



The *SENIOR PATTERN ASSOCIATION*

Official S I G (Special Interest Group) of AMA

Dedicated to the building, flying and competition of vintage Pattern model aircraft

SPA NEWSLETTER www.seniorpattern.com **SEPT/OCT 2011**

PRECISION AEROBATICS from PATTERN'S Golden Age

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FROM THE PRESIDENT...Bruce Underwood Alabaster. Al....Just across Highway 31 and about 300 feet South of the Alabaster Flying field.....SPA, modeling friends, fellow workers, relatives, social acquaintances, and numerous associates gathered in Charter Funeral Home for a memorial to Mr. Frank Comer who transferred to that Flying Field in the Sky on June 30, 2011. Interfaith Pastor Phillip Hill delivered the remarks. SPA plans a special "Tribute to Frank" at the Masters contest later this year in Alabaster. Mrs. Kay and Frank's survivors express their heartfelt "thanks for the kindness shown during our time of loss and grief".

TRIBUTE TO FRANK COMER...By Tom Calamusa SPA #479

On June 30, 2011, Frank Comer lost his hard fought battle with the dread disease, cancer. On that same sad day, his family lost a dedicated, Husband, Father, Brother, and Grandfather. Left behind to cherish his memory are his sweet wife Kay, two sisters, Rebecca, and Melanie, two Daughters, Shannon, and Emily, and Grandsons Dylan, known to Frank as "Ray-Ray", and Nate Burgett. His untimely passing is also a great loss to the radio control, and SPA community as well.

Frank was a tireless champion of the R/C hobby that he loved so dearly, and he took every opportunity to promote and recruit for our hobby. He was a serious competitor, and constantly challenged himself to be better. Dave Phillips talked Frank into trying flying in a SPA event in Alabaster,—he did, and immediately became hooked on it. Soon after that, Mike Wingo gave Frank an old Intruder so he could practice, and compete with it. Frank put decals on that plane that read " Thank You Mike Wingo!" Not very long after Frank had been flying SPA, he shared his joy with me, and got me started flying SPA too. Frank was the President of Birmingham RC Assn, and was the very best president that I have seen during my years in that club. Frank loved all kinds of flying, including SSC combat, Club 40 Pylon, but I believe that his favorite was SPA. Frank gave freely of his time, and technical expertise, and many fliers benefited from his knowledge, myself included. Just 56 years of age, Frank will be sorely missed by everyone who knew, or flew with him. He and his lovely wife Kay thoroughly enjoyed traveling on the SPA circuit together, and sharing great fellowship with other pilots, and their Wives. Frank had a quick wit, and a wry smile, like the cat that ate the canary. Frank will no doubt leave a hole in our lives that can never be filled. As we struggle on in a world made less interesting by his absence from it, we will fondly remember our good friend, Frank Comer. Rest in peace Frank. And may God bless and keep your family well.....Tom Calamusa



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.

HODGES HOBBIES



With an open grass field like a golf course fairway, what could be better?
Well, how about adding an air-conditioned, fully stocked hobby shop on site?

4th Annual Cass Underwood Memorial

ANDERSONVILLE, GA.....June 25 & 26, 2011 Remember in days gone by how CD's would have "top heavy" Novice numbers? With the current schedules and succession from the last couple of seasons, that scenario has changed as was evidenced by the tremendous number of good SPORTSMAN contestants here at Hodges Hobbies Field in Andersonville this weekend. Of the slate of 20 fliers, 9 were SPORTSMAN and what a great class it was with Mr. Charlie Johns, in the 6th and final round outpointing Victor Diaz 1000 to 992 to "eak" out a 14 point victory. What excitement in this class...consider this, Round one was won by Doug Harvel, Round two by Duane Wilson, three and six by Charlie Johns and four and five by Michael Wiczorek. Hows' that for competition? It was like a Super Bowl decided by the field goal in the last few seconds. This is the closest, most enjoyable competition your reporter has experienced in some few seasons.

The EXPERT class had 6 pilots with Jeff Owens K'ing 4 of the 6 rounds and Jamie Strong the other two flying his back-up....ARF KAOS with a Saito powerplant. Helmke, Dodge, Phillips and Robinson kept the pressure on them.

Garry Singleton just didn't yield any errors in his flying to Pete Coleman in Novice class. Scorekeeper Mike Williams said at the awards ceremony...."Singleton received four 10's in one round!" Garry, was modest replying, "aw, that judge did me some favors".

Current Memorial Trophy holder Julio Arrietta was beset with stomach cramps but with the assistance of lovely Bride Petra kept the pressure hot and heavy in Senior Expert.

Larry Hill had the BEGINNER Novice class to himself and was so good to see him participating in this class which our CSP is providing this season and next as a project to introduce newer modelers to the SPA contest activity. (See the rules for this class if you've never flown in an SPA contest.)

Dan Dougherty grabbed the "bull by the horns" and recruited some assistance in running this contest and wasn't at all bashful in his gratitude to Mike Williams of the Alabaster club who did all the scoring and Jamie Strong of Fountain City Flyers who did the Chief Judging. ALL contestants judged at least one round of competition according to Strong.

The weather was "typical" for SW Georgia in June, hot with a few gnats but with some OFF and the shade of that good huge shelter at Hodges, wasn't bad at all. DD provided Pizza and soft drinks at noon on Saturday which "hit the spot". Cass as well as other departed companions would have been so proud of this event. Mike Robinson offered our blessing "plea" to the Chief. He responded positively. There were some casualties, Jamie Strong lost his nice Compensator he had obtained from Tom Stennis in round two, when the hold-down screw for the plug-in wing decided to back itself out and the wing was jettisoned resulting in rubble. Strong had flown 85% of round one with this ship when the motor became "uncranked" due to the Chief Judge doing his other chores and overlooking fueling-up after an earlier practice flight. Is someone reading this and suggesting maybe, a "checklist" for combo Chief Judges/competitors? Believe me, we "jacks-of-all-trades" know this sort of thing happens when we are burdened with so many things to remember. CD Dan Dougherty, put in one of his blue and yellow Dirty Birdies when exiting a reverse outside loop, up elevator was input while the canopy was still facing terra firma. (Dan's plane hit less than 15 feet from where Jamie's went in which coined the term "Hodges Triangle"..ed). Dan told me "heck, it was 4 years old and time to be replaced anyway". What a great attitude! I tried my best to console Dan by saying, "we're all awaiting our next crash!" I asked Dan if he was aware of any other casualties, he said "Jim Slocum allowed his model to do some "sniffin" in the cornfield some 75 yards across the carpet-like Bermuda runway" but was able to carry on with little damage". Speaking of the runway, you folks who have not been to Hodges, just imagine the 'green' at the golf course, Mac's whole field is just like that.

Mac entertained us two times with his J3 Cub (full-scale) sitting down on one wheel then rotating to the other traversing the runway in front of the hobby shop. Doug Harvel rode with him during one of the exhibitions, and it was a comedy to watch and listen to Harvel from the rear seat of the Cub.....shouting "HELP" with prayer-like folded hands at each pass. See Mike Robinson's photo of the Cub on one wheel. Just a great display by Mac.

This is the kind of week-end that will be re-lived for years to come by the attendees and numerous spectators who just came to watch the SPA patterns flown. Tom Stennis and Bill Collins came and assisted in judging and fellowshiping.

DD, "ya' done good"....those initials should be acronyms for "Delightful Deed". Your efforts, and those of the host of volunteer helpers were insurance that this major SPA event will continue annually at this palatial flying sight. Thank you.

The raffle prize, a new OS 91 4S went home with Dave Phillips of the Alabaster club. We all congratulated Dave and shared his good fortune.....PIO Bruce Underwood



Bruce & Jane Underwood

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SR EXPERT	EXPERT	SPORTSMAN	NOVICE
Bruce Underwood 4000	Jeff Owens 4000	Charlie Johns 3965	Garry Singleton 4000
Julio Arietta 3709	Jamie Strong 3860	Michael Wieczorek 3951	Pete Coleman 3495
	Rick Helmke 3727	Victor Diaz 3898	
	Bill Dodge 3618	Duane Wilson 3880	
	Dave Phillips Jr. 3581	Bob Andrews 3813	
	Mike Robinson 3331	Dan Dougherty 3786	
		David Phillips III 3700	
	Doug Harvel 3455		
	Jim Slocum 3350		



Mac and "Servo"



(Lt) With a fully stocked, air-conditioned hobby shop & facilities right there on site, plus a "golf fairway" for a runway, you couldn't ask for more.

(Below) Like the Beatles cover of the "Abby Road" album, Dan Dougherty leads in the "funeral procession" back to the pits. The worst thing is that Dan knows Bruce will be waiting with camera in hand, ready to document everything.



Dan was a busy guy....1) being instrumental in making this contest happen, then 2) pulling it off. (Lt) Jeff Owens collects 1st in Expert.



Mac had a rough time that weekend controlling his Cub. Taking off during the prayer, (bad sign), we all planned the spots where we were going to dive into if he got too close. (Above Lt), Mac swerves to avoid Victor Diaz's foamy. That was just the beginning. There was a persistent rumor that Mac went so far as to invite Doug Harvel to ride on the 2nd flight. Doug handled everything in stride...?? Because of everything special about it, Hodges is always one of the favorite places to go on the SPA circuit. "DD..ya' done good" (PIO)



REMAINING 2011 SPA CONTEST SCHEDULE

September 10th-11th (20th Anniv.)
 Sept 17th (Thunderbirds)
 October 8th (Texas Wings)
 Oct 22nd-23rd (MASTERS)
 November 5-6 (Antique)

Hotlanta
 Benbrook, Tx
 Ft Worth , T x
 Alabaster AL.
 Hotlanta GA.

John Baxter CD
 Gary Alphin, CD
 Tim Reed
 Mike Williams CD
 Dan Daugherty CD

Asheville
 July 16-17, 2011...By Bruce Underwood



Land of the Sky
Pat Hagan
Memorial

*6th Annual Event Shows How Keen the Competition Has Become
 Both Expert and Sportsman Classes Have "See-saw" Battles*

Pattern "stewarts" flocked to the mountains of North Carolina July 16 & 17 to fly SPA pattern at 2200 feet (according to co-CD Duane Wilson)...in temperatures delightfully refreshing, (ie starting in the mid-60s on Friday) compared to many days of 100+ heat indices back home. Many of us "Rebels" who only brought **shorts and short sleeves** scrambled to the stores for jackets and long pants. It could NOT have been more pleasant weather-wise, nor hospitality-wise! 25 "pattern-pros" contested 5 full rounds under these ideal conditions which included the traditional amenities provided by co-CD Duane Wilson and Mrs. Penny at their home "kicking off" the weekends' activities. That "low-country boil" was bigger and better than ever this year and the "SPA Asheville" cake was as tasty as it was beautiful. Mrs. Penny, (in what has become an Asheville Friday night tradition), garnished the evening with her "ladies-only" drawing—this year for a "survival-kit" of needed items for a pilots' wife. Mrs. Julio (Petra) Arrietta was the deserving winner. The "kit" included sun-block lotion which Mrs. Petra could have used the week before when she and Julio attended an AMA event in Alabama and she was overexposed to the sunrays and baked her shoulder.

What a joy to meet Greg Kieliszek and Jay Marshall who've been promising via the Discussion List to become active and did this week-end. A welcomed "newbie" was Doyle Blevins of Green Mountain, NC who flew his initial SPA contest in the B-Novice class. Doyle's World Models T-34 incorporated the tail section off Ron Underwood's, (aka "Deadeye/ Dead-center Underwood...ed.) A-6 Intruder that Ron gave him last year after he had hit the huge tower dead on just within "eyeshot" of the site—something the locals had never done.

Warren Oliver flew his "Oliver Twist" powered with a Hobby King electric motor, 5000MAH 6.5S 22.2V pack which turned an APC 13.5/9 prop.....plenty of power for the expert sequence. John Nessler, Jr. and Eric Nessler, the "buckeyes", flew new winter projects, a Phantom-I and a Daddy-rabbit, both nice performers. Greg K's Deception, just like designer Jim Kimbro's original, featured a "fixed" portion of the fuse aft, below the rudder. Many of us recall the Bridi Kwik-Fly II was similar. Greg powers his model with a Webra Speed 60 turning a 12/7 prop and 15% nitro.

Competition in all classes was evident as you can determine from the scores (elsewhere)...especially in the Expert class where the flying was just like the good-ole-days, just itty-bitty errors made the difference. Carter Pounder, after judging a couple rounds of Expert said, "it is just difficult to find downgrades". Accurate statement. In Novice, Vic Koenig won 3 rounds, Joe Grant 2. In Sportsman, Charlie Johns K'd 2 rounds, John Nessler, Sr. K'd 2 and Karl Gerth I. That, folks, is keen execution. It was evident, their practice has shown.

A close call occurred at the Motel 6 when Greg K. plugged in his cube, (ie wall wart), to charge his starter battery, left for about 20 minutes. Upon returning, his room was filled with smoke when, evidently, the innerds of the cube went awry and melted. (See Photo) I don't mean to initiate a recall but I asked Greg for details.....it was a Mod HANI03 by Hangar Nine cube rated for: Out 12 @ 600MA. It's probably a good idea to use this item with caution. He had the cube plugged into an extension which did not "trip" even though it was rated for 15 Amps.

Raffle winners included: Helicopter - Mark Coffin, Taurus kit - Doyle Blevins, A-6 Intruder - Ken Antos, Cash for gas - Bruce Underwood. Two SPA shirts were auctioned, Russ Chiles and Jeff Owens were high bidders for them. When your reporter says "Asheville was a COOL contest!"....that isn't just a figure of speech. What a delightful number six at ABA field, renamed the Pat Hagan Memorial in honor of the late Pat who passed away since the 2010 event. ABA, Pat was above where he and the Chief blessed this event, not only with cool weather, but in every respect. Many thanks for that NC hospitality and genuine CLASS.

Will Hicks, CD, concluded the award ceremony saying, "we are so proud of the respect shown our field by SPA....when you leave it looks as if you didn't have a contest, for the field is just as clean as it was in the beginning". What a compliment for SPA hygiene! Just our way of saying, "ABA, (Asheville Buncombe Aeromodellers), thanks for hosting us annually". "We are so grateful, and see ya' next year"!

SENIOR EXPERT		SPORTSMAN	
Bruce Underwood	4000	Charlie Johns	3947
Julio Arrietta	3640	John Nessler Sr.	3899
Russ Chiles	3614	Duane Wilson	3753
Johnny Powers	3566	Karl Gerth	3702
		Phil Spelt	3700
EXPERT		Bob Andrews	3623
Jerry Black	4000	Donald Eiler	3461
Eric Nessler	3984	Dan Dougherty	3431
John Nessler Jr.	3863		
Warren Oliver	3836	NOVICE	
Jeff Owens	3808	Vic Koenig	3972
Kevin Clark	3719	Joe Grant	3885
Bill Dodge	3555	Ken Antos	3680
		Greg Kieliszek	3554
NOVICE-B		Jay Marshall	2861
Doyle Blevins	4000		



After practice at the field Friday afternoon, we get together at the house before the "business" of the contest Saturday and Sunday. Newcomer Greg Kieliszek, (left front), joins Bob Andrews, (Lt), Charlie Johns, (RT), and wives at the "kiddie table"—they didn't seem to mind.



(Lt) Penny "takes the cake" again this year in an Asheville tradition. 2011 was the best one yet. (Rt) President Bruce is awarded the gas money pot from ABA CD Will



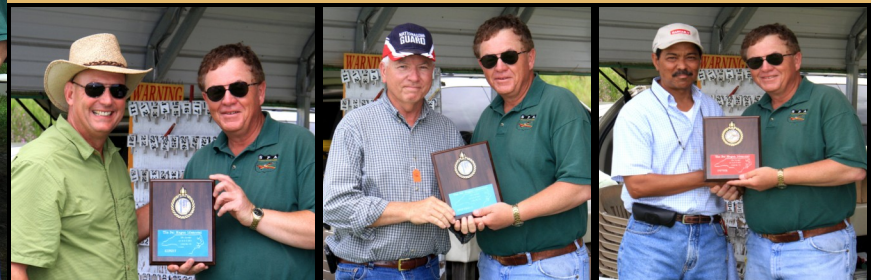
(Above) This is our 6th year, and the couple above literally make it possible. I help some, but Will and Debbie Hicks make it happen, (and allow me to be able to fly!!!!) Debbie enters all the scores and deals with the inevitable computer glitches. (Below) Novice-B entry Doyle Blevins wins the Taurus kit from Jeff at "Classic RIC", Ken Antos wins the WM Intruder, and Mark Coffin wins the heli. (There was some "horse-trading" afterwards—Ed)



(Lt) For 4 of the past six years, we have chosen to go to Yoshida's Japanese Steakhouse for the Saturday night dinner. Why?? ...because we get to meet so many warm, wonderful people there such as this charming fellow. How could you resist his commanding presence?? This year we got "the works" from our personal chef; he really "took care" of us.



Some of the skilled winners: Jerry Black edges out Eric Nessler by only 16 points in Expert, Charlie Johns takes another first, (move up), and in the absence of Vic Koenig at the ceremony, up-and-comer Joe Grant takes the second place award.



Chattanooga—The Center of “SPA Country Southeast” Does it Again--In Style



By Bruce Underwood SPA 15

Chattanooga, TN..August 21, 2011There ought to be a new book out entitled:

“SPA CONTEST CDing-101.....author: Mike Robinson”

Seriously, the Chattanooga contest this weekend lived up to it's "billing" plus. Primarily due to the energy and attention to details in it's planning by CD Mike. There was nothing, absolutely nothing, overlooked by him, after he'd find a need for it on Friday and text Jerrilyn to be sure and bring it on Saturday. This pair, bolstered by the Chattanooga RC clubbers, ran a 1st class "soiree"!

Mike asked for divine assistance (it was given)...and proceeded with an amplified National Anthem playing while we all faced the combo American Flag/windsock. This, IMHO, is just the "10 point launch" to a spectacular SPA contest event. 23 contestants and several "wannabee's" flew 6 rounds, 4 on Saturday and 2 on Sunday and were exiting 20 minutes prior to the finale time announced early on Sunday morning. Scores were posted within 15 minutes of each rounds conclusion with individual Tennessee orange colored copies neatly printed in a number 12 font for each pilot after each round.

The festivities started early for a number of flyers who arrived a day early just to "hob-nob" and get practice flights. The SPORTSMANSHIP award is going home with Mr. Mark Kosco of Chicago, Il who drove the better part of two days to participate in his initial SPA contest. Kosco, one armed, uses a prosthetic arm to cradle his ACE single-stick transmitter which is featured in one of the photos. Kosco copped 5th in the Novice class as well. Robinson said, as he presented him the Sportsmanship award said...."here, folks, is a genuine "trooper"!

RAFFLE WINNERS :

\$50.00 Home Depot gift certificate.....John Berry
\$50.00 Lowe's gift certificate.....Dennis Bible
3 Nora Roberts books.....Phil Spelt
Flying Wing AND Super Tigre .90 engine...Jim Slocum
\$100 Home Depot gift certificate.....Bob Andrews
The HOOKER model.....Richard Tibbitts
EXTRA 330S.....Richard Henley

The raffle drawings were conducted Saturday afternoon after round four, prior to the eating gathering at the famous Chattanooga City Cafe. Many of us "gorged" on the excessive amounts of good food Saturday night at the CITY CAFE inside the Best Western Motel where many stayed. Yum-yum.

Your reporter has been "privy" to both judging with and flying with most all the "Big Boys" of the era.....this contest was a replica of those contests in the 60's and early 70's when no one could wager, with any confidence, the outcome of such great competition evidenced by this EXPERT class of

pilots. Russ Chiles and I were judging round 5 Sunday when Russ turned to me and proclaimed, "it's just difficult to find down-grades with these guys, isn't it"? Most all weekend the prevailing winds were directly in the pilot's face, same for this round only a nearby "thunder-bumper" pushed the wind speeds up to 20 MPH or greater. It was a genuine challenge for these "experts" who proved they were "up to the task"! Please note the score "normalized" between 1st and 2nd was a mere 24.5 points out of a possible 4,000. The lead changed on the last round. Just "itty-bitty" errors had to be located prior to recording a score for this bunch.

Just one "total" I noticed, that is the A6 INTRUDER that emitted that terrible "thud" near the conclusion of Round 4 on Friday afternoon when Daddy John Nessler misdirected it between the 2nd and 3rd roll of a roll series. He was quick to own up saying "I did it!" John Nessler III loaned dad his handsome PHANTOM-I on Sunday and dad flew to a 2nd place finish, even won round 6. What a great family, the Nessler's are beginning to "drawl" their words a bit now, what with all the "elbowing" they've been doing with us Johnny Rebs.

Mike, you, Jerrilyn, President Paul C. Wright, Chris Benne, Steve Shelburne and the other CRCC members who shared the chores this week-end including the folks in the concession who handled lunch prep, the operation chores, you guys and gals handled beautifully and we folks who participated have made memories to cherish of a great Choo-Choo City contest. We are SO grateful!



(Rt) The Sportsman Award recipient is chosen by the CD, and goes to a worthy individual at each Contest. This year the trophy went to Chicago-area pilot Mark Kosco. Pilots are traveling further and further to experience SPA for themselves.

(Lt). Mark's single stick transmitter conversion is displayed.



NOVICE		EXPERT	
Vic Koenig	3982	Eric Nessler	4000
Joe Grant	3883	Jerry Black	3976
Ken Antos	3757	Ellis Newkirk	3883
Richard Tibbetts	3652	Warren Oliver	3871
Mark Kosco	3552	Jeff Owens	3845
SPORTSMAN		John Nessler Jr	3844
Charlie Johns	3998		
John Nessler Sr	3885	SR. EXPERT	
Phil Spelt	3832	Bruce Underwood	4000
Bob Andrews	3796	Julio Arrieta	3692
Dan Dougherty	3767	Bill Dodge	3666
Jim Slocum	3732	Russ Chiles	3602
Duane Wilson	3631		
Ron Underwood	3490		



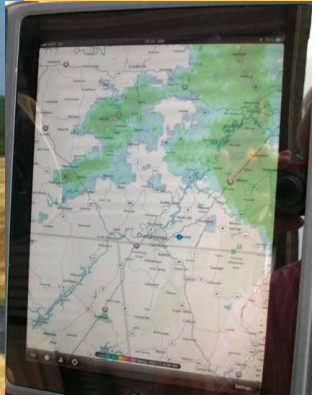
After all these years.....this is a **FIRST**. Mama Jane taking my DR to the runway and calling for me two rounds.



Phil Spelt poses with one of Ed Hartley's former Curares. Phil flew Ed's plane in his memory before the contest.



Mark Kosco , (Chicago, IL), in his first SPA event formed an immediate bond with the Nessler's. Here he calls for John Sr.



Jeff Owens brought his I-pad with a weather feature showing the nearby T-storms...tre` cool.

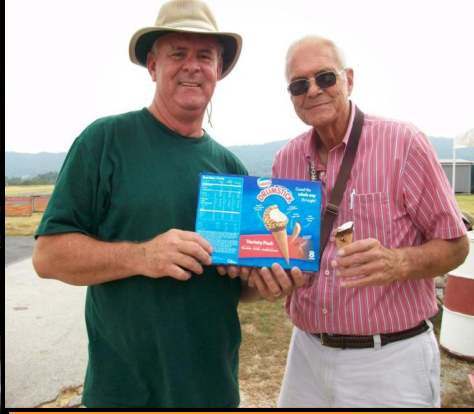


(Lt) Ellis Newkirk brought fellow Texan Jeff Jones to see for himself first-hand. He seemed to enjoy himself.



08/20/2011

(Lt) why is this man smiling? There was lots of commentary the Discussion List. Maybe he agrees the SPA experience is like the "good old days" of pattern—only better. Whatever the reason, he's a man having a good time. Here John retrieves my King Altair. Next time you see him, ask John Sr why he was smiling. We all want to know.



(Below) Each contest has its own unique favor and personality. You never quite know what to expect. This time, CD Mike ups the ante, (for other venues), with a new innovation to make Chattanooga special.. Ice cream cones were distributed around as a welcome treat for the pilots.

(Lt) City Café is an interesting place to eat— known for its great desserts. Unfortunately no photos exist of CD Mike Robinson doing his "innocent puppy face" in order to mooch samples.

Straight Flight Out- Procedure Turn-Straight Flight ...by Jamie



BONUS FEATURE—PATTERN CLINIC: How many times have you announced these 3 maneuvers to the judges? Sounds simple enough, but they're HARD to do WELL. The best way to achieve your best scores is to start building the best foundation possible. This is how I approach and set up of each maneuver...not the only way, just the way it works for me. Concentrate on these points:

1. Start with a takeoff that lifts from the ground at a rate of climb of no more than 3 feet per second to ensure a nice gentle rise from the ground, then a turnaround of your choice (I prefer a semi-procedure turn with the **throttle low to medium** to cool the motor). WIDE OPEN THROTTLE is not usually your best maneuvering speed. JMO. Fly fast enough for the plane to “groove”, maybe 1/2 to 3/4 throttle. You can also make it smaller and more graceful this way.
2. Come out of either a Split-S or a nice semi-reasonable procedure turn, and be working on alignment and track all the way up to the beginning of your Straight Flight Out. Concentration should really be kicking in as you establish the best track possible. Keep in mind the **track across the ground** is what the judges are looking for—no downgrade for the position of the nose.
3. Wing bobble due to wind is NOT a deduction, but the lack of an immediate correctional input is. If a plane drops a wing tip and continues on that line with the wing down for more than a second or two, then it becomes a slight downgrade.
4. I recommend the calling of **all 3 maneuvers as one** in the beginning to be the best approach to calling this maneuver because it allows you complete attention to your flying rather than having to remember three separate calls. JMO
5. The procedure turn is a “toughy”; it requires constant, smooth motion, there should be no flat spots in it other than the 50 foot entry and the 50 foot completion prior to entering the straight flight back. It begins with a nice smooth **FULL 90 degree turn**, reducing or adding power depending on if your turning into a headwind or tailwind . If you're turning into a headwind, you may need to increase your power to make the size as symmetrical as possible, then reducing it on the backside of the turn. A flat half loop is what your looking for with starting and finish points leading to the same spot.
6. Altitude is another key to this maneuver--beginning and end of the maneuver should be at the same height. The procedure turn is difficult to judge, but it becomes obvious as you come to the turn's completion. If you gained or lost altitude, it will show.
7. Straight flight back should end at the runway's end, and in some cases slightly before, pilots choice, but certainly at least 30-40 degrees from the pilot's center, no reason to be judged longer.....Jamie Strong

SPA ——ALL THE WAY Come Visit Our Website WWW.SENIORPATTERN.COM

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