



# 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**

**SPA NEWSLETTER**

**MARCH/APRIL 2007**

## **SENIOR PATTERN PILOTS make SMOOTH PASSES !**

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### **OFFICERS**

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**Scott Sappington-**  
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**Steve Byrum-**  
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**Ed Hartley-**  
Webmaster

**Jamie Strong-**  
Chair Special Projects

**Keith Watson-**  
Appointed



Photo to the left was made by Bob Wilkes SPA # 273 of Mr. Werner Kopp of Propwash Video and SPA Pres. Bruce at the 2007 Perry, GA SE HOBBY and TRADE SHOW. Kopp produced commercial videos of each **Tournament of Champions** working very closely with Underwood, who was the Tournament Announcer at the huge precision aerobatic event in Las Vegas, Nevada. The Perry show is sort of an annual “reunion” for the pair. Loads of embellished tales swapped.

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.

Here's what we've all been looking forward to receiving...it is the tentative 2007 Contest Schedule complete with CD names for each. Jamie Strong, our *Chair of Special Projects* handles scheduling and says this schedule “is almost a sure thing” as of the date of this printing, a few days after the Perry, GA show.

1. Cullman April 21st - 22nd Steve Byrum CD
2. Chattanooga May 19th - 20th Dave Johnson CD
3. Hotlanta June 9th- 10th John Baxter CD
4. Asheville N.C. July 14th– 15th Duane Wilson CD
5. Andersonville GA. July 28th - 29th Scott Sappington
6. Prattville AL. August 18th - 19th Jamie Strong CD
7. Knoxville TN. ( MASTERS ) Sept. 15th - 16th Ed Hartley CD

Chances are, if according to past years, you'll usually receive a mailed flyer for each of the meets from the CD and/or sponsoring club for each contest. Most are mailed about 30 days prior to the date. It's going to be a great year....that is a GUARANTEE from Jamie. Hope you'll enjoy this edition of the Newsletter.

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



(256) 582-0606

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CHATTANOOGA, TN Jan 20, 2007.....What a GREAT place for our bi- annual Board of Directors meeting. Private meeting room with buffet breakfast of Eggs, Grits, Gravy, Homemade biscuits, sausage, ham, bacon, fruit, sweet pastries, coffee, etc.



Upon arriving in parking lot, was good to look over inside the camper cover of the truck parked beside and see this. Marty Barry's COMPENSATOR. Knew he was inside, early arrival .

The BOD meeting January 20 was a tremendous gathering attended by ALL BOD's with exception of Keith Watson and ALL CD's with exception of John Baxter. 22 Attendees all together availed themselves of the fine hospitality extended by Dave & Stephanie Johnson and family members plus a few members of the Chattanooga RC Club. Steve likes to point out, the NO. 1 order of business was the good eating: IE:



Help Yo'self to the buffet-YUM



"THANKS" to Hostess Tina Norris



Mickey talked of "resurrection" of the ANTIQUE class with a possible all-antique contest in October of this year in Hotlanta. Only SPA approved models of the era to January 1, 1967 would be allowed. He said "much new interest has spurred his efforts to perhaps promote this event.

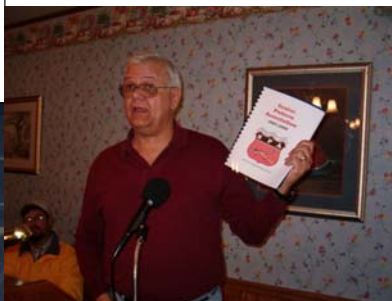


"Hard-copies" of the GUIDE will be at a PREMIUM this season.



According to Steve the printed version will run about \$20.00 for printing and binding while the CD ROM pictured above will fetch about \$2.00. This excludes any shipping or postage charges. The finished product is available for "download" for free from the SPA website. CD's of all the SPA contests will have a "hard-copy" for reference, if needed, at all of this season's contests.

Dennis teamed with Eric Nessler, Steve Byrum, Ed Hartley, Keith Watson and a number of others to "hone" our new COMPETITORS GUIDE to it's "near-perfect" status. Special recognition was given at the BOD meet to the Committee, the PATTERN COMMITTEE and our 2007/08 CD's.



At left, Steve explained the exact compilation of the new GUIDE and how it will be made available to all members requesting for a very minimal fee or for "free" if elected to "download" from SPA website.

Steve had Boardmembers and CD's proofreading his draft prior to its' final printing for Perry, GA show.

Get more pertinent details of the Bi-annual Board meeting in Steve's column in a later NL. The 2nd annual meeting is of course the MASTERS' Business meeting and banquet in Knoxville, TN in September.

## Newsletter features get "comments"

(Regarding Stu Chales' Incidence Meter feature)

John Gausby SPA pilot near Richmond, VA writes:

I finally read the Jan / Feb newsletter today...Yeah...I'm slow....Great article on the incidence meter by Stu Chale. I use the same thing (11 years) and absolutely LOVE it.

The meter he has pictured was updated to a rectangle shape. It ain't cheap....It was about \$85 when I got mine back in the mid 90's without the available alum.leveling bar, but worth every penny IMHO. I received my meter as a birthday present when my wife asked "What would you like for your birthday"?...That's the best way to get one if possible (smile).

If you are interested in this killer tool , here's what I like about this meter..... It has large black digital numbers on it (easy to read from several feet). It is extremely accurate (1/10th of a degree with zero guessing) and very easy to use. I have yet to replace the single 9 volt battery. It turns off automatically if you forget to! You will use it for a lot more than model airplanes. ie...Hanging pictures or whatever on a wall , leveling or checking levels of household appliances , workbench surfaces etc , minor household repairs ....It even works vertically. It is just wonderful when joining wings and stabs .Quick and reliable.

What I don't like about it. My meter ( the current design) weighs 8.2 oz's. That's a little heavy , but the ease of use makes up for the 1/2 lb weight IMHO. I don't leave it sitting on a loose stab while the epoxy sets up , but that's not a big deal. I've learned to deal with that.

It's made by "Macklanburg - Duncan". Just do an internet search under "SmartTool" and you can shop current prices and store availability. . The meter should be available separately without the special alum. level bar. that is made for it. Just my 2 cents.....Happy building! ....John G.



The wood (ply and balsa) holder assy. came from an article in "Building a Pattern Plane" by Bruce Thompson and Don Atwood. The alum. bar and plastic parts are from a Robart meter. John Gausby's e-mail address for info is:  
[humptybump@comcast.net](mailto:humptybump@comcast.net)



Pictured above is my own (not as accurate as John's I'll wager). It is part of the HANGER 9 Angle Pro Throw/Incidence Meter. This is shown in the THROW GAUGE configuration which is the only way I have found to use it with success. When I tried to use it in the Incidence Meter config, it was just too sensitive and I was not happy with the < shaped plastic mounts on either side of the device since they kept falling off the leading and trailing edges of wing and stab unless such pressure was used to dent the balsa. This unit is listed in HORIZON HOBBIES catalog for \$59.99. BRUCE U.

## Monokote trim on Monokote covering

A recent "thread" appeared on the SPA Discussion List regarding the use of Monokote as trim...Jim Ivey input a useful method to do this:

*The monokote trim solvent by itself will make a mess ,it activates the color and it can bleed at the edges. The trim solvent if used by itself sticks too quick and you can't move it around. I have used the windex method ,however I like this mixture better. You don't have to use a iron to seal the edges. This works well on sheeted wings and fuselage sides, as long as the surface is relatively flat.*

*Mix 1 oz trim solvent to 4oz water and add 1 oz of momma's dish detergent. Put this in a small spray bottle and spray both sides of the material. There is enough solvent to activate the monokote glue and the soap detergent mixture allows you to position the piece...Squeegee off as usual with playing card and dry with a clean towel to absorb the water. If you use a credit card it will scratch the color. I have looked at the foam brushes like you can get at Home Depot or building supply houses, but haven't tried them yet. Within 30 minutes you can seal the edges with MEK and a small brush and you are done. The monokote piece is stuck permanent with no bubbles and the MEK has sealed the edges permanently. Walk off and leave it until next day. IF any bleeding has occurred acetone on a clean rag cleans it off nicely the next day. (Credit to Curt Diggs) Jim Ivey*

# 2007 Perry, GA TRADE SHOW

## March 2 & 3, 2007

Members say the most important info desired from the show is... "who won the INTRUDER raffle?". Here's the scoop ..... Ellen Steed of Loganville, GA drew the winning ticket at the request of us SPA'ers on the scene...(Ellen's Father was the late Dos Steed of Hartwell, GA, very well known MASTER Scale model builder and best known for his production and manufacture of P-51 gear, plans, etc.....Dos died in NOV. 2006). Winner was: JIM CULBERSON.....HARTSELLE, AL. Sid or Steve remarked, "seems like Jim bought \$20 worth of tickets just this morning (SAT). Congratulations Jim, you're gonna love this airplane and we're all proud for you. Sincere thanks to ALL who visited the SPA tables, enjoyed the DVD showings of the 1971 Precision Aerobatics World Champs and the SPA recruitment video, purchased tickets on the INTRUDER and the GREAT fellowship. To those LOYAL, HELPFUL, FRIENDLY, COURTEOUS and KIND (sound like the Boy Scouts?) SPA members who gave of your time , money, talents and efforts at the show, thanks a BUNCH! New member Mike Robinson said "was a BLAST"!



Recruiting Panama City, FL pilot



Sid anchored SPA Banner til tied



Darren Thrasher 3 D flier Douglas, GA eyes DVD shows

Duane, Bruce and King Altaire

At right, Video of 1971 World Champs and SPA Recruit was a Marty Barry & John Baxter idea



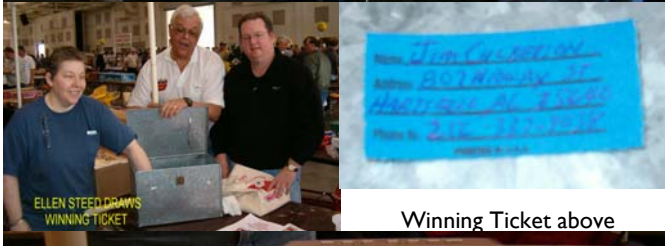
BYRUM at PERRY, GA



John Day, Loganville, GA provided ride to Motel at close Friday night. Day was selling late Father-in-Laws Scale model items at tables next to ours. A most welcome ride on a cool windy night. Proceeds from Day's sales to benefit a family member in medical need.



Steve, Sid and RAFFLE PRIZE



ELLEN STEED DRAWS WINNING TICKET



Winning Ticket above



SPA "RECRUITING" VIDEO

Above was the HIGHLIGHT of the TRADE show and thanks to ALL who supported the Raffle and PYRAMID HOBBIES who co-sponsored the event for its' success. Proceeds from this "fund-raiser" are used each year for regional and National advertising as well as awards and expense incurred from the MASTERS contest annually. Look for details of new membership, renewals, info packs distributed, etc in Steves' column. Marty's DVD monitor and player and the showing of the shows as suggested by Marty and John B. proved to be a "traffic builder" and a genuine conversation starter. Without a doubt, the 2007 SE TRADE SHOW was the "best yet" for SPA. Many thanks to all participants. Already planning on additions for next year. (Editor)

## EASY POINTS

by: *Steve Byrum*

Many pilots give up points through carelessness when they are not being scored. This is very prevalent in Novice. It's still present in Sportsman, and is seen occasionally in Expert. I'm referring to the trim pass and turnarounds. Because we're not being scored, it's easy to relax and just flip the plane over. The result is often a completed turnaround which ends off the desired heading for the next maneuver or out of position otherwise.

The thought process goes something like "Ok, I'm headed back in, but it's at an angle so I'll roll just a little to fix that. Getting pretty close, so I'll call the maneuver. Beginning now. Whoops, this isn't going to be very pretty. Oh well, complete". What has happened is the pilot entered the maneuver just a little off heading which he has tried to correct by banking the plane a little until it's in the right place. What the judges saw was plane enters maneuver off heading. CHA-CHING, 1 point gone. Wings aren't level. CHA-CHING, another point gone. You're at 8 and really haven't done anything yet. Things will likely get worse from here. By exit time, you're displeased with your effort, so you just call *complete* and get out of it headed toward the next turnaround. Your wings weren't level on exit. CHA-CHING. You were still off heading. CHA-CHING. You got no better than 6 because of wasted points on entry and exit.

Take your time in the trim pass. Actually look at the plane to be sure it's in trim. Do the turnaround ON PURPOSE. By this I mean, don't just let it happen. Put the plane exactly where you want it. If you don't like the setup, DO NOT CALL THE MANEUVER. As long as you haven't called the beginning of the maneuver, you can turnaround again. Make sure you are on the line you want at the heading and altitude you want with your wings level BEFORE you call the beginning of any maneuver. Don't ask how I know this. Use an experienced caller to help with the setup, too.

## PATTERN AIRPLANE TRIM

Recently on the SPA Discussion List the conversation topic turned to setting up a pattern airplane like we use in SPA flying for its' optimum performance. A subscriber input a question asking..... "do you build your pattern planes with a symmetrical wing with positive incidence to make the plane fly more honestly. And, will a positive incidence be beneficial to my pattern ships (90size) that have zero incidence. What I am trying to accomplish here is to have the plane fly as true and honest as possible".

SPA # 147, Jerry Stebbins of Decatur, AL who manufactures a super line of RC models for primarily AMA aerobatic competition replied with the following informative theory:

Yes---you need some degree of positive, with respect to the tail and then you can start get your cg set. I don't know how much experience you have so the following may be more like a primer. Start at 0.5 degrees or thereabouts and fly it. It is usually better to have an experienced pilot make the first flight to have the best chance it comes back in one piece.

It should not take a lot of trim, either way -up or down. Get the cg correct. If you want a ball park that is safe, start out with the cg at 25%-no more than 33% of the root chord. That should get you nose heavy to begin with and you can go from there. You DO NOT want to start off tail heavy!!!! unless you are a very good pilot. Also make sure you put enough throw in the elevator so you, or whoever flies it can compensate for the cg as you start out. Enough means at least the max they recommend.

Best cg final test (after you get the cg and incidence so you have zero elevator trim for straight and level) is to pull to a 45 deg upline at medium throttle-roll inverted and let go of the elevator. It should slowly fall off to the canopy. If it does not fall your cg, and or cg/incidence still needs some work. How much it falls is a personal thing and relates to how much down you want to carry to fly inverted straight and level.

Most pilots want to hold in some amount of down when inverted, but again it is usually the least that you are comfortable with. ( Your thumb wants to feel something so it knows it is in control). Hope this helps.

**Jerry**



Above: Jack Dunn's new Daddy-Rabbit just after its' completion. That stuff its' sitting in is commonplace in an Oregon winter.



This is John Baxter's WORLD A 6 INTRUDER. Isn't it beautiful? John did the nice graphics himself.



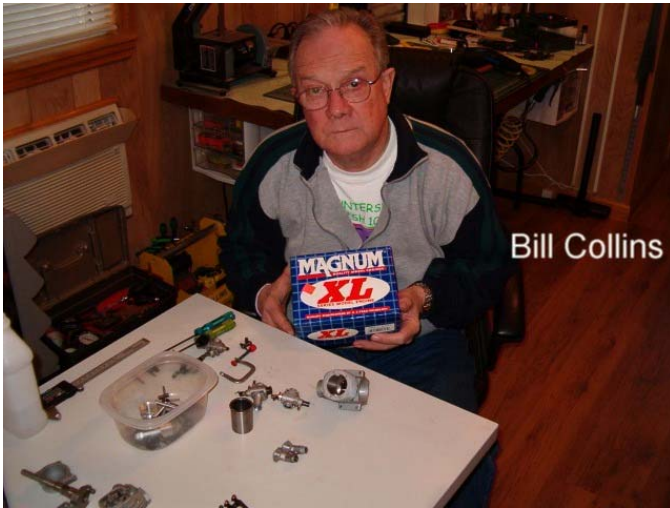
See to the left the LOGO John has designed for his GRAPHICS addition. He said his INTRUDER would be a bit different than the others on the circuit.

## OS .91 SURPASS vs MAGNUM .91

SPA competition is NOT expensive. Randy Roberts of the Cullman Aeromodellers has been flying the reintroduced INTRUDER featured in last Newsletter powered by the "bargain" Magnum .91 on sale for \$149.99. With the ARF INTRUDER at \$199 the total price for finished airplane and engine = \$350.00. Amazing!

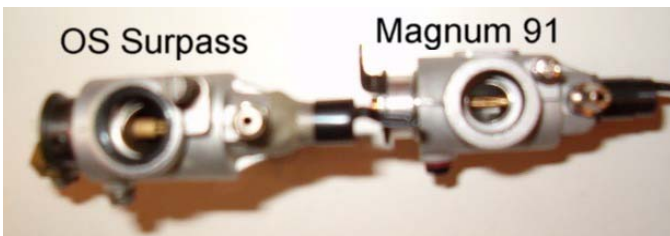


MAGNUM in Randy's A 6 INTRUDER shows recirculation



Bill Collins

In early February local engine "GURU" Bill Collins, at my request purchased a MAGNUM .91 4S, dissected it for comparison with the OS .91 with which he has most parts and experience. He obliged. I followed his experimental surgery with camera & pad.



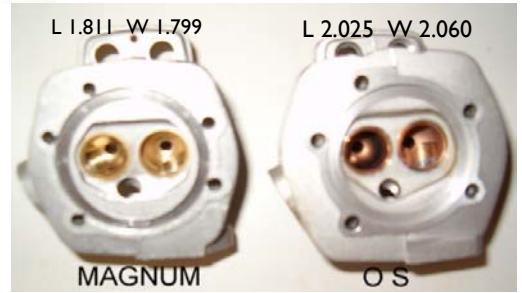
Barrel to intake OS = .346 (8.84MM) MAGNUM .278 (7.05 MM) (Collins) "Physical size allows more air which allows more fuel = more power or thrust".

Cylinder liner: No appreciable difference nor concern. Piston & Rod assembly comparable. On test engine (MAGNUM) one of the wrist pin keepers was not installed at China factory. Cam drive & followers same. Bearings in OS, camshaft and rear are shielded, MAGNUM is not. Quality of bearings unknown. Case quality inferior in MAGNUM. MAGNUM crankcase has groove machined assuming wear of crankpin allowing "wallowing" of conrod on crankshaft counterbalance.

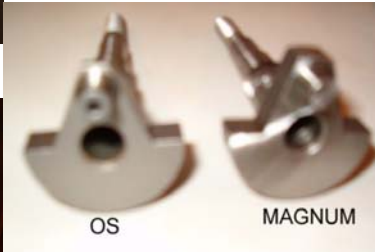


MAGNUM arms machined of aluminum, OS are stamped. "I prefer the MAGNUM arms."

Heads to right, NOTE: head bolt hole drilled into cavity in left pix. Much deeper fins of OS will cool much better. Plug offset to favor exhaust valve means hotter head temps. OS cools much better. (Larger)



"Machining of Combustion Chamber not uniform on MAGNUM. Additional machine quality of OS allows better breathing. Cooler = more H P".



Note cooling hole in OS crankpin dissipates heat, None in MAGNUM. OS crankpin is machined and MAGNUM is swedged. Under extreme temps -swedged pin could come loose. "Heat buildup at this point is very critical".



Manifold: Diameter OS .337 MAGNUM .298. "OS will breath better".

"Very little difference on Exhaust manifold—Muffler is baffle free and preferred like old style 91 OS".

SUMMARY: "For a beginner, Novice or Sportsman, MAGNUM is a good buy. If in Expert where power and Horsepower is necessary, the OS is a must" "If MAGNUM, be aware of heat generation. Follow the break-in procedure....never allow a LEAN run". "If you produce power, you gotta produce heat and you gotta get rid of it!" Both engines mount same, this is convenient.

(ED NOTE: )Randy Roberts boasted 9500 RPM on his MAGNUM with 15% Cool Power and 13.5 X 9 APC. Said "Idled smoothly". When he FLEW the 7 lb or less INTRUDER he used a 13 x 8 prop.

Jamie Strong has a new MAGNUM and says it is about 500 RPM under the OS under like fuel and prop comparisons.

Still, SPA precision aerobatic competition doesn't "break the bank!"

# NEW BIRDS TO BE SEEN ON THE SPA CIRCUIT THIS SEASON

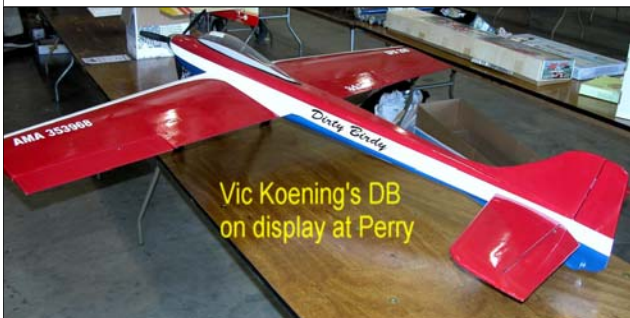


Scott Sappington's DADDY RABBIT at BOD meeting



Cass Underwood's TIGER TAIL

Ron Chidgey design winner of 1969 , 1971 Aerobatic NATIONALS



Vic Koenig's DB on display at Perry

Vic lent us his handsome DB above for display in show



John Baxters' new DR. What about those "spiffy" graphics—nice

You saw John's pretty new A 6 INTRUDER with the good-lookin' JB Graphics on page 5. It's going to be a difficult decision for him to make as to which one to fly in competition this season.



Phil Spelt's new PANZER D-20 Zimpro "shortkit"



< NO, the photo to the left is not a new BIRD....but is a NEW bird-building workshop soon to be completed and occupied by Jim Ivey SPA # 82 at his recently acquired and moved into homestead in Buchanan, Georgia. This is the kind of facility that makes any good modeler "drool", isn't it? We're proud of this facility for Jim, now enjoying the "fruits-of-his-labors" in retirement and deserving every minute he'll spend in this shop turning out fine models.

Visit

our

website

at

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**SENIOR PATTERN ASSOCIATION MEMBERSHIP APPLICATION**

Name \_\_\_\_\_ Date of Birth \_\_\_\_\_

Address \_\_\_\_\_ Phone ( ) \_\_\_\_\_

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

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**

