently added to the SPA APPROVED models list. David W. Wood, Greensboro, N.C. is building one this winter from MAN plans. It was in the MAN magazine in 1973. It's a predecessor to Hanno Prettners' CURARE design. David, joining SPA this season, is 45, he has been flying RC since 1990, has been a modeler all his life but just couldn't afford RC as a teen in the 70's but the designs of the SPA era are what appeals to him most. His Super Sicroly II will have trike gear and a 2-stroke 60 and finished with dope. He welcomes comments at: dwood20@triad.rr.com.



Pictured above is SPA # 306's STIK.....owned and assembled by Mr. Jack Halburnt in Lenoir City, TN. Jack plans to fly this nice lookin' STIK in SPA competition this coming season.

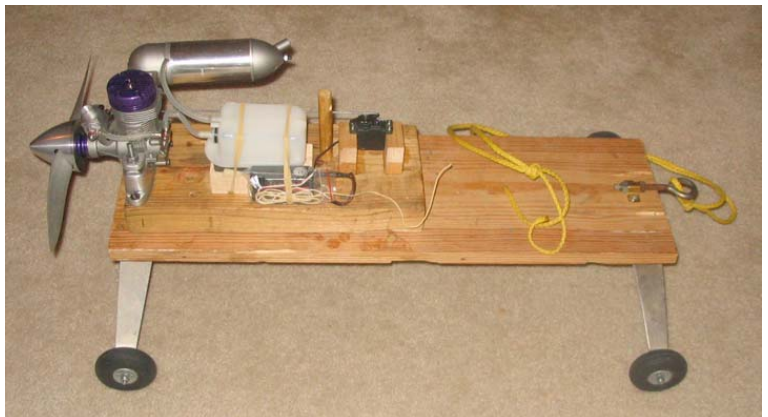
Jack became interested in SPA when helping Ed Miller prepare for the Pattern Nationals in 2006, then attended the SPA contest with Gary Linder in Chattanooga. It was there he says, "I realized that through this activity I could learn the patterns and how to fly them".

Jack, even though hampered with an eyesight problem (industrially blind in the left eye) wants to become a better RC pilot. He learned to fly RC in 2001 and has been building and flying weekly ever since then. He has about 20 planes in his hanger of which 9 are ready to fly anytime.

Jack is currently Field Marshall for the Tennessee Eagles R.C. Club in Harriman, TN. He maintains a website with photos of many of his RC planes, shop, etc. The address for the website is:

<http://locobot.tripod.com/index.html>

He says "feel free to come by and see for yourself anytime."



Recognize the above? It's a "THRUST-BUGGY", a device conceived by David Wood to determine the "thrust" output from his new TOWER 61, 2 C engine. He got the idea from Steve Byrum's input to a previous SPA newsletter. This new .61 2C retails for \$89.95 from Tower and Tower's published specs on this engine in their 2007 catalog equal those of the OS FX ABL priced at \$169.99. Pages 222 & 223 Tower Catalog.

Visit and browse the SPA website:
WWW.seniorpattern.com

Measuring Incidence: **by: Stuart Chale**

I started flying in 1980 or so and started playing in pattern in about '82. I placed 2nd in advanced in the 1985 NATS and 4th in Expert in the '85 NATS. I didn't do as well once the pattern switched to turnaround but still continued to enjoy pattern. The *Atlanta* pictured started out in AMA style pattern and was the first that I used in turnaround. It was also a winner at the WRAM show and almost looks as good today. (Ed note: Stuart lives in Hauppauge, NY (Long Island). When active flew with the New Jersey group like Dean Pappas, George Asteris, Dave & Ron Lockhart, Norm Staub and others).

There are several ways to measure incidence including meters and using a ruler to measure from the table to the centerline fore and aft of your wing. A little trigonometry and you can figure out your incidence angle. Most people prefer a meter as they are easier to use. There are many incidence meters on the market and being a perfectionist I have bought and tried several, trying to find the one that works better than the last. Some meters like the recently introduced Hanger 9 electronic version seemed like a real nice idea at a reasonable price. The one I purchased however had poor fitting plastic connections leading to slop and inaccuracy. I didn't find the electronic portion very accurate either. Others have reported that they are happy with theirs. I was not. The old Robart meter has gone through several revisions, each time improving a little on the prior version. For the most part they are now pretty good. Like any system however, that works with a pivot point and gravity, repeatability can be an issue. Resolution is also an issue with the standard mirrored meter. I suspect you can estimate to .2 or .25 degrees but are unlikely to get to the .1 degree readings available from an electronic meter.

My solution was to use a commercially available electronic level module from a **Smart Level**, purchased about 15 years ago or so. Current versions are similar. The level module is placed on top of the Robart beams. The Robart beams have proven to have a good fit of parts and the plastic Vee clamps usually hold their position on the wing or stab. Robart also sells a 36 inch bar for larger scale projects and you can cut the Vee clamps separately. Two pieces of square or triangle stock are glued to the center of the bar producing a platform for the module.



Balsa glued to bar to form flat mount area for level device.



A front shot of Smart Level on top of the Robart bar mount.

The commercial style modules are nice in that they can be recalibrated and can even be used upside down. If you buy one, test it out in the store. The main thing that you want to test is if the readings are repeatable when angled from either direction. Pick a stable near level place to rest the level. Take a reading and see if the reading is the same after changing the angle clockwise and counter-clockwise. They should all be the same. My Hanger 9 electronic module had some difficulties doing this. Obviously you get what you pay for in terms of accuracy and repeatability.

When measuring incidence and comparing both sides even with a one piece wing it is important to place the bar at the same point on each wing and keep it parallel to the center line of the fuse. Just measure fore and aft with a ruler the same distance on both sides.



Note the ruler Stuart uses to accurately measure the distance from fuse side to location of placement of incidence bars. Very important step.



A full shot of that beautiful ATLANTA of Stuart's. Nice lookin' model!

AS of New Years Day 2007...here is a notice of contest dates and locations at this early time from Jamie Strong—CSP: (Cut & Pasted from Jamie's E-mail message)

This is the SPA schedule that is firm at this time. I'm not forecasting another contest at this point, but one more could be worked in quite easily.

- Cullman April 21st - 22nd Steve Byrum—CD
- Chattanooga May 19th - 20th Dave Johnson CD
- Hotlanta June 9th- 10th John Baxter CD
- Asheville N.C. July 14th– 15th Duane Wilson CD
- Prattville AL. August 18th - 19th Jamie Strong CD
- Knoxville TN. (Masters) Sept. 15th - 16th Ed Hartley CD

(EDITORS NOTE)...The above tentative schedule is in its' infancy stage and will probably be modified with additions as other clubs submit sanctions and requests. To the new Chapters in the Northeast and Northwest sections of the country....as you become aware of sanctioned contests in your area please e-mail me your intentions and I'll be more than happy to include your' dates and contest info in future editions of the SPA newsletter. Same holds true for our SPA friends in Kansas and other states, please keep me advised of your planned activity so we can publicize to the masses. My e-mail address:

bunderwo@bellsouth.net

Our Discussion list is in excess of 90 members now. To join the list just send an e-mail to: discussion-request@seniorpattern.com in the body of the e-mail just type:

Join discussion "your name" <your e-mail address>

if successful, the website will automatically confirm via return mail. To leave the group, just substitute word "leave" for "join" in above.



From: SPA Sec/Tres **STEVE BYRUM**

Steve pictured at left with his TAURUS with 2S multi-bladed prop-equipped engine used for THRUST determination shared in SEPT/OCT issue of the SPA Newsletter.
(Judges Clinic—Guntersville, AL 2006)

Let's take a moment to review our growth over the past year. At this time last year, we had just concluded our annual election and dues renewal drive. We had about 75 paid members. That's about right for this time of year. From experience, I know we'll pick up about another 15, mostly renewals between now and the beginning of the competition season and about 10 through the course of the year giving us a total of about 100 paid members by season's end. That's a normal year. We'll begin the year with about \$2,100 in the treasury and end with about the same amount, having produced 6 full-color 8 page newsletters to keep our membership informed and provided awards for outstanding achievement during the season. Those of us who compete will have had a really good time getting together with friends roughly once each month from April till October.

That's a normal SPA season. Last year was a little different. We had Duane Wilson's Model Aviation article which created Mr. May. We had Jim Hamilton's letter to the editor of Model Aviation two months later in the same issue where Eric Henderson spent a good portion of his column talking about us. Things just took off. We collected new members and answered inquires from all over the country. To begin this new year, we have about \$2,100 in the treasury. We also have 96 paid memberships with 49 of last year's members yet to renew. That's a growth of about 20 individuals in each of those categories. I would expect to have approximately 130 paid members when competition begins in April. We have two new chapters. Jack Dunn and friends have chartered a chapter in Hood River, Oregon. Jim Hamilton has collected interested parties to charter a chapter in the New York-New Jersey-Connecticut area. The guys in North Carolina have begun practicing together on a regular basis. We have a dozen or so members in a band across central Florida beginning to talk to one another about holding some contests in that area. Dick Tibbits is circulating among the clubs in Arkansas finding a lot of interest. There will probably be a contest there this summer. Allan Worrest and the Lincoln Sky Knights have held contests in Nebraska for several years.

We have prospects for another outstanding year. We've got a full contest schedule in the Southeast and contests beginning in other areas of the country. Even the U.S Congress has helped us. They've decided we should begin daylight saving time three full weeks earlier this year to allow us extra practice time. Are they a great bunch of guys or what? Build faster, gentlemen, *the fun is about to begin again.*

Steve Byrum

spbyrum@hiwaay.net



Steve's e-mail address is just above. Please share it with other RC modelers you know who might desire information on SPA membership. Better still, on the last page of this publication is an application for membership, run this through a copy machine (rather than deface your' newsletter) share with a flying buddy and offer to mail it to Steve for him. HAPPY 2007 all !

World Models Re-Introduces the **Intruder**----- With an **SPA** “Twist”

by: Duane Wilson

After over five months of back and forth correspondence, I am happy to finally report that the World Models Intruder is going to be RE-INTRODUCED soon. That would be great news for SPA by itself—but it gets better, (see below).

It started a few months back when I was asked to submit a second article to Model Aviation magazine, going into more detail about how a newcomer can get involved and prepare for their first SPA contest. Editor Bob Hunt wanted to know about popular SPA planes, engine choices and other general information that folks routinely ask when joining SPA.

When I started writing the article, I thought of the popularity of the now nearly extinct **Intruder**, and what a valuable plane it had been as the only SPA-legal ARF. Sure, we all know that the first words out of someone’s mouth when discussing the Intruder ARF have to do with how it was changed from Jim Kirkland’s original—some have called it a “lucky accident”, “freaky turn of events”, or whatever, but most feel the plane has been an overall good performer, and a real boon to the organization in spite of its departure from the original. Then just about the time we were starting to recommend it to newcomers, (or anyone else) as a way to get into the air quickly, the folks in Hong Kong pulled the plug. Jamie helped the situation by buying up the remaining planes, but those were about gone.

It seemed ironic to me that here I was going to write this article about popular SPA planes while at the same time World Models had “deep-sixed” the design. I certainly couldn’t write about a plane that was no longer available, yet I felt it was worthwhile to at least give the folks at World Models the chance to think this thing through. In June I contacted them on their website asking who I should plead my case to, and received a call back the next day with the name of a guy I found out later was the plane’s designer. To make a longer story shorter, I made what I felt were excellent arguments for its re-release, and within two days Fai Chan, (the designer who never wanted to stop production, and still had the drawings in his desk), made a deal with the factory in Hong Kong to produce 300 more units--- World Models had changed their mind—because of us!! Maybe they thought we were a bigger group than we were, but I was not going to be the one to tell them otherwise.

But that’s not all--not only did they decide to re-introduce the plane, they actually made the off-hand

remark asking for suggestions for improvements. As is my nature, I took them at their word, and within another two days, Eric Nessler, (beloved and renowned expert Intruder builder/modifier and pilot), was working with Fai to re-engineer and produce a SPA-modified version as the new STOCK KIT. In Eric’s typical thorough way, he provided Fai with all the details of his mods, (the main suggestions for the Intruder were to lengthen the fuse slightly, use an airfoil stab, and enlarge the rudder somewhat). Both of us also provided a whole caboodle of other suggestions on how to improve the plane.

It is difficult at this point to know exactly whether or not the factory took everything Eric had to say to heart, but first indications, (the original prototype pictures, and what World Models is telling us), seem to show they did most of “the big stuff” that was suggested to make it an even better flying plane than before.

They even came to me with the idea of including **SPA DECALS** in each kit produced; I provided them with a modified logo, (minus the Kaos), and an official logo to use if they could find room for both. It looks like they are using the modified logo in the production kit. A new color scheme taken from Kirkland’s original was suggested to the factory manager which was promptly accepted after they were convinced they didn’t need to get Jim Kirkland’s permission to use it—true story.

We have not had the opportunity to test-fly the new Intruder, (release will be sometime in December of January), but if the factory followed the recommendations given them by Eric, the plane will be better than ever, and a real winner.

If the plane proves to be as good as we hope, I for one will try to do everything I can to reward World Models’ faith in us, and in SPA. Here’s hoping!!

Duane Wilson





Here's the INTRUDER-90 as it is pictured on the WORLD MODELS website early December 2006.

Eric and John Nessler both flew the current model this past season. Eric commented on his input to WORLD MODELS for this improved version and his experience with this design up to now. The following "cut & pasted" from the SPA Discussion:

Well, for what it's worth, I'll give you my assessment of the WM Intruder after a years worth of flying in competition. I can't give you a box-stock analysis of the plane's performance, as my brother John and I worked on ours right from the start. We did the fin/rudder like Sid, Ed and the rest of the gang, as well as the airfoiled stabs and we also came up with a few tricks of our own for the airplane, most of which I communicated to the designer @ World Models for inclusion in their new production model. As Duane mentioned, whether those changes actually made it to production has yet to be seen, but from the proto photos they've shown us, I do believe most of them are in there. I will tell you that this plane will fly VERY well if trimmed properly. As has been discussed here on this list lately, it's all in the setup. Again the varying degrees of like or dislike for an airplane have a lot to do with who set that particular airplane up and more importantly, how well it was setup. Throughout my first pattern career in the 80s and early 90s I got to fly the "best" of what was available at that time and I would put this airplane above any of them. In fact, my personal airplane is the best flying airplane FOR ME that I've ever flown. I have also flown this airplane in AMA pattern competition this year and it proved itself worthy of that challenge as well, at least at my skill level. I can assure you if you've watched me fly and you notice all the mistakes, it is not the airplane. This airplane does exactly what you tell it to do with very few exceptions.

We now have a DR in the family and after extensive flight testing back to back, the intruder has proven to me to be every bit the equal of the DR.....I'll pause for a moment to dodge the tomatoes and wait until the gasping stops, haha. What I mean is, they both have their strengths and weaknesses. Contrary to Phil's experience, I find the DR to be the superior roller, that is, the DR rolls more axial. This is of great importance for not only "3 horizontal rolls" but also maneuvers requiring vertical rolling components. I also find the DR superior in upright spin breaks. I find the Intruder to be every bit as capable as the DR in every looping maneuver, it makes nice straight up and downlines, and I find it to be superior to the DR in point and slow rolling maneuvers. To directly address your question about knife edge, the Intruder if properly setup requires very little(1-3%) if any pitch mix and no roll mix whatsoever.

I personally think the airplane would get a lot more respect if it were a kit or if people were scratch-building them, as it's only human nature to care more for something you've put your own hard work into, and perhaps cast dispersions on something that's "easy come". I personally have put a lot of time and care in my Intruder's assembly, setup and trimming and John has in his as well and scores of others like Sid, Randy and John Baxter (who inexplicably to me has discovered how to make his roll perfectly), so we'll give you input on the plane from our point of view anytime you're interested. In fact, if we find ourselves at a contest together, I'd be more than willing to fuel her up and let you take it for a spin anytime, I extend that invitation to anybody interested. Planes were meant for flyin' after all. Thanks,
Eric Nessler

John Weichbrodt in Kissimmee, FL e-mailed American Distributor for the model, AIRBORNE MODELS asking about the INTRUDER. Airborne replied:

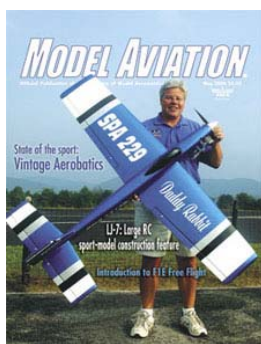
Thank you very much for your interests in the Intruder. The models will be available in 6 weeks' time, price \$199.99.

We will put it up our website as soon as we have it in stock.

With best regards,

AirBorne Models

The above e-mail was sent Jon in early December or late November 06.



From the keyboard of "MR MAY"

SCOTT SAPPINGTON
SPA 229

Vice—President

Hello Everyone,

I am anticipating another great year for our outstanding organization. It appears that the competition schedule is coming together very well under the watchful attention of Jamie Strong.

We have space again this year at the Southeastern Model/Trade Show in Perry,GA and from all of the discussion appears that everyone has that winter project well underway. It is great to see that the major issues we face are what type of after run oil to use for the modified Antique class airplanes. Some of our threads are somewhat humorous relative to the degree of discussion. It is just another of the many reasons this is a great group of people. I wish you all a blessed 2007 and look forward to seeing you soon.
Scott

sappingt@bellsouth.net



Tell a "flying buddy" about the good fellowship we enjoy in SPA and invite them to browse the pages on our SPA website at:

www.seniorpattern.com

All questions regarding SPA are answered there.



Recognize the product to the left? Yep, you've seen it at Dollar General Stores, Freds and other general merchandise stores such as these. It's known as the most powerful glue in existence (or so its' claimed by its manufacturer). Read on to see why this was a recent topic of conversation on SPA Discussion List.

Sometime in November, during a building project, I reached for my bottle of Elmers PRO-BOND Polyurethane glue on the pegboard from the past year and it was hard as a rock. Had dried out in the bottle. I jumped in the car and headed for local FRED'S store and found that they only had GORILLA glue in stock. Not having used it before, I opted to visit local ACE Hardware and pay about \$1.50 more for the old reliable PRO-BOND. Using for mounting wing peg in center of foam sheeted TIGER TAIL wing center section. I initiated a topic of conversation on the List asking for comparisons of this readily available glue to PRO-BOND. Some excellent replies like: John Gausby said:

I think you done GOOD!!! I ran into the same thing a couple years ago and also went to another store for the real deal.. "Probond"...Shame it hardens like it does....My last bottle on the shelf is probably hard as a brick also.

The Gorilla glue is somewhat different from what I "understand." It doesn't have the same properties as Probond.....exactly what the difference isI'm not sure....Like you...better safe than sorry. JG

Jack Halburndt said:

I like this glue and use it mostly in place of epoxy. Takes longer to dry, but unless I am in a hurry that is not a problem. I do not use any water on my glue joints, but I live in Tennessee where we get 57 inches of rain a year. Plenty of humidity here and it is not necessary to wet anything since the air carries a lot of moisture. The glue foams here and it does create a strong bond. Mineral spirits will clean up on overages and if you will go back before the glue hardens you can either press it down or remove excess by scraping lightly. After it hardens you can sand it without it filling up the sandpaper or being rubbery. I have never sheeted foam wings so I am in a learning process where that is concerned. I can use all the help I can get on that subject. Jack
You readers are familiar with John Gausby, but about Jack H:

I reside at 361 Eaton Village Trace, Lenoir City, Tennessee. My SPA number is 306. I became interested in SPA when I helped Ed Miller prepare for the Pattern Nationals in Muncie this year. I am not the best of pilots since I have some slight eyesight problem (industrially blind in the left eye) and I want to get to be a better pilot. I attended a pattern event in Chatt. with Gary Linder this year and realized that through this activity I could learn the patterns and how to fly them.

I have always enjoyed woodworking and since moving here and leaving my shop, I no longer have the tools and space necessary for much more than model building. I built models as a child and flew control line back in the fifties and sixties, BMC (before marriage and children). Learned to fly RC in 2001 and 2002 and have been building and flying weekly ever since. I have about 20 planes in my hanger of which 9 are ready to fly on any given day. Three are being built and are in various stages of completion. Five are still in the box they came in

I am the Field Marshall for the Tenn. Eagles R.C. club in Harriman at the moment, (elections are coming up soon).

The website address is, <http://locolobot.tripod.com/index.html>. Feel free to come by and see for yourself anytime. That goes for any SPA member who wishes to do so. Always glad to have a friend stop in and chat with me. Jack

Here's what **Steve Johnson** said on the GORILLA GLUE topic: *Same stuff. Gorilla glue is made in Denmark or some such place and is usually more expensive than Elmer's.*

I'm seeing some glue failures with people using poly. I think it is because they read it takes water to cure so they wet the joint before applying glue. I saw an airplane crash for other reasons that when we examined the wreckage the poly glue joint had failed without taking any wood with it. I don't wet my glue joints before gluing and haven't seen a failure yet.



Steve Johnson has some excellent building credentials.....(bio below)

I'm in Orchard Park, just outside Buffalo, New York where I sport fly with the other retired guys on Tuesday and Thursday mornings.

We hang out, teach new guys, and lately have been promoting SPA aircraft. If we can get enough guys we will do an SPA contest.

We are working toward it. My buddy Bob and I flew Dirty Birdies all this past year and have talked up some building this winter.

As a group we have a Phoenix, Daddy Rabbit, Troublemaker, Miss Norway, and two Super Kaos aircraft under construction.

We have another master flier with plans for the Curare but he is all tied up in a Cherokee project at the moment.

An effort was made to insure that we each built different aircraft to make a more colorful flightline.

There are two clubs in the area, the Flying Knights and the Aircrafters. The Aircrafters have for years sponsored an AMA pattern contest in June of the year so there is pattern talent in the area. One of our members routinely places well at the Nats.

None of this should be construed as any talent on my part. I just like flying of any sort and scratch building is a passion.

That last sentence from Steve sums up the MOST of us SPA modelers. It's experience such as his shared with folks with like interests that sort of "bundles" us all together. This is the kind of "good-stuff" shared on the SPA Discussion List most all the time. If you've access to a computer or a member of your family uses E-Mail and would like to join us, you may join the List thru the SPA website or just inform any Officer or member of our Board of your wants and we'll see that you're enrolled. Best to all in 2007.

Visit

our

website

at

www.seniorpattern.com

SENIOR PATTERN ASSOCIATION MEMBERSHIP APPLICATION

Name _____ Date of Birth _____

Address _____ Phone () _____

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AMA Number _____ Club Affiliation _____

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

Mail to:

Steve Byrum

1326 3rd St. SE

Cullman, Alabama 35055

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

