



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 JAN/FEB 2011

PRECISION AEROBATICS from PATTERN'S Golden Age

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ELECTION RESULTS

By Mike Robinson-The election results are in, FOR VICE PRESIDENT and we had very good participation from the membership. Sam and I have triple checked everything and here are the results.

Jeff Owens ...44 Scott Sappington ...40 Julio Arietta ...19

JEFF OWENS is your new Vice President for the next two years. In my opinion *all three men* should be commended for their willingness to serve the SPA. I especially hope all of you will extend a hand to Scott Sappington, Mr. May for his many years of service.



EDITORIAL—Happy New Year SPAers. Hope this year is going well thus far. This is the time of year, (after the holidays, and before the weather turns), where many of us are busy working on next year's arsenal of SPA weapons. My wishes are that you all have "smart thumbs"—and best of luck to everyone in 2011.

I think it is fair to say the 2010 season was a time to reflect on the effects of the D.L. uproar that finally resulted in a ban on electric powered models. In general, whatever the issue, division within our ranks isn't helpful in an organization that prides itself on the camaraderie and fellowship of the membership above all else. It is important that we are careful to retain the spirit of congeniality that makes SPA such a fun organization—that spirit was one of the main factors that drew me, and probably most of you. If we should ever lose it, SPA will suffer regardless of who wins the argument.

How do we promote change when needed without hurting the camaraderie that holds us together? Being a relatively large group, it is simply too cumbersome to put issues to a vote of the membership—we must rely on those elected BOD members to listen carefully to constructive suggestions from the membership, then exercise wisdom to do what they feel is best for the good of the whole. If enough of us don't agree with the decisions individual members make, that's what elections are for, and new candidates need to run to effect the changes they want.

Last season gave us time to think about the pros and cons of electrics, and the VP election may have been a reflection of that thinking. Bruce in his "President's Column", shares his own feelings about this issue, why he did what he did, and what he feels is best for SPA in the future.

This issue of the newsletter is different from most because there is so little contest coverage, leaving room for (hopefully) other interesting "stuff". Our new VP gives us his best wishes for 2011, Check out the internet links in the "electronic NL version" on the SPA web site, and finally, our buddy Vic Koenig gives us some "serious" things to think about—nah.Duane

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Bruce Underwood

VICE PRESIDENT-

Scott Sappington

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Mike Robinson

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Mickey Walker

WEBMASTER-

Ed Hartley

SPECIAL PROJECTS-

Jamie Strong

APPOINTED-

Phil Spelt

EDITOR-

Duane Wilson

avwilsons@charter.net



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

TOP NOTCH TROPHIES

Awards and Engraving

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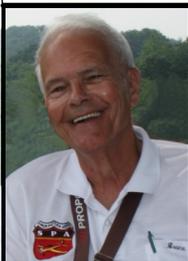
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FROM THE PRESIDENT -- Bruce Underwood SPA L 15

Happy New Year and wishes for a terrific 2011. I hope you've dated your last check or document 2010 even though it's a new year. Us middle-age folks are good at that!

Let me discuss something that has burdened my heart this past season.....dwindling attendance and participation in organized contests. I have a theory of why this has happened and hopefully figures that'll confirm my supposition. You'll recall, that due to a great deal of controversy on the Discussion List, our founder finally introduced a motion to exclude the integration of electric propelled SPA models into competition with internal combustion powered models. He strongly opposed them, as did three others, so as a move to placate, the remainder of us on the BOD agreed to capitulate to his desires and the action was adopted. Controversy encourages division, and will negatively affect the growth of any organization. I believe that is what happened within SPA.

In my opinion, the exclusion of electric powered modelers has been a step backward and relying on my past experience as a news reporter (need to verify), I compiled these attendance figures, from the SPA website from 5 of the "regular" contests comparing 2009 (when electrics were allowed) to 2010 when they were not.

2009		2010	
Cullman	31	Cullman	28
Knoxville	34	** Knoxville	29 (Masters)
Asheville	29	Asheville	27
Chattanooga	39	Chattanooga	34
Hodges	34	Hodges	17
167		135	

**NOTE: (Only 11 at the REGULAR Knoxville contest) in May due to a scheduling conflict with a Novice event in Alabama. This was the first time the membership was divided between two events. This should be avoided in the future unless the events are located far apart, and attendance will not suffer.

Just these 5 contests alone resulted in 32 fewer entries in 2010 than in 2009. Assuming just \$25.00 per entry that is $32 \times 25 = \$800.00$ that clubs could have realized in revenue, not to mention the loss of fellowship of the friendly pilots who prefer electric propulsion while maintaining the slogan (Dedicated to the building, flying and competition of vintage model aircraft).

In the recent VP election, 3 fine members offered themselves for service. They offered their feelings on advancement of the Association, and all 3 were similar with only ONE primary difference between them—the willingness to reconsider repealing the ban on electric propulsion which was in place this past season. Though it probably wasn't the only factor reflected in the membership's vote, the anti-electric vote, (if there was one), was split, and Jeff Owens of Florida, who had indicated in his platform support for inclusion of electric powered models, received the largest share of votes, and will serve effective January 1, 2011.

According to all but one of our CD's, electrics present NO problem so long as their power output is equated to approved IC engines. Mr. Warren Oliver, who has researched and conducted numerous experiments on power equation will present a "bulletproof" method of power matching and a motion to repeal the exclusion of electrics in the future at the annual BOD meeting January 29 in Dalton, GA. This column is being written on January 8 prior to the coming meeting. I assume (my opinion) Mr. Oliver's motion will draw an immediate "second"; I intend to vote in the affirmative.

I know and appreciate all feelings on this issue, but having attended and participated in far more functions and events than many, I miss the electric users and trust that a "repeal" of the "exclusion" will lead to much better attendance, fun, fellowship and camaraderie in 2011. Looking forward to the SE model show and the 2011 contest circuit.

May the execution of your New Years' Resolutions be all "10's!..... *Bruce Underwood* **SPA L 15**

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



Birmingham Antique

Birmingham's first Antique contest pronounced a resounding success.

By Bruce Underwood P10



"Spooky Antiques" (not the pilots), Haunt the Skies Over Birmingham Oct 23 -24th

Birmingham, AL.....Harvest and Halloween were the theme for the initial Birmingham SPA Antique contest the weekend of October 23 and 24. 13 of us SPA "goblin pilots" flew 6 full rounds of Antique pattern, 4 on Saturday and 2 on Sunday as the winds on Sunday gusted to 35 MPH at the outset of a frontal system.

Frank was a bit "apprehensive" about CD'ing his first contest...but with the help of the B'ham RC'ers, Kay (Mrs. Frank) and several of the Alabaster folks, it ran like "clockwork". The 4th round of competition on Saturday was completed in time for most to hustle to the motel room and enjoy the Auburn and LSU game, shower and report to the Mexican restaurant in plenty of time for the good fellowship, laughs and awarding of the "prettiest model" award. Your PIO was really surprised by the selection of his DR-1 as "it". I tried to pass the award on to Dan Dougherty who constructed the kit and covered the model, but he just insisted that I keep it displayed in

Guntersville, AL. Whatta' guy!

There were mishaps, just two that I recall, notice the photo of Dave Phillips and Little Dave retrieving their airplane on Friday afternoon just after the engine quit on take-off. Only damage, a broken prop. Skip Getelman was "test-hopping" his beautiful new Sun-Fly (notice the BEFORE and AFTER photos)...when his Spectrum "module-installed" radio failed resulting in the mishap. Skip departed, but personally e-mailed that he had plans to replace that radio and construct more airplanes prior to the coming season.

"Newbies" included Duwayne Lindsey of Terre Haute, Indiana who accompanied veteran Dr. Charles Gray from the Hoosier state...Duwayne flew Doc's P-Shooter. He said, 'I had a blast"! Mr. Tom Calamusa of the Birmingham club entered with his Lanier COMET powered by a Thunder-Tiger PRO-40 engine. He personally e-mailed his comments about what a good time he had and he planned to become more active in the future. Joseph Kutcher, now residing in Panama City, FL (home is Arlington, TX) flew his lovely TAURUS, colored just like Ed Kazmirski's. He found it in a garage and bought it from it's owner, said it some 43 years old. It looks NEW (see photo). He powers it with an OS 46 turning a Rev-UP 11/6 prop.

Julio Arrieta pulled a "McGyver" improvisation trick with an aileron horn when a helper accidentally broke one of the horns, see the photo to see his "remedy". Mike Williams was kind enough to "work" all week-end as opposed to flying and participating. He and Mrs. Peggy Phillips did all the scoring and tabulating. They made a GREAT team! After the flying was complete, Tom Calamusa flew his 1/2 size Sig Cadet with a Magum 30 4S power in winds exceeding 30 MPH. Note the University of Birmingham yellow and green color scheme. He is a BLAZER fan as many in this area are.

Big winners at the raffle were: Dennis Jones (active for several years on the AMA circuit) won the Dave Brown 6-shooter fuel pump.....and Doc Gray carried home the grand gift, the BIG STICK 60 ARF.

The Birmingham Club thought of all the "goodies" decorating for the season with the safety fence lined with Casper ghosts, spiders and webs, generous pumpkin containers of candies were available, apples, water, etc. These are the "little" things that exhibit the prep for the contest by Frank, Kay and their associates. "Comers", you steered a nice ship last week-end, now that your feet are wet in CD'ing, the word is being spread about the coming years contest there...which you will probably schedule earlier in the season aiding the flying hours outside the sunshine. I for one, can hardly wait.

Thanks Birmingham for a pleasant "season-ending" "soiree. It was indeed the "cherry on the top" of the 2010 season.



BEFORE



AFTER

Skip Getelman's —**SUN-FLY**
Joseph Kutcher's **Taurus**—always one of the best choices for Antique →

Not his fault "that dang module"
He vows to return... 3

BIRMINGHAM ANTIQUE RESULTS

EXPERT

Bruce Underwood	3992
Jeff Owens	3922
Julio Arrieta	3830
Jamie Strong	810

SPORTSMAN

David Phillips III	4000
David Phillips II	3544

NOVICE

Garry Singleton	3971
Charles Gray	3892
Dan Dougherty	3855
Ron Underwood	3842
Joseph Kutcher	3618
Duwayne Lindsey	3589
Tom Calamusa	3011



Phillips III & II Sweep Sportsman



Comments From.....VICE PRESIDENT JEFF OWENS—SPA 243



Happy New Year to all the members of SPA and to those who are thinking of joining SPA! It is that wonderful time of year when everything gets reset:

- We are all tied for first place in our respective classes!
- We can still dream about the first flight of our new creations. The ugly truth that the new plane hasn't really fixed our rolls or loops, has yet to rear its head. We can all resolve to practice more, to build more, to improve our scores from an average of seven to over nine, to move up to the next class, etc. Time enough later for reality to set in. Well, you get the idea. Seriously, though, it is a good time of year for both reflection on seasons past and anticipation of the one to come.

I would like to take this opportunity to thank all of you who voted in the recent election, no matter who you voted for. Over one hundred votes were cast and this is a good sign for SPA. It indicates an active and involved membership and this helps to keep our organization strong. I'm looking forward to serving you as Vice President and seeing those of you who can attend the Board of Directors meeting later this month. If not there, then we'll meet up on the contest trail.

If there are any issues you would like to discuss, I would appreciate hearing from you. My email for SPA discussions is jf_owens@comcast.net. Good luck finishing up all those new projects on the building boards!

1st Look :



TENTATIVE 2011 SPA CONTEST SCHEDULE

March 26th-27th	Prattville Al.	Jamie Strong CD	(Firm)
April 9th-10th (Anitque)	Hotlanta,Ga	Dan Daughtery CD	(Tentative)
April 16th (Top Novice)	???	Dave Phillips CD	(Firm)
April 30th-1st	Cullman Al.	Steve Byrum CD	(Firm)
May 21st-22nd	Knoxville TN.	Dennis Hunt CD	(Firm)
June 4th-5th (Antique)	Morris AL.	Frank Comer CD	(Firm)
June 25th-26th	Hodges	Scott Sappington CD,	(Firm)
		(Note!! Sun issues early spring and fall at Macs)	
July 16th-17th	Asheville NC.	Will Hicks CD	(Firm)
		(Note! Great summer flying site)	
August 20th-21st	Chattanooga TN.	Mike Robinson CD	(Firm)
September 17th-18th	Hotlanta GA.	John Baxter CD	(Firm)
October 1st-2nd (Antique)	Auburn Al.	Rick Helmke CD	(Tentative)
Oct 22nd-23rd(MASTERS)	Alabaster AL.	Mike Williams CD	(Firm)

Ed Kazmirski's Simla continued.....

Three prototypes were eventually built from a prototype laser-cut kit from Jeff. My prototype was finished first; (in this case I decided to use a more traditional paint-on-fabric finish which seemed only fitting). We had targeted September 15th for the first flight in order get everything for the article submitted in time for the January issue. It didn't happen in time but that was OK--March would

be soon enough.

After a period of a year and a half Simla was ready. Permission was received for Simla to make its first flights on October 2nd, 2010, from the famous Triple Tree Aerodrome, (site of Joe Nall). What a fabulous site for this historic flight. Fortunately, all three of us were able to get together for those first flights, with Kevin as the test pilot, (we wanted the best chance of getting her down in one piece and Kevin was the unanimous choice). By the 3rd



Above: Simla makes low pass during first flights at Triple Tree. Rt.: The US part of the team poses with Simla after first 2 flights. Below: In Chicago, we tried our best to find the exact spot of the original photo session 45 years earlier.



flight he was putting on an aerobatic show . Since those first flights, Simla has traveled to Chicago for some on-site photos

from the same field Ed flew from; then on the return trip, to AMA headquarters in Muncie, Indiana for more flights by MA editor Michael Ramsey. Simla flies beautifully, and has now had six flights--three from Triple Tree, and three more from Muncie.



On the return trip, we visited Model Aviation editor Michael Ramsey. As you can see, Michael knows how to fly, putting Simla through a series of maneuvers from 4-Point Rolls, to Slow Rolls, to Stall Turns. Michael also knows how to set her down on the mains, and hold the nose up.



Back in 1965, Ed was forced to use a .60 size engine. We were able to substitute an OS .91 2-stroke, and on that engine, (or equivalent 4-stroke), the 10-1/2 pound plane performs very well. Yes I know that Simla on an OS .91 isn't SPA-legal, but WHO CARES--that wasn't the point. This was a "labor of love" and a chance to re-create some modeling history. Maybe someday one of us will be brave enough to slip in an OS .60 and fly with a similar powerplant to what Ed originally used--but not yet. I want to look at it for awhile first:)



Burkhard's Simla: In addition to everything else, Burkhard programs flight simulations for a hobby, and has written a detailed description on how he did it.

Burkhard, in addition to being instrumental to the project by taking our measurements, helped us further by creating a Simla flight simulation long before the plane was even on paper. The first benefit of his simulation to me at least, was encouragement and inspiration to keep on with the project. As I said earlier, even now there are only about a dozen pictures of Ed's Simla in existence. His simulations made it possible to view the plane from all different angles, to help us picture it better. Secondly, he told us how Simla should fly under different circumstances, different engines etc. In the end, his simulations proved to be quite accurate.

I recently learned that Burkhard wrote a detailed, (ie 30 page) description of how he did his part of the Simla project. The report is loaded with engineering "technospeak", (in English), for those so inclined, but even for the rest of us, it was interesting to look at.

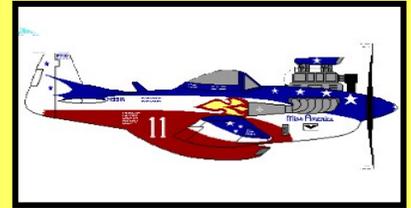
<http://time.fh-augsburg.de/~erd/Modellflug/download/Simla.pdf>

15 Differences between Airplanes and Women

- 1) Airplanes usually kill you quickly - a woman takes her time.
- 2) Airplanes can be turned on by a flick of a switch.
- 3) Airplanes don't get mad if you do a "touch and go."
- 4) Airplanes don't object to a pre-flight inspection.
- 5) Airplanes come with manuals to explain their operation.
- 6) Airplanes have strict weight and balance limitations.
- 7) Airplanes can be flown any time of the month.
- 8) Airplanes don't come with in-laws.
- 9) Airplanes don't care about how many other airplanes you've flown before.
- 10) Airplanes and pilots both arrive at the same time.
- 11) Airplanes don't mind if you look at other airplanes.
- 12) Airplanes don't mind if you buy airplane magazines.
- 13) Airplanes expect to be tied down.
- 14) Airplanes don't comment on your piloting skills.
- 15) Airplanes don't whine unless something is really wrong.

...and One Similarity

When airplanes go quiet, just like women, it's usually not a good sign.



Thanks to
Vic Koenig



Cool internet links...*This is the time of year that flying is at a minimum, and you spend your time downstairs building. But you can't just build all the time—it's time to find some great aviation videos to inspire us for the upcoming season. Below are some "cool" links to videos given to me by my retired fighter-pilot buddy Chuck Winter, (now living in California, and designer of a plane called the Dart III that appeared in RCM back in the 1960s—it's on my project list).*

You can access these videos from the "online" version of the newsletter. at (www.seniorpattern.com under "DOWNLOADS")—>Newsletters,—>Jan/Feb 2011. Go to page 7—and "click on", or type them out, on your browser. Very cool, fun, and flight-related "articles" on the internet—enjoy:

Top 10 Low Fly-Bys..... http://biertijd.com/mediaplayer/?itemid=19448*

Virtual Air Museum://www.aviastar.org/index2.html

Virtual helicopters.....<http://www.aviastar.org/>

And last but not least:

The following is an absolute wealth of AVIATION VIDEOS that will keep you busy for hours: <http://www.flybynightvideos.com/>

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