



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/JUN 2011**

PRECISION AEROBATICS from PATTERN'S Golden Age

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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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ELECTION STATEMENTS EDITION

2011 SPA CONTEST SCHEDULE

May 21st-22nd	Knoxville TN.	Dennis Hunt CD
June 4th-5th (Antique)	Morris AL.	Frank Comer CD
June 25th-26th	Hodges	Dan Daugherty CD
July 16th-17th	Asheville NC.	Will Hicks CD
August 20th-21st	Chattanooga TN.	Mike Robinson CD
September 17th-18th	Hotlanta GA.	John Baxter CD
Oct 22nd-23rd(MASTERS)	Alabaster AL.	Mike Williams CD
November 5-6 (Antique)	Hotlanta GA.	Dan Daugherty CD

VR/CS 2011 CALENDAR OF EVENTS

DATE	EVENT	LOCATION	E.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
Sep. 3 & 4	Spirit of Selinsgrove	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



Bruce & Jane Underwood

TOP NOTCH TROPHIES

Awards and Engraving

TOP NOTCH TROPHIES

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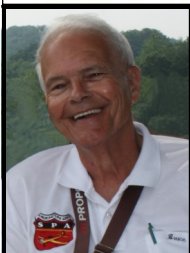
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FROM THE PRESIDENT -- Bruce Underwood SPA L-15

Guntersville, AL....What a GREAT start to the 2011 season in Prattville, AL at Jamie Strong and the Fountain City Flyers "season opener". So, it was windy as can be, "what's new?" We had a ball and the story and photos appear elsewhere in this publication. I get such a joy out of bragging on the "operable" commode in the new outhouse at the Prattville field. We laughingly refer to the older one with the half moon on the front door as the "antique" John, for use at the antique contests there.

There's been loads of discussion among the Directors regarding a constant complaint from a member regarding the "modifications" from the original plans of models being flown in SPA competition. There has been no concrete solution to the "extreme mods" that have shown up on some of the models. So far our CD's refrain from actual "disqualification" at contestants due to these extremes. We realize, even in the "golden era" of pattern competition, very seldom did a model not contain some mods to improve it's performance at maneuver execution. Before any "infringement" punishment is executed by CD's, just a sincere plea to builders, "please build as closely to the era plans as you can". Many thanks for your understanding and cooperation. "Let's adhere, as closely as possible" to the SPA slogan (at the top of this publication) "Dedicated to the building, flying and competition of vintage Pattern model aircraft". Again, refer to the sentence in the 3rd line of the title page...."Many thanks for your understanding and cooperation"!

Phil Spelt is in the process of updating the 2011/12 edition of the Competition Guide, and if all goes well, should have it ready for "proofing" by the time you receive this newsletter. Phil's composition of it was thrown way behind schedule due to his computer just pulling out on him...then health difficulties with his back further compounding this chore. It's a big chore indeed and we're most grateful to Phil for his efforts on this.

Attendance is forecast to be a bit more "sparse" at the contests this season because of the unfortunate cost of gasoline and travel. But, as modelers are famous for working through difficulties like these, they'll figure out how to deal with this problem, like maybe "contest-pooling" in traveling to a contest, convincing the wife to do without eating out so many times weekly, (good luck on that one)...or other sly remedies we modelers are known for. It is so good to see many of our previous competitors back on the circuit this season, possibly due to the re-including electrics, new patterns, whatever glad to have you back in action.

When Duane Wilson was appointed Newsletter Editor, I was relieved of one of the "hats" I had worn for years as both the President and Newsletter Editor. The Editor is automatically a member of the Board of Directors. It was pointed out that this move resulted in an "even" Board membership and another member was needed, so consequently, an election is being held to fill that opening on our Board. Three great modelers have volunteered and are running for that seat. Bob Wetzel of the PCMA club In the Atlanta, GA area is one, Warren Oliver of KCRC, Knoxville, TN is another, and Eric Nessler of Dublin, Ohio is the 3rd. I, personally, am totally impartial but will spell out my reasons for casting my ballot in favor of Eric Nessler.....to my recollection, at no time in the past have we been "privy" to a Board of Directors member from North of the Mason-Dixon Line...this could very well remedy that. While I am so grateful for Warren's input and research on the electric issue, I fear that 3 members from the same club might be a bit "heavy" in that direction. Bob Wetzel is such a "talent" and would be a great "addition" but, IMHO just isn't geographically positioned to "swell" our interests to other parts of our country. I have found that a good officer harbors no secrets and in keeping with my desire for transparency, I informed all of my personal intentions. Thanks for understanding.

Looking forward to seeing all on the contest circuit.....Bruce Underwood

PRATTVILLE PHOTOS



See page 4 for abbreviated Prattville coverage



Perry Georgia 2011 Southeastern Model Show

“Be There or Be Square”

by Bruce Underwood and Duane Wilson

The "be there or be square" event that unofficially "kicks-off" each SPA season is the annual gathering at the Southeastern Model Show held in Perry, Ga. Many SPA modelers make it a "do not miss" event on their calendars. After a few months of not seeing each other, it's nice to get together, socialize, and scour the floors for "gems" hidden amongst the clutter of kits, "used" models and worn out engines. Another thing we do is try to promote SPA in every way we can; whether people join or not, the word is still spread, and we have a presence for others to see.

This is a grass-roots event with modelers hoping to shed unwanted items and pick up some things they may not have wanted to buy new, but might like to try if the price is right. The best deals are found early-on before all the "good-stuff" is claimed by someone else., (the "early bird" principle applies). Then on the other hand, there is a lot of other "stuff" that obviously came from people's basements where the items have been undisturbed for "many moons". In addition to wanting to sell you the item, they also want to sell you the DUST on the items as well, (a little clean up wouldn't hurt). Finding the "needle in a haystack" is the fun of Perry, and every person has a different idea of what the "needle" is. There is something there for everybody—bring money.



**Richard Douglas of Elizabeth City, NC
RAFFLE GROSSED \$272.00...THANKS RON**

This year we had a special raffle to benefit SPA. Quoting President Bruce Underwood, "... a **GROOVY-90 ARF** was raffled, donated by **WORLD MODELS** via **Ron Chidgey**. And the winner was Richard Douglas of Elizabeth City, NC. Richard pictured on the left holding the fuse and the gent on his right is Mr. George Williams, President of Richard's model club, the River City R/C Club of Elizabeth City, NC. Richard purchased 25 tickets for \$20.00, the winner was almost in the middle of the string. Mr. Williams tells me the River City club consists of 24 members and he thinks only one, (before today) is an SPA member. Richard is the newest applicant for membership with his initial dues payment and application submitted today. Congratulations Richard and thanks for becoming one of us.

Renewals received from: Frank Schwartz, Hendersonville, TN, Robert Blackwell E. Ridge, TN. New Members include Charlie Myers, Estill Springs, TN, Tony Patterson, Foley, AL, and Tom Hastings, Elizabeth City, NC

Duane had hundreds of lookers and admirers visit his huge SIMLA, (featured in the March Model Aviation), at our tables. Ron Chidgey sold lots of goodies from scratchbuilderswarehouse.com. (different package versions of the Tiger Tail 4, and many accessories were featured—ed). We bought and sold lots of model stuff....and most of all enjoyed seeing and visiting with so many of our good friends who enjoy the same passion as do we. Thanks to all who visited the SPA tables--especially the raffle participants. Friday night we all decided to go out, (to Red Lobster), and as always, had a great time after "a hard day" on the floor.

Plan right now to be in "the in-crowd", (how many of you remember *THAT SONG??*). **BE THERE OR BE SQUARE IN 2012**



Julio, Petra, & Bill pose for the camera



Bill Collins about to "bob for cherries" He ordered 2 of those!!!



Pete Coleman a great help managing the SPA tables!!

- Bottom row: Duane points out Simla's fine points to Jim Hutka.
- Red Lobster evening get-together
- Membership drives are important and SPA reaches out to visitors.

Newsletter in hand, John Patterson joins, as Bruce and Ron Chidgey pass out information and sign them up.



Larry Layfield visits the SPA tables. Great location in 2011!



SPA — ALL THE WAY

Join the "Discussion List" for all the **LATEST ACTIVITY & NEWS**

Modifications to the 2011-12 Pattern Sequences ... by Jeff Owens



With the recent availability of old AMA rule books on the SPA web site and elsewhere, it has become possible to check whether or not the specified maneuvers in our pattern sequences were from the appropriate time period and also whether the descriptions being used were correct. Actually, the issue of the correct time period is an interesting one. Nowhere in our Bylaws or in our Competition Guidelines is the definition of the time period for our maneuvers given. Indeed, according to Mickey Walker, there never has been a rule regarding a specific time period for the maneuvers. Instead, it has been tradition since the beginning of SPA to choose the maneuvers from the same period that is specified for our airframes, i.e., prior to January 1, 1976. The Pattern Committee became aware of two maneuvers which did not respect this tradition. Following input from a number of SPA members, the Pattern Committee set out to make minor modifications to the maneuver sequences that would result in sets of maneuvers which were "period correct." What follows is the report of the committee.

"The members of the 2011-12 Pattern Committee (Jamie Strong, Russ Chiles, and Jeff Owens) wish to put forth the following set of modifications whose purpose is to remove "out of period maneuvers" while making only minimal changes to the proposed sequences and preserving the character of those sequences to the extent possible.

Background:

1. The Figure M with 1/4 rolls is from the 1978 rule book.
2. The Double Stall Turn is currently flown using a 1978 description. The period correct description is actually a Figure M without rolls and this would be too difficult for the Novice and Sportsman classes.

Proposal:

1. In Expert and Senior Expert replace the Fig. M with 1/4 rolls by the Fig. M with 1/2 rolls which is from the correct time period.
2. In Novice, delete the double stall turn and replace it by the Cuban 8 which is maneuver 10 in the sequence. Make maneuver 10 a single stall turn. The sequence after straight flight back would be

- | | |
|-----------------------------|---------------------------------|
| 5. Immelman Turn (U) | 8. 3 Inside Loops (U) |
| 6. Cuban 8 (U) | 9. Straight Inverted Flight (D) |
| 7. Two horizontal rolls (D) | |

The net effect is to replace the double stall turn with a single stall turn. This is a minimal change and is quite consistent with what we want for Novice. Note that there is an extra pass for landing since one would have to turn around after the stall turn, but that is a minor point.

3. For Sportsman, we currently have 14 maneuvers - the same as in Expert. B-Novice has 10 and Novice has 11. Some have expressed the opinion that the step to Sportsman is too large while that from Sportsman to Expert is too small. We propose that we reduce Sportsman to 12 maneuvers by deleting the double stall turn and the reverse cuban 8. The sequence is then

- | | |
|-------------------------------|--|
| 1. Take off | 7. Double Immelman (U) |
| 2. 3 Inside loops (U) | 8. Two point roll (D) |
| 3. 3 Horizontal rolls (D) | 9. Running 8 (U) |
| 4. 1 Reverse outside loop (U) | 10. Cobra Roll (with full rolls each leg)(D) |
| 5. 180 degree turn (D) | 11. 3 Turn Spin (U) |
| 6. Slow roll (D) | 12. Landing Perfection (U) |

This is a challenging sequence with the 3 rolls, 2 point roll, and Cobra roll all being new. We think that this should be challenging enough without being too hard on the Novices moving up. There is still a good step up to Expert with its 14 maneuvers. These three relatively minor modifications will get rid of all the time period conflicts. All maneuvers are legal. The spirit of what we tried to do with our original sequences is preserved. The Pattern Committee hereby submits this set of modifications to the Board for its consideration.

The Board of Directors unanimously approved this proposal on March 30, 2011. Modified score sheets and call cards have been posted on the web site.

Submitted by Jeff Owens for the 2011-12 Pattern Committee "

PRATTVILLE, ALABAMA

SEASON OPENER March 26-27, 2011

PRATTVILLE, AL.....2011 is underway with a wonderful event the weekend of Mar 26 & 27. The Fountain City Flyers always host a nice event and despite the horrendous weather, this one was a "dandy". CD Jamie Strong solicited the help of 3 of his members and Mike Williams recruited two to assist him in scorekeeping with the nice computer program he modified for this cycles patterns and this team performed like the Auburn Tigers football team did in the 2010 National championship season.

21 "fun-loving" and "flying-loving" contestants flew 4 rounds (for most classes), three for Super Senior with only one (1) mishap.....Garry Singleton re-kitted his Intruder which he told this reporter "had 324 1/2 flights on it"....when "I dumb-thumbed it between the 2nd and 3rd horizontal roll". He said he intended to write a song much like George Jones's.....only call this one...."I stopped flying her today". It happens to all of us, Garry. Glad you had the "back-up" to finish the meet with.

Friday was a super nice day, 75 flying. Tom Stennis arrived from Birdy (see the photos). Your re-noon and was amazed by it's excel-said the airplane was a convert turning an APC 14/12 cut down to battery pack. Tom used a sumption at full throttle (see between the battery pack and the A 2nd nicad pack is aboard for does the throttle work. Stennis is rated up to 70 Amps.



degrees, wind 3 MPH and sunshine for practice Mississippi toward the latter part of the week porter was privvy to flying it on Friday after-lent response and very adequate power. Tom from gas to electric. Motor is an AXI 4/20/20 a 13/12 which pulls 1303 watts from a 6S 4900 "wattage" meter to determine the watt con-photo of meter). He inserts this meter be-ESC (electronic speed controller) for readings. receiver. The model has 4 servos as the ESC says the ESC was \$16.00 from Hobby City and

Leslie Smith from Corinth, MS was joined by his Son, Chris from Tallahassee, FL. Chris, a chopper model pilot, flew his first SPA contest with dad. He flew an ARF KAOS 40 with an LA-46 engine. Perhaps the "furtherest traveled" honor was copped by Mr. Steve Harrop, of Rhode Island, caller and crew-chief for Mr. Bob Andrews of Brewton, AL. Bob and Steve were both in the Air Force at Eglin AFB in the late 60's. Bob was deployed to SE Asia, Steve to Thailand, Bob later to Vietnam, etc. This is their first reunion in 25 years. Bob was Steve's "best man" at his wedding in 1970.

One of the "first-timers" was Victor Diaz (see photo of he and wife Linette) from Covington, GA who is an accomplished AMA pilot. Vic flew Mike Williams' Compensator beautifully. While on the subject of "firsts" Dave Phillips (Dad) flew his first contest in Senior Expert. He determined his 2 stroke engine needed more fuel for the longer pattern as it didn't have enough on board for the extra maneuvers.

CD Jamie, invoked the Chief's blessing at the outset Saturday morning. Jamie announced the Figure M maneuver in the Expert pattern was in "limbo" at present and said, "just tell the judge whether you'll fly it with 1/4 or 1/2 rolls and do it that way". Some did it one way and some others. No problem. He said, "if B-Novice pilots need help landing in this strong wind" have an experienced pilot land for you and that is no problem". Richard and Sue Tibbitts came from Cabot, Arkansas, his 2nd Southern SPA contest, Richard flew his "Something Extra" airplane, a SIG kit powered by an OS 52, 4S spinning an 11/6 Master Aircsrew prop.

More great "bloodline" pairs included Daddy Dave Phillips and Dave III, and Granddaddy Ken Blackwell and Grandson Will Blackwell. What a joy to see these folks participating together and sharing the pleasures of our sport/hobby. Couples related by wedding vows appearing on the flightline included the Owens' and the Arrieta's. "Hadn't an SPA pilot rather have a spouse that can call good plus cook as well?"

Scores are posted elsewhere...but here are the "extra" winners. Jamie opted to go economical on the award plaques, share \$200.00 with the club for the field use, pay the few expensed for the pizza, etc, then draw for "gas money" to the contestants for the remainder of the "take". Ed Lyerly donated two kits for the raffle.....an Ultimate KAOS kit and a shortkit of a DECEPTION. Here are the winners: Ultimate KAOS - Richard Tibbitts DECEPTION - Julio Arrieta \$50.00 - Frank Comer \$50.00 —Garry Singleton \$50.00 - Charles Gray \$50.00 - Mike Williams \$50.00 - Will Blackwell \$20.00 - Dave Phillips (Dad)

The National Weather service alerted contest officials of the hailstorm/thunderstorm on Sunday in ample time to complete round 4 for the Sportsman and EXPERT classes. Awards were presented and "farewells" completed just as the rain and hail commenced. Fountain City, you've launched the 2011 season in a tremendous manner. We are so grateful for the hospitality, fun and fellowship shared. Club members declared, "we have STRONG leadership of our events, that's the reason for our success". Your

reporter definitely agrees. **Bruce Underwood SPA PIO**

Special Election! —BOARD of DIRECTORS

CANDIDATE POSITION STATEMENTS—VOTE NOW!!



Eric Nessler

Hello, My name is Eric Nessler and I'm running for the newly created position on the Board of Directors. For those who don't know me, here is a little about

myself. First and foremost I am a husband and father of 2, a 5yr old boy and a 2yr old girl. I have been flying pattern for 27yrs, competing in my first contest in 1984 where I finished second in the Novice Class to my older brother James. I flew AMA pattern with my Dad and 2 Brothers throughout the 80s and into the early 90s until the patterns and rules changed allowing larger engines/airframes. At that point my family could no longer afford to field airplanes that would keep us competitive with the changing times. Also, I think Dad had no chance of fitting 4 "2-meter" pattern ships in the old Buick station wagon like he did with 60 -size.

I discovered SPA and flew my first contest in 2005, competing in Steve Byrum's contest in Cullman, AL about a month after the birth of my son. Yes, I have a very supportive wife! I am currently finishing up a scratch built Daddy Rabbit to campaign in the Expert class for the upcoming season, and hope to have it trimmed and ready for Cullman next month. Upon completing the Daddy Rabbit, I will be throwing myself into building a Taurus for the antique class, hopefully to be trimmed before old man winter shuts us down for the year. I am excited about the prospect of competing in the antique class as I haven't yet, and would love to see it grow to include a third date in upcoming seasons.

Regarding the future of the SPA, I am really pleased with the direction and growth I have seen in my 5+ years of membership. I think the airplane rules as they currently exist are working great, and I was happy to see the BOD vote to allow electrics to compete as well. I feel there are scores of competitive designs to choose from in our current timeframe window, and I see no problem with making small changes to personalize your airplane. I don't feel I've run across any airplanes in SPA that were modified beyond recognition, or more importantly modified to the extent that they afforded an unfair advantage. I feel our membership has done an admirable job of maintaining overall design fidelity while putting their own personal touches on their airplanes and building something they can be proud of. At every SPA contest I've flown and judged the class winners were clearly the guys burning the fuel at the practice field, just as it should be.

If anyone would like to contact me for further explanation of my views, or just to shoot the breeze about airplanes or the SPA, my email address is eness76@att.net. Thanks for reading, and let's all enjoy another great season of SPA activity.



Warren C. Oliver

First of all, I would like to thank all those that have worked hard to get our organization where it is today. Those that have served on the BOD and other offices deserve our thanks

and gratitude. These folks have addressed many issues and found a path that has allowed us to keep having fun even as significant difficulties were dealt with.

1) The most important reason for being in the SPA is to have fun. I will always keep this goal foremost in my mind if I am elected to the BOD.

2) Listening to the membership and having civil discussions of ideas is critical.

3) I would like us to be as inclusive as possible. It means a set of rules that satisfy diverse interests.

4) We must have a set of rules that we can apply accurately and are not subject to interpretation. The individual member must be able to determine if his equipment is legal.

5) Because of number 4), I am firmly against the 3% rule. I don't even now what it means let alone how to apply it.

6) I am in favor of allowing new designs in the open SPA competitions; however, I want to maintain the flight envelope that exists now. I have suggested that one way to do that might be to limit power (we already have that rule) and require aircraft to stay reasonable so it might be wise to exclude carbon fiber parts and any other materials that were not available in the period we are simulating. This needs much more discussion.

7) We should consider how to keep antique true to the time period. One thing that might work is to REALLY adhere to the period. How about absolutely no changes in design, only two Cycle engines and no transmitter mixing/exponential or any other computer stuff allowed (we could use some really inexpensive radios)? Just fly them! I think that would be allot of fun and really show the quality of the pilot. We could phase this in by having a points penalty for FS engines or just give people an extra year to change.. This also needs lots of discussion.

8) Our primary tool for rule enforcement is simply self-regulation. This should stay as it is. We should not expect the CD to double as an enforcer.

9) We need a sound rule that is specific and Applied at all contests. Perhaps we should adopt the strictest rule in place at any of the fields we fly at. Again, further discussion is needed.

10) I do think we should stick with period maneuvers.

11) I would like to see us make any new rules or changes final by the Masters date or a week after that. This would allow us to use these rules when building for the next season.

Now if all that doesn't keep me from being elected, I don't know what will. If I have over looked something that folks are interested in, I am open for questions and discussion.



Bob Wetzel

I am throwing my name in the hat to run for the open SPA BOD position . What are we about? We are

about flying model airplanes. We have a passion for our hobby. We enjoy the camaraderie and fellowship we get from attending SPA events. We also enjoy the competition. We enjoy flying the old planes and the old patterns. I have been a contestant at most all of the contests in the last 4 years. I saw a need and developed a program to make it simple to keep track of the SPA

championship points race. The membership needs a voice on the BOD but more importantly the membership needs to be able to vote on some of the important issues rather than let the BOD "decide" what is best for the members. The membership IS the SPA and we need a strong voice on the board.

That being said, we need the "legal airplane" debacle rectified. I think this is the biggest and hardest issue for the SPA to resolve. There is not one simple answer that will satisfy the ranks. But the members that are out there, going to as many events as they can, and supporting the contests, need to have input into the different ideas that are being hashed about. This discussion needs to come out of the closet. I also believe that the novice contestants are the backbone of the SPA and they need to be given the utmost of inspiration and encouragement to continue down the SPA road. As for other items the board addresses, my voting would be for the betterment of the original intent of the SPA and would have no self-serving slant. I would also push for the items that the BOD votes on, be published on the SPA discussion list and in the newsletter. Included should be the item brought up for vote and the yeah or nay votes of each BOD member. This will let the membership see who is for or against an issue and will let them have a better understanding of how to vote in officers and BOD members in future elections. Remember, It's a hobby and a passion, but we need to follow a few simple rules to keep it fair, fun, and competitive.

One last note. I am disappointed in Bruce by telling the world whom he is voting for in the newsletter and in effect, endorsing a particular candidate. This is supposed to be a BOD member slot for a candidate the "people" want. His endorsement does not make for a level playing field. Please vote for the candidate YOU feel is best suited for the position.

Thanks for your consideration
Bob Wetzel SPA 339

Vintage R/C Society Pattern Category

In the last newsletter, we spent a lot of time discussing the unofficial “Duck Rule”, and the increased tendency to deviate from it to build more competitive or personalized planes. I have followed that lead myself, and have done the same thing to put my own “touch” on my planes—but should I have? There were recent proposals from the membership put before the BOD that would have placed specific building rules in effect requiring our models to conform much closer to plan-form. These rules, (as worded), were narrowly defeated, but there is growing sentiment that we somehow need to return more to the original vintage designs with less modifications. I have asked Bob Noll, VR/CS President for insight into their approach about building to plan-form. He discusses their pattern category where emphasis is put more on the authenticity of the plane in addition to the competition.



Bob Noll, VR/CS President at the 2009 “Kazmirski Taurus” donation to the AMA Museum in Muncie

Duane has asked me to tell you about the VR/CS Pattern category. The first thing I need to tell you is that the objective of VR/CS is to preserve and promote the memory of Radio Control Aero-modeling activity as it was in the past. To do this we have several categories that an attendee at our events can fly in. I mentioned these in an earlier article. We fly planes that were designed at least 35 years ago as of the first of each year.

Our Pattern category is for those who like to do more than just bore holes in the sky and like to fly the old design pattern planes in a competition. Those who formed VR/CS in 1989 wanted to demonstrate how great the old designs really were when flown with today’s radio systems. Our intent is to preserve the original pattern designs with only minor changes.

We particularly want to preserve the original “planform” of the designs. We want to do that so modifications, which every modeler wants to make, are kept to a minimum. We therefore do not allow changes to major design parameters such as fuselage length and wingspan. If we allowed changes to these things the objective of VR/CS would be lost which is to fly the old designs and not to try and find out how the old designs could be improved. **How do we control this you may ask? We do it with the integrity of our members** (emphasis ed).

Here are the aircraft requirements for our Pattern category; **PATTERN:**

1. Planes must have been designed for radio control.
2. Aircraft must be built to the plan-form of the plans.
3. Original airfoils must be maintained.
4. The wing dihedral angle can be changed.
5. Changes to bolt on wings instead of rubber bands are OK.
6. Stab location can be relocated vertically within the fuselage.
7. Foam wings can be substituted for built up balsa.
8. Strip ailerons may be substituted for “barn door” style ailerons.
9. Retractable landing gear are not permitted.
10. No scaling is allowed.
11. The pilot does not have to be the builder of the model.
12. Original plan materials or construction techniques need not be followed.
13. Power
 - Any side exhaust two cycle up to and including .61 cubic inches (10cc) is legal.
 - Four-cycle engines up to and including .91 cubic inches (15cc) without air chambers or supercharging of any kind are legal.
 - The use of vintage engines is permitted provided the above guidelines are met, but all engines must use a proper muffler. Tuned pipes are prohibited.

SOME MORE “COOL” INTERNET SITES

The “ON LINE” version of the newsletter (under downloads on the SPA web site), makes it possible to view aviation-related videos by just clicking on them. Make sure your sound is on and turn this on to full screen.

“Launchers” is an excellent video of carrier operations. Note this nuclear powered carrier can steam for 22 years without refueling. The Navy has had nuclear-powered ships and submarines at sea for decades without accident or incident. Check out the Tomcats!! (To enlarge the screen to full size, click on the box in the lower right corner on the 4 arrows. Use the “esc” key to return to the smaller size.)

LAUNCHERS.....<http://www.tailsp.in/aircraft-carrier-uss-john-c-stennis-launching-aircraft>

OSHKOSH.....<http://marcbrecy.perso.neuf.fr/Oshkosh.html>

1975 “WORLDS”.....<http://www.youtube.com/watch?v=YkbwksqIRdk&feature=related>

WWII “OLD 666”.....[Theo Spark: Video: OLD " 666"](http://www.youtube.com/watch?v=SDbQ5xvsrIU)

SR 71 BLACKBIRD R/C.....<http://www.youtube.com/watch?v=SDbQ5xvsrIU>

SR 71 BLACKBIRD—REAL THING.....<http://www.youtube.com/watch?v=N3IeEXjNAUU&NR=1>

EXTRA(ONE CLICK)[Paul Zerdin, ventriloquist without a dummy - The dummy, an indispensable ventriloquist...](http://www.youtube.com/watch?v=N3IeEXjNAUU&NR=1) 7

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