



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 **JULY/AUG 2011**

PRECISION AEROBATICS from PATTERN'S Golden Age

OFFICERS

PRESIDENT-

Bruce Underwood

VICE PRESIDENT-

Jeff Owens

SEC/TREASURER-

Mike Robinson

FOUNDER EMERITUS-

Mickey Walker

WEBMASTER-

Acting: Mike Robinson

SPECIAL PROJECTS-

Jamie Strong

APPOINTED-

Phil Spelt

Eric Nessler

EDITOR-

Duane Wilson

avlwilsons@charter.net

IN THIS ISSUE

FROM THE PRESIDENT (In Loving Memory/Ed Hartley).....Page 1
KNOXVILLE (Worth the Wait).....Pages 2-3
2011 SPA CONTEST SCHEDULE.....Page 3
PATTERN CLINIC (Experts give "pointers" post Hodges....Page 4
ED HARTLEY REMEMBERED (Phil Spelt).....Page 5
"WESTERN FRONT" EVENT COVERAGE.....Pages 6-7

Loving Memory

William (Ed) Hartley



January 15, 1932
May 26, 2011

FROM THE PRESIDENT Bruce Underwood SPA L-15 KNOXVILLE, TN.....June 4, 2011.....A sanctuary of loving friends, relatives, admirers and grieving family members gathered to celebrate the life of our SPA Webmaster, "flying buddy" and long time friend, Ed, known by many as "Roho" his nickname of decades.

Words of Grace and greeting were voiced by Minister Brent Hall of the Concord United Methodist Church near Ed and Rachel's home in Knoxville. The gathering in unison prayed aloud to our Lord, seeking refuge and strength in times of troubles and sorrows such as this loss of this beloved individual. The request was voiced, "Grant us your blessing in this hour, and enable us so to put our trust in you that our spirits may grow calm and our hearts be comforted." "Lift our eyes beyond the shadows of earth, and help us to see the light of eternity." Soloist Alan Eleazer sang "His eye is on the Sparrow" and

"Amazing Grace" while accompanied by organist Terrye Danner.

Minister Hall quoted Psalm 23, Isaiah 40:28-31 from the Old Testament and read Romans 8 and John 14 from the New Testament. He delivered a synopsis of Ed's contributions to his Church, his love of computers and "high-tech" gadgets and praised his numerous contributions to the functions of the church associated with computers and the like. He drew laughs from the attendees when he said, "Ed was "well-spoken" when making his wants understood. He focused on Mrs. Rachel and the immediate and extended family when he said, "Rachel, he LOVED you and often praised you and you family members when in conversation with me and other church members". He sounded "gruff" with that really deep voice, but as we all know was just a lovable human being, lots of human being who stood about 6-7 and wore a size 15 shoe. "So much man to love!"

Following the benediction, a stirring presentation of OLD GLORY to Mrs. Rachel Hartley. Ed was a US Army vet. As the two dress uniformed clad officers unfolded and refolded the flag, a live playing of TAPS sounded from the rear of the auditorium, tears flowed as it was such a moving few minutes.

Three of the huge pews at Concord were exclusively model flying friends of Ed's....SPA, KCRC, sport-flying, etc. Ed will be long remembered as was evidenced by almost all at the family visitation wanting to share "an ED story". The photo, flag, arrangement and urn pictured above was at the center of the riser at the front of the sanctuary. To the immediate left of the above was a lovely remembrance wreath from Ed's flying buddy from the service era, Jim Fosgate.

Don't you know Ed is in paradise now, sharing loads of his kind of stories with others of our sport/hobby persuasion who are showing him that sight that almost equals the "most scenic flying site in the South, Knoxville, TN".

Show em' your "3 horribles and that fabulous "longa-tima-rolla" Roho. They'll love it!



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 our membership and potentials from SPA.



Bruce & Jane Underwood

TOP NOTCH TROPHIES
2044 O'Brig Avenue
Guntersville, Alabama

Work: 256.582.0606

Home: 256.582.3742

Email: topnotchtrophies@bellsouth.net



Dalton Print Shop

For all your printing needs.
daltonprintshop@gmail.com



Knoxville 2011

By Phil Spelt

Late May 2011 Opener
...Worth the Wait!



Ed Hartley wins Senior Expert in his final contest



Ed Hartley receiving 1st Place award from Phil Spelt for Sr. Expert /Ben Oliver Memorial 2011, a fitting end to a great R/C career.

The last week of April, tornados destroyed a large section of Cullman , Al, and seriously affected many of our SPA members in Alabama. The Cullman contest had to be cancelled. By the end of May, after such a long period between events you could almost sense that SPA-ers were really looking forward to that next contest in Knoxville.

During the winter there was a lot of wrangling and negativity on the DL about various issues , but when the time came for my first contest in Knoxville, it was great to see the way everyone came together in the "SPA spirit" to have a great contest flying and fellowshiping with their friends—it seemed to make those other issues, (though significant), seem a little less serious and important. We, (myself included), need to constantly remind ourselves that what matters most are the relationships and the memories we always make every time we meet to fly together. Never lose sight of what makes SPA what it is.....ed

The third weekend in May, the traditional weekend for the KCRC Ben Oliver Memorial SPA

Contest, was a delightful weekend, with gentle breezes and wonderful sunshine, after a dreadful spring around the southeast which canceled the Cullman contest, and caused much damage around the area. The Alabama storm also prevented several of our southern neighbors from attending, including President Bruce. Despite that, the weekend brought 23 pilots from as far away as central Ohio and eastern Texas.

We got under way pretty much on time, with CD Dennis Hunt getting Novice and Expert fliers going on the first round about 9:20 am, under bright Saturday morning sunshine. Winds were what weathermen call "light and variable." To pattern pilots, this means "the wind will shift during the flight such that some down-wind maneuvers are up-wind (and vice-versa) and you are landing downwind, almost guaranteed."

Under Dennis Hunt's expert direction, and using very cooperative contestant judges, we were able to get in four rounds on Saturday and two on Sunday. While KCRC chose not to do our usual raffle, we did conduct a "gas money" drawing for \$50.00, which came from the entry fees. Appropriately enough, the prize went to Ellis Newkirk, who had come all the way from the Dallas, TX, area. We jokingly said, "That \$50.00 will get Ellis just about to the Memphis, TN area."

In the final analysis, the Ben Oliver Memorial Contest can be pronounced a resounding success. We had Ben's son Warren competing in Expert with us, which I am sure made Ben smile even more broadly down from above. There were no crashes or other mishaps to mar the event, and the weather was very cooperative. KCRC handed out what has become our traditional award – picture frames with the pilot's picture surrounded by a mat with the contest information and a plate with the class and place graciously donated by Bruce and Jane Underwood of Top Notch Trophies.





A smiling Don Eiler almost avoiding the camera racks up hard-fought Sportsman win



The "Big Guy", ROHO guides his electric Oliver Twist for a winning round. Below left: Duane & Mickey pose for the camera.

| NOVICE | | EXPERT | |
|------------------|------|-------------------|------|
| Vic Koenig | 4000 | Eric Nessler | 4000 |
| Ed Lyerly | 3900 | Jerry Black | 3992 |
| Richard Tibbits | 3634 | Ellis Newkirk | 3895 |
| Ken Antos | 3515 | John Nessler Jr. | 3871 |
| Doug Whitaker | 3292 | Warren Oliver | 3762 |
| | | Bill Dodge | 3214 |
| SPORTSMAN | | SR. EXPERT | |
| Don Eiler | 3970 | Ed Hartley | 4000 |
| Phil Spelt | 3944 | Julio Arrieta | 3921 |
| John Nessler Sr. | 3881 | | |
| Duane Wilson | 3851 | | |
| Karl Gerth | 3727 | | |
| Dan Dougherty | 3593 | | |



Right: Ed Hartley "Doin' the Twist" with Warren Oliver. Below: Jerry Black lands ..note the "cool"-raked-back gear.



Rt: Don Eiler helps as Dennis Hunt runs "the show". Lt: Two identical "Oliver Twists"



2011 SPA CONTEST SCHEDULE

| | | |
|-----------------------------------|-----------------|------------------|
| July 16th-17th | Asheville NC. | Will Hicks CD |
| August 20th-21st | Chattanooga TN. | Mike Robinson CD |
| September 10th-11th (20th Anniv.) | Hotlanta | John Baxter CD |
| Sept 17th (Thunderbirds) | Benbrook, Tx | Gary Alphin, CD |
| Oct 22nd-23rd (MASTERS) | Alabaster AL. | Mike Williams CD |
| November 5-6 (Antique) ** | Hotlanta GA. | Dan Daugherty CD |

** Tentative

PATTERN CLINIC—Observations from Hodges

Experts Pass On Their “Tips & Tricks” for Polishing Our Maneuvers



How To Use Rudder—From Jamie Strong I noticed this past weekend judging that the lack of rudder input needs to be most everyone’s # 1 thing to be working on.

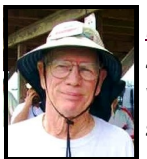
Pointer #1, Work on just the first part of a reverse outside loop, starting with the entry portion only. If you roll right, left rudder input, and if you roll left, right rudder input. Keeping the nose of the plane level to slightly positive (or up) is job One. If the nose ever drops below level there’s VERY few SPA style planes that can ever get back to a level to positive position. This is the reason most everyone is giving up on their point rolls and others, because after the planes nose falls below horizon, there’s no fixing it, therefore making most all else done a disaster.

Pointer #2, From inverted, which ever roll direction you choose to go, apply the same rudder direction input to your roll and your nose will hold its level position much better than without rudder.

Pointer#3, Now for the pointer that worked for me. Because our SPA planes are generally VERY weak in the rudder authority area, I’ve found using minus expo, or a more sensitive rudder around center to be a real benefit. Now rudder will be much more touchy around center, but that’s the trade off for better maneuvering. Start with a mild amount like Minus 5%. Now this is assuming your rudder has at least a 45 degrees movement. If not, that’s where you need to start. For pattern flying rudder is, or should be your most frequently used function, if not, work slowly for this to be the case. Rudder IS YOUR ELEVATOR when the wings aren’t level to the horizon.

Like clock work, when the wings aren’t level to the horizon, the nose WILL fall, guaranteed every time. Reason for it is that we trim in a wings level condition, (that’s the wings maximum lifting potential) and when the wing is not level, its losing its lifting ability, cause, for a lack of a better way to put it, the lift is flying off the end of the wing that’s high. Reason for wing gates, but that’s another story for another day :).

Another thing that will help a bit, is to mix out the aileron reaction when rudder is applied. Take mix #1, and use rudder as master and aileron as slave, and mix as needed to keep the wing from dropping a tip in level flying position when rudder is applied. 80% of the time, from level when right rudder is applied, the right wing drops. Mix usually 3-5 % left aileron to keep the wings level during the rudder applying process. Be sure to put all mixes used on a switch that can be disabled at the flip of a



Running Eight & Loops—From Bill Dodge I want to share some observations I made while judging the Sportsman Class at Hodges. A large number of these flyers had just moved up from Novice and are struggling with learning the more difficult maneuvers. Having struggled through this transition myself I hope these observations may be of some help.

1. Almost all the flyers lost heading to the left when they pulled up into an inside loop and to the right on the outside loop. This tendency is cause by an effect called the p-factor that causes the nose of the plane to veer to the left on up elevator and to the right on down elevator. This can be corrected by mixing, on your transmitter, a little right rudder with up elevator and a little left rudder with down elevator. This should help entry into the loops and get you off on the right foot.

2. Almost all the flyers had a lot of trouble with the running eight. This is a difficult maneuver. It requires a lot of concentration to keep the wings level through the two loops. If the wings come off level you will have heading loss. Generally, heading losses in loops should be corrected with the rudder but the rudder action for the inside loop is opposite that for the outside loop - this can be confusing. The most difficult part of the maneuver is making the transition from the outside loop to the inside loop. Since this occurs in the vertical part of the maneuver the plane is accelerating rapidly. If you have too much speed you can not make this transition to produce a second loop with the same size and same altitude as the first. For me, the trick to doing this maneuver well is to make the first loop very large and come off the top slow. This gives you more time to make a smooth transition from one loop to the next and gives you a better chance of making a good second loop.Bill Dodge



Two-point Roll & Straight Inverted Flight-From V.P. Jeff Owens The 4th Cass Underwood Memorial

was held on June 25-26 at Hodges Hobbies. What a great venue and a wonderful contest! One subject that came up several times concerns the difference between the **Two-point Roll and Straight Inverted Flight**. Both are new maneuvers in the schedule this year and some contestants are not familiar with the full maneuver descriptions. To add to the confusion, both involve a half roll to inverted flight and then a half roll back. The full maneuver descriptions can be found in the rule books that can be reached from the link on the SPA web site home page. Go to the 1959-60 rule book for the Two-point roll. Straight Inverted Flight is in several of the years including 1969. The basic difference is one of timing. For Straight Inverted Flight the inverted portion is specified as being at least 5 seconds in duration. That makes the maneuver as long as the Three horizontal Rolls or the Slow Roll (both are 5 seconds). For the Two-point Roll the inverted portion is specified as being at least 100 feet. Now, a plane traveling at 60 miles/hour is traveling at 88 feet/sec while one going 80 miles/hour is going at 117 feet/sec. So, for typical SPA airplanes 100 feet would be about 1 sec. So there you have it – 5 seconds inverted for Straight Inverted Flight and 1 sec inverted for the Two-point Roll. Additionally, the rolls in the Two-point Roll are specified as being in the same direction while no such specification is listed for Straight Inverted Flight. As always, centering is important!

The Ed Hartley I Knew *from Phil Spelt AMA 1294, SPA 177*



Ed Hartley was known for his no-nonsense manner, but once you got to know him, he'd do anything to help you if you were willing to listen. As the picture shows, he smiled more than we might have thought.

I have been asked to write a brief history of Ed Hartley's R/C, career especially in Pattern competition. I know very little about his early years, where he learned to fly, when he began pattern, etc. By 1960, he was already competing in Precision Aerobatics competition. This I know because he was one of the five original founders of what was to become the Knox County R/C Society, Inc. (KCRC), and he commented to me that they were all pattern flyers, at the time. This bit of information tells us that Ed flew R/C in the days when multi-channel flying was just getting started, and when multi-reed tone control systems were the "Hot Setup," to quote one of Ed's favorite phrases.

Ed was attending the AMA Nationals in the days when they moved around the country, appearing in different cities each year. He attended the "Nats" at Great Lakes NAS in Evanston, IL, among others. He felt that one of his peaks was at the 1972 Nats in Lake Charles, LA. He came in second in Class D – the top category of four. In that year, the AMA Rule book sold for a whopping 75 cents! During this time, Ed served on at least one national Pattern committee to set the maneuver schedules for the coming rules cycle. He knew and was known by most of the top U.S. pattern competitors of the time, and flew in many contests around the southeast.

In the mid-1970's, for reasons that I do not know, Ed left pattern (actually, R/C, in general) and turned to drag racing. He had a '70's vintage Dodge Charger that he built and ran at strips around the southeast. If you knew Ed, you would not be surprised to hear that he had every bell and whistle that was legal on that Charger. One of his "Hot Setups" that he talked about was a vacuum shifter to help him speed down the strip. He was proud of the fact that he won enough to comfortably pay his way over the seasons in which he raced. He has a couple of large trophy cases in his den, one stuffed with drag racing trophies, the

other with Pattern trophies.

When Carolyn and I moved to Oak Ridge and I joined KCRC, in 1987, Ed was just getting back into R/C, having had his fill of racing. Needless to say, it didn't take him long to recover his old form in pattern. In 1990, when the Senior Pattern Association formed, Ed signed on, and began twenty-plus years of going head-to-head in Senior Expert with now President Bruce Underwood. In 1991, he drew up CAD plans for the Daddy Rabbit, designed and campaigned in the early 1970's by Jim Whitley, with whom Ed consulted frequently to make sure the plans were true to original. These are the plans from which Dennis Hunt created foam-core wings and stabs, and from which many of us built (and are still building) very competitive DRs. In all his competition efforts, Ed always used the best equipment. He knew how to set up a plane, and was an excellent pilot and judge. In addition to his competing, Ed also maintained email dis-



ussion lists for both the SPA and for Buddy, pattern coach (as I was for him in later years), and my constant mentor for all things R/C, KCRC and SPA. Ed did a lot of good things for a lot of people in the R/C world. He will truly be missed...



tion to his competing, Ed for the National Society of also maintained email dis-KCRC. He was my Flying



Ed on "final approach" at his final Knoxville contest.

Left: One of my favorite "Ed" pics taken last year at Asheville with his Curare.



Left: Ed was also a no-nonsense judge—he knew how the maneuvers should be done, and you were expected to do them that way. He led judging classes where we all met to learn from the "master". Some have smiled while saying "Ed is probably pointing out the finer points of the 180-Degree Turn to God..." Here he judges at Knoxville with Bob, (the tongue) Wetzel.

FT. WORTH *Thunderbirds* 2011



The 19 pilots that came to venerable Thunderbird field in Benbrook, Texas, expected to be greeted with winds at 15 mph for the Ft. Worth Thunderbirds spring SPA contest. Much to everyone's surprise when the pilots meeting convened the wind dropped to under 5 mph and stayed there all day long. Two flight lines and four dedicated judges allowed for 5 full rounds to be flown, and all the pilots showed marked improvement over the course of the day as many flew in their first contest ever, as well as it being the first contest of the season for most of the "veterans". Two planes were lost on the day, as one pilot was disoriented after flying through the sun and the wing of the second plane released at the bottom of an outside loop.

Ken Knotts did a great job CDing the contest, and Gary, Dave and the rest of the field of volunteers put together a super smooth contest that was a joy to fly in. Steve Ehlers worked hard to secure a great load of prizes that were raffled off, and every pilot walked away with something. The enduring image of classic pattern planes being put through the paces against the beautiful backdrop of Benbrook Lake makes the contests at Ft. Worth Thunderbird field an outstanding place to be....Lindy Quinten

The Winners:

Novice – B

- 1st - Tim Reed
- 2nd - Jeff Dalton
- 3rd - Tony Stelly

Novice

- 1st - Gene Hodges
- 2nd - Mark Ehlers
- 3rd - Gary Nelson

Sportsman

- 1st - Michael Clements
- 2nd - Ken Knotts
- 3rd - Blake Arnold

Expert

- 1st - Ellis Newkirk
- 2nd - Lindy Quinten
- 3rd - Dave Dingman

It doesn't matter where it happens, the result is the same—SPA competition gives the same fun and challenge for pilots of all skill levels and ages....come join us !!!!



TULSA GLUE DOBBERS 4th SPA CLASSIC Lindy Quinten

Fourteen pilots descended on the Tulsa Glue Dobbers flying site for the 4th annual Tulsa Glue Dobbers SPA Classic. All four classes were represented and the flying and competition were fantastic. It was a warm day, around 96 degrees with nice South wind of 12 mph. The field consisted of 3 Novice B pilots, 4 Novice, 3 Sportsman and 3 Experts. There was a nice variety of classic planes, from the Bridi Kaos and Killer Kaos, the Phoenix 7, the Skylark, a Curare, an Intruder, and a couple of good ol' Ugly Stiks.

Anthony Pickens won Novice B flying in his first contest, improving his smoothness and lines with every flight. Brice Crawford, the youngest competitor in the meet at 11 years old, flew to a strong second in his first meet, only a few days removed from his solo flight. His Uncle (Lindy) and Grandpa (Dan), with permission from the other competitors, plugged in a buddy box for emergencies, and with the exception of a miraculous recovery from deep in some trees on the first flight, the trainer switch was never released. Everett Gunter won the first round in Novice B, then had a couple mishaps that he bravely fought back from, and finished third. Gene Hodges won Novice with some excellent flying, followed in second and third by two fellow "Thunderbirds", Gary Nelson (2nd) and Woody Lake (3rd). Terry Thorpe flew well all day - showing extensive improvement from his first contest in Tulsa last year. All four pilots flew some very nice maneuvers and the quality of flying from the first round to the fourth was dramatically improved. Michael Ehlers, our 4th novice pilot, had an aileron malfunction during his practice flight before the competition and "rekitted" his Ugly Stik. Apart from Everett's dings it was the only mishap. Ken Knotts survived a rough first round with some outstanding flying on his Phoenix 7 to win the Sportsman class. Gary Alphin was a solid second showing real improvement in his first year in Sportsman, and Dan Quinten flew his grandson's Ugly Stik to third, having lost his rebuilt Atlas during practice early in the week. The expert class saw a shootout that wasn't decided until all four rounds were complete. Dave Harmon wrestled his Intruder through some very smooth maneuvers to take 3rd place. Dave Dingman, plagued by engine misbehavior in Ft. Worth a few weeks back solved the engine performance on Friday and flew beautifully to finish 2nd. Only 12 normalized points separated Dave and Lindy Quinten going into round 4. Lindy hung on to get his first win in the expert class after four consecutive second place finishes.

This was the largest field in the Tulsa Classic's four years, and some health and scheduling issues kept out four other pilots who intended to fly. With 19 pilots in Ft. Worth on April 30th, the recruiting and hard work in Texas and Oklahoma is beginning to show great results! Special thanks to all the volunteers who really make a contest successful, keeping score, taking pictures, preparing plaques, and running errands as needed throughout the day. A contest simply doesn't happen without their presence!

MEET OUR "WESTERN FRONTIER" PILOTS



Above-Dave Dingman & Phoenix 7



Looks like the word is getting out—a full-size SPA contest. Ready for two days??

(EXPERT)
Dave Harmon, Lindy Quinten, Dave Dingman

(SPORTSMAN)
Ken Knotts, Gary Alphin, Dan Quinten

(NOVICE)
Gary Hodges, Gary Nelson, Woody Lake

(NOVICE B)
Anthony Perkins, Brice Crawford, Everett Gunter



SENIOR PATTERN ASSOCIATION MEMBERSHIP APPLICATION

**COME
VISIT
OUR
WEBSITE**

@

**WWW.
seniorpattern.
com**

www.seniorpattern.com

Name _____

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

Mike Robinson
2006 Brookhaven Circle
Dalton, Ga. 30720

