



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 **MAY/JUNE 2010**

SENIOR PATTERN PILOTS make SMOOTH PASSES !

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COMPENSATING in 2010!!!



NEW PLANES ON

THE CIRCUIT

Ken Blackwell (left) and Julio Arrieta display the COMPENSATORS they will be campaigning this season!!!



2010 SPA SCHEDULE

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.

SCHEDULED VR/CS EVENTS FOR 2010

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

May 29-30	Lexington KY KENTUCKY BLUEGRASS FEST (D. Thompson)
September 4-5 ...	Owego NY SPIRIT of SELINGROVE (Bob Noll)
September ??	Muncie, In. MUNCIE REUNION at AMA HEADQUARTERS
October 8-9	Oxford PA OCTOBERFEST VINTAGE FLY-IN

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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

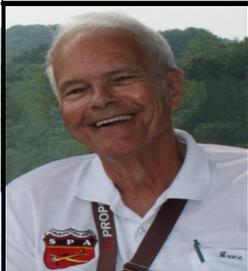
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.....FROM THE PRESIDENT
Bruce Underwood
(2011-2012 PATTERN COMMITTEE)

2010 has opened... with a whirl of activity associated with “winter building projects” that are bound to show up in mass at the scheduled events this season. Many

of them were flown in the “season opener” in Prattville, AL (Ed.... story and photos on page 4 of this edition).

Welcome to the 2011-12 Rules cycle Pattern Committee, (named early this season), in order for them to gather all input from membership throughout this season, and formulate the SPA Patterns to be flown in the coming 2 year cycle. In the past, each of the three member committee have been active participants from the three largest states (membership wise), in SPA. This year, only one of the three largest states, membership wise, is represented in the person of **Jamie Strong of Prattville, Alabama**. The other two are, **Jeff Owens of Tallahassee, Florida and Russ Chiles of Laurinburg, NC**. I will only serve as an ex-officio committee member. This trio represents years of pattern knowledge and experience which will be beneficial to the coming season's patterns formulation. Should members have ideas and input, please inform any or all of the three, sharing your ideas and thoughts with them prior to October 1, 2010.

Most all the input that I, personally, have received concerning the current 2009-2010 patterns has concerned the difficulty of the SPORTSMAN pattern. Three of the current NOVICE flyers, destined to “move-up” next season have literally expressed to me their doubts that they could “whet their skills” to master the current SPORTSMAN maneuvers, in particular the 4-point roll and the Running Eight. One member has confessed to having crashed a Daddy-Rabbit while practicing three horizontal rolls. I have talked privately with each of the three committee members and each has expressed his mutual concern and will take this into consideration for the coming cycle.

Here's hoping the weather is moderating where you are and you're burning lots of glow-fuel “honing” your maneuver execution. Looking forward to SPA contest fun and fellowship this season for it's “better'n it's been in two-thousand-ten”!
Bruce Underwood L 15



.....EDITORIAL
Duane Wilson

With the cancellation of February's Indian River, Florida combined VR/CS—SPA event n February, Prattville's end of March contest was the actual as well as

traditional opener to the 2010 competition season. Read all about it on pages 4-5.

In many ways, the REAL “season opener” —the event that gets us all thinking about the new season and gets many of us into the “flying” mode rather than building, is the annual get-together in Perry, Ga. Why do we go to Perry each year, and should you think about going next year?

Chris Gregory, in addition to being an excellent pilot, is proving himself to be an informative, interesting and fun author to read. It started as comments on the Discussion List about how to work on those rolling maneuvers that help make Sportsman so challenging. I asked Bruce to publish the comments in the newsletter. Later, Chris was kind enough to agree to write a longer series of articles about “Moving Up”. They are truly excellent, not just for those of us trying to make the leap from Novice to Sportsman, but for ANYONE wanting to sharpen their flying skills, (all of us).

Chris—looking forward to seeing you more this season

Finally, read Monty Smith's article describing Johnnie Casburn's “Super Lucky Fly” from the insider's perspective.

Cool internet links...Go to the “online” version of the newsletter, (or type them out), then copy and paste these into your browser. Very cool, flight-related “articles” on the internet:

<http://www.flyingmachinestv.co.uk/SpitPL965.wmv>

<http://www.wimp.com/breathtakingfootage/>

...You Goin' to Perry??

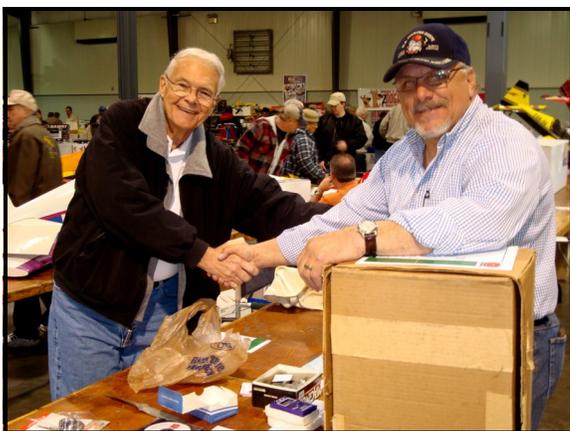
The Annual Southeastern Hobby & Trade Show was held March 5th through 6th at the Georgia Agri-Center in Perry, Ga. This event gives new meaning to the expression “One man’s junk is another man’s treasure”. So what keeps folks coming back each year?



Sure this is one of the largest trade shows and swap meets in the country, but what brings trade vendors, and modelers from all over the country here—why has it become an annual not-to-be-missed event by many SPAers? Here are a few reasons why I try to make it an annual “pilgrimage”.

First, by being held in early March each year, the “Perry Meet” is the unofficial first event of the new contest season, a non-flying event that gives pilots a chance to get themselves out of “winter/building mode”—making the mental adjustment to flying mode. Many of us haven’t seen each other since the Masters, and it’s great to be able to renew friendships, get together again after a few months, and shoot the breeze about everything having to do with modeling and pattern competition. Most of us outside of easy driving range plan on spending our first “motel money” of the season by spending Friday night. There are the related get-togethers at the local eateries for dinner, (and Mike Robinson’s mobile home has become an traditional center for meeting and eating as well), to resume these airplane discussions over dinner.

Admittedly, there is a lot of, shall we say “questionable” stuff for sale many people would call junk . In some cases it looks like people’s basement shop areas were cleaned out and brought there in case anyone might want some additional old engines, or well-worn models. However mixed in with the clutter, tremendous bargains are there for the finding—classic kits in pristine condition, new or hardly used vintage engines, and just the right plane that somebody else no longer wants or needs. All you have to do is dig, know what you’re looking for, and know how to bargain. The art of “wheeling and dealing” is in full force. I knew of one deal not made because the participants couldn’t get past a \$15 difference in asked vs bid price for a plane worth hundreds of dollars. That’s part of the fun and the challenge--the art of getting a good deal. Many vendors offer show prices as well on fuel,



Bruce is usually manning the SPA tablets, giving out information, and promoting membership. Here he talks with Robert Hodgdon, from Madison, Al.

radios, servos and who knows what else. You just need to know the “everyday-low-prices” to see how much of a deal you’re getting.

For the most part, this is a “man’s event”; you don’t see too many wives, and do you really blame them? You have to really be “in love” with your man to be dragged through three huge buildings full of “stuff”. One such dedicated wife is Linda Owens-what a find!! For most of us however, it’s just plain fun to be at a “guy’s” event with “the guys”.

Perry is also a good place for SPA to have a visual presence where we can promote the organization, and attract new members by passing out newsletters and other literature, while answering questions. This year we picked up seven new members and renewals. We also display our vintage pattern aircraft and explain the concept of “simple and inexpensive” competition.

Hopefully for all these reasons, (and others you will have to discover for yourself), we hope to see you there next year—for what is simply called—Perry.....Duane Wilson



Visiting the SPA table we have pilot Jeff Owens with his truly dedicated flight engineer , caller, and wife Linda.



Dirty Birdy builder Vic Koenig (rt) & customer



Prattville 2010

****Season Opener****

PRATTVILLE, AL.....The "season-opener" was a genuine test for wind-correction that all 19 stalwart SPA pilots handled with the "greatest of ease". Like the "man on the flying trapeze" we remained on our highest alert for both rudder and aileron corrections to garner the best scores we could.

What a hospitable group, the Fountain City Flyers team, steered by Jamie Strong left all contestants saddened by the culmination of the event.....but as we all realize, and wasn't it Sam Carnegie who said, "time flies when you're having

fun"? These folks had pleasantries for ALL.....awards were given as well as vocal accolades by the CD at the awards ceremony for all who participated. Jamie was so gracious in his testimonial for EACH flyer as he distributed the awards.

Two "first-timers" experienced their initial full-fledged contest. Eduardo Voloch, an accomplished IMAC pilot from Atlanta, GA who dived into the EXPERT class and Michael Wiczorek from Alabama who is one of the Dave Phillips "Top Novice" graduates. What a joy meeting and flying with this pair.

Despite the sustained winds of 20 and gusts to 28MPH....not a single casualty occurred during competition. The only crash occurred after official flying on Saturday afternoon when the receiver in Bill Dodge's CURARE balked and the model went in.

Mike Robinson, was stricken with some sort of stomach virus overnight Friday night and had to depart Saturday morning for home in Dalton, GA and about 28 hours of sleep and rest, loving care and Granma's remedy, Castor oil (synthetic won't work in this case)....and reported feeling muchly improved on Sunday evening.

The schedule announced at the pilot's briefing was adhered to, to the minute with flying beginning right after the pilot's briefing on Saturday morning, four rounds complete by 3 PM, then a good shower and off to the Catfish House for delicious food and loads of fellowship.

Flying started promptly at 9 AM Sunday, two rounds, the awards ceremony was such a delight, and folks were departing by 12:30.



Sustained 20mph winds with gusts to 28mph kept things "interesting" the whole time.



IMAC pilot and SPA newcomer Eduardo Voloch jumps into the competition in EXPERT class.

Prattville's annual SPA contest is a Memorial to the late Bill Johnston who was KRAFT SOUTHEAST in the "golden era" of pattern. Bob Owens, FCF President, Jamie, Ray Kunert, Gary Singleton and others recently completed an addition to the memorial monument to Bill, which can be seen in the photo reviews of the contest. Bill would have been proud of his club's management and conduct of this and each event at the excellent facility there.

The field not only boasted the new additions to the Bill Johnston memorial, but a brand new toilet housed in a new permanent structure, lighted, loaded with amenities like loads of t-paper, towels, and a CRANE brand flushing toilet. Nothing shy about FCF, The CLASS of this group shined like a new moon this week-end. Thanks FCF for an excellent "kick-off" to the 2010 season!—Bruce Underwood

SPA.....ALL THE WAY!!!

Coming attractions announced by Dave Phillips of the Alabaster. **"Top Novice" contest for May 1, in Alabaster, AL**, The SPA contest in Knoxville, TN is unfortunately on the same week-end as voiced by Bill Dodge....



Winners row above. (I wanted the picture big enough so people can see their faces-Ed). Anthony's Sweeny's beautiful Kaos, (left). Bill Dodge didn't fare as well, but as the song says..."It's All in the Game"

Prattville, Al March 27-28, 2010

Novice

- | | | |
|------|-------------------|---------------|
| 3981 | Charlie Johns | Brewton, Al |
| 3969 | Garry Singleton | Wetumpka, Al |
| 3927 | Michael Wieczorek | Maylene, Al |
| 3833 | David Phillips | Hueytown, Al |
| 3705 | Bob Andrews | Brewton, Al |
| 3446 | Frank Comer | Alabaster, Al |
| 3257 | John Hancock | Temple, Ga |

Sportsman

- | | | |
|------|-------------------|----------------|
| 4000 | Anthony Sweeny | Millbrook, Al |
| 3761 | David Phillips | Hueytown, Al |
| 3560 | Kenneth Blackwell | Enterprise, Al |
| 3434 | Jim Slocum | Temple, Ga |
| 3433 | Bill Dodge | Oak Ridge, Tn |
| 747 | Eduarto Voloch | Atlanta, Ga |

Expert/Senior Expert

- | | | |
|------|-----------------|------------------|
| 4000 | Bruce Underwood | Guntersville, Al |
| 3883 | Jamie Strong | Prattville, Al |
| 3756 | Joseph Owens | Tallahassee, Fla |
| 3214 | Eduardo Voloch | Atlanta, Ga |





Chris Gregory...

Moving Up— "Rolling On" to Part III

Lesson #2 the slow roll—This is a very logical step from the roll that we just learned. If you have been taking 2.5-3 seconds to do one roll, you're about ½ way to your goal of doing a slow roll. We've all been amazed by how well Bruce, Ed, Jerry, and Jamie can lay down the slow roll "from horizon to horizon" and that's what we all have in our head as a properly done slow roll. Look at your SPA judges guide and you will find that the slow roll requires a MINIMUM of 5 seconds. It doesn't say anything about taking 15 seconds, 30 seconds, or an hour. It says 5 seconds!! My point? Don't aim for the moon when the hill you're climbing is only 5 feet tall.

Let's go back to the straight inverted flight as our starting point for learning the slow roll. We will do exactly what we did earlier, but this time instead of taking 1.25 – 1.5 seconds to roll inverted, we want to take about 2.5 – 3 seconds. Sounds like it should be easy, but you'll see that this small decrease in roll rate will force you to have to do something to keep the nose up. That "something" is called "top rudder". By top rudder, I'm referring to moving the rudder in the direction of the wing that appears on top during the knife edge attitude. If you're coming from left to right and you start the roll by rolling left, the 1st knife edge position will have the aircraft's right wing pointing up and the left wing pointing down. Moving the rudder toward the top wing will require RIGHT rudder.

A common mistake that folks make here is that they start obsessing on the rudder input and wind up using WAY too much top rudder. Remember... we're not flying the knife edge position at all, we just want to make sure the plane does not drop the nose as the aircraft transitions to the inverted position. Just as you've learned that you don't use much down elevator at all to do a horizontal roll, you also will not use much top rudder. Practice the roll to inverted in this manner, but don't worry about it on the last ½ of the roll. Keep things simple and learn the 1st ½ of the slow roll, stopping in the inverted position to calm your nerves and then simply ½ roll back out as normal. Once you have developed "the touch" for your 1st half of the slow roll, then you simply start focusing your attention on the 2nd ½ of the roll by slowly rolling from inverted to upright. Using the same example as before, once the aircraft continues its left roll, the next knife edge position will have the left wing pointing up and the right wing pointing down. Now, top rudder means giving left rudder to keep the nose from falling, and again... not too much! Once you find yourself capable of slow rolling into the straight inverted flight and slow rolling out of it, then it's time to start taking that straight segment out and start working toward making this one continuously rolling maneuver. As you gain more and more proficiency in controlling the slow roll, you'll most likely enjoy it so much that it will dominate your general sport flying!

Lesson #3 4-Point Roll—The next logical progression on what we've already learned is the 4 point roll. This maneuver is also referred to as the 4 point hesitation roll. We will rely on our old friend the Straight Inverted Flight as our learning bench. We will start by performing a slow roll to the inverted position, but this time when the plane hits that 1st knife edge position, will stop the roll for just a split second, and then continue on to the inverted position. We are not wanting to demonstrate mastery of knife edge flight right now, we just want to do a nice roll, with a slight hesitation in the knife edge position. The hesitation at the knife edge position does not have to last very long at all, but the plane does need to establish a "hey look at me I'm in a knife edge" position. We are not going to "fly" the knife edge, we are just going to hesitate there for about ½ second. When I fly the 4 pointer, I try to use a rhythm to help prevent me from staying too long in the knife edge. I simply say to myself "one thousand one, one thousand two, one thousand three, one thousand four", and my roll rate is such that as I hit the one, two, three, and four words, when my plane is knife edge, inverted, knife edge, and upright positions. I don't roll to knife edge and hold for a second, I roll to knife edge and stop the roll, then immediately start going to the next position (the inverted position). Hesitation roll is a better description of what we're trying to do. Just like learning the slow roll, please focus on the 1st half (points 1 and 2) first and then simply do a normal roll out to the upright position. After you've mastered the 1st 2 points, then start working on the last 2, remembering that the top rudder for the second knife edge position is opposite of what it was for the 1st knife edge position!. Two mistakes are common for pilots new to this maneuver. One is that the pilot does not stop the roll in the knife edge positions (they kinda slowly roll past it) or, they simply try to hold the knife edge position too long and wind up getting their positioning all out of whack and usually cannot control the knife edge well enough to keep it on heading anyway. Another thing to work on is not staying in that comfortable inverted position too long... you don't stay inverted any longer than you stay in knife edge. If you are struggling at a contest, it's better to pause in the inverted position rather than forcing yourself to complete an out of control maneuver. **Always do what you need to do to prevent the crash.** Remember if you pause upside down and still feel out of control... PUSH your way out!

Next time we finish up the rolling maneuvers in Part IV...

JOHNNIE CASBURN'S SUPER LUCKY FLY ... by Monty Smith, SPA #453



Back in the late 60's to mid 70's, I had the pleasure

of working for a wonderful man, Johnnie Casburn. His talent in designing model airplanes began as a young man in 1943, starting with free flight models. His entry into design and manufacture of control line models was followed by the challenge of inverted flight, which was accomplished by an airplane designed by Ed Alexander named the "Over Easy". It was one of the first control line model kits that **Johnnie Casburn Manufacturing** produced. Of historical record is that Johnnie and his friends became the first to fly a control line model inverted, a feat bettered only by Jim Walker, who beat them to it with his "Fireball" model.

With the introduction of his first RC airplanes, Johnnie pioneered a new kit manufacturing process—what later became known as "ARF" (Almost Ready to Fly) construction. Most of the kit construction work was already done—the airplane came out of the box 90% pre-built. This became a standard feature on all his later RC models. Another innovation Johnnie introduced to RC was the concept of cut and covered foam wings. Credit for this belongs to fellow Fort Worth Thunderbird member, **Chuck Cunningham** (of RC Modeler magazine fame), who kindly agreed to teach Johnnie and myself how to cut an airfoil out of a block of Styrofoam material.

His first RC kit, introduced in 1968 was the original "Lucky Fly", a .40 powered airplane of shoulder-wing design, with paper (known as "chrome-coat" paper) covered wing and turtle deck—both cut from Styrofoam. This was followed by another design named the "Fun Fly". These were simple, easy to build, yet great flying models, which served as the basis for testing new ideas and improvements. In late 1970 came the .60 powered Super Lucky Fly, (58 inch span, 551 sq. in. area wing,).... *and boy was it a winner!* It flew beautifully, with exceptionally mild stall qualities.

We had many of the leading RC kit manufacturers visit the Casburn display at the Toledo shows. One noteworthy visitor in 1971 was Mr. Carl Goldberg (of Goldberg Models), a long time acquaintance of Johnnie. He thoroughly examined the kits, was totally amazed with the covered foam wings, the 90% already assembled fuselage, and overall excellent quality. He could not believe this was something manufactured in Fort Worth, Texas. With typical Casburn humor, he responded: "Carl, if I told you a certain rooster could pull a boxcar, you better get the harness out!"

Major design improvements incorporated in the Super Lucky Fly were an improved wing airfoil and an anti-stall wingtip, which were key contributions in making this airplane what you'd call "a sweet flyer". Careful consideration was given to choice of airfoil, which Johnnie knew to be the key ingredient for making an exceptional flying airplane. The main contributor in this effort was fellow modeler Paul Merrill, who was an engineer employed at LTV in nearby Grand Prairie. Paul's expertise in full scale airfoil and stall prevention theory, such as wingtip design, were the primary factors that yielded such a sweet flying model. It had no tip stall tendencies, remained flying with level wings while the nose would drop in a gentle manner, to let you know what was happening, yet when you wanted to spin, or do a stall turn, it refused to fall out of the sky. You could knife edge, do point rolls, a rolling circle, you name it, and it tracked as if on rails. Another trait was that you could relax with the landings, a slow approach could be done with confidence due to the airplane's exceptionally nice stall manners.

Later versions included a limited quantity of standard Super Lucky Fly's with a fiberglass fuselage, then the Little Super Lucky Fly II (57 inch span, 530 sq. in) for .35 to .50 engines, and Super Lucky Fly II (62 inch span, 651 sq. in.) for .50 to .75 engines. These were followed by the even larger 68 inch span Super Lucky Fly II, then the King Lucky Fly, for 1.20 (4-stroke) engine power. But best of them all were the LFX and LFX II targeted for the serious competition level "Pattern" event pilots. These featured further refinements, plus flying (airfoil) stabilizer and elevator.

Johnnie's legend lives on, but sadly the Super Lucky Fly is found mostly in the memories of us "Old Timers" who flew them "back then". If you are lucky enough to find one, especially a complete boxed kit, whatever you have to do, get your wallet out and grab it! They are rare, but worth it.



Left and right—Two views of the original Super Lucky Fly prototype, as introduced at the 1971 Toledo show. This is the model configuration placed into production, with the exception of wing fillets as shown in the photo.

Top—Super Lucky Fly author built in 1975, slightly modified to allow more interior fuselage space for retract components. This option, however, was not placed into production. This photo



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