



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 www.seniorpattern.com **MAR/APR 2010**

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WEBMASTER-

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SENIOR PATTERN PILOTS make SMOOTH PASSES !

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LATEST TENTATIVE 2010 SCHEDULE

March 27th-28th...Prattville AL(CD Jamie Strong)
April 17th-18th...Cullman AL. (CD Steve Byrum)
May 1st(One day)..**Top Novice Alabaster**, Al CD (Dave Phillips)
May 1st-2nd..... Knoxville TN (CD Dennis Hunt)
May 15th-16th... Hodges (Cass Underwood Memorial) CD Dan Daugherty
June 12th-13th... Hotlanta (CD John Baxter)
June 26th-27th ...Antique contest Hotlanta (CD Dan Daugherty)
July 17th-18th ...Asheville N.C. CD (Will Hicks)
August 21st-22nd..Chattanooga TN. (CD. Mike Robinson)
September 18th-19th.Alabaster AL. (CD Mike Williams)
October 9th-10th... Knoxville TN. (THE MASTERS) CD (Dennis Hunt)
October 23rd-24th.. Birmingham Al. Fall Antique Classic CD (TBA)

The Vintage Radio Control Society, (VR/CS) is a sister AMA S.I.G. dedicated to all vintage R/C. VR/CS President Bob Noll and SPA President Bruce Underwood have agreed to post and promote each other's events in our respective newsletters. Read more about VR/CS in a special article by Bob on page 4, and see how VR/CS worked to secure the

SCHEDULED VR/CS EVENTS FOR 2010

(Check VR/CS website www.vintagercsociety.org)

March 13-14... Dunnellon FL deBolt REUNION (Richard LaFontaine)
May 29-30... Lexington KY KENTUCKY BLUEGRASS FEST (D. Thompson)
September 4-5...Owego NY SPIRIT of SELINGROVE (Bob Noll)
October 8-9... Oxford PA Octoberfest Vintage Fly-In
PENDING EVENT ?? Holly Springs NC VRCS Reunion (Bob Harris)



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.



Bruce & Jane Underwood

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FROM THE PRESIDENT.....

GUNTERSVILLE, AL.....At this writing, here in North Alabama the temperature has remained below freezing for the 3rd day in a row (February 11, 2010),and the forecasters are predicting as much as 1 to 2 inches of snow the coming week-end. That isn't shattering news for many of you members in other parts of the country but when this is broadcast here, there is a sudden rush to the supermarket where the shelves quickly empty of items such as milk, bread, vanilla flavoring and sugar. The flavoring, sugar and milk are necessary ingredients for much loved "snow cream" which just isn't available as frequently here as you folks up "nawth" of the MD line are privy to.

It's this kind of weather that promotes sinus conditions and sometimes headaches from inhaling CA glue fumes and balsa dust from confined areas of the home earmarked, "the model-building shop or area". There's lots of this going on and the product of all the efforts will be "trimmed" and flight tested about the first few warmer days this spring when, it always happens, we overexpose our human flesh to welcomed sunshine rays and blister parts of our anatomies that aren't protected by clothing and/or UV deflecting sunglasses. Recall the soothing feeling provided the burned shoulders and back by the application of the mixture of soda and vinegar? Grandma used to declare "this stuff'll draw the far' outta yore burned skin"! Naturally, you'll do anything to find some relief from the pained blistered area and swear "I'll never get myself this sunburned again". Oh, what short memories we RC modelers evidently possess.

Imagine a huge **RED welcome-mat** on this page of the publication and in the very middle of the mat is one huge word **WELCOME**. That's the scenario for this edition of your SPA newsletter, edited, assembled and written, for the most part, by Mr. Duane Wilson of Asheville, NC. Duane, as most all but the "newbies" in our association know is a most accomplished writer of articles relating to our mutual sport/hobby not only regionally but nationally and even internationally. Duane has authored interesting and informative material which has directly acquainted more people in our endeavor with our pursuit than many of us who have pursued membership recruiting from the "get-go". He is investigative in his solicitation of story material, factual, and isn't reluctant to drive hundreds of miles to cover events both with text and excellent photos. If the truth be known, in the last five years, Duane has probably driven more miles for SPA participation than any member I can readily think of, [thanks but Jamie might have me beat—ed].

As you have determined from the above paragraph, my opinion of Duane is "A+". He has promoted contest activity in his home club for several years now which continues to grow in attendance, not only for the fellowship and competition but for the annual Friday night visit and eats at his own lovely home. He and wife, Penny are two of the most hospitable and gracious hosts and hostesses I've had the pleasure of associating with.

After years of the newsletter preparation, I solicited Duane's' expertise in this department. as my vocational duties were doubled as result of my late Son's death in 2007, and without hesitation Duane replied, "I'll be green for a bit, but with the help of the contributing writers and members, I'll hopefully ripen in a hurry and produce a welcomed bi-monthly publication in keeping with the past".

SPA — ALL THE WAY Join the "Discussion List" for all the **LATEST ACTIVITY & NEWS**



From the Editor....

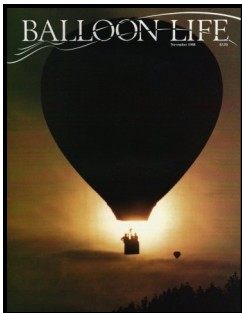
Duane Wilson

(A little background)

Be careful what you ask for because you just might get it. Over the past few years, I've become more interested in writing, but I've always needed some kind of shove to motivate me, (and overcome my anxiety), enough to actually try submitting some-

thing for publication.

I wrote my first article back in 1988 for a publication called "Balloon Life", read by the hot air ballooning crowd. I was a balloon chase-crew chief at the time, and the only reason I wrote the article, (which covered a ballooning event in Statesville, NC), was I had taken a very nice, (translated lucky), photo of a hot air balloon in silhouette that I (naturally), felt should be on their cover, but I learned they don't publish photos in a vacuum--they needed a corresponding article.



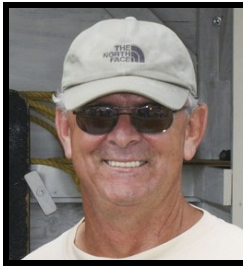
Later when I got back into RC after a 17 year absence, (but before SPA), I was so impressed with my pattern trainer at the time, (T-34 from World Models), that I wrote a little article about it for my home club, (it's still on their website). In 2005, after a lot of looking, I finally rejoined SPA and VR/CS and had such a fantastic time I felt actually **compelled** to try to tell others about it--hence my first Model Aviation article, and a follow-up a year later. I really enjoyed researching and writing the articles, and have recently submitted one more about vintage pattern--this time about the career and designs of Ed Kazmirski. I hope it gets published and people like it.

In the back of my mind, (way, way back actually), I wondered about the SPA newsletter, and what it would be like to be the editor, but I never thought much about it or told anyone--then out of the blue I got an e-mail from Bruce asking me if I'd like to assume editorial duties ASAP due to his overwhelming schedule. Naturally I panicked!! His are extremely hard shoes to fill. Since I've been associated with SPA, the quality of the newsletter seems to improve with every issue. The SPA newsletter is now one of the finest around, and people have come to expect something that will be interesting and entertaining as well as informative. I'm hoping for the best, but I'm asking for your patience as I try to learn how to do this thing and use the software.

Due to the high quality already there, I'm not in a big hurry to upset the applecart and make big changes, but you might notice a few little things here and there. I am asking for input from the membership about new features that you might be interested in seeing in the future, and have received a couple suggestions already. One I think I might try would be to highlight a "featured" SPA member in each issue, (remember our members DO have lives outside of modeling and accomplishments prior to being SPA members), so give me your nominations for the "victims" you would like to know more about.

As Bruce, (who has agreed to continue to submit a "From the President" column for each issue) said earlier, I sincerely want to hear from you. I want to know what you'd like to see in the newsletter in the form of articles and features. I would like many of you to write contributions to the newsletter--for example, some of the CDs might want to help Bruce do the write-ups of their events. Show us how to do what you're good at as Dan did about covering with iron-on covering. How about something on engine maintenance, or any number of other topics. We need experienced pilots to teach the Novices how to fly the maneuvers, (see Chris Gregory's article part II on "Moving Up" on page 6), and how about writing about the history of our favorite models as Ron Chidgey did in the Jan/Feb issue. I'm sure I'll write some things as well, but you will get tired of me in a hurry, so we need others to step up to the plate.

Again, thanks, (I think) Bruce for the opportunity.



From the Secretary/Treasurer

Mike Robinson

(Membership)

Membership is off to another great start in 2010. I have been Secretary/Treasurer now for three years and the pattern is that I get in seventy percent renewals by the end of the year then the collections slow down until we start our competition season. The Southeastern Model Show at Perry during March brings in more new members as well as renewals. Our membership totals for the year peak at the end of the season. While unofficial, someone paying dues as a new member during the last quarter of the year is given credit for the following year also.

I was recently asked what we do with our money, so here is a general answer. The most money we spend during the year is on publishing and mailing our newsletter every two months. During 2009 the Board of Directors approved advertising money for *Model Aviation Magazine* to raise awareness of the SPA. Our last ad ran in February 2010. The SPA Masters Tournament receives a small underwriting each year to help the sponsoring club offset the extra cost of awards. We also spend some funds for flowers when we know about the loss of a member. That is how the money is spent! We have a comfortable bank balance as of this writing. It will slowly go down as the year progresses.

Last year the SPA introduced a life membership program. This program has been successful to date. I think it appropriate to list the members here in closing.

Life Members as of January 24, 2010.

Mickey Walker, L1
Ed Hartley, L2
Julio Arrieta, L3
Tom Stennis, L4
Scott Barland, L5
Walker Brents Jr, L6
Ed Lyerly, L7
James Fuller, L8
Charles Gray, L11

Ron Reed, L14
Bruce Underwood, L15
George Williams, L16
Ron Underwood, L17
John Dearing, L19
Pete Coleman, L20
Duane Wilson, L22
Mike Robinson L70
Bill Collins, L117



From: Special Projects...

Jamie Strong

Well folks here we are slowly edging out of what was a brutal winter for us here in Mid Dixie. It certainly a rare thing to look out and see 3" of snow blanketing the town in mid February.

Flying season is just around the corner, and on paper it looks to be one of the busiest schedules sense I'm began my SPA involvement in 2000. Every year the contest months and venues change slightly to continue to work toward that perfect schedule. Still a ways to go, but we're getting there.

Hopefully everyone is wrapping up their building for the winter, and now its time to Tweak, and tune. Mike Williams, Ken Blackwell, Anthony Sweeny, Charlie Johns, and I have been getting together throughout the Fall, and Winter to critique one another's flying and its starting to pay dividends. Its amazing how you can get into a groove of doing stuff incorrectly, mainly little things without the extra eye watching. That's one reason most of us leave a contest flying better than we arrived, being able to observe the maneuvers over and over throughout the weekend.

Continued...

Jamie Strong continued...

Looking forward to our 3rd Prattville SPA contest March 27th-28th here in Prattville, and if averages mean anything, we should see temps in the low 70's, which will be a treat. Our field in in the best shape in years with the good rains we had last year, and now our latest addition is a REAL flushing toilet, no more out houses for my SPA buds or us at FCF :). Our contest flyer will be on site probably by the time this hits the press, and as always if you have any questions, just shoot them to me.

Hint of the month, foundation, foundation, foundation, is the KEY to a well done maneuver. If you don't set it up correctly, you'll never finish it much better. Setting your heading, distance, height, and speed is absolutely critical to a well done maneuver.

Till next Time.



From the VP's Office...

Scott Sappington AKA MM 2006

Given our current bout with winter weather affecting nearly all of the SPA membership, I am sure the multitudes are looking forward to our competition season getting under way. With the Southeastern Model Expo just around the corner the SPA season couldn't be far behind. We had an exceptional year last year and thanks to all who participated in all of the contests. We can only be encouraged for 2010 based on the trends we have experienced over the last few years even in this tough economy. I believe the Senior Pattern Association is in excellent shape given the attributes of a strong leadership team and our incredible membership base. Even though there have been some very difficult decisions in the past several months since last season ended the leadership team has emerged focused on the overall organization. I have been encouraged with some of our former members returning to active status and I want to take this opportunity to welcome the newest members to this wonderful group. I can only encourage you to come to one of our premier events to enjoy the great experience that the Senior Pattern Association has to offer. I once again am looking forward to seeing you at a SPA contest very soon.

We are pleased to have Bob Noll, President of the Vintage R/C Society, (VR/CS) as a guest author, to discuss his organization. VR/CS and SPA have several things in common—for starters both groups honor the history of R/C, and the pioneers of that era. The focus is different, but we share many common bonds.

The Vintage Radio Control Society ... by Bob Noll, VR/CS President (SPA #42)

I am pleased to have this opportunity to tell SPA members a little about VR/CS. VR/CS is one of the many AMA Special Interest Groups. The objective of VR/CS is to preserve and promote the memory of Radio Control Aero-modeling activity as it was in the past. We fly planes that were designed for radio control although we do welcome RC guided free flight models at our events. The plane design date must be 35 years old as of January 1 of the present year. The Vintage R/C Society was born in 1989, initially as an idea by Bill Winter, resulting from discussions with Hal "Pappy" deBolt, as to how the history of R/C could be recorded and preserved. Further discussions got Joe Beshar, John Worth, and Art Schroeder involved.

Hal deBolt contacted Joe Beshar and asked if he would consider founding an RC Society since Joe had succeeded as president of the Society of Antique Modelers, building it from less than 200 members to over 1800. Joe agreed and proceeded to seek modelers interested in a vintage organization, using the Golden Age column in Model Airplane News as the vehicle and published a simple request for response, with the name and address of any modeler interested in a vintage society. By the end of 1989, with 220 members, the "fly and tell" concept was established with the first reunion scheduled for the 1990 Labor Day weekend in September at the airport at Selinsgrove, PA, site of earlier R/C events. Following a very successful first VR/CS event that year, the annual reunion has continued regularly on Labor Day weekends at various locations in the northeast. Since 2000 many other reunions have been held around the country where members gather to fly and tell their personal stories of building and flying the marvelous RC designs that made our hobby grow.

We have four flying categories at our events as follows:

Open—this category applies to all flying that does not fall into any of the following three categories. SAM planes fly in this category.

Concours — this category is for those planes that are carefully crafted reproductions of the original design. Modelers with high craftsmanship skills compete in this event.

Pattern — this category is for those planes that were flown in aerobatics or pattern competition. This category is for those who enjoy flying our maneuver schedule from the 60's.

Scale — this category is for scale plane designs.

While competition is held at our events, it is not necessary to compete to enjoy the fun and fellowship of a VR/CS event.

You can learn more about VR/CS on our web site at www.vintagercsociety.org.



VRCS SAVES KAZMIRSKI TAURUS FOR AMA MUSEUM

By Duane Wilson



My first VR/CS exposure was attending the Mid-South VR/CS fly-in near Raleigh in 2005 CD'd by Steve Harris. The people were really cordial to me in spite of my Taurus not being built "to plan-form". The Taurus had its first flight there, (if I had time I'd talk about the Monokote coming off the wing after about three minutes, and the test pilot rescuing that plane, but I'll have to save that for another time). Three weeks later I attended my first SPA event in Cave Spring, Ga. It was hotter than Hades that day, but it was a great experience. I had gone there "just to watch" and maybe get some additional trim help for the new Taurus, but Bruce "smooth-talked" me into flying my first Novice contest, (my hands shook for the first two rounds, but I made it).

I have been a member of both vintage "sigs" ever since, because both have a different focus of attention and feel to them--both appeal to me in different ways. VR/CS is about preserving ALL KINDS of vintage model airplane modeling including everything from single channel to "full-house" multi. Even the old radios and engines are restored and displayed. Of course SPA is about recreating the feel of "serious" competition in front of judges, but in a way that promotes everybody having a good time above all else. I saw no conflict in joining both. Since my primary interest lies in vintage pattern, I tend to lean toward SPA, but I've always attended at least one VR/CS event each year--last year there were two, one in Kentucky where Ed Kazmirski's personal Taurus II took to the skies again after some 40+ years; (it also flew at the Asheville SPA contest). The second was in Muncie, Indiana last September where Ed's NATS-winning Taurus, (inspiration for the Taurus kit), was donated to the AMA museum.



VR/CS played a major role in Ed's most famous Taurus staying in this country when it was auctioned as part of his estate along with the Taurus II. To make a long story shorter, a grass-roots effort started within VR/CS



due to "chatter" on their Discussion List, (similar to our own). What started as individual bidders, soon became a coordinated effort of the organization's members to purchase the plane for the museum. Small bids of \$10-\$20 soon grew to several individual contributions of \$100, \$500, and even one \$1,500 bid. In the end we had the combined resources it took to keep Ed's Taurus from going to Japan.

During 2009, Ed's most famous Taurus toured the country going to several VR/CS events, and shows where people had the chance to look at it "up close and personal". Finally in September the official ceremony came where ownership was transferred to the AMA Museum, and the plane was turned over for permanent display. It is now suspended near his Orion, next to Tom Brett's Perigee for all to see. I am proud to have been part of that VR/CS effort to save Ed's Taurus.

If your interest in vintage modeling extends past pattern competition, (and most of ours do), VR/CS might appeal to you as well. I'd like to see more of you at events for BOTH organizations.



Bob Noll, Terry Terrenoire, Beppe Fascione, and yours truly without an official yellow shirt pose at the Taurus donation ceremony to the Muncie AMA museum in September of 2009.



VR/CS President Bob Noll poses with Ed Kazmirski's pristine condition Taurus, (inspiration for the Top Flite kit), as AMA Museum staff take possession, (note the white gloves when the plane is held).



Chris Gregory...

Moving Up——Review, then on to Part II

OMGosh... I just moved from novice to sportsman and now I have to do knife edge flight and 4 point rolls. Oh wait... I also have to do a slow roll and eeee-gads... I've got to do 3 horizontal rolls! I'm gonna crash everything I've got and won't have an airplane left to fly!! Feel familiar? If you've moved from SPA novice division to SPA sportsman division, you've probably experienced the roll-a-mania panic. Trust me, I've been there, done that, saw the movie, got the t-shirt, and nearly the top of a tree for a souvenir. You can overcome your fears, learn to do these rolls well, and you can do this without sacrificing your beautiful pattern plane! Before starting on the actual maneuvers, let's talk very briefly about some changes that may need to be made to your aircraft to make it ready for the sportsman sequence.

The 1st thing to look at is the CG of your aircraft. Most folks prefer to fly a "slightly nose heavy" aircraft because it seems smoother and more forgiving. The truth is, a slightly nose heavy aircraft has been making you look like a worse pilot than you are, because whether you know it or not, you've been forced to fight that slightly out of balance aircraft. You've got plenty of challenges ahead of you. There is no good reason to have to fly a harder scheduled with a less than capable plane. Get the CG where it needs to be!

The next thing to look at will be how your aircraft performs in a knife edge position. You may want to get an experienced pilot to fly your aircraft, and make suggestions about how to improve its knife edge performance. Some issues may be resolved by programming some mixing functions on the radio, and some require changes to wing/tail/thrust incidences. Seek experienced help to get your aircraft dialed in. I don't care where you live, there are some great resources within the SPA and you will not spend your time or money any better than making a trip to get the help that you need to get your aircraft dialed in. My intention is not to point you toward a particular person, but rather to point you toward "experienced help". Knoxville, Guntersville, Prattville, Orlando, Houston... you name it, there are experienced pattern fliers that you can get to for help. Take a couple of days, a long weekend or what have you, but get some help! Not only will you get your aircraft dialed in, but you'll have the chance to spend some quality time with a vast fountain of knowledge. Heck, buy lunch dinner, whatever.. make a great time of the experience!!! The time and money that you spend doing this is probably the best bang for the buck you'll find anywhere in our hobby! Once the aircraft is sorted out and made to be the best it can be, it's time to start focusing on your piloting skill set!! I'm going to try to go over what has worked for me. There may be many roads, but this is the one I traveled and I feel it has served me very well.

DON'T CRASH!!!! This may seem obvious, but I thought I'd toss it in anyway. If you are uncomfortable with rolls in general, then the best thing you can do to prevent plowing your pattern ship into the ground is to start each and every rolling maneuver by pulling the nose up before starting the roll. I can hear folks screaming about point deductions already, but please don't listen to the noise. If you're uncomfortable, play it safe and pull the nose up 1st. If you wind up at a contest and are still uncomfortable with rolling maneuvers, please pull the nose up before starting the roll. Yep, you'll get a deduction, chances are you won't crash your airplane. You get TONS of deductions when you crash, just a relative few deductions for pulling the nose up. As you get better, you can eliminate the pull up altogether. Safety first means, no crashing during rolling maneuvers!!

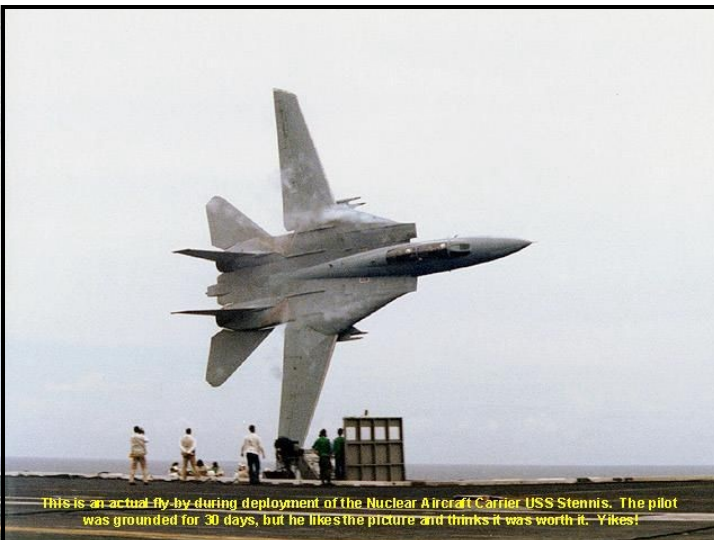
Here's another word of advice. Most crashes I've seen during rolling maneuvers are due to the pilot getting "out of timing" with the elevator control as the plane rolls. If you get into trouble, the main thing to do is to level your wings. It doesn't matter if you level them upside down or right side up. Job# 1 is to level the wings. Job #2 is to PUSH OUT of trouble if you are inverted, or pull out of trouble if you are right side up. Wings level 1st, then figure out if you need to push or pull. By having your wings level, you give your caller a chance to help you by saying "push out" or "pull out" If the plane is still rolling, the caller can't really help you because by the time he says something the plane's attitude will have changed.

While on the subject, where possible, it's wise to have a very competent pilot as your caller. A good caller will not only call your next maneuver in plenty of time to allow you to set up for it properly, but he will also be watching traffic, positioning, and should be able to talk you out of trouble if you give him ½ a chance!! When you are calling for somebody, please take the job seriously and remember that you are just as responsible for a safe flight as the pilot is. With regard to safety, I assure you that no judge wants to see an aircraft flown in an out of control manner. Every judge would much rather you abort a maneuver right in the middle of it than to try to force your way through a maneuver that is going bad. Saving the aircraft allows room for redemption. Crashing the aircraft leaves no room for mercy and may cause injury. Nuff about that I suppose. On to learning to fly rolling maneuvers!

If there is one maneuver in the SPA sportsman schedule that serves as an anchor for the entire sequence, it's the one called "Straight inverted flight". Most pilots venturing into the deep rolling waters of pattern flying overlook this maneuver, but it is the foundation upon which you can build a winning SPA sportsman season! The maneuver is deceptively simple sounding. Come in level and on heading, ½ roll to the inverted position, fly straight, and then ½ roll back to the upright position. Trust me, if you can't perform those ½ rolls into and out of the inverted segment well, then you will not get any decent scores on what you think may be the easiest of all the sportsman maneuvers!

Ok.. lesson #1 is the "Straight inverted flight" maneuver. As you roll to the inverted position, be absolutely certain that the aircraft is NOT in a nose down attitude. I mean, not even the possibility of being even a millionth of 1 percent nose down... absolutely level or slightly nose up! When you start your roll, don't jam the aileron stick over, but don't try doing it very slowly either. We're looking for about a 1.25 – 1.5 second period of time between when you start the roll, and when the wings become level in the inverted position. The roll rate should not look like you flipped the plane over on its back, nor should it look like you did a slow roll into the inverted position. You're looking for a roll rate that is intentionally smooth and controlled. If you go too fast, you don't really have a chance of consistently stopping the roll perfectly wings level. If you roll too slow, you'll wind up having to battle the transition into and out of the knife edge portion of your ½ roll. Once the plane

is inverted, do what you need to do to establish level flight. I've not flown a properly trimmed aircraft that doesn't require at least a very minor amount of forward stick pressure to maintain absolute level flight. The common mistake is to use too much down elevator while the aircraft is on it's back. If you're properly trimmed, it takes a surprisingly little amount of down elevator though. Once the aircraft has established straight and level flight, finish the maneuver by continuing your roll back to the upright position. Since we're doing this to practice rolls, please make the roll to the upright position the same direction as your roll into the inverted position. Continue to work on this maneuver until your entry 1/2 roll and your exit 1/2 roll are very pretty, smooth, and 100% under control!!! Once you have done this, please pat yourself on the back because you've made a HUGE leap toward learning how to roll properly. Now all you have to do start removing that inverted straight segment between the entry and exit rolls. Don't try to skip ahead and eliminate the inverted segment right off the bat, but do start working on making the inverted segment very brief. Once you are stopping properly at the inverted position and are not fighting the aircraft to maintain straight inverted flight, then you can take the inverted straight inverted segment out all together and make I continues, smooth, beautiful roll. One roll without the inverted straight segment should take you about 2.5 – 3 seconds to complete and you should not lose heading at any point. You will find that even though you're not stopping at the inverted position, you may need to put just a slight amount of down elevator in when the plane is inverted. DO NOT BUMP the elevator, make a very intentional, minimal push of the elevator stick. You cannot control a bump well enough to do it consistently well, so learn to make that intentional stick control.



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Next issue...Part III

Author Chris Gregory demonstrates Knife Edge flight at a past SPA contest. Onlookers were impressed., but he was disqualified for crossing the "ZERO LINE".....just kidding!!!

Masters Memorabilia... There was recently a question by Phil Spelt about MASTERS history: OK, Guys,

When was the first Masters' contest held -- how many have we had in our storied history???

Phil: I grabbed my medallion ... to shoot a digital shot of it...engraved on the rear of it is: 4th ANNUAL SENIOR MASTER CHAMPIONSHIP 1994. As I recall this was a memento given ALL folks who participated in the Masters. It was in Hotlanta, and I flew a DADDY RABBIT.....the original version with a KRAFT .61 in it....it quit on my "touch & go".....went into a tree and we had to cut down the tree to retrieve the model.....just a little damage. A few weeks later, Darrell Kampschorr sent me a video tape of the recovery process on which he had "dubbed" continued laughing. It was a riot. Phil, if my medal says 4th annual, I would assume the first was 1990, (or'91). Phil, your inquiry brought up a load of discussion here as Mama Jane came in and looked at what I was sending you and said "Cass ordered the circular aluminum blanks, made a "jig" to engrave them" and had Tee Rice a local screen printer do the old SPA emblem on it and affix them to either side of the medallion with double sided tape. Golly, I wouldn't have the expertise to engrave on something circular like that and wouldn't impose on the screen printer to do the special thing on the front.

I just did 100 of these medallions for a local sports coach at a middle school and did the engraving on a 1/2 by 2 inch burnished plated aluminum and affixed to the rear with double sided tape. I almost insist on the material I engrave on to be flat and square to affix fairly simply to the platen on the engraving machine. After Mama Jane shared this with me, I recall having found the "jig" Cass had made from two 1/4" squares of plywood with a circle cut in the top one of the two plies and rubberlike adhesive on which he would mount each one individually for engraving. It really makes me appreciate his ingenuity and expertise that I am just too elderly and crotchety to duplicate.



REMEMBER the 2010 Southeastern Model Show Perry, Georgia

The Senior Pattern Association will be at the "Perry Show" again in March. Dates are **March, 5th- 6th** and is at the **Georgia National Fairgrounds**. This year we have three tables in the **McGill building**. The McGill building is the first building that most people visit, and you may recall that Hodges Hobbies shows in that building. The Senior Pattern tables are located at the entrance closest to the main entrance gate. We will have good visibility at these tables. **SPA will have special handouts during the show**, and as usual, it will serve as a meeting place for the SPA gang. Be sure to stop by and visit!

For further information about the Southeastern Model Show you can visit this web site.

<http://www.gamarc.com/georgia.html>

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