



# 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](http://www.seniorpattern.com)    **MAR/APR 2011**

## *PRECISION AEROBATICS from PATTERN'S Golden Age*

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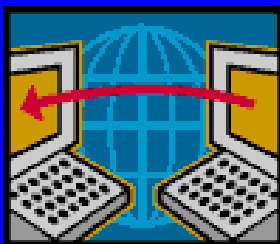
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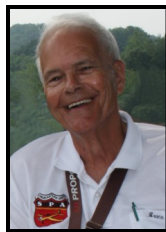


Join our Discussion list from within the webpage or inform any officer and we'll "sign you up". It's like a gigantic Mailing-list, but at NO CHARGE. A service to membership and potentials from SPA.

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**FROM THE PRESIDENT.....**    *By Bruce Underwood P90*  
**DALTON, GA.....9 AM EST found 7 of our eight Board members** consuming Georgia



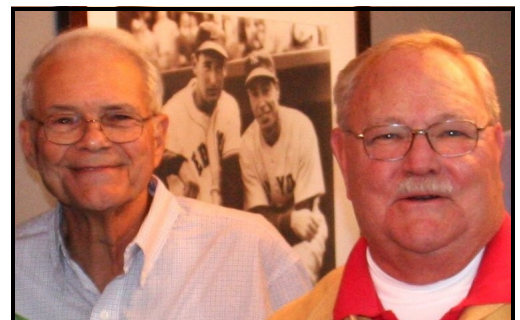
GRITS, toast, biscuits, bacon, gravy, country ham, sausage, HUGE pancakes, tomato slices, and loads of leaded and unleaded coffee, tea and one just preferred H2O. Pancakes were garnished with maple syrup, toast and biscuits with grape and strawberry jam. All agreed, the OAKWOOD Cafe in Dalton, GA (arrangements handled by our skilled Sec/Treasurer Mike Robinson), has already been "booked" for next year because of it's "yummy" North Georgia Breakfast.

Not only 7 of the 8 directors, but three members graced the gathering, Sammy Hamrick, Dan Dougherty and Bill Collins. Mrs. Robinson and Mrs. Owens elected to take Mike's or Jeff's credit cards and go shopping. Mike opened the session with a most appropriate "thank-you" prayer to the Head Pilot combined with a request for His continued blessings on our endeavors and the good food we consumed. The meeting consumed the better part of 3 hours during which time several matters were discussed and action taken on one (the electric proposal). Mr. Warren Oliver, was forced to miss the meeting having to tend to his country's and companies business interests in Japan. He, however, left an elaborate proposal detailing the proposal to integrate electric propelled SPA approved models back into participation in contest competition following their year of "exclusion". After input from all present, a majority vote adopted Oliver's proposal, and electric propelled SPA approved models were welcomed effective immediately. The details of the Oliver proposal and specifics appear elsewhere in this publication.

.....CONTINUED



Ted Williams & Joe DiMaggio with the 2011-2012 BOD



Close-up...Bruce, Ted, Joe, and Phil



**Bruce & Jane Underwood**

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**From the President continued...**

A great deal of discussion followed Phil's injection of his concern (among others he was aware of) of airplanes being flown that have been modified beyond "looking like a Duck".....and suggested the reinstatement of the 3% rule for regular SPA aircraft. After much discussion the initial vote failed by a 4-3 margin, but with a promise to continue to discuss the issue and try to work out the remaining issues.

Two K-Factors were confirmed for the regular pattern this season, for all classes, the double Immelmann and the Cobra Roll will both be K=3 according to Jeff Owens of the 2011/12 Pattern Committee.

Dan Dougherty says "some polishing remains" before the new Antique patterns are completed, but will "follow shortly". Jamie Strong is delivering the RUNNER-UP trophy for SPORTSMAN class season points to Mr. Dave Phillips (a last minute error in points addition at the 2010 MASTERS). Many thanks to Bill Dodge for his pointing this out.

Stay tuned here for a detailed "minutes report" from the Sec/Tres (who presented a detailed financial report and VP election report).

In response to a request from Dan Dougherty that "more input from the general membership be garnered", a "membership-wide" election is forthcoming to elect a 9th Director, since the addition of Duane Wilson (as a result of his becoming Newsletter Editor) yielded an "even" number of voting delegates. Details of the special election forthcoming.

What a beautiful day for the meeting, the temperature in the vehicle Collins and I traveled in, revealed 66 degrees as we reentered Chattanooga on the return trip about 1 PM EST.

We Officers and Directors thoroughly enjoyed each others company, taking care of Association Business, but unanimously agreed, "with such a beautiful day, we'd rather be flying"!!

CSP Jamie is busily putting the finishing touches on the current schedule of events and will present the "final product" within the coming few days.

Grateful to our Board and the Trio of members for their interest and efforts.

**SPA contesting....."a bit of HEAVEN in two thousand ELEVEN". See you on the circuit.**



Charge me at least monthly during the "off season"!!!!!!

.....By Bruce Underwood P10



**A funny thing happened the day**

**before** the Board of Directors, (BOD) meeting the last weekend in January. **AFTER A FULL YEAR** of producing the SPA newsletter, I happened to be talking to Mike Robinson about the upcoming BOD meeting and he mentioned in

passing something about me being ON THE BOARD. I guess I should have read the by-laws more closely because I always thought I was just doing the newsletter. Ever since I have been part of SPA, Bruce has actually worn TWO HATS as both President and NL editor,—both happen to be designated in the by-laws as BOD members. After some quick mental adjustments, I was looking forward, (along with newly elected V.P. Jeff Owens), to attending my first meeting as more than an interested onlooker. As a new member, not knowing exactly what to expect, I'd like to share some of the impressions I had during that meeting. These are just my opinions, but I think there is some truth to them.

- First, each and every member deeply cares and is dedicated to SPA as an organization, and to its membership. Though opinions on how to handle issues sometimes vary greatly, (trust me on this), there is no doubt about their love and commitment to SPA.
- Each Board member is aware of, is listening to the membership—and is trying his best to come up with workable solutions to issues raised by active members who in good faith point out areas for improvement.
- SPA has been traditionally regional in nature with a nucleus built around clubs in the Atlanta area, Knoxville, and Cullman, with the resulting Alabama, Tennessee, and Georgia groups. While it is certainly true that everyone can and does talk to everyone, BOD members from these clubs have over time formed close friendships that can only come by flying together over the years; they *often* function similar to senators in congress by representing their "constituents", and fielding their concerns.

The newer members of the BOD, (Jeff, Mike Robinson, and myself), are not from any particular group, but get to "mingle" equally with everyone—we tend instead to think of SPA as an over-all organization. We are kind-of "at large" members representing ANYONE FROM ANYWHERE. Jeff in his "campaign", welcomed input from any member, and repeated that again and again to the membership present.

Observing/contributing for the first time as a BOD member, I was impressed by their sincere desire to be responsive and do the right thing, however, I am learning that doing SPA's business is not as easy as you might imagine at first thought—but we are doing our best. Please contact us--let your opinions be known, (respectfully helps), and don't give up or get discouraged —SPA contests are 2 too much fun to miss, and we want to see you there.....Duane

# **BOARD of DIRECTORS MTG.**

## **Dalton, Georgia.....By Duane Wilson**



**Saturday Jan 29th, the new Board of Directors, (BOD) met for the annual January meeting in Dalton, Ga.** All members were present with the exception of Mickey, who was absent due to a personal matter. Dan Dougherty represented the views of many from Atlanta. Also attending as visitors were Bill Collins, and Sam Hamrick. The purpose of this article is to better explain both the composition and workings of the BOD, in addition to reporting what happened at the annual meeting.

### **Composition of the BOD**

The make-up of the BOD is described in Article II of the SPA By-laws:

- 1)President
- 2)Vice President
- 3)Secretary Treasurer
- 4)Chairman of Special Projects
- 5)Newsletter Editor
- 6)Two appointed members
- 7)Past presidents (Mickey)

**For you guys who don't know--the current Board of Directors (and three guests)**  
 (L-R) Back—row—Sam Hamrick, Ed Hartley (webmaster), Duane Wilson, (NL) Jamie Strong (CSP)  
 (L-R) Front row—Dan Dougherty, Jeff Owens (V.P), Mike Robinson, (Sect/Treasurer),  
 Bruce Underwood, (President), Bill Collins, Phil Spelt (appointed)

**The first three officers have always been elected by the general membership**, the next two, while appointed, are on the BOD largely because they do the work of the organization, or possess certain skills needed by SPA and are not "political". The next two members **have been appointed** from the general membership by the president. Of course our founder and past president is permanently on the BOD.

**The first order of business** was to correct an oversight. Ed Hartley is now on the BOD as an "appointed member", but should actually be there due to his specialized role as "webmaster," (similar to NL editor--Ed insisted the webmaster role is much more difficult than NL editor, and I won't argue with that--but he's retired). Bruce said the by-laws were in error by not specifically listing the webmaster as an officer, and the BOD changed the official wording to reflect that.

- The Board also agreed unanimously to increase the BOD number by **one more elected member** for the purpose of providing an odd number, but more importantly, for increasing the number of members directly elected by the membership. We will hold a special election soon to elect this member, (see sidebar for details on the election and a call for nominees). The net effect of this action is to increase the BOD to 1/2 elected and 1/2 administrative. One non-administrative member is appointed by the President, and one member is elected by the membership.
- Jeff Owens presented a proposal for small changes in the K-Factor associated with the Double Immelmann, and Cobra Roll maneuvers for the added difficulty of these maneuvers.
- Visitor Dan Daugherty did an excellent and forceful job representing and presenting the views of the Atlanta group to the BOD. In my opinion, he was treated just like a BOD member except for voting rights as was Bill Collins. Sam Hamrick also visited through part of the meeting. Dan discussed progress on the Antique maneuvers for 2011-2012.
- Mike Robinson presented Warren Oliver's proposal on a fair way to re-introduce electric powered models for SPA



competition. The general feeling of the BOD was in favor of Inclusion was a far better path to pursue, and Warren's proposal was designed to address concerns about head-to-head competition between electrics and glo-powered models. Details of the proposal are posed on the SPA web site. After a few questions, and brief discussion the measure passed by a vote of 5-1-1.

- After one year experimenting with NOT having the Novice fly-off, after input from the membership, the decision was made to reinstate it at this year's Masters.

Left—Mike Robinson presents Warren Oliver's "bulletproof" proposal for re-inclusion of electrics. Maximum propeller size of 13-1/2 inches, (easy to enforce), is a major part of the proposal. Right—Bruce opens three-hour meeting.



## **SPA BOARD of DIRECTORS MEETING continued...**

Because the BOD members live throughout the southeast, there is one primary BOD meeting, and a second smaller meeting at the Masters. Historically, the Masters meeting is not nearly as long, or as important.

How does the BOD deal with the issues that come up the rest of the year, and with the follow-up from the annual SPA BOD meeting? The answer is through exchanges by e-mail and voting on proposals by e-mail. I'm sure there are a lot of phone conversations as well to discuss the issues. As I said in the last newsletter, SPA as an organization is too large, and the voting process too cumbersome to decide every issue by direct vote of the membership. SPA was set up as a REPRESENTATIVE BOARD. The BOD members all welcome input from the membership, and it has been my experience in my brief tenure on the BOD that your concerns and suggestions really DO make it to the BOD and are discussed in detail. Your Board of Directors truly is trying its best to be responsive and to act in your behalf, with the best interests of the organization at heart.

## **GENERAL ELECTION for NEW SPA BOARD MEMBER**

**As agreed upon at the annual Board of Directors meeting, the BOD has created a new position. Election shall be by special election. This is the OFFICIAL ANNOUNCEMENT of the opening, and a call for nominations. From the minutes:**

*It was decided that a special election should be conducted to fill the balance of the 2011-12 term. Those seeking the position would need to commit to a high level of participation in board activities. Nomination will be solicited in the upcoming newsletter and will be submitted to Mike Robinson no later than April 7th, 2011, (changed from the 15th to make the following newsletter—ed). Mike will then put together a special election to determine the winner of the election that will fill the remainder of the current term.*

**Keep in mind that potential candidates should be prepared to attend the annual meeting, and must be prepared for a “high level of participation in BOD activities”, and the commitment that entails. Please notify Mike Robinson of your desire to run, and submit to him a “position statement” similar to those submitted for the recent V.P. election. Tell the membership about yourself, and what you feel the direction of SPA should be. These statements will be included in the next newsletter scheduled in mid-April. A mail-in election will soon follow.**



.....Mike Robinson Photo

## ***Julio Visits SPA's "Outer Limits"***

***Only Julio has "boldly gone where no SPAer has gone before" ...By Julio Arrieta***

**On 19<sup>th</sup> December 2010, Petra and I** started our annual pilgrimage to Dallas, Texas.

For me this trip was a very special one, I was going to meet for the first time our grandson Blake. I also had been invited to fly a RV 8 full size airplane. The day before we left we had loaded the van with a miter saw, band saw, framing and finishing nail guns, a small compressor,

various tools, one of our WM Intruders, and on a trailer we had our daughter Michelle's piano. In Atlanta we picked up more packages and to my surprise Petra found room in the van for all of them. The first leg of the trip was a short one and after spending the night with our daughter Debbie in Atlanta we headed west early in the morning the next day. The second leg took us into Monroe, Mississippi with a brief stop in Forest, Mississippi where we met briefly with Mr. and Mrs. Douglas Harvel (alias Poor Old Doug, POD—ed). On the 21<sup>st</sup> of December we arrived in Dallas. All along the trip the weather had been very windy and the weather forecast for the rest of the week was not very promising. During the next few days the high winds, rain, and cold kept me not only from flying, but from going to San Antonio. I managed to go to Denton and Grapevine flying fields, however I did not find any body and although it is a public place and had been told the year before that I could fly any time I wanted, I decided not to.

On Sunday the 26<sup>th</sup> of December, 2010 I met with an old Army friend and his two sons who wanted to see me flying. After loading the van we took the 44 mile trip to the **Fort Worth Thunderbirds** flying field. Located south of Fort Worth in a public park and on the shores of a lake it is one of the most beautiful places to fly. After greeting the local flyers and getting ready the Intruder, I was finally flying. After landing some of the members that had just arrived and had recognized the Intruder and the SPA program came to talk to us. We talked about SPA airplanes, the present programs, and our contests in the south east part of the country. All together we flew five times in a very strong cross wind and over the lake. I made sure that I maintained altitude and flew close to the shore just in case I had to have a dead-stick landing (which I did twice). They do plan to have another one day SPA contest this year at their field and we were all invited to come out west and join them. I reciprocated by inviting them to come to fly with us should they find themselves in this part of the country. The entire trip was a success and although I did not get to visit the other clubs and flew very little, it will never stop amazing me at the camaraderie, friendship, and fellowship that exist among us modelers and pilots of model airplanes not only in this country, but around the world. Regardless of the language we speak or our nationality we all have something in common. We love to fly our model airplanes.

# The Unwritten “Duck Rule” Debated at the Annual Meeting

Back in 1991, I learned about a “vintage model” contest in the Atlanta area, and drove up there to check it out. Before I left I had become SPA 22, (one of the original members). Everybody flew planes built to plans with 2-stroke .60s in them. I picked up a set of Kwik Fly III plans from somebody. I then “disappeared “ for 15 years as “life” took me away from modeling, but didn’t forget the contest., or SPA as an organization.

Fast-forward to 2005. After a period of learning to fly again, and checking the web site, I rejoined SPA. By then people had made the move to 4-strokes, and the planes had changed. By then SPA had already seen the need to try to keep aircraft modifications to a minimum by trying a 3% Rule, (no more modified than 3%), but this effort had been abandoned by then—why? I wasn’t there, but I believe it was too hard to tell what “3%” really was, and too hard to enforce. By then Steve Byrum had coined the notion of a “Duck Rule”, (if it walks like a duck, talks like a duck and looks like a duck—it’s a duck). This was an “honor system” of sorts, and people were supposed to build their planes in such a way that they “closely resembled” the planes they were supposed to be. The problem with that concept is that people have differing opinions about what a “reasonable” modification is. Many pilots build with barely perceptible changes in fuselage length in order to balance the OS .91 engines and little else while others changed the wholesale looks of the plane to improve flight performance or improve the appearance. We have continued under the unofficial, unwritten “Duck Rule” up ’till now, but lately it seems the “Duck Rule” is breaking down to the point where some planes bear little resemblance to the name on the side and wing.



This isn’t a new problem, (but with SPA’s growth, it is becoming much more widespread). Rather than discuss any particular aircraft, let me instead refer to a plane very near and dear to my heart from a few years ago—the King Altair designed by Vic Husak.

When I started with SPA, I bought a

RTF “King” from Jack Dunn, (blue), one of the SPA founding members. The plane flies very well, but to make it more competitive, the 80” wingspan Altair was cut down to 70” (without its original wingtips). In addition, the vertical fin was significantly altered from the original to give better rudder control. On Jack’s second model, he changed it further, and made the low wing plane a mid-wing. I’m not aware of any strong reaction to the mods. I looked around at what others were doing, and followed their example. I did receive some criticism of the King, not because of the mods, but because it was still large and probably not as competitive a design as others. When I scratched built a second King, (the red/orange/white one), I thought nothing of further modifying the fin to provide even better rudder action, and to improve the looks, (at least to me). It was part of the fun for me—I didn’t feel there was anything wrong with it, and again, nobody complained about these mods either. **But now “times-they are a changing....”** Lately there is a growing sentiment among much of the membership to return to the basics, and standardize. The first move was to apply the same standards to Novice Class as the other classes regarding use of legal SPA planes with standard engine size. This came about because of the unintended, but real advantage non-legal planes had in competition. Starting last season, if a pilot wishes to compete for awards and season points in Novice, he must use a legal plane and engine. The same thinking is now being applied to “legal” planes that fall outside the intent of the “Duck Rule”. For a long time there has been growing criticism both from within and outside of SPA regarding the wisdom of making modifications, especially those that drastically change plan-form appearance—sometimes to the point of being practically unrecognizable. There is general, (but not overwhelming), support within the membership and BOD favoring the idea that aircraft with major modifications from the original designs are 1) departing too much from the original intent of SPA, and 2) likely have an unfair advantage due to improved design. Therefore, at the request of several SPA members, a more restrictive Building Rules proposal was drafted, presented, discussed, and voted on. The proposal would not affect approved ARFs like the Intruder. Here are the minutes of the BOD meeting pertaining to that discussion:

*A lengthy discussion was had regarding the so-called 3% rule. Phil Spelt presented a possible solution that would require a migration back to more original plan forms. After debate the proposal was voted upon and defeated by a 3-4 vote.*

*We will continue to work on the specifics – feeding Phil Spelt our ideas – and arrive at a solution.*

There was enough support for the measure to continue discussing the issue after the meeting. Within a week, a modified proposal was again presented, discussed and voted upon. The vote ended in a 4-4 tie, meaning the measure was again defeated, BUT BY THE NARROWEST OF MARGINS. The issue could possibly be discussed further in order to find acceptable wording.

The point to consider NOW is this.....SPA came about as close as you can possibly come to passing much more restrictive building rules. Exact wording was the only thing that prevented enactment, (with a three year grace period *for existing planes or planes under construction only*). **In light of recent developments, it might be a good idea in the future to build planes much closer to plan-form.** The prevailing mood is to return either to “plan-form”, or if modifications are allowed, they must be much more subtle and NOT readily detectable except as stipulated, (the proposal that was defeated contained provisions that allowed a prescribed amount of wing movement, fuselage stretching, and stab movement, otherwise being within 3% of the original plans).

We, (the BOD), would welcome constructive, and thoughtful input regarding how you as the SPA membership feel about the question of modifications. **Should we 1) leave things alone—continue to allow pilot discretion about modifications as we have done, 2) restrict modifications through building rules 3) build only to plan-form as is done with VR/CS airplanes, balancing by adding weight to the tail instead of fuselage stretching? How should we enforce the rules fairly, and without alienating members? These are the questions we face, and the answers we need to have.**

Thanks..Duane

# THIS IS SPA COUNTRY!!

.....By Duane Wilson



GA	AL	TN	TX	NC	FL	SC	MS	OK	OH	NM	IL	IN	MI	I	W.	KY	CA	PA	MD	NY	LA	NV	VA	C	T
40	27	17	13	12	11	5	4	3	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1

## A look at the SPA membership of today, and where it can be in the future

**The SPA membership--** of course we all know where SPA started, (Atlanta), and where the membership is concentrated--right? But now that SPA is growing as an organization, just where has it grown, and what can we do to promote membership by telling and inviting others to fly with us? For a while now I've been thinking about taking the SPA membership roster and plotting it out--to take a look at ourselves, where we are, and where we might be able to go in the future. With the help of our Secretary/Treasurer Mike Robinson, I got a membership list from the fall of last year, (paid membership rolls are always at their lowest this time of year--I wanted a list representative of how membership will be a couple months from now once the contest season starts). I tallied the members, (163), by state, (refer to the colored map). The darkest colors represent the greatest concentration of members, and each color corresponds to a different number of members per state.

There were some surprises:

- Everyone knows Georgia, Alabama, and Tennessee (in that order), contain the greatest number of SPA members. The surprise was that Texas was only four members short of tying Tennessee for third.
- A second surprise was Oklahoma. The Tulsa Gluedobbers, (see coverage in the July-August NL), have run an SPA contest for three years now, (as have the Thunderbirds in Texas), but according to the membership roster, Oklahoma only has THREE SPA members! How have they done that?
- SPA has a presence in 25 states spread over the country! Many of these are only 1 or two members, but each of these represents a potential nucleus for SPA development in the future.
- Even in my home state of Michigan there is ONE member, (God bless him).

SPA contests are being held on a regular basis in states outside of the traditional three. Besides Texas and Oklahoma, North Carolina, (Asheville) has held 5 SPA contests, (there was one in another part of the state as well). Florida has held several combined VR/CS--SPA or BPA/SPA contests, and one contest was held in Indiana two years back--attended by a couple of us from the SPA "core." How can you folks (alone in your state), become the focus for future SPA growth in **YOUR AREA**? Just ask the folks from Oklahoma, or any of the SPA officers for help. It would be great for us to take a few days, throw the plane in the SUV, and come out and fly with you.

## The Duck Rule – Part II...By Jeff Owens



**In this issue of the Newsletter**, Duane has given a capsule history of the “Duck Rule” as it relates to the SPA goal **“to provide relatively inexpensive and uncomplicated (pattern competition), with simple rules and fly(ing) model airplanes designed and flown prior to 1976”** (taken from the SPA Information Pack on our website). Further, quoting from the Preamble to our Bylaws, **“There is no intent to further the state of the art of the period.** The intent is to increase participation in the sport generally, and to establish an equitable and simple framework of rules and regulations for competition purposes.” What could be simpler? Just build and fly models designed and flown before 1976. Ah, but here’s the rub. Modeler’s are rather independent by nature and it has always been the case that builders like to add their own individual touches. Add to that the fact that there are few kits available today, which means that we are mostly building from plans. Little by little we have seen modifications creep in to the point that today there are some models that can be identified only by the name that appears on the airframe. There is growing sentiment that we should get back to building and flying stock designs.

Various proposals have been put forth, but none have been enacted because of the problem of enforcement. There are really only two issues here. First, is there a standard approved plan for each design being flown that is readily available to all members? Second, what method of enforcing compliance will be used? Complicating this last point is the statement in the Bylaws that

“Variance or additions to the rules can be made at the discretion of the contest director in the course of conducting a contest.”

Several proposals have been made which allow for various tolerances relative to the “original plans”, presuming that such plans are available. Enforcement could be through the use of bonus points for conforming models or through disqualification of non-conforming models. In either case, imagine what would happen if bonus points were awarded at one contest but not at another? Or if a plane was disqualified at one contest, but allowed at the next? A lengthy and complicated set of rules seems to contradict the original intent of SPA noted above.

All on the BOD support the original concept of SPA that competition should be limited to models designed and flown prior to 1976. We all support the concept that the models should look like the original designs. But when it comes to enforcement, the devil is in the details. And we do not want to craft an onerous and divisive system that unnecessarily complicates our contests.

**Perhaps the best solution is simply for the membership to endorse the building of models that conform to the original plans to the extent that this is possible and we should encourage each other to build accordingly.**

### VR/CS 2011 CALENDAR OF EVENTS

DATE	EVENT	LOCATION	EVENT DIRECTOR
May 14	SpringFest	Wellsboro, PA	Frank Granelli
May 21 & 22	Glory Days Fly-In	Julian, NC	Bob Harris
May 21 & 22	VR/CS Fly-In	El Dorado, AR	Tommy Gray
May 28 & 29	Kentucky Bluegrass Festival	Lexington, KY	Dan Thompson
Sep. 3 & 4	Spirit of Selinsgrove Reunion	Endicott, NY	Bob Noll
Sep. 3 & 4	VR/CS Fly-In	Medford, OR	Bob Stamm
Sep. 13 & 14	Muncie Reunion	Muncie, IN	Ron Howard
Oct. 8 & 9	Octoberfest	Oxford, PA	Mike Denest

### ALMOST FIRM 2011 SPA CONTEST SCHEDULE

March 26th-27th	Prattville AL.	Jamie Strong CD	(Firm)
April 9th-10th (Antique)	Auburn, AL.	Rick Helmke CD	(Firm)
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	Dan Daugherty	(Firm)
July 16th-17th	Asheville NC.	Will Hicks CD	(Firm)
August 20th-21st	Chattanooga TN.	Mike Robinson CD	(Firm)
September 17th-18th	Hotlanta GA.	John Baxter CD	(Firm)
Oct 22nd-23rd(MASTERS)	Alabaster AL.	Mike Williams CD	(Firm)
November 5-6 (Antique)	Hotlanta GA.	Dan Daugherty CD	(Firm)

# SENIOR PATTERN ASSOCIATION MEMBERSHIP APPLICATION

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Street Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Date of Birth: \_\_\_\_ — \_\_\_\_ — \_\_\_\_ AMA Number \_\_\_\_\_

Telephone (\_\_\_\_) \_\_\_\_\_ E-Mail \_\_\_\_\_

Mail this form along with check/money order made out to The Senior Pattern Association for \$20.00 to: Mike Robinson, 2006 West Brookhaven Circle, Dalton, Ga. 30720

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