



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

MAY/JUNE 2007

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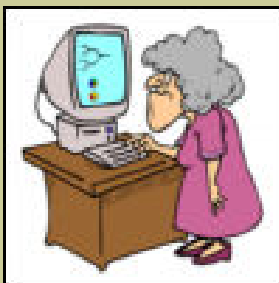
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SPA website is:

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.

SENIOR PATTERN PILOTS make SMOOTH PASSES !

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See that pile of asphalt to the left...that is the Cullman runway on the date of the scheduled Cullman contest April 21 & 22. See why it had to be postponed. CD Steve and the good clubbers at Cullman Aeromodellers did all they could to expedite the renovation but despite all their best efforts, it was just not to be done on a time schedule to accommodate the original date. Steve said in an e-mail on April 23rd: The intent is to provide a quality grassy area for tenting. Two new chain link fences will provide safety barriers, be far enough from the landing area so as not to be a hazard and comply with AMA's guide lines. The runway will initially be laid as 50 by 350.

2007 SPA "Contest Circuit"....HERE WE COME !!

by: **JAMIE STRONG**—Chairman Special Projects

Chattanooga, TN	May 19 & 20.....	Dave Johnson—CD
Hotlanta, GA	June 9 & 10.....	John Baxter.....CD
Gadsden, AL	June 23 & 24.....	Dave Johnson....CD
Asheville, N.C.	July 14 & 15.....	Duane Wilson.....CD
Andersonville, GA	July 28 & 29.....	Scott Sappington.CD
Prattville, AL	August 18 & 19.....	Jamie Strong.....CD
Knoxville, TN	Sept. 15 & 16 (MASTERS).....	Ed Hartley.....CD

Pilots are urged to Pre-register on the SPA website for the Chattanooga and most of our contests. Go to CONTESTS and click on "pre-register" Dave said when quizzed about that nice motel and restaurant used last season:

It's the **Best Western** same as last year rate 59.99 for spa members.423 899-3311 all the rooms have totally been redone the baths are really nice with a few more amenities in the rooms. we have the whole cafe for Saturday night. the manager is putting on more staff for the early breakfast so everyone can eat and not be rushed to make the field.

All contests leading up to the MASTERS are "POINTS" contests, looking forward to the "fellowship".
JAMIE

New Website: WWW.topnotchtrophies.net
 2044 O'Brig Avenue—Guntersville, AL 35976



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2007 “SPRING-FLING” at SERMA

Mar. 17, 2007 Saint Patrick’s Day

Guntersville, AL.....Coldish temp and winds about 20 MPH from the Northwest didn't diminish the activity at SERMA (Suckegg Road Model Airfield). Several assembled to discuss the new maneuvers in the 2007-2008 SPA patterns, fly them and judge each other just for practice.

After a number of unscheduled flights of the models and some general “cutting-up” with “didos” “short field take-offs & landings”, etc. it was decided to align some lawn chairs for some serious pattern practice. One flier would fly a schedule while others judged and scores were recorded. After the flier landed and joined the discussion, then each maneuver and its' merits and demerits were thoroughly discussed. On two occasions a “hard copy” of the 2007-08 COMPETITORS GUIDE was used for accuracy in theories. Loads of laughs and “*when I do it next time....I'll etc. etc.*” flowed amongst the gathering.



Chris Gregory flew NOVICE for judges to “pick apart”.



Cass Underwood (left) flew his Pop's TIGERTAIL through the SPORTSMAN pattern. Gregory called for him. Cass, when landing said, “this TIGERTAIL flies better than mine!”

Note Jamie Strongs' A-frame camper in background. The Strongs stayed the night there at SERMA.

Randy Roberts of CULLMAN club flew EXPERT pattern for judges. Randy landed after 1/2 of schedule to allow discussion of execution of each maneuver to that point, then flew the ensuing half of pattern. Randy brought the MAGNUM 91 powered INTRUDER featured in last edition of Newsletter and flew it for those present. He came back on Sunday after some engine mods to his new OS 91 “pumper”. The cam gear was shedding its' chrome plating. He replaced it, retimed the engine, replaced the pump unit and improved performance greatly.



To left is the “Terrific Trio” from the Dalton, Georgia Model Club. The SPA PIO labeled them THE DALTON GANG. Remind you of O T Renegades???

All three of them flew the pictured UGLY - STIK owned by Mike. He said it is an ARF, is powered by OS 91 4S.

Only Novice maneuver that challenged it was the 180 Deg. turn.

Jamie Strong sustained the only physical damage to an aircraft as the firewall on his often-flown DADDY RABBIT shook loose from its' mooring to the fuselage sides. Some toothpick spikes into the edges and reglueing and it should be good as new.

Steve Byrum reiterated many of the good points made in his “Easy Points during Competition” column in the MARCH/APRIL 2007 SPA newsletter. (May be seen under “Downloads” on the SPA website).

Thanks to all who attended and participated. It was a good gathering and most beneficial.

The SPRING-FLING came about as a result of an e-mail list suggestion by Cass Underwood bolstered by Special Project Chair Jamie Strong. A similar session will likely follow during the summer with a bit longer and more widely promoted planning. All agreed, “these sort of get-togethers are most beneficial and helps a potential SPA contestant hone his skills and knock the edges off his “contest flying “nerves.

WE GET LETTERS

Hi Bruce, I doubt that you remember me, but I was in the Air Force stationed at Robins AFB, Georgia from 1972 until 1979.

We competed in pattern together in the 70's. I'm sure at Huntsville and I believe at other contests. My first pattern contest was the Jim Kirkland Memorial in 1974. Rhett Miller was there along with Jim Whitley, Ron Chidgey, Don Coleman, and over a hundred other guys. I was so nervous that I almost turned around and went back home. Luckily, there was a fellow there by the name of Keith Watson who calmed me down, volunteered to call for me, and got me and my Kaos through the first round of novice without crashing. From then on I was hooked. For the next few years my wife and I went to contests all over the southeast including the NATS at Lake Charles and Dayton..... I had learned that some of you "old hats" had started a senior pattern association based on the old AMA rules and when I read the article in "Model Aviation", I knew I wanted to join even if I couldn't fly with any of you (I'm SPA# 283 and just sent in my 2007 renewal).

Going to the web site has brought back many memories. I remember Micky Walker at Augusta flying a T2A with a Supre Tigre that had such a "wet nose" that he kept running out of gas before he could finish his pattern. I remember a Young Mac Hodges going to pattern events with "Pop" Curtis. I remembered Dick Austin as soon as I saw his picture on the web site and was sorry to hear of his passing. Along with you, I also remembered Ed Hartley. It has certainly been worth the dues to have the opportunity to re-live a lot of fond memories.

I have a son who retired from the Army at Fort Rucker and now lives in Enterprise, Alabama. So, you never know, I might crank up an old Compensator some day and show up at one of your contests. We had a lot of great times and now thanks to the Senior Pattern Association a lot of young fliers can and deserve to have good times of their own.

bob.lesmerises@gmail.com SPA # 283



"Hi Bruce, I've enclosed an old photo of me and my trusty Compensator taken during the early eighties. I'm a little wider around the middle and gray instead of brown on top (what's left), but I might be more recognizable in this picture".

Great to hear from members regardless of where they may be "domiciled". Thanks for the kind words, Bob.

AH SWEET MEMORIES

Recently, one of our Discussion List threads discussed MEMORIES to which Frank Stewart SPA # 2 posted:



It's my turn. I was on active duty at Atlanta NAS during the Southeastern Model Meet and helped some with the Navy involvement. I was one of the lucky one's to win an expense paid trip to the 49 Plymouth Intl Meet where I earned a 1st place in class B Free Flight with a Carl Wheely design. The deceased George Perryman was the oldest member of the Ga contingent.

I witnessed Jim Walker knock cigarettes from the mouth of his helper with his little chuck gliders in the lobby of the Statler Hotel. I think in the 90's I saw an ad in the MA mag where someone had a video of the 49 Ply meet for sale and I got one as I was curious. It was really a promo for the Plymouth Motor Co. with some shots of the various events at Selfredge Field. I was floored when I see this skinny kid launching his FF model off the runway. That was just the 2nd flight of 3 allowed and it went bye bye with a 10 minute time due to me having to pull the DT fuse out before launch as I had lit same before starting Torp .29. That flight went over the border and out of sight. (By the way the kid was me). Thanks for the memories Frank S

-0-



Not to be outdone, Bill Kite SPA # 75 added: Hey Frank, I went to the 1951 Plymouth Internats. Got a max on the first flight with my ZEEK but never saw it again. A fellow from California put a big Sandy Hogan in my thermal and it was pulling the parachute D/T when it went out of-sight. My SQUAW did a touch and bounce off

the pavement during the outside loops. Jim Walker showed up with "ceiling walkers" (you remember the rubber powered helicopters that flew out of the box ?) and gave one to everyone and you wrote your name on one of the blades and had a mass launch in the hotel parking lot, and the winner got a **Fireball** and engine. (I did **not** do good in that.

Memories----BILL KITE



Recognize the PLAQUE to the left? It's the **FIRST PLACE TALL-TALE** award presented in September of 2001 to Scotty Barland, SPA # 5 of Marietta, GA.

Barlands' TALE defined his **CRASH** at an earlier SPA contest held in Cave Springs, GA (QUOTE)

"It took a while to fully analyze the sequence of events leading to my "ill-timed rudder input" at Cave Spring and the intersection of my Kaos' flight path vector with **terra firma**. Once the scotch supply was depleted, however, engineering analyst habits took over and crunched data until an answer was corraled. It appears that the titanium and chrome/cobalt in my new hip interacted with the lead in the seat of my pants to produce an electromagnetic field which interfered with the transmitter's RF directionality and simultaneously created a phase shift in the space-time continuum. Thus, right rudder became up elevator, down elevator became left rudder, left rudder became up elevator, etc, leading to the untimely conversion of excess kinetic energy into negative terrain clearance. **I feel much better now, knowing the cause was not just another case of dumb thumbs.**"

FLYING LOWE

Don Lowe



A Nessler family affair at the Ravenswood, West Virginia, contest. L to R: Eric (flying), John Jr. (Pop), James and John III.

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Does the "repo" picture to the left spark a memory or two of the good stories we used to read in the model mags written by LOWE and other authors of that era?

Current SPA folk recognize Eric, John, jr. and John. The only family we haven't met is James in the pix. Mrs. Mary, MOM came to the SPA contest this past season in Chattanooga, TN. I asked Eric for some text on the National story:

I asked John for some comments on the "family story"

I was around eight when I flew in my first contest. The year was 1978. I flew a Sig Commander in Novice. My 2 brothers and I learned how to fly on that same plane. My mother even flew. All she had left to do was to learn to land. I won a Daddy Rabbit at that contest. Funny how things have come full circle, the Daddy Rabbit looks to be the plane to fly some 27 years later.

We all enjoyed playing sports as kids. My favorite had to be basketball. I was never as good at the sports thing as I was at flying. As a young teen, I didn't seem to get nervous in front of the judges. Things have changed though. When we came to Cullman last fall, it was the first time I'd flown in a contest since 1989. Needless to say, I was pretty nervous. **John**

This picture was scanned from the Feb. 1985 issue of RCM. Don Lowe took that picture of us in 1984 at the Ravenswood, WV meet. It was the first contest that James and I had ever flown in. I was 8, James was 12 and John was 14 and already tearing them up in Sportsman. James won Novice and I finished 2nd. My dad flew in Advanced at that time and frequently finished "in the money".

James and I were flying a Daddy Rabbit with a Blue Head Supertigre, John was flying a Johnny Casburn LFX-6 with a 60FSR, and my Dad was flying a Phoenix 8 with a 60FSR. Needless to say, the Station Wagon was packed!

The three of us boys all still fly, and my Dad still flies when he comes out to visit us, but not much by himself anymore. He started flying pattern in the early 70s, and we continued to fly competitively into the early 90s up until the "turn around" changed things. He's only 66, but I think he lost some of his interest without having one of us to go to the flying field with him. He flew his Phoenix 8 thru the old Advanced schedule some last season while visiting, and he's still got it, he just needs to shake loose some of the rust with some practice. He comes out to the field and helps critique our flying during practice sessions (when in town) and stays active in our progress over the phone and eagerly awaits our "debriefing" calls after the contests. I'm hoping we can get him to accompany us to Knoxville, as I'm certain if he got a first hand look at SPA, he'd be building away this winter and would be ready to mix it up next season. Perhaps a personal E-Invite from the "Ole' Pres" would get him onboard for Knoxville!(Ed note: Sent Dad a personal invite and he accepted in Chattanooga, brought Mom and he won 1st place.)

Dad got us started early, I began flying lessons when I was 5, and I believe John was 6. As mentioned above, this was my first contest, and I was 8.

John will have to tell you how old he was when he flew his first contest as I was probably still crapping my pants at the time! As far as other sports, I played a lot of baseball as a kid, and while brief moments of concentration are required in that sport, it's nothing like being on the "hot seat" for 7 minutes in front of judges. I hope that covers it, if you need anything else, I'd be glad to help out.

Eric



NESSLERS in Chattanooga, TN 2006



2nd TIME AROUND PATTERN



Pictured to the left is Mr. Dan Dougherty, SPA # 343 who lives in Powder Springs, GA. Note the blooming Bradford Pear tree in background ID's photo shot in early March. That's Dan's nice new CUTLASS he's holding. I asked him for some bio info for this newsletter feature.

The Cutlass is one that Mickey started and gave to me to get me going in SPA. It is from scratch. Monocote covering. Trim is Monocote. Cut butcher paper patterns until it fits, using several french curves. Iron it on. Decals are from Sig for the Komet. ST's new 60, ringed, Hitec radio. Wow!! The new radios are nice. I've been away for a few years. Used to run a hobby shop here in Atlanta. Did it all once. Pattern feels comfortable. Thanks for letting me play in ya'lls playground. Everyone has made me feel real welcome. Dan

Background: I grew up in Pensacola Florida in the 50's. I still have my first AMA license, 13839. Won my first trophy at the Fiesta Of Five Flags Contest at NAS Cory/Pensacola. Began as a free flighter. Mentored by Herbert Jordan who invented the reaction free flight helicopter and won the Nats whenever he went. My other mentor was Tommy McLaughlin, FAI freeflight champion and USA FAI team member many times. Bobe's Hobby shop was my boyhood home. Later when I got into the business the Bobes were generous with their assistance as we learned the business.

I bought a small hobby shop from Mickey Walker years later, in the Atlanta area and ran it for a dozen years. Janie, my wife of 40 years, and I built it to one of the 5 biggest in the nation. I have been a National champ with RC helos and Pylon racing. I have returned to my RC roots in pattern with the new SPA plane in the picture. I have my original Kraft Das Ugly Stik (Blackhead Webra) for antique and a Daddy Rabbit on the build.

It is so nice to see old friends and have been made to feel so welcome.
Dan Dougherty



FLYING & JUDGING the NEW ONES

by: *Keith Watson*

Here we are at the start of a new season replete with new maneuvers to learn and judge. I was hoping for my favorite--the Rolling Circle--but maybe next time.

In Novice the newcomer is the **Half Reverse Cuban Eight**. It is identical to the Reverse Cuban Eight but levels out after the inside loop portion instead of climbing into another half roll. It ends when you fly back to the start point of the 45-degree pullup.

1. From level flight, pull up to a 45-degree climb.
2. Fly a straight leg of about 2-4 seconds duration.
3. Half roll to inverted.
4. Fly a straight leg equal to the first leg.
5. Pull up to begin a partial inside loop.
6. Continue the loop until level and headed back upwind.

The **Half Reverse Cuban Eight** goes between the Horizontal Roll (downwind) and the 3 Inside

Loops (upwind) which makes it a maneuver that exits same way you entered.

In Sportsman, the Double Stall Turn, Straight Inverted Flight, 4-point Roll and Reverse Cuban Eight are familiar enough but the **Rolling Eight** is sort of new.

1. Climb to altitude of at least 2 mistakes.

2. Fly a complete Inside Loop and immediately half-roll to inverted.
 3. Immediately pull up and do another Inside loop.
 4. When the loop is finished, immediately half-roll to upright.
- Slow down at the end of each loop so the rolls will be more compact.

Common errors:

Bottom loop larger than the top (Scott Anderson called it a Snowman). Half rolls not started immediately on completion of loops.

In Expert the **Running Eight** not be confused with Horizontal Eight.

- 1 Start high and begin an Outside Loop from the top.
2. Continue the loop until the airplane is in a vertical dive.
3. Pull up and begin an Inside Loop.
- 4 Continue until level at bottom.

Judges, look for all 3 vertical points to be at the same spot.

The **Inverted Reverse Cuban Eight** is another one I really like to fly. Of course it's identical to the Reverse Cuban Eight but starts and finishes inverted and uses outside instead of inside loops.

" Notice that the **Inverted Reverse Cuban Eight** and the **Three Turn Inverted Spin** are entered and completed while inverted ; there is no judged half roll in the description. If someone called—"beginning now" and then rolled inverted, or did the same on completion I would only judge the proper inverted heading, entry and exit and not downgrade.

I have the AMA pattern rules from 1961-1975 available on paper- 66 pages copied by Mickey Walker directly from the old books. I can mail the pages to you for ten bucks in loose form so you can bind or tab them if you like. Any Kinko or office supply place will bind them with a plastic comb and add tabs etc. for a little more.

Email me at chiefwatchman@bellsouth.net if you need a copy. I will bring a few to the contests at five dollars (no postal expense) also. See ya' at the flying field.....KEITH

SPA column coming in July Model Aviation

For the second time, I am glad, (and excited) to announce that after a very long wait, my second SPA article is scheduled to be published in the July issue of Model Aviation--I received word Wednesday from the "soon-to-be" new editor of M.A. Mike Ramsey. The second article is 4,055 SPA-packed words long, (longer than the first); every word being devoted to SPA alone!! There are also two related sidebars. I am biased of course, but I think it's pretty good---personally, I like it better than the first.

There is nothing in the article that will be new to any but the newest SPA members, but it really isn't intended for us--it's meant to be public--for SPA, and an open invitation to everyone from sport-flyers to what I call "retired" pattern pilots all over the country.

Written once again from the point of view of the relative newcomer, it tries to answer all those common questions that every newbie has--some are on the Discussion List right now. I have spent the past two seasons "picking the brains" of the "pillars" of SPA, (all those questions I've been pestering you with all the time). It's not that I am all that knowledgeable, (as you all are well-aware)--but I'm an "eternal Novice", very good at thinking like a newcomer, and I'm in a position to pass along what you've told me. Hopefully they will catch "SPA Fever" like I did--we'll see.

The article will hit mailboxes around mid-June. I hope you all will be pleased with it, and that it will generate some interest in SPA. There is also a "flight report" sent to M.A. Pattern editor Eric Henderson of the new Intruder, based on Randy Robert's (first SPA builder of the newly-released model), experiences that hopefully will be included in the same issue.

Duane Wilson SPA # 22

BTW--No cover this time, so Mr May will forever remain SPA "poster pilot". Couldn't happen to a nicer guy.

This was posted on SPA Discussion List on April 21, 2007

After Duanes' announcement, Steve replied:

Now you DONE it. As you are well aware, your first article was a prime cause of a about a 40% growth in SPA. For those of you who keep track, it is normal this time of year to send out 75-80 newsletters. I mailed 143 copies of March-April. In the last year, we have added 2 new chapters in areas of the country which had never seen SPA competition before. If the second article has even remotely the type of effect as the first, my job is going to become actual WORK. I may be forced to re-negotiate my already highly lucrative contract.

Let us hope this all happens. For you new guys, last season was one of very rapid growth. It was also as much fun as we've ever had in SPA. The regular competitors have become a very tight group of friends who compete intensely against themselves and each other. At the same time, if your friend needs help or airplane piece, or even the use of an entire plane, to continue beating you, he always gets it with a smile. This is about as much fun as can be had outside. Well done again, Duane.



PYRAMID in Cullman, AL and its' President, Sid Austin were such a HELP in providing our Raffle prize at the SE Hobby Show in Perry, GA this year. Since the show, Sid has helped many SPA competitors with Low prices and a special SPA Discount on INTRUDER models and modeling needs. Pyramid invites orders to Toll-Free phone 1-877-IFlyToo (435-9866).

Email at: pyramidsid@msn.com
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CALL SHEETS FOR 2007-2008

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. One 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 Eight
- 12 * Inverted Three Turn Spin
- 13 Landing

MODS for the ANGLE-PRO

BY: *Steve Byrum*

The Angle Pro from Hanger 9 is an extremely accurate digital meter for measuring both incidence and control surface deflection. The incidence mount is very similar to the older Robart incidence meter, but the digital meter makes it much more accurate and easy to read. If incidence adjusters are used in either wing or stab, it is possible to mount the meter and turn the adjusters to exactly 0, or any other desired angle.

The other use, as a deflection meter is a bit more difficult because the weight of the meter and its mount will move most surfaces even when the radio is on. To offset this, I modified a concept I first saw as aileron balances on pattern planes when I began flying in the 90s. The idea was to hang a small wire below the control surface and extending forward from the hinge line. A small amount of lead was attached to the forward end of the wire and modified until the surface would be counter balanced, thus taking some load off the servo and allowing it to be moved more precisely.

The first picture shows the meter with the entire high-tech balance apparatus attached. This amounts to two wire ties, and 12" piece of 4-40 push rod wire, a piece of small diameter fuel tubing, a 1 oz Walmart lead sinker and 2 4-40 nuts. The meter is hanging on a prop balancer. The second picture shows the rod mounted to the meter with the wire ties. The third picture shows the sinker and nuts.

Use the wire ties to bind the rod to the mount as shown. Put the sinker on the other end. Run one of the nuts up the rod to keep the sinker on and jam the second against it. Put the assembled meter on the prop balance and turn it on. Balance can be adjusted a couple of ways. I chose to put the sinker on the rod and jam the nut so half the threads are exposed. I did gross adjustments by sanding the sinker to lighten it, then fine tuned it by moving it up or down the threads with the nuts. Perfect balance can be achieved. Another method would be to shorten the rod a little at a time for the gross adjustments, then fine tune with the nuts.



Hope the use of this device will help in aligning those new SPA ships prior to that initial "TRIM" flight.
STEVE

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our

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AMA Number _____ Club Affiliation _____

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Cullman, Alabama 35055

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

