



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

JAN/FEB 2008

SENIOR PATTERN PILOTS make SMOOTH PASSES !

HAPPY NEW (SPA) YEAR—2008



**Jack Dunn & King Altair
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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.

ANNUAL BOD MEETING—JANUARY—DALTON, GA.

To each of you.....thanks for attendance (100%) January 5 to the Annual Board of Directors meeting in Dalton. This was the "kick-off" for a great year for SPA with membership larger than its' ever been and based on the annual election tally, the largest response and most notably, NO ISSUES at all. Everyone was smiling, happy, and well fed with Mike Robinson, not only hosting quarters for the meeting, but picking up the tab for all that good food. Yum Yum. Was delicious and all Mike's claims relating to Oakwood Cafe were confirmed.

I'm so very proud of the progress and growth and just plain ole good fellowship shared with you folks in the past, and know this is the beginning of another tremendous year for our beloved SPA. We've shared many good times and perhaps MORE than our share of grief this past year with the loss of our beloved Ivey, Kite and Cass. These guys, are probably funning and fellowshiping with others upstairs that have preceded them to that eternal site that we only imagine.

The addendums we adopted will be beneficial as will the rejuvenation of ANTIQUE competition. Look what a good manager of our finances the annual financial report reveals. Steve, I don't think we can relate often enough your' overseeing these "time-demanding" facets of our organization. Jamies' planning is going to reap big dividends in attendance, just wait and see. **Bruce**





**For "TOP NOTCH", Trophies, Awards,
Plastic Name Badges, Plaques etc.**

**2044 O'Brig Avenue
Guntersville, Alabama 35976**

**"Mama" Jane Underwood
(256) 582-0606**

topnotchtrophies@bellsouth.net

Call or e-mail for contest awards

-0-

**Thank you for your continued
patronage.**



2008 's looking good !

**CHAIRMAN OF
SPECIAL PROJECTS
Jamie says,
read on (Photo at
left at 07 MASTERS)**

As with the AMA pattern guys in D-3 and with the District Championships (end of the year points) being in late October, and just DELIGHTFUL time of year in December in Florida, the first contest of the year for quite some time has been the Tangerines in Orlando, and Apopka.

Its also a really good time of year for a lot of folks (end of the year), work wise, to break away and enjoy some last ditch effort for some rays before hibernating for 2-3 months. Think its a great gesture on Rich's part and many others willing to put on an SPA event in the area and would always want them to feel we're behind them a 100%.

Heck! You may even find yourselves breaking away for a little SUN-IN- FUN one December.

I can recall on many occasions back in the late 1970's thru the early 80's Dad and I always looking forward to going to the AMA Tangerines in December. They use to draw some of the biggest names in the business in the ole days, and still do pretty well as of 2007.

--Here's what's cooking for 2008, Hang on to your hats, we're going WIDE open for 2008.

SPA SCHEDULE AS OF 12-20-07

March 8th - 9th Guntersville, Alabama (Judging clinic) SERMA (firm)
 March 29th -30th Alabaster Alabama (firm)
 April 19th-20th Gadsden Alabama (firm)
 May 17th-18th Knoxville Tn.(firm)
 June 7th-8th Hotlanta Ga.(firm)
 July 12th - 13th Asheville NC. (firm)
 July 26th -27th Edinburgh IN (tentative) Weekend of the NATS ending Friday, A two for one :).
 August 16th- 17th Hodges (firm)
 September 13th-14th Prattville Al. (firm)
 October MASTERS 25th - 26th Cullman Al (firm)
 November SPA Antique contest - 15th-16th (firm)
 Jamie

2008 NATIONAL POINTS STANDINGS AS OF 12-31-07

NOVICE		SPORTSMAN	
Robert Cox	6	Jeff Owens	7
Vincent Vlassick	4	Ed Kirtley	5
		Rich Ernst	3

ADDENDUM TO THE 2007-2008 SPA COMPETITORS GUIDE

January 5, 2008

NOVICE CLASS ENGINE LIMITATION

Sec 1.c(3)(b) on page two of the Guide currently reads:

(b) Any SPA approved airplane or any airplane weighing less than 15 pounds with a wing span no greater than 72 inches is legal for this class.

It is amended to read:

(b) Any SPA approved airplane or any airplane weighing less than 15 pounds using a four stroke engine no greater than .91 cubic inches with no super charging of any kind or a two stroke engine no greater than .61 cubic inches is legal to be scored in this class. Pilots flying other airplanes may participate and be judged, but scores will not be included in the tabulation of final contest results.

ANNUAL POINTS CHAMPIONSHIP

Sec 6.c(1) on page 4 of the Guide currently reads:

c. Annual Points Championship. The SPA Annual Points Championships is structured as follows:

(1) All contests on a season's schedule less one shall count toward the total points. You must fly in the Masters to be eligible for this award.

It is amended to read:

(1) Each pilot's four best contest points scores will count toward his final points total. A pilot must fly in the Masters to be eligible for the Annual Points Championship. The Masters will constitute each pilot's fifth contest points score.

The above ADDENDUM to the current COMPETITORS GUIDE was adopted unanimously by the Board at it's 2008 Annual meeting.

CULLMAN CONTEST—2007

by: PHIL SPELT

CULLMAN, AL – What appears to be the last contest of a long season was October 26th through 28th, 2007. Once again, CD Steve Byrum ran a smooth and competitive event, with a total of 28 pilots competing in the four classes. There were 14 competing in Novice, 8 in Sportsman, 4 in expert, and 2 in Senior Expert. Our talented and very competitive PIO, Bruce Underwood, was missing from the weekend due to his donating a small part of his left hand to one of TopNotchTrophies' customer's prize. We missed Bruce's companionship and fine flying. On the good side of things, Dennis Hunt was back in the "hunt" after a summer and fall of health issues. Dennis is recovering, and it was great to see him, Margaret and their son Barry at the contest.

Friday, arrival day for most of us, was rather cold, gray and windy. Never the less, there was quite a bit of practice activity as pilots tried out the new Cullman grass runway. Saturday dawned cold and cloudy, which permitted flying a bit earlier than if the sun was shining, as the flight line faces east. After invocation by Scott "The Rev" Sappington and the National Anthem sung by LeAnn Rimes (via recording, not in person), flying got under way. With the wind blowing mostly down the runway, all flying was from right to left for the entire contest. The pilots handled the wind very well, as one of only two only mishaps in Saturday's 4 rounds was when the crack of a Daddy Rabbit cart wheeling down the runway on landing was heard. The other mishap came when two pilots were on the same 72 MHz frequency at the same time, and Randy Roberts' beautiful Curare hit the deck shortly after takeoff. Randy continued the contest flying Robbie Walkers (almost) identical Curare – check the results elsewhere for the ultimate insult in R/C Pattern flying! Robbie was very generous in loaning his bird to a competitor (but also good friend).

We took a break from pattern competition Saturday afternoon, when CD Steve introduced Barry Hunt to the assembled crowd. Barry proceeded to put on a superb demonstration of flying pattern maneuvers with a 40-inch span electric powered Vanquish. We could hear the soft whir of the electric motor and 10-5e prop as Barry flew a free-style schedule of maneuvers, some from the SPA book others from AMA pattern, FAI, and some even of Barry's invention. By the time Barry flew, the sun had come out, there were puffy clouds in the sky, the wind had died down, and it was a beautiful late autumn afternoon. Flying in the fourth round took place in near-perfect conditions. The conditions were so good that the top three in Sportsman were separated by less than 13 normalized points: Jim Rogers 1000.00, Warren Oliver 999.157, and Phil Spelt 987.352. The same round scores for Experts were Randy Roberts 1000.00, Robbie Walker 995.146, and those were not the closest scores for those two pilots in this event.

Sunday dawned sunny and windy. Novice pilots flew both remaining rounds, Sportsmen flew round 5, and the two expert classes passed on Sunday flying. The winds Sunday definitely had an effect on the raw scores, but the only mishap on Sunday was not due to wind: Richard Witts's 8-year-old Daddy Rabbit crossed paths with Dan Dougherty's "experienced" Dirty Birdie (on it's 3rd fuse rebuild at that point). The DR suffered only mi-

nor damage to the left landing gear, which hit the fuselage of the DB and severed it in front of the tail. The DB hit off in the woods south of the runway, but was recovered for the equipment in it. At the end of activities on Sunday, Steve Byrum and SPA's newest member, Anthony Boggi, distributed the hardware, and everyone went on their way. Anthony, who is a chef and part-time helper in Sid Austin's Pyramid Hobbies, had his beautiful new Bridi Escape on display (see picture elsewhere). Anthony expects to campaign this newly-built bird in SPA next year. I should mention that Anthony was representing Sid Austin, owner of Pyramid Hobbies, who is recovering well from surgery in the Duke University Hospital. So, we finish up the 2007 season with a great event, and have lots to look forward to in the 2008 season! Y'all come...

Ed Note: My sincere thanks to Phil for his coverage of the Cullman contest.... "super job". BU



Here's the photo Phil referred to in the text, a real "beaut"!



This was a "shot" of Barry during his "demo" of the electric airplane that Phil wrote about in the text above. Note the newly "grassed" runway at the Cullman field. Cullman Aeromodellers spent a lot on this project and put lots of "elbow grease" into it as well. It was just being started at the original planned Cullman contest date.

CULLMAN RESULTS—2007

SENIOR EXPERT

- | | | |
|----|------------------|---------------|
| 1. | Ed Hartley 4000 | Knoxville, TN |
| 2. | Dennis Hunt 2562 | Oak Ridge, TN |

EXPERT

- | | | |
|----|-----------------------|-------------|
| 1. | Randy Roberts 4000 | Cullman, AL |
| 2. | Robbie Walker 3934 | Cullman, AL |
| 3. | Scott Sappington 3809 | Dallas, GA |
| 4. | Chris Gregory 1707 | Resaca, GA |

SPORTSMAN

- | | | |
|----|--------------------|--------------------|
| 1. | Jim Rogers 4000 | Marietta, GA |
| 2. | Warren Oliver 3920 | Knoxville, TN |
| 3. | Mike Wingo 3846 | Birmingham, AL |
| 4. | Phil Spelt 3784 | Oliver Springs, TN |
| 5. | Richard Witt 3624 | Cullman, AL |
| 6. | Jim Slocum 3350 | Temple, GA |
| 7. | Mike Robinson 2654 | Dalton, GA |

NOVICE

- | | | |
|-----|-------------------------|-------------------|
| 1. | Austin Wingo 4000 | Birmingham, AL |
| 2. | Bob Wetzel 3834 | Temple, GA |
| 3. | Marc Sobolewski 3800.61 | Knoxville, TN |
| 4. | Don Eiler 3800.48 | Knoxville, TN |
| 5. | Sammy Hamrick 3738 | Dalton, GA |
| 6. | Doug Harvel 3714 | Forest, MS |
| 7. | Karl Gerth 3603 | Oak Ridge, TN |
| 8. | Mike Williams 3578 | Alabaster AL |
| 9. | Mike Miller 3419 | Knoxville, TN |
| 10. | Danny Dougherty 3394 | Powder Springs GA |
| 11. | Gary Lindner 3305 | Lenior City, TN |
| 12. | Tracy Dudley 2941 | Eva, AL |
| 13. | Tom Stennis 2361 | Starkville, MS |
| 14. | Ralph Andrews 1556 | Cullman, AL |



Just finished and prepared to “test-hop” the weekend of Cullman. Here in Duane’s own words the “scoop” behind this BEAUTY !

Many thanks to Bruce for allowing me to discuss Jeff Petroski’s soon to be released King Altair kit.

Expert pilots who have flown one of my Kings have liked the way it flies. I especially remember when Cass flew my way-too-heavy red/orange/white scratch-built plane last year at the Masters, (powered by a Saito I.25, which still wasn’t enough)—after every maneuver I could hear him say “sweet”, “sweet”. When he was finished he said it was a great flying plane—flies like a 2-meter plane—just too bad the weight couldn’t be brought down to between 7 to 7 ½ pounds. That was Jeff’s goal as he took on the re-engineering project about a year ago—to remove excess weight, while retaining the plane’s flying characteristics, and strength. Vic Husak’s original 1967 King Altair weighed in at 8.5 lbs with a 2-stroke ST56. To lower the weight a full pound,

while at the same time using the O.S. .91 for SPA would take some doing.

This was the first project that Jeff tackled where he not only had to be faithful to the original drawings, but had to make the kit light, and fly its best for SPA competition. Jeff chose to enlist the help of SPA charter member Jack Dunn, (now living in Oregon). Jack and I frequently corresponded with Jeff by e-mail, and peppered him with suggestions for improvement—some were adopted and some were not feasible to be included in a kit that was intended to stay as true to the original as possible. It was decided to make a kit that could be built two ways—as the “classic” original design, or as a clipped wing “competition version” for SPA use. A short-kit version minus the wing will also be offered.

After initial drawings were completed, each of us was asked to build a prototype and test different methods of construction. Both Jack and I built the clipped wing “competition version”. My prototype used a sheeted foam top block (per Steve Byrum’s specs). This saves 1-2 oz over Jeff’s very light balsa block, but is not included at this time in the kit. I also altered the bottom planking for lightness, (Jeff later adopted this into the plan). I salvaged the (unfortunately heavier) foam wing from my old Altair which allowed me to finish more quickly but added extra weight.

Jack built his with a lighter, (and quicker to build and align) flat stab, and used Jeff’s lightened re-engineered built-up wing. He also added his signature “shark-fin” vertical fin. Jack didn’t use the sheeted foam top block.

Jeff built his “stock” and will use a 2-stroke engine in it. His prototype is almost completed, and is expected to be lightest because of the engine.

My original scratch-built Altair from last year was very tail-heavy, so extreme measures were used to lighten the tail section of the kit; however in the end, because of better wood selection in the final kit, the additional tail weight savings were not necessary. Jack’s prototype weighed 7 lb 12 oz, mine weighed 7 lbs 14 oz., but in each prototype, significant extra weight was needed in the TAIL for balance.

When all the lightening techniques are combined into the production kit, (and with lighter wood blocks in the production kit compared to the prototypes---plus not having to use lead in the tail), it is expected that production planes will routinely weigh 7 ½ pounds. A taildragger was not built—this could save extra weight. You may also wish to balance the King a little behind the plan’s C/G.

After some initial engine problems, I finally had six quality “shake-down” flights. Performance, (both overall speed and verticals), was notably improved over my .91-powered blue Altair. The King flies a bit slower due to intentionally higher drag, (to keep maneuver speed constant). Although not having the verticals of some planes, there was still plenty of power for high Stall Turns, the 180* Turn, decent size loops etc. I would highly recommend the new King Altair kit for Novice or Sportsman. It remains to be seen if it has the power for the vertical legs of some of the Expert maneuvers, (although Jack flew the plane in Sr Expert). What the King may lack in raw verticals I believe is more than made up for by the graceful, smooth way it flies. It may make you look better than you are.

DUANE



Above is Bob Wetzel's new SKYLARK ARF. After Bob posted the photo on the SPA Discussion List, I asked him how his buying and assembling of the airplane materialized, he accommodated :

I heard about the Skylark on the SPA discussion group. I decided to get one just to see what it was all about. Then Mickey said they were SPA legal planes so that made it even more interesting.

I got it from Tower for 199 less a 30 dollar promotion, so it cost me 169.

The covering seems to be very good for an ARF. The interconnecting tail feathers lined up very well.

The main gear is way beyond the CG so no worries of being a tricycle tail dragger like the Intruder!!

There is a small amount of dihedral in the wing but I think it is less than what is on my Tower Kaos.

I didn't use the supplied wooden dowel pushrods. I replaced them with Dave Brown fiberglass units.

The fuel tank sat too high in the fuse so I had to elongate the hole in the firewall to get the tank to sit low enough to accommodate the top hatch cover over the tank. I installed Futaba S3152 digital servos and a Futaba 7 channel 2.4 SS receiver, the same as I have in my Intruder. It has been a very solid system so far.

I used a NoBS KAN 1600 5 cell NiMH Battery pack placed under the tank and pushed forward to the nose gear.

I also sealed all the control surface hinge lines with tape. For power I put in an OS 91 FS with an APC 13 x 8 prop and a 3" Dave Brown Spinner. The instructions said to put the CG at 3 1/4 to 3 3/4 behind the LE of the wing.

It took 3 oz of lead in the nose to hit the 3 3/4 point. After some test flights, I hope this added weight can go away.

Better to be nose heavy to start with!!

(ED NOTE: Bob's first flight on the SKYLARK was Sat. 12-01-07) Here's his report:

Hi Bruce, here is the flight report on the Skylark 70:

Took the Intruder and the Skylark to the field Saturday. It was windy so I flew the Intruder first to get my thumbs warmed up.

I was thinking it was too windy for a first flight with the Skylark. Well Scotty Barland, Jim Slocum, and Scott Sappington

thought otherwise so I had no choice but to take her up!!!!!!

We did the customary checks and taxied out to the runway.

She tracked straight but jumped off the runway as I didn't have enough expo on the elevator. 4 clicks of up elevator and she was flying hands off! I would guess it weighs about 8 lbs. so it cut thru the wind nicely. I flew most of the first flight just above 1/2 throttle. The OS 91 with an APC 13x8 pulled her well. Stall turns, loops, immelmans and cuban 8's looked pretty good.

I also pulled off a perfect flop!!!! It really felt stable in the air. Landing was a non event (maybe an 8.5)!!!!

2nd flight with more expo on the elevator was smoother. We did inverted flight and it required some push to keep it level but held a line pretty good. Inverted outside loops tracked well so lateral balancing looks to be OK. Rudder throw for knife edge was way too much. Low rates at 70% kept her level. Knife edge also required a good amount of opposite aileron and some pull on the elevator to keep a good track. I will use the radio to eliminate those bad habits. I will remove some of the nose weight to get the CG back a bit so inverted will track better. I'll remove a little at a time. Better to be safe than sorry!

Generally, we all agreed it would be a great, inexpensive plane for novice, and in the right hands could do pretty well in sportsman. Like Jamie says, it's more the thumbs than the plane!!!

On a side note I have really enjoyed my first year as a competitor in the SPA.

You couldn't find a better bunch of friendly, helpful, funny, non intimidating competitors anywhere else.

I went from flying a high wing trainer at my first contest at SERMA and coming in last (and feeling most welcome), to flying my Intruder at the last contest in Cullman and coming in second. Plus placing 4th in the Masters points run for the year has just been a great accomplishment for me. This was only possible from all the help and encouragement and training and pushing and constructive "abuse" from everyone I came in contact with from my home field in Hotlanta and at all the SPA meets along the way. I can't wait till the 2008 season starts, to continue the friendships, the competition, and the camaraderie we all share and enjoy.

Bob Wetzel SPA 339

Here's another "follow-up" to Bob's original report, he e-mailed this "update" on Dec. 09...a nice warm flying day...

Bruce, I took her out again. I have removed all the nose weight. Programmed the radio to deal with the knife edge coupling issues. Did the Novice Pattern with no real difficulties. It's not an Intruder, but it is an honest plane.



FLYING IS GREAT IN 2008 !!

Grab an SPA Legal ARF like the SKYLARK or any other, do some practice flights, hone your skills and join us on the contest circuit in 2008!

The Florida SPA/BPA Challenge

The Florida Chapter of the SPA, the Florida Vintage Pattern Association, held its first contest at the Radio Control Association of Central Florida (RCACF) field in Apopka on December 1st & 2nd. The format of the contest follows the Florida concept where we have a true SPA event with attendance by the Open class aircraft or BPA if you will. The planes fly the same SPA patterns, but are scored separately. This was our first attempt at this concept.

Attendance was not as large as we had hoped for due to scheduling conflicts and a short lead time to get a contest in as part of the Tangerine Pattern week. We had six SPA pilots, all in Novice or Sportsman, and 6 BPA pilots in all three classes. There were no SPA Expert pilots entered. There were a good number of non-entered planes there and the next contest should get a larger turnout.

The RCACF did a wonderful job of field control and had great food at a very low price. Orlando Frets was the "guy in charge" and the CD. Thanks, Orlando for a great job. The weather was typical Florida for this time of the year. That is, fantastic. Clear, warm and pretty dry. We flew 4 rounds on Saturday and 2 more on Sunday. Pilot judging was used with some of the best pilots around there volunteering to help. How about flying a round with Don Lowe and Jason Schulman judging you? Nerves, not me !!!

In Novice, we had a good shoot-out between Bob Cox of Miami area and Dave Wenzell of the Savannah area. Dave was flying the same plane he flew in the NATS in the mid-80's. Bob won a close one 4000 to 3897. In Sportsman, Gary Courtney of Alabama fame, won in a BPA escape. Jeff Owens rejoined pattern competition to place a close second in his OS61 powered Cutlass. Flew very well. Jeff's from Tallahassee, so watch out up there for a "new" kid on the block.

Expert was all open airplanes. We had two National Champs fly, Jason Schulman and Ryan McLaughlin. Jason was just back from his 4th place showing in the World Championships. When they flew, everyone just stopped and watched the precision that really can be flown by these old planes. Wow. Jason won.

The results were posted earlier, so I won't go into them. We had a great time. The RCACF wants to incorporate the SPA classes into the revamped and expanded Tangerine Internationals for the December 2008 event. Put this on your schedule, it will be fantastic.

In conclusion, we had a good start to the Florida SPA and we're working on the schedule of events for 2008. More to come soon. Thanks again to RCACF and especially Orlando. Well done.

Rich Ernst President FVPA/SPA

SPA/BPA Contest Dec. 1 & 2, 2007

OVERALL STANDING—ALL CLASSES COMBINED

NOVICE

1. Robert Cox 4000
2. Dave Wenzell 3897
3. Al McCaskill 3396
4. Vince Vlassick 2703

SPA RESULTS—For SPA Points

NOVICE

1. Robert Cox 4000
2. Vincent Vlassick 2703

SPORTSMAN

1. Gary Courtney 4000
2. Jeff Owens 3750
3. Ed Kirtley 3547
4. Rich Ernst 3273

SPORTSMAN

1. Jeff Owens 3750
2. Ed Kirtley 3547
3. Rich Ernst 3273

EXPERT

1. Jason Shulman 3000
2. Ryan McLaughlin 2681
3. Blake Hilson 2536
4. Joe Walker 2194

NO SPA EXPERT CONTESTANTS



Rich calls for Bob Cox



Don Lowe—His glasses reflect attendees. Look at them closely to see.



Photo to the left is Rich and Orlando Frets installing the wing on Rich's nice looking original Kaos.



Jeff's CUTLASS on takeoff



Don's plane note the AMA # 21 on wing

Bob Cox's JAVELIN II caught inverted during ROLL in NOVICE



2007 Senior Pattern Association Treasurer's Report

Beginning Balance		\$3,700.65
Deposits	Description	
	1/5/2007 Dues Deposit	\$100.00
	2/7/2007 Dues Deposit	\$600.00
	2/26/2007 Dues Deposit	\$220.00
	3/3/2007 Dues Deposit	\$546.00
	4/28/2007 Dues Deposit	\$100.00
	7/25/2007 Dues Deposit	\$322.00
	9/4/2007 Dues Deposit	\$280.00
	11/19/2007 Dues Deposit	\$200.00
		\$2,368.00
Expenses		
	1/16/2007 Office supplies	\$85.14
	1/19/2007 Jan-Feb Newsletter	\$276.68
	1/20/2007 BOD Tip	\$25.00
	1/26/2007 USPS - Postage	\$55.20
	2/20/2007 Competitors Guides	\$403.62
	2/26/2007 Web Hosting	\$300.00
	2/26/2007 Office supplies	\$63.44
	3/2/2007 SE Model Show power	\$25.00
	3/3/2007 SE Model Show raffle prize	\$125.00
	3/13/2007 Mar-Apr Newsletter	\$276.69
	3/25/2007 USPS - Postage	\$78.00
	4/27/2007 May-Jun Newsletter	\$244.13
	4/28/2007 USPS - Postage	\$78.00
	7/16/2007 Jul-Aug Newsletter	\$311.94
	7/23/2007 USPS - Postage	\$82.00
	8/15/2007 Sep-Oct Newsletter	\$322.79
	9/25/2007 USPS - Postage	\$82.00
	9/14/2007 Master's Field Prep	\$100.00
	9/16/2007 Points & Fly-off Awards	\$350.98
	10/26/2007 Nov-Dec Newsletter	\$368.90
	10/31/2007 Funeral Flowers	\$80.00
	11/13/2007 USPS - Postage	\$164.00
		\$3,898.51
Year End 2007		\$2,170.14
January Dues Deposit		\$1,720.00
Current Balance as of 1/4/2008		\$3,890.14

Take a good look at the above 2007 Financial Report submitted by Sec/Tres. Steve at the Board meeting. See what an excellent shepherd of our association Steve is? Naturally the newsletter is the largest expense annually however it remains the SOURCE for reaching the majority if not ALL of our membership. Many of our members are completely pacified with the WEBSITE or ONLINE edition of the colorful newsletter but the computer viewers make up only a small percentage of our membership.

Let me encourage members who have access to a computer and an internet connection, join us on the SPA Discussion List where almost instant communication is established for discussions of models, Q & A regarding construction, tips, etc. There are 125 members of the list as of this writing, all but 2 are within the USA. 2 are international.

2008, at the outset, holds a great deal of expectation among SPA CD's and planners as being another tremendous year of growth activity.



Hostess Connie Duncan with HUGE menu

Take a look at that scrumptious Breakfast menu—really yummy!



After meeting session at the field

After the Board met a good flying session followed at the DALTON GANG's modelport in Dalton.



Chris Gregory helps Bob Wetzel fly at Dalton, GA field

Bob Wetzel gave us a flying "demo" of the lovely SKYLARK ARF featured in the earlier report in the publication. It's a very good addition to the available ARF's legal for SPA competition.

Jamie Strong flew a neat looking and performing KAOS 40 powered by a 2 stroke .40. Neat wheel pants looked good on it.

Visit

our

website

at

www.seniorpattern.com

SENIOR PATTERN ASSOCIATION MEMBERSHIP APPLICATION

Name _____ Date of Birth _____

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

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