



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 **SEPT/OCT 2010**

SENIOR PATTERN PILOTS make SMOOTH PASSES !

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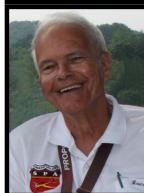
Join our Discussion list from within the webpage or inform any officer and we'll "sign you up". It's like a gigantic Mailing-list, but at NO CHARGE. A service to membership and potentials from SPA.

IN THIS ISSUE

FROM THE PRESIDENT.....Page 1
HOTLANTA (Grand-Daddy of SPA events hits 20).....Pages 2-3
HOTLANTA ANTIQUE (Antique gets established).....Page 4
ASHEVILLE (Land of the Sky's 5th Event).....Pages 5-6
THOSE "FRIENDLY" CONTEST SIGNS (I'm almost there!)...Page 7

REMAINING 2010 SPA CONTEST SCHEDULE

August 21st-22nd.... Chattanooga TN. (CD. Mike Robinson)
September 18 (SAT)..Fort Worth, Tx (Thunderbirds SPA-CD Ken Knotts)
September 18th-19th...Alabaster AL. (CD Mike Williams)
October 9th-10th... Knoxville TN. (THE MASTERS) CD (Dennis Hunt)
October 23rd-24th.. Birmingham Al. Antique Classic CD (Frank Cromer)



FROM THE PRESIDENT...Bruce Underwood SPA LI5

GUNTERSVILLE, AL.....At the time of this writing the heat indices in NE Alabama are in the range of 105 to 110..(we Southerners call it "Dawg Days"). The very subject above (the weather) is the basis of this little bit of suggestive info to modelers in various other parts of the country I hear from when their clubs are finding, prepping and preparing their model flying sights. .

One of the most important aspects of flying-field "lay-out" is planning on some "comfort" from the elements. Here, in Guntersville, we are so fortunate in that we have a huge tree line behind where we set up our flight line and we are "privy" to cooling shades cast from about noon on until dark. Since the sun rises in the East and sets in the West, we just don't show up to fly in the mornings since all but 3 of our seven members are employed in occupations that only allow flying in the afternoons after work; we show up on the week-ends after noon on Saturdays and after Sunday School and Church on Sundays. The runway (Bermuda grassed, neatly manicured) runs just a degree or two East of North to just a degree or two West of South. This, we have found, provides the maximum light for flying with cooling from shade trees to our backs, (or due West)!

We are fortunate to have the local John Deere lawn equipment dealer, Bill Collins as one of our 7 regulars and he makes available a triple-bagged riding mower with about a 48" cutting path....and with our runway being 90 X 700 it can be put in excellent shape in just about two hours, depending on the rain received and the growth since the last mowing. We use both MSMA and 24D chemicals for control of the broadleaf and crabgrass that threaten our Bermuda strip. We usually mow at about 1 1/2" length and that provides the desired "carpet" for our model wheels. I hope this suggested almost N to S runway lay-out idea has been a help in your plans. Locating the well-established "tree-line" due WEST is going to be your biggest challenge. Good luck with your planned flying sights.

Let me encourage members, if you'd be kind enough to serve as an elected officer of the SPA in the future and would like to offer as a candidate for any of our 3 elective offices, please advise any of our Board members so you can be included in the coming election.

Thanks much, now enjoy this great edition of the SPA newsletter with its' vast coverage of some of the best contest activity to date. *BRUCE Underwood PIO, (and all-around good guy—Ed.)*



**Bruce & Jane
Underwood**

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Hotlanta

June 12-13



HOTLANTA *The hot temps of this weekend were SECONDARY* to the warmth and hospitality extended by PCMA club members, wives and helpers who extended the RED CARPET to participants during the 20th Annual SPA contest.

Pattern flying, SPA style, was initiated at PCMA in 1990 according to Mickey Walker, Founder Emeritus and original CD for the initial event. John Baxter was the accelerator for this event, assisted ably by other club members and wives since Mrs. Debbi had very serious surgery earlier this week and was being cared for by John on Sunday of the event. John's latest update on Spouse Debbi was, "she is improving"....really welcomed news.

Several models were "re-kitted" due to electronic, and/or "thumb-related" malfunctions. Bill Dodge lost his CURARE on Friday afternoon during practice.....Scott Sappington loaned him his CHAOS "back-up" which shedded an elevator during an early round, Dodge's expertise enabled a safe landing with just the remaining elevator. Don Eiler responded to a low altitude spin with a sudden elevator application which was applied about one second after the model impacted a wooded area. John Hancock smashed his model and explained to your reporter..."the 180 degree turn has 5 distinct commands needed, I only executed 4 of them". "Had a delightful weekend anyway". Skip Getelman had a gear mount give up on takeoff, minimal damage.

PCMA welcomed Mr. Joe Grant, a 1st timer to SPA contesting. Joe and Mrs. Grant live in Jefferson, GA on I 85 about 80 miles toward Greenville, NC. Joe flew back in the 80's and is just getting a "restart" to competition. He flies a Tower KAOS with a Tower .46 engine, spinning an 11/6 prop on 15% fuel.

Competition, in ALL classes, was fierce and in the opinion of your humble reporter, the BEST we've seen all season. Mike W. didn't win every round in Novice dropping round 6 to Karl Gerth. Gerth wound up #3. David Phillips III placed between Mike and Karl. In SPORTSMAN, Mike Williams was a mere 75 points out of a possible 4000 behind winner Bob Wetzel. Wetzel, when presented the award by Co. CD Mickey, said "it's great to have my wife, the scorekeeper", the remark drew a huge laugh from the crowd. Williams won two rounds on Saturday and passed on Sunday. Dave Phillips, won round two (on a tank of borrowed fuel, I hear). Dave had engine problems and has for over a month (even drove to Chicago to participate in a Classic Pattern Contest and had engine woes)....but borrowed a tank of good fuel and VOILA, his fuel had been tainted from a "decades old" metal fuel can. We never get too old to learn something beneficial, huh? What a contest in the EXPERT class with 3 different winners in the first 3 rounds, Hannah, Black and Strong each won a round initially. Strong bailed for another contest on Sunday...leaving Black to win 2 of the remaining rounds and the 1st place award. 7 entries in this Class (EXPERT), great turnout. It was a quartet of Senior Experts and when the dust settled, only 27 points out of the possible 4000 separating Underwood and Chidgey....almost as close as Andersonville, only "flip-flopped" in order of placement. Ed Hartley, flying his "back-up" Curare kept the pressure on, as did current "Memorial Trophy" holder Russ Chiles.

At the Mexican feast Saturday night, Chief Judge Scott Sappington, said "I've seen the best flying in many a moon today and probably can't sleep well tonight anticipating the continuation tomorrow". One could tell by the super execution, a good deal of practicing had been taking place. Jerry Black cornered your reporter and said, "this is the kind of competition we enjoyed back in the good-ole-days and makes it so much more fun"! "The difference with us has been just a little error here and there".

The raffle prizes (PCMA is famous for their good raffles) were drawn for just prior to the awards....results are: \$200.00 gift certificate from Hodges Hobbies.....Jim Slocum (Luck streak was reborn this weekend). \$50.00 gift certificate from Hodges...Karl Gerth \$50 certificate to Jamie Strong Hodges Hobbies cap.....Mike Williams Hodges cap.....By Bruce Underwood

HOTLANTA RESULTS

Sr Expert

Bruce Underwood	4000
Ron Chidgey	3973
Ed Hartley	3802
Russ Chikles	3143

Expert

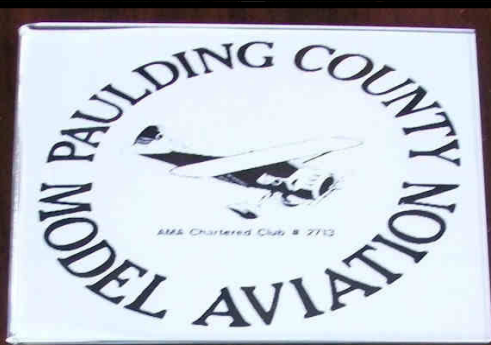
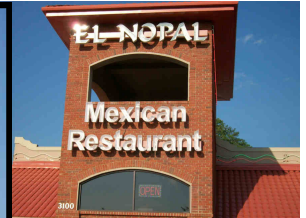
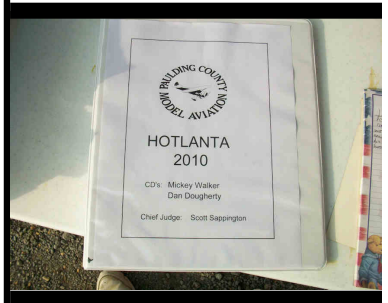
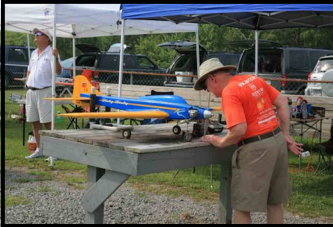
Jerry Black	3998
Jeff Hannah	3963
Jamie Strong	3808
Scott Sappington	3753
Mike Robinson	3330
Eduardo Voloch	2927
Skip Getelman	1412

Sportsman

Bob Wetzel	3980
Mike Williams	3905
Phil Spelt	3830
Dave Phillips	3646
Tim Fielden	3480
Don Eiler	1632

Novice

Mike Wiczorek	4000
Dave Phillips III	3899
Karl Gerth	3856
Dan Dougherty	3669
Ron Underwood	3658
Joe Grant	3580



Hotlanta 3rd Annual SPA Antique Contest

June 26-27 2010

by PIO ...Bruce Underwood

JUST LIKE THE "GOOD OLE DAYS" Atlanta, GA....June 27, 2010.....If you recall the AMA precision aerobatic contests of the late 50's and up to January of 1967, you loved the Hotlanta Antique contest this weekend.

Ugly Stiks, Daddy Rabbit 1's, a biplane, Kwik Fly's...there was some of all the favorites you recall taking part in this contest. The 2 stroke engines even outnumbered the 4 strokes which doesn't often happen in a regular SPA contest. Oh yes, there were some mishaps as you recall from the "days of yore". One of the most painful mishaps came Friday evening when our beloved SPA VP, Mr. May was calling it a day and hauling his stuff to the auto when he accidentally stumbled over a railroad tie boundary marker for the parking area and dislocated the ring finger on his left hand. A trip to the hospital emergency room resulted in a "reset" of the finger bone and the installation of a temporary "splint-like" brace. More permanent "doctoring" to follow. CD Dan went and took care of the paperwork as Scott, unfortunately, is left handed and was unable to sign the entry forms, etc.

Bob Wetzel lost the firewall on his DeBolt Jenny during a Saturday Touch-n-go...and shared a Sun-Fli with Jim Slocum. Pete Coleman discovered a faulty elevator connector wire on Friday and had it repaired on his DR-1 for the contest. Frank Stewart's engine came uncranked on his biplane, clipped a tree but repaired by Sunday. Doc Charles Gray had an engine failure on his Kwik-Fly and continued with his "back-up". Frank Comer converted his Hangar-9 UltraStik to multiple parts when he overshot the runway and his model careened off the elevated area to the ravine below.

Temperatures were as we expected in HOTlanta but PCMA kept all hydrated with Gatorade and H2O, nobody claimed to be comfy, but very little was even said about the weather. A good breeze provided welcome relief.

Six full rounds were flown by the 17 contestants, 4 on Saturday and two on Sunday morning. Awards were complete by noon EDT for a decent departure time by those that traveled so far for the fun and fellowship.

ANTIQUÉ WINNERS !!!!!

Sr Expert

Bruce Underwood 2155
Julio Arrieta 2065
Mickey Walker 1892

Expert

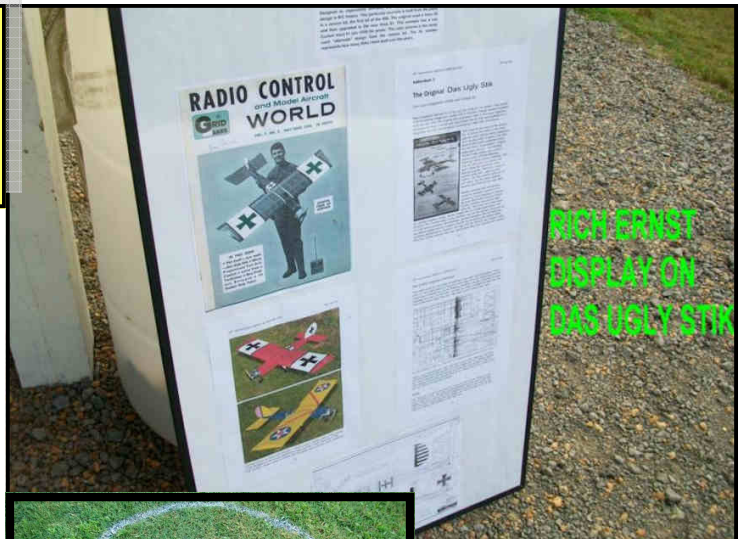
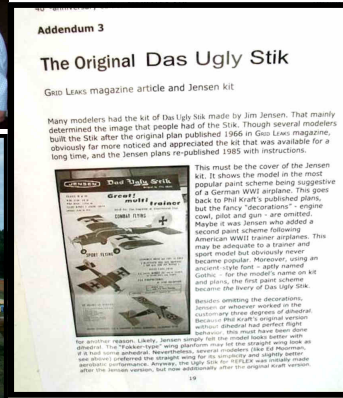
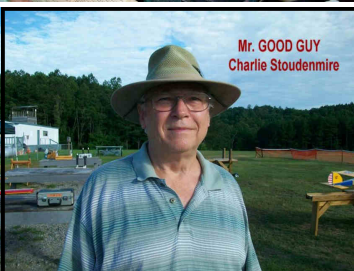
Jeff Owens 2151
Mike Robinson 1925

Sportsman

Rich Ernst 1966
Jim Slocum 1894
Bob Wetzel 1881

Novice

Ron Underwood 1100
Dan Daugherty 1086
Charles Gray 1079
John Hancock 942
Bill Browster 935
Larry Luke 856
Frank Stewart 851
Pete Coleman 813



Asheville

By Duane Wilson

5th Annual
Land of the Sky
July 16-18, 2010



Amid forecasts predicting rain, 25 pilots pretty evenly distributed among the classes met for the 5th annual Asheville Land of the Sky SPA event. Joining us for this contest were John and Eric Nessler from the Columbus, Ohio area competing in their first SPA event since 2006. The rains came, but in spite of it all classes except Expert got a full **six rounds in**.

As is a tradition in Asheville, activities started with a social event at the Wilson home. After four years perfecting things, Penny really outdid herself this year (IMHO) with her "Low Country Boil", and burgers for those so inclined. We had 25 guests this year, with a large number of pilot's wives with their own friendships. The social event is like a reunion, where people who haven't seen each other since the last contest are able to get together and relax to talk about planes, or anything else before focusing on the competition on the weekend. I think a lot of people, (certainly the wives) enjoy the get-together as much as the contest itself. Becky Chiles, (Russ decided to come along to fly), won the "R/C Widow's KIT" ladies raffle, consisting of a number of items essential to being an SPA wife, including floppy hat, sunglasses, romance novels and puzzles books, plus a portable battery-operated fan and ear plugs. During the contest, as a further "wife-friendly activity", Penny took several of the ladies on a shopping trip and lunch to historic Biltmore village.

It was humid, but at 2200 feet elevation, not all that uncomfortable. Winds were variable depending on whether or not a thunderstorm was in the vicinity. The fog that often causes late starts here in Asheville was not a problem Saturday as it was "wheels-up" at a little after 9AM after the pilots meeting. We managed to get two rounds in before thunderstorms swept in causing a delay. After about 45 minutes, skies cleared and flying resumed. We got a full four rounds in Saturday. With all the rain, there were fog delays Sunday morning until 10:30, (our flying site is by a major river in the foggiest part of town). We were on our way to six full rounds, but the thunderstorms returned early afternoon, which finally cut things short for the Experts.

This year we had close, hard-fought battles in Novice and particularly in Expert class which has become a truly competitive class this year. In Novice, four different people won rounds as the lead changed hands numerous times. At the end of four rounds, Vic Koenig was in the lead, and even after round five with Vic home in Tennessee, he was still leading, only to be edged out in the end by Charlie Johns who won both of the last two rounds. Lurking in the shadows and putting in consistently good performances throughout, Danny Dougherty wound up taking second.

In Expert the race was for second. Most rounds found the top four pilots all in the 900s with only minor differences in performance. Expert has become an exciting place to be in 2010.

2010 was marked with a lot of casualties, some caused by mechanical failure, (and some not). In Novice, Asheville's own Carter Pounders lost his elevator linkage toward the end of round 1. In round 2, Skip Getelman had his engine quit and lost the plane in "no-man's-land" on the south side of the runway. Round 4 was the end of the line for Ken Antos flying in his first SPA contest. Still, he enjoyed the competition and was glad he came, calmed his nerves, "jumped in" and tried the SPA waters. In round 5, Bob Andrews had aileron flutter as his linkage came off. He almost made it home on an emergency landing, but the plane corkscrewed in 100 feet from the end of the runway. The most noteworthy incident happened to Ron Underwood who managed to achieve something nobody ever has here in Asheville--crashing into a weather tower some 300-400 yards from the pits. We here at the Buncombe County Aeromodellers, (ABA) had experienced one other incident where a member had managed to hit one of the tower's many supporting wires, but nobody had ever hit the tower itself--until Ron came along. Ron's wing hit the tower about one foot from the fuselage--an almost direct hit. I, (as well as many others) didn't witness the event, but for those that did, it was uniformly described as spectacular. The fuselage continued right past the tower for a way before becoming a very large "lawn dart". The comment was made that if you had offered him \$50,000 if he could hit the tower, he probably couldn't do it if he tried, but he wound up doing it for nothing. It was the subject of many discussions for the rest of the meet. For his "notoriety", Ron received the "Sportsmanship Award" from ABA president and CD Will Hicks. He now has the nickname "Deadeye" Underwood, (also consider "Dead-On", or "Dead-Center" ---just kidding Ron, ---Ed).

We realize that Asheville is not in the thick of "SPA Country", so we try hard each year to make the trouble and time you take to get here worth your while by providing activities from the time you get here until you leave. Having a good time, and leaving with good memories, is the most important thing to us. Thanks for coming.

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

Asheville Results

Novice

Charlie Johns	3927
Dan Dougherty	3892
Vic Koenig	3863
Karl Gerth	3840
Ron Underwood	3644
Ken Antos	2056
Caryer Pounders	489

Sportsman

Mike Williams	4000
Phil Spelt	3729
Bill Dodge	3680
Don Eiler	3601
Bob Andrews	2650
Skip Getelman	567

Expert

Jerry Black	4000
John Nessler	3947
Jamie Strong	3895
Kevin Clark	3785
Mike Robinson	3559
Eric Nessler	2755

Sr Expert

Bruce Underwood	4000
Ed Hartley	3750
Julio Arrieta	3611
Russ Chiles	3490
Johnny Powers	3403



Judges strain to follow Dan during maneuver



What do you mean too many people? Did Jeff Owens have this many last year??



Jerry Black sports new golden "locks"



Contest pictures from the Friday dinner, and weekend contest. Which activity did people enjoy more ?? **BOTH !!**





DIRECTIONS to SITE—Those friendly little signs that finally say—” my SPA Brother...you’re almost there”by Bruce Underwood

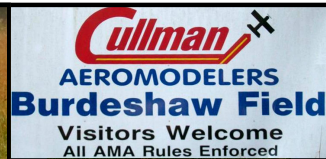
Up to the past few years (3 or so) prior to the GPS (in most cars).....CD's of contests would post direction signs within several miles of their contest site. These were welcome scenes to incoming contestants, especially those who were visiting the sight for the first time.

At the Gadsden contest we'd post them at major intersections as far out as 7 miles from Kidd Field....especially at the Interstate intersections then each major one from there to the field. Left arrows at some, right at others, whichever was required. This is one feature covered thoroughly in a past issue of the SPA newsletter which contained a most informative column titled "ANATOMY OF AN SPA CONTEST", authored by Mr. Steve Byrum of Cullman, AL who has directed more AMA and CD precision aerobatic contests than you can count on fingers and toes. (Maybe someone with a bit of time can research, backward, to that edition and post a "link" to here so some of the newer CD's may refer to it)

Even with GPS (mine sent me around a circle of side roads some 18 miles West of Asheville, NC last week, then right back onto I-40 E...why????) Point of this post is just this.....little things like this reminder of assurance.....**that you're heading in the right direction and "almost there" is, without-a-doubt one of the most comforting amenities added to contest prep by a CD and contest sponsors.**

CD's and sponsoring clubs, this has been a fruitful season for SPA contesting and activity, we're about to the 1/2 way point, I have personally e-mailed many of the "regulars" from the past to inform them of their "being missed" who have not been present this season. "Newbies" are keeping our numbers just about ideal for the number of weekend hours consumed by a "well-run" event and we are so grateful for this. It's hoped that you regular readers of this list that are so "envious" of RC pilots who actually put their skills on-the-line in front of judging peers, will ditch your fears of "goofing" in front of the judging pair and come on and be a "part-of-us" for the remainder of the season. Johnny Powers and Ken Antos did it in Asheville, NC,.....I saw nothing but smiles on their faces all weekend despite Ken's missing two rounds.

Make your plans to be with us in Chattanooga, TN Aug. 21 & 22, you'll love it and CCRC will love to have you. What's their welcoming sign like!!



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at

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SENIOR PATTERN ASSOCIATION MEMBERSHIP APPLICATION

Name _____ Date of Birth _____

Address _____ Phone () _____

E-Mail address _____

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AMA Number _____ Club Affiliation _____

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

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