



# 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 2009**

**SENIOR PATTERN PILOTS make SMOOTH PASSES !**

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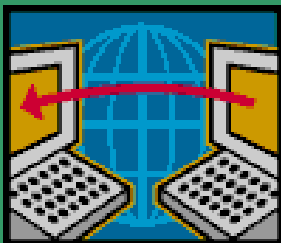
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SPA website is:

[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.

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Here's two "winter-projects" that will be on the circuit this season !



By the time you've received this "hard-copy" of the newsletter, the 2009 season will be underway, with Cullman, AL , Ft. Worth, TX and Tulsa, OK all contesting during the month of April. What a great trio of meets, indeed!

The COMPENSATOR on the left above, is the new model of Jeff Owens of Florida. Almost a "spittin' image of Rhett Millers NATS winner, isn't it? The INTRUDER on the right is the new model of Mel Richardson's. It's going to be a "fine" oh-nine based on all the input during the "building season".

The Board's met, the SE Hobby Show has been held, the models have been perfected for the coming season. Now it's "on with the contest show"! I hope all have had a few practice sessions with the new patterns for the current cycle and ready to execute the maneuvers just like they are shown. **EDITOR**



**Bruce & Jane Underwood**

**TOP NOTCH TROPHIES**

*Awards and Engraving*

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Take a look at the SPA type plane plan sets and the five (5s) core sets to the left. They're in Jamie Strongs' model shack and he avows he is going to GIVE them away to lucky attendees to his ANTIQUE SPA pattern contest in Prattville, AL in November. These kind of items are known as GEMS to scratch-builders of models which many of us in SPA are. For more details on the "giveaway" or contest, email him at:

[jstrong499@charter.net](mailto:jstrong499@charter.net)

**2009 SPA CONTEST SCHEDULE AS OF 04-09-09**

**April 18th-19th Cullman AL. Steve Byrum**

**April 25th Fort Worth Texas see flyer @SPA site**

**April 25th-26th Greensboro NC. Steve Vergamani**

**23rd Tulsa OK. see SPA site for info**

**May 16th - 17th Alabaster AL. David Phillips/ Mike Williams**

**-June 13th-14th Knoxville TN. Dennis Hunt/Ed Hartley /Phil Spelt**

**June- 27th-28th Hotlanta GA Antique Classic Dan Dougherty/Scott Sappington**

**July 18th-19th Asheville NC. Will Hicks CD**

**August 15th-16th Chatanooga TN. Mike Robinson**

**Sept. 19th-20th Andersonville GA. Hodges Hobbys Scott Sappington**

**Sept. 25th-26th-27th Cocoa FL. See flyer @ SPA site**

**Sept.26th Fort Worth TX. See flyer @ SPA site**

**Oct. 3rd Broken Arrow OK. see SPA site for info**

**October 10th-11th MASTERS Hotlanta John Baxter**

**Jamies' CONTEST SCHEDULE listing above refers several times to the SPA site.**

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

**You may e-mail Jamie at his address above or any of our officers for more info or just "download" the flyers for each event from the website address above.**



## 2009 SOUTHEASTERN HOBBY AND TRADE SHOW

By: Mike Robinson—Sec/Tres

At left is the HUGE clock tower to one of the entrances to the Georgia Agri-Center in Perry, GA where the 2009 Southeastern Hobby and Trade Show was held the weekend of March 6 & 7. Modelers from all over the United States as well as some International Vendors flock to the Agri-Center annually for this gathering. Three HUGE buildings are occupied by Vendors as well as model pilots who have items they've accumulated to swap, buy, and trade. Numerous "demo" flights are flown for visitors, some of them (electric) are inside the buildings.

SPA had 10 tables for our delegation to show SPA era models on, display wares, visit and enroll new members and answer all questions about SPA. We had a members visiting sheet and asked all our regulars who visited us to sign the sheet. Not all that attended signed in but we had at least thirty or so members that I observed. Florida, Georgia, Tennessee, the Carolina's and Alabama were all represented by SPA guys. Several new members were added as well as new Lifetime Members. With all the printed material, CD's and people manning the booth we were well represented. Some of us camped out during the show and on Friday night we all gathered around for food and fellowship. We had east Tennessee and north Georgia trimmings, but the highlight entrée of Rib Eye Steak was furnished by Mr. Bill Collins, L117 of Guntersville, Alabama. I do believe we might try that again next year!

The SPA continues to thrive and grow. As of this writing we have new and renewed members that are close to the totals of last year's end. We have twelve Lifetime Members and I expect we will add to that now that the season has kicked off. We will soon have a Canadian chapter and we have inquiries from Puerto Rico that are pending. I must say the most impressive numbers of new members for 2009 seem to be coming from Texas. They will be hosting two contests this year in Ft. Worth. I have corresponded some with them and read their post on the SPA discussion list. These fellows are going to have some SPA style fun! I'll be seeing you all very soon on the contest circuit.



One of the first visitors was AMA District 5 Vice President Tony Stillman.



Bob Wetzel and Gary Lindner preparing for an outdoor "cook-out" at the show-site.



Bill Collins, Mike Miller and Karl Gerth did the assembly of the SPA banner stand on Friday afternoon. The banner with the old Jim Ivey Daddy-Rabbit is still in nice shape.



Rich Ernst displayed BEACHCOMBER (foreground), his KAOS (middle) and DECEPTION at top of photo. Many RC Modelers reviewed this trio of SPA performers.





One of the **attention-getters** at the Perry show was one of two original Ed Kazmirski built and flown Taurus models from Ed's estate. Duane Wilson and John Castronover went together to purchase the pictured model that Ed had carefully preserved for 40+ years. Duane tells of its' history and acquisition:



In the summer of 2008, what started out as a small thread on RC Universe, (RCU), about a very special plane up for auction, has grown to 40+ pages, and is still active. The forum thread discussed Ed Kazmirski's famous Taurus—"THE TAURUS" the Top Flite kit was based on way back in 1963. The Taurus quickly became the standard bearer for pattern planes in the early days of pattern. Back in the mid '60s, everybody either was flying a trainer, a Cub, or a Taurus.

Ed Kazmirski, (often referred to simply as "Kaz"), was one of the earliest pioneers of pattern, emerging onto the national scene in 1957 just as pattern competition was starting to hit its stride. After placing in the NATS that year, he claimed his first victory at the Detroit Invitational, (a contest similar in its time to the TOC), the first time he entered, and quickly established himself at the top of the heap of pilots using the old reed systems of the day. Not only a pilot and superb competitor, he was also a trendsetter and innovative self-taught designer. Throughout his modeling career he constantly experimented in search of an easy to fly, constant maneuver speed pattern performer, starting with other designs of the time, then progressing to his own Orion, followed two years later with the Taurus, (the most widely flown pattern plane of all time).

For several years Ed was the best-known R/C celebrity, both nationally and worldwide due to his extensive travels—including an early R/ C demonstration tour to Rhodesia at the request of *our very own Dennis Hunt*, for a 3-week tour in April and May of 1962. On a number of occasions, I've "picked Dennis's brain" about the whole experience. Ed was on the US team at the world championships at least twice, and managed the team once.

But almost as quickly as he came on the national scene, he disappeared from sight in the late '60s, citing primarily "business concerns" involving his machine shop. He totally left R/C behind, and turned to other interests including photography, where he once again created a national name for himself with many award-winning photos, and travel magazine publications including [National Geographic Travel](#).

Few people knew what became of his models, (or if they even existed decades later), but that ended with the posting of that thread on RCU. Ed's entire estate went up for bid six months after his death. Those of us interested in Kaz and his planes were amazed to see so many pictures offered up by the auction house. The planes not only survived, but also had been lovingly preserved for 45 years in the same travel crate built for that trip to see Dennis way back in 1962. The two remaining Taurus models were in surprisingly good condition, requiring only moderate restoration and clean up. The original Taurus was eventually purchased by the VR/CS, (Vintage R/C Society), and will join Ed's Orion in the AMA Museum this coming September. The other Taurus, (which I had a personal interest in since I had seen it fly in person back in the mid '60s as a young teen-ager), was purchased by a VR/CS partner and myself. I stretched the budget further by purchasing a previously unknown fuselage all silked, doped, and ready for final paint, plus Ed's Orbit proportional transmitter. (Penny was very understanding, and did what any good R/C wife would do) :).

The Taurus-2, (he never called it that as far as I know), was Ed's second-generation Taurus. It had a symmetrical airfoil, straight trailing edge (as most later pattern planes do), and had one of the earliest FOAM WINGS!! In an attempt to achieve more constant flight speed throughout all maneuvers, Ed originally designed the "T-2" with a very thick airfoil and stab to increase drag. Orbit's Bob Dunham and Ed demonstrated both the plane and Orbit's radios by doing a flight demonstration off the USS Lexington aircraft carrier in July 1963. This plane became Ed's back up at the 1963 World Championships in Belgium a month or so later. Apparently not happy with the performance of the super-thick wing, Ed later converted the Taurus-2 to a thinner airfoil similar to the original 19% Taurus, (but symmetrical with a sharper L/E--the original was so stable at slow speeds, it had difficulty spinning). He flew that Taurus exclusively after the '63 W/C and throughout the 1964 competition season, (retiring the '62 NATS winner and design for the Top Flite kit).

At some unknown time after 1964, Ed experimented with the stab of the plane, removing 3" from each side and adding vertical balsa pieces, (unpainted). We don't know if Ed ever flew the plane this way, and if he did, if he was happy with the result. After I got the plane, I restored the stab to its original size and shape.

The Taurus kit has continued to be sold for many years by Top Flite, and has been flown around the world--original kits still fetch "big bucks" on eBay. The model is now kitted by Jeff Petroski at Home and Hobby Solutions, and is still a good-flying model, especially if slightly modified for proportional radios.

Ed Kazmirski's original T-2 has been fully restored to flying condition, and will most likely get its chance to take to the skies in a limited way. It is an aircraft in a unique situation. Since it's older sister is in the AMA museum, and because it looks noticeably different, there really is no place for it to be simply displayed in a museum. People are not as excited about "the OTHER Taurus". We don't want to just hang it up down the basement. For that reason, my partner John Castronover, (who just became a new SPA member while at Perry), and I both feel that at least one of Ed's planes deserves to test its wings again--that is eventually test its wings.

*Duane Wilson*

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REF: Home and Hobby Solutions—Jeff Petroski

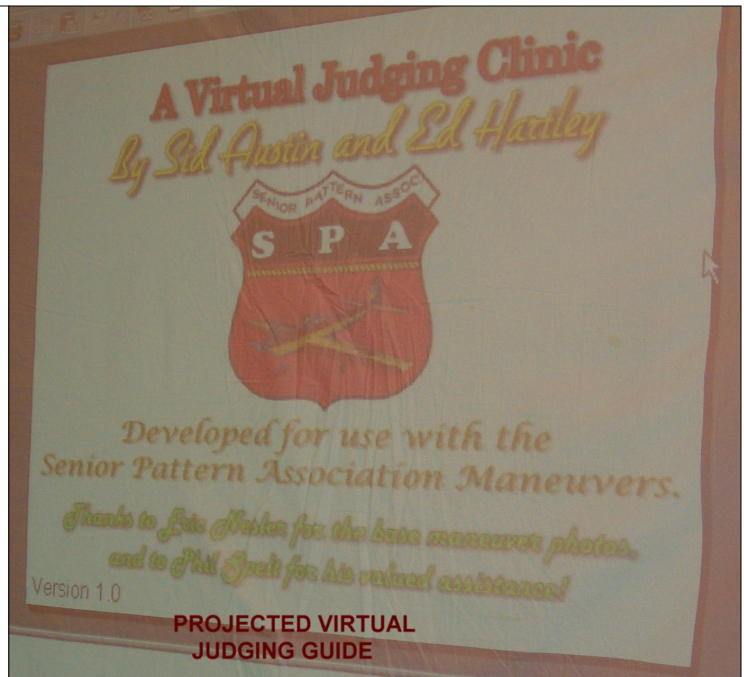
[jjpetro@comporium.net](mailto:jjpetro@comporium.net)

## JUDGING CLINIC 04-04- PRATTVILLE, AL

The weatherman smiled on SPA today in the central part of Alabama with 78 degrees at 3 PM CDT this afternoon. CD Jamie called the meeting to order a bit after a wholesome breakfast was consumed by 17 attendees at Ryans in Prattville, AL. He petitioned the CHIEF for his blessings and they were graciously granted.

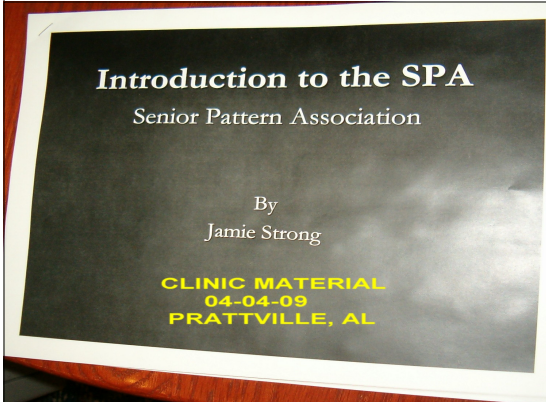
The Fountain City Flyers provided a slide projector with computer generated screen projections of the specially prepared material which Jamie reviewed in depth, with emphasis on the NOVICE pattern for the current cycle. He and the other "old timers" answered, in depth, all questions posed. Most had to do with placement of maneuvers and ranged from the entries to the exits, how do you deal with nerves, etc. This may have been "old hat" for experienced but a myriad of info for the "newbies" who were present, three of whom paid annual membership fees and became members of SPA.

About noon, the contingent departed the restaurant and moved to REYNOLDS field for actual flying. The flights were intertwined with sport flying, 3D kinds, etc at the field with absolutely excellent conditions prevailing. Some of the "old timers" actually flew the "1st-timers" airplanes to give them a "look-see" at the Novice pattern execution. All, while other 1st timers were seated in the judges chair alongside a veteran who answered all their questions about WHY certain deductions were applied, etc. Thanks to all for the excellent preparation, presentations and participation.

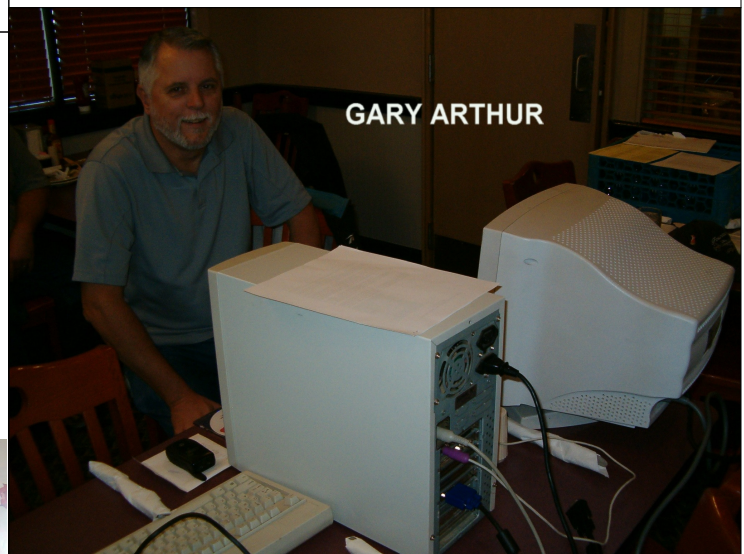


The "MARQUEE" for JUDGING GUIDE used for clinic instruction. It is available for download from the website at:

<http://www.seniorpattern.com/virtualj.htm>



A booklet of material prepared for all who attended the clinic. This was kept by each person. Emphasis on the NOVICE class for most were "newbies"



Not enough light on Gary Arthur...but good job on computer program.



Mel Pritchett of the FOUNTAIN CITY FLYERS drew Anthony Sweeney's name for the door prize, ANGLE PRO Incidence meter. It was used by him at the afternoon flight session to determine elevator throw .

Anthony, a former F-15 fighter pilot, who actually saw combat in his defense of our country, joined SPA this week-end. He resides in Millbrook, Alabama near Prattville and Montgomery. Two Prattville pilots joined SPA during the clinic, they are Mssrs Chris Engberg and Curtis D. Wilson. Welcome to SPA fellowship.



Small model used for "demo" of maneuvers in classroom.



Strong recessed restaurant portion of "clinic" and all went to RUSSELL field for "hands-on" flying of maneuvers. Chris went on to fly, for the first-time ever, the NOVICE pattern.

**Chattanooga Tennessee**

The Clinic at Chattanooga came complete with perfect food, weather, and fellowship. We had twenty three attendees and two very pleasant wives. Rather than write a description of what happened at Chattanooga let me share what others thought.

*"Who knew a "top hat" was a square maneuver? Very professional presentation and nice facilities at Chattanooga...Thanks to Ed, Phil and Mike."*

**Dan Dougherty**

*"It was a great pleasure to attend SPA Judging Clinic in Chattanooga yesterday. Not only did I learn how to Judge, but I picked up many tips on how to improve my Pattern flying skills. It was well organized and the presentation by Ed was superb. The practice session at Chattanooga could not have been better."*

**Karl Gerth**

*"The Test!" When Ed handed it out I thought I'd blow thru it and hand it right back in. WRONG! It seems like another excellent learning exercise - which a good test should be. I haven't gotten back to it - and the Judging Guide - yet. I hope to this evening or tomorrow. It looks like I will have to review the Guide to answer some of the questions. As Ed would say, "That's a good thing."*

**Don Eiler**

*"One of the most informative things I took away from the meeting is the 1-point in 15-degree rule. Man have I been wasting points in my entry and exits. In any line of flight vertical, horizontal or angular the 1-point in fifteen-degree rule applies. Also up to 7.5 degrees off line is a half point deduction. Heading, Heading, Heading, if I can remember that then personally my scores will improve a bunch!!! I now feel a lot more confident that when asked to judge I can do a competent job."*

**Mike Miller**

Many of our attendees were novice class flyers, but judging from the consistency and attention to detail I would not have a problem with them judging me. Special thanks go to Ed Hartley, The Chattanooga Radio Control Club and Wally's Restaurant.

**Mike Robinson, SPA 70, CD**



Shot from inside WALLY's RESTAURANT where the two + hour classroom session was conducted before heading for the field.



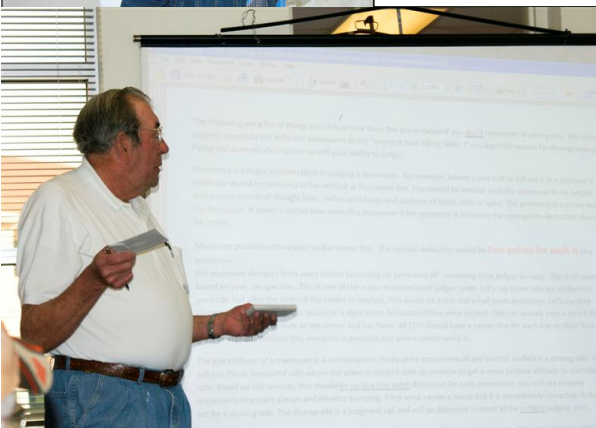
North Carolina attendees. Duane Wilson from Asheville on left. Bob Permenter of Rutherfordton on right. Bob won the ANGLE-PRO Incidence meter door prize. He drove 5 hours to attend.



Activities moved to the nice flying field in Chattanooga where all took a shot at either flying and/or judging others for practice.



Mike, at left, welcomes attendees.



At left, Ed Hartley went over the "DO" and "DON'TS" of patterns.



**IDEAL WEATHER—in 70's**



OS 91 4S  
Cam Gear

The above CAM GEAR photo submitted by Charlie Johns ignited lots of discussion on the SPA Discussion List: Johns said (Cut & Pasted)

Here is a photo of the cam from my new OS 91 I told you about. The one with less than 16 oz of fuel through it. The first OS 91 you saw with about four gallons through it looked like this before I sent it in for warranty repair. I have it back now and seems to run fine, only took 16 days (expedited) with 2nd day air both ways which I paid for and was only charged 49.98 for new bearings as they were bad and not covered by warranty. I guess because they could not get the metal from the cam out of them. With warranty work like that I will do my own next time. I still had to flush metal from the crankcase before I tested it.

I asked for some input from members..(Franklin Smith said:)

Charlie and I bought OS 91s II engines from two sources about 6 months apart last year. One pair was bought in April from Grace Lane Hobby in Selma, the other pair in Sept from Scott Anderson. Charlie had a problem with his running rough and pulled the cam cover and discovered metal shaving in the cam area and you could see the plating peeling off the cam lobes. As I had run mine very little on an extra 300 I removed the cam cover and found the same problem with my engine (these were the ones we bought in April 2008). When Charlie had engine problems at Prattville on one of his trips up there to fly with Jamie he swapped out engines and ran the engine that he bought from Scott Anderson, so when he found the first engine with cam problem he opened cam area and discovered this engine also had a problem. I had the engine I bought from Scott still new never run, and pulled cam cover and it looked ok, But I was reluctant to run it because if it had same problem I didn't want to get all that metal floating around in my engine. After Charlie sent his first engine to Hobby Services and I found out all they do is polish the plating off of cam with 600 grit sand paper followed with 2000 grit paper I decided that I would fix my engines myself. I polished the one that had been run and pulled the cam on the new one and polished it also. Running the engine after fix and re-examining cam everything seems to be fine. PS: I called Hobby Services to find out what sand paper to use to polish with and was told use the finest paper I could find. I used 600 grit to cut all of the plating off and 2000 grit to polish with.

**Franklin SPA 347**

Vic Koening in Kingsport, TN added (Cut & pasted)

Bruce, I've seen this on all of my 91's too. Most of my 4 engines are 5 years old and all exhibited plating on the cams coming off in spots. My solution was to use some 600 grit wet/dry with some oil on it and sand it all smooth. That is not to say on the whole cam, only where it is losing the plating. All that needs doing is the surface the cam

followers ride on. The side that the follower rises on usually was the most affected with little on the down hill side. I will leave plating where it is still bonded well but feather sand where it is coming off and transition into the well bonded areas. I do not want to change the cam profile.

All this tells me it's a plating problem OS will not own up to, or solve or, feel it is even necessary to. I sent one back within the 2 year period (a single month to go) for bearings that were beginning to fail and got a new engine. I had called them first to mention the plating coming off but they said it was not unusual and I could send it in for inspection. I really was just asking them for new bearings so I could continue to fly till bearings arrived (they couldn't do this without inspecting the engine themselves). So the flip side of OS is they are very good, no, outstanding in honoring their warranty. I had told them about the cam too, saying it was wearing the plating off on the one I sent as well as the mate to that engine and the tech said they sanded them and sent them back out. I had already done that on the other one and it was doing quite fine.

I don't really see a problem here as some others do. As I see it the cams are quite strong and don't wear for even retired guys like me who actually do a lot of flying. Now a problem I did have was a con rod breaking and destroying an engine this last summer. Took the whole cowl and blew it apart. I was only at 40 MPH at the time. I knew immediately what happened and gave it max down and was able to land on some soft grass unhurt. It's back in the air already. Vic K

Mickey Walker weighed in on the subject: (Cut & Pasted)

Your questions on the cams got me to thinking about what I have been missing. As you may or may not know My vocation has been engines. My Machine shop business of over 40 years when I sold it we rebuilt and did all machine work to rebuild small mower type to the big Cat. Mack Cummins etc. we also did as I mentioned the machine work crank grinding, cam grinding, head work, rod recond, and every thing else. Any way if I am not an expert I shd got a lot of folks fooled around the country. Does this mean I know it all?

Of course not. Any way I have rebuilt Many of these engines over the years and I can not say I have run into cams shedding material. When we ground cams in our business we soaked them in a heated vat with a chemical called Parkerizing,, this was a process to help the cam lobes not seize up before they seated in to the lifter. On the big Diesel cranks we only oiled them after grinding. The thing is I can not imagine OS or any one else plating a cam with chrome or any thing else for that matter as it would certainly be prone to peel off. I have a brand new OS cam I pulled out of the package and inspected under a bright light and magnification and could find nothing wrong. Also a new in box 91 I pulled the cover and found nothing. Also 2 used 91s the same. I certainly do not want to tell any one else they did not see it , but, this is just what I saw and what I have found. I sure hope this helps. Your friend **lefty,Mickey**.

Mickey is recovering from shoulder surgery, reason for nickname.

Naturally, with a subject involving model engines, I had to get my local flying Buddy, and engine GURU Bill Collins involved since he had seen a cam gear brought to our local field by Randy Roberts that had the condition shown in the photo at the top of this article. He said:

To me, it looks like a "dry start" problem with the plating dislodged at the very outset by the lifter trying to run on a dry lobe. I often admonish you Bruce, for running your engine dry at the conclusion of a flying session...please note, I DO NOT run dry leaving some of the good lubricant in the crankcase. I always apply a good brand of WHITE LUBRICANT to the lobes of the cam gear when I first take the engine out of the box and you'll recall "we have never had the plating dislodging problem".

These kind of things are among the numerous issues shared by the SPA Discussion List. Many of our Newsletter readers, I know, do NOT use a computer so that is the reason for my sharing issues like this with readers of the SPA Newsletter. My thanks for the opinions shared here.

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at

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**SENIOR PATTERN ASSOCIATION MEMBERSHIP APPLICATION**

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

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**2006 Brookhaven Circle**  
**Dalton, GA 30720**

**Bruce Underwood**  
**1412 Patterson St.**  
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