



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 **MAR/APR 2012**

PRECISION AEROBATICS from PATTERN'S Golden Age

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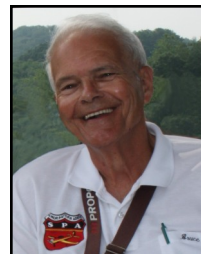
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What a deal!! A bit of PR as DD forks over his dues to Mike for a hard copy of the NL and his ticket to a new fun season !!



FROM THE PRESIDENT—Bruce Underwood SPA L 15

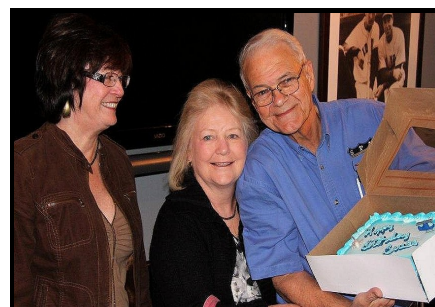
This edition is reaching you a bit early because in some there will be a SASE for remittance of the 2012 dues for which the association is most grateful. You'll note in the minutes of the Annual Board meeting held on January 28 in Dalton, GA, Mike says our treasury is in good shape. We hope to add the expenditures of the DVD project, perhaps some National advertising etc. as a result.

Please welcome **SPA Region West** with the addition of Mr. Lindy Quinten of Tulsa, OK who assumes the role of Webmaster by relieving Mike Robinson of the chore which he so *admirably and quickly* assumed after the sudden passing of our original Webmaster Ed Hartley. Webmaster carries with it an automatic seat on the Board of Directors. You'll read in the minutes of this edition how the Board invoked the use of high technology, (not one but two cell phones—long meeting—ed), to include Lindy's attendance to his initial meeting of the Board.

The 2013/14 Pattern committee was appointed and is going to expend this entire season to "honing" and developing the patterns for the coming 2-year cycle. All three are very active officers and Board of Directors members. They'll solicit input throughout the season and will be identified in Mike's report of the meeting.

This years' meeting was one of the most harmonious in recent history with near perfect agreement on the two major issues demanding action. For me, the highlight of the gathering was when, about half way through it, Mrs. Robinson and Mrs. Owens appeared with a lovely Birthday cake (see photo below) and the group in unison sang "Happy Birthday" while I managed to wipe away some salty tears of gratitude. What a wonderful group, and what a wonderful organization Mickey founded over 20 years ago.

Enough from the Prez for now, open the page and enjoy. Thanks for your interest..... *Bruce*



A surprise birthday cake, and impromptu singing of "Happy Birthday" during the the BOD meeting was a most welcome diversion. It was nice to be able to share in the celebration with Bruce.



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.



**2012
SPA
Board of
Directors
Meeting
By Duane Wilson**

(L-R) Board of Directors members Eric Nessler, Phil Spelt, V.P. Jeff Owens, Pres Bruce Underwood, visitor Bill Collins, Newsletter editor Duane Wilson, Sect/Treasurer Mike Robinson, and visitor Bob Wilkes (Front L-R SPA Founder Mickey Walker, and visitor Dan Dougherty attend Board of Directors meeting in Dalton, Ga.

BUILDING RULES PROPOSAL

When at First You Don't Succeed.... Try Again!!

Dalton, Ga.... *The annual meeting of the SPA BOD* was held in the now traditional location of the Oakwood Café in Dalton. What originally was going to be a meeting with few topics for discussion, became one with an active agenda. Last year the BOD tackled the thorny subject of trying to establish new building rules. A few of our models were getting to the point where they were no longer looking like the models they were supposed to be; we were receiving “flack” on several sides.

Everyone agreed that something needed to be done, but we couldn't agree just how to pass rules in a way that wouldn't alienate one part of the membership or the other. The camaraderie we enjoy is equally important, (if not more so), than the plane itself. We worked very hard, (you don't know just *how hard*), but in the end we ended in a stalemate. *The details of enforcement was a major issue*, probably the main issue that prevented us from reaching agreement. We didn't want to lose anyone due to these rules, and it was better to do nothing than make a decision in haste. We put the question on the back burner for awhile.

At this year's meeting, a revised proposal was put forward from Mickey and Dan which REMOVED THE ENFORCEMENT ISSUE, and reinstated Mickey's original rules/guidelines of what was expected in our models. The rules were voted on and approved for insertion into the Competitor's Guide with little more than a few questions asked. Everyone will now know what's expected of them when they build NEW models; the burden of conforming to standard will lie on the pilot. Existing planes or planes currently under construction are exempted, and will eventually be replaced by new aircraft built closer to original platform.

Mickey's Reinstated SPA Rules :

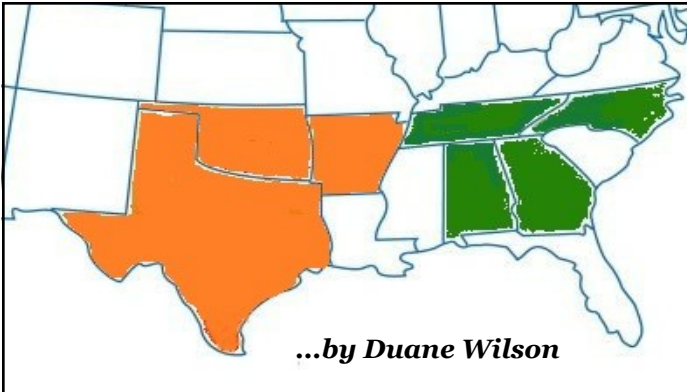
- 1) Engines may be mounted in any position.
- 2) Landing gear can be tri gear or tail dragger.
- 3) The hinge line of the rudder may be relocated within the vertical rudder/fin and made vertical or swept. (ie the Taurus or Thunder Panzer)
- 4) Tip shaping of the wing block may be varied by more or less rounding.
- 5) Internal structure and placement is not restricted. (ie moving a firewall back to accommodate a four stroke engine, or adding/deleting bulkheads)
- 6) If approved, ARF's are permitted.
- 7) Any radio equipment is legal.
- 8) Planes should not be scaled up or down. (i.e. – making a .40 size plan bigger to use as a .60 size airplane.)

The “Spirit” of the rules—(Practical, common sense—what is really expected of pilots)

- Existing planes or planes under construction will not be effected, and can be flown as long as pilots want.
- New planes will be expected to conform to these rules, *(reading between the lines—if exceptions to the rules are made, they should be inconspicuous enough not to draw negative attention to them. This is important).*
- There is no specific enforcement mechanism as such, (basically an honor/shame system).
- *The potential exists* (probably 2-3 years or so down the road), for a CD at his discretion), not to allow a NEW plane that blatantly fails to conform to the rules to fly.

SPA isn't a “police-state” organization with more attention paid to rules enforcement than competition—that's not what we are. Keep in mind it will take time for the transition to take place. Modified planes will be with us for some time, so critics need to be patient—we are moving in the right direction. It was great to finally get this issue behind us and move on. The next Competitor's Guide, (2013/2014) will formally contain ² the new changes.

SPA ADOPTS Regional Growth Plan



SPA's two official regions. The colored areas represent states with current SPA contest activity. Green shows our long-time SPA contest region, and orange the new "SPA-West" region. Note that Arkansas is included because its contest was just finalized. The regions are separated by the Mississippi river, and represent catchment areas of one day's drive or less.

The REGIONAL PROPOSAL (edited), presented to the SPA Board of Directors 1/29/12. Why adopt competition regions?

A Proposal for SPA's Future Growth: For the past few seasons we have reported on contests held in Texas and Oklahoma. They started as isolated events, and have grown each year. This past season, (unsure of exactly how we should recognize and incorporate distant SPA activity into our own), we included non-local pilots in our points standings, and began thinking of perhaps staging the Masters out west someday. The more I thought of it however, the more I felt that system was unworkable in the long term. As things stand now, the southeast's "national point competition" and Masters that is such an integral part of our "SPA experience" is largely meaningless to those outside of the region. We feel all members should enjoy what we enjoy once any region of the country reaches a certain size suitable for forming a region--such as the folks in SPA WEST have done. Each region regardless of location, should feel equally "important" and an integral part of the Senior Pattern Association. **The future of SPA lies in REGIONS**, with each region having equal stature, its own points standings (with familiar pilots competing against each other to raise interest), regional winners, and hosting its own version of the Masters with pilots from their own catchment area. The regional structure won't affect anything we are currently doing here in the southeast—it just allows others to do the same thing in their area. It is the only system that is practical if we ever want SPA to someday grow into a strong nationwide organization. We don't want SPA members living far from the "traditional southeast" to feel like "second class citizens" simply because they live far away from our competition area and points system. They want and need everything we have--yet within a reasonable driving distance for them. The vast majority of competition will be local.

Each region should be self sufficient, but be under the same rule system—and modeled on our successful formula. Travel to other regions should be encouraged, but won't be necessary to enjoy all that SPA has to give. Though each region will be equal, and separate, it is important that there be **only ONE CENTRALIZED BOD for the entire organization** in order for it to remain strong and unified. The BOD member from each region, (see below) should be willing to travel to the annual meeting for SPA business. The location of the annual meeting might eventually need to rotate, or be centralized.

Essential points of the regional plan restated:

- **All regions must conform to the established written SPA bylaws and rules**, however if not specifically stated in the bylaws and rules, CDs from each region can either individually or collectively pass their own additional rules and be responsible for enforcing them. This keeps us unified, yet gives a certain measure of autonomy to each region.
- **When a centralized hub area accumulates enough SPA members**, with a record of established, and routine CONTEST activity, a new SPA REGION may be formed with approval from the SPA BOD if the members wish to join. They will have their own "points championship" and Masters-like event. The hub should ideally host a minimum of 4 contests per season to be considered a region. (For now and for the foreseeable future, only the so-called "SPA-West" region, meets these requirements.)
- **Each region will designate one representative.** That person should be willing to attend the annual BOD meeting. We need representation from all areas for them to have a voice in the central organization.
- **Results of regional points competitions will be published on the web site and "national" newsletter.** At this point there is no interest in a national competition of regional winners.....*Duane Wilson*



From.... Mike Robinson, Secretary/Treasurer (Membership)

Membership in the SPA is a must for me and many of my flying friends. The camaraderie, information from our newsletter and web site all add to the adventure and love that we have for our hobby. Traveling around the contest circuit is something I look forward to each year. Most of you, as of this writing, have renewed your membership for 2012 and we have welcomed three more life members this year. All is on target to have another great year for the S.P.A. Included in this newsletter is a postage paid envelope. I am asking that you please go ahead and get those dues in promptly. As an alternative I have a PayPal link set up on my web page that you can use to pay your dues. It is located at http://www.robinsonfamily.us/Radio_Control.html Be sure to choose the icon on the bottom as the top one is for our local club. Your dues support many important activities for our association.

So, fill out the information printed on the last page of the newsletter, write the check and drop it in the mail today. If you have already paid you will not have an envelope with your newsletter. *Mike Robinson*



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Underwood**

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**The Senior Pattern Association
Board of Director's Meeting
January 28, 2012
The Oakwood Café, Dalton, GA**

Those attending the meeting were; Bruce Underwood, President; Jeff Owens, Vice President; Mike Robinson, Secretary-Treasurer; Mickey Walker; Duane Wilson, Newsletter Editor; Eric Nessler and Phil Spelt. Visitors were Dan Daugherty, Bob Wilkes and Bill Collins. Lindy Quinten participated via telephone.

The president appointed a pattern committee for the 2013-2014 cycle. Jeff Owens, Chairman; Eric Nessler and Phil Spelt are the members.

A new webmaster in the person of Lindy Quinten was approved unanimously. Lindy will also serve on the board of directors in that capacity.

The Secretary-Treasurer report was approved unanimously. Mike reported total funds at \$5377.05 and also made a brief presentation about normal expenditures throughout the year.

A motion by Duane Wilson, seconded by Jeff Owens to establish regions for the SPA passed unanimously.

Regions are approved by the board of directors.

Each region shall have at least one member on the board of directors.

Each region shall conduct a final master's tournament.

Each region shall maintain separate points system.

Rule deviations may be made in various regions, but in no case shall any deviations from the national rules be allowed.

A motion by Jeff Owens, seconded by Bruce Underwood establishes East and West regions. East region is defined by all states east of the Mississippi River. West region is defined by all states west of the Mississippi River.

A motion by Mickey Walker, seconded by Bruce Underwood will implement the following building rules and guidelines.

Engines may be mounted in any position.

Landing gear can be tri gear or tail dragger.

The hinge line of the rudder may be relocated within the vertical rudder/fin and made vertical or swept. (ie the Taurus or Thunder Panzer)

Tip shaping of the wing block may be varied by more or less rounding.

Internal structure and placement is not restricted. (ie moving a firewall back to accommodate a four stroke engine, or adding/deleting bulkheads)

If approved, ARF's are permitted.

Any radio equipment is legal.

Planes should not be scaled up or down. (ie – making a .40 size plan bigger to use as a .60 size airplane.)

The motion passed four votes to three votes. Those voting nay were Eric Nessler, Duane Wilson and Lindy Quinten.

Phil Spelt made a motion to eliminate the fly off portion of the Master's contest. The motion was seconded by Mickey Walker and passed unanimously.

Being no further business before the board the meeting was adjourned at 12:30 PM.

Respectfully Submitted,
Michael Robinson, Sec./Treas.
The Senior Pattern Association

REMEMBER the 2012 Southeastern Model Show Perry, Georgia

MARCH 2-3 <http://www.gamarc.com/georgia.html>



SPA, “MEET” Lindy Quinten, our new webmaster, newest BOD member, and one of the enthusiastic driving forces behind the creation of “SPA-West”, (Steve Ehlers gets credit for the catchy name). The SPA BOD, (Mike and I in particular), have been working with Lindy for some time now. We haven’t actually met yet, but we already feel like we know him from all the e-mails and phone calls we’ve had. I’ve asked Lindy to describe how “SPA-West” came about from its early beginnings in 2008, to becoming the second officially recognized SPA Region. Only Julio and Ellis have been out there to meet you so far, but I have a feeling we’ll be seeing a lot more of you soon.Duane

SPA’s “WEST-SIDE STORY” *By Lindy Quinten*

Toward the end of 2007 and early 2008 in Tulsa, Oklahoma and Ft. Worth, Texas, two close friends and a father/son duo discovered an organization that flew the vintage pattern ships that had a special place in all of their memories. Blake Arnold and Jason Skrasek in Texas and Dan and Lindy Quinten in Tulsa quickly gathered a few friends and began to talk of having an SPA event at their respective fields. Neither were aware what was happening just a few hundred miles away, but it wouldn’t be long before the road between them would become well traveled.

The Ft. Worth Thunderbirds hosted their first SPA contest in March of 2008, and the Tulsa “Gluedobbers” followed with their first in May. It was a promising start, even if the numbers were low, as all who participated were introduced to the fun, fellowship and good flying that is a trademark of the SPA. A second contest was held in Broken Arrow, Oklahoma in October of that year, and while it was not as well attended as the first Tulsa Contest it was clear that the participants were “hooked”.

The momentum had barely started growing in Ft. Worth when tragedy struck with the loss of Jason Skrasek. It was a difficult time as a good friend and early leader of the SPA movement in Ft. Worth was lost. Ken Knotts, a participant in Ft. Worth’s inaugural contest, along with Gary Alphin and Dave Dingman stepped in to help continue Jason’s vision of an active SPA chapter in Texas. Gene Hodges was ever present as both a very competitive pilot and skilled photographer capturing hundreds of images of the contests both in Ft. Worth and in Tulsa. In Oklahoma, Dan, Lindy, Chris White, Tim Tipton and Dave Harmon began to prepare for the 2009 season. Although the response and feedback from the initial contests were highly favorable, both chapters would soon discover the dream of well attended events would require hard work and dedication.

2009 marked a key event in what would become SPA-West. That spring at the second annual Tulsa “Gluedobbers” event Ken, Gary, and Dave led a group of pilots up from Ft. Worth to fly. The connection that was formed between the two chapters would provide support and numbers for the two areas, and most importantly, it would create lasting friendships that would keep everyone focused and positive in spite of the growth during those first two years coming very slowly. Both groups scheduled spring and fall events that year, with the “Gluedobbers” scheduled in May and another Broken Arrow contest scheduled in October. Dan and Lindy attended their first contest at Thunderbird field that fall, and although the Broken Arrow contest in October had to be cancelled, the sense of momentum and excitement heading into the offseason was growing.

Now connected with a shared vision, the two groups remained in constant contact and planned and strategized for the 2010 season. Working hard to build relationships and promote the fun, fellowship, and competition of SPA to their fellow club members, hopes were high as the new season drew near. It proved to be a make or break year, as neither club saw the desired response. Even though the attendance fell short of the goal, each chapter saw a few new pilots getting involved. The first two years experience running contests paid dividends as both clubs began to put on well organized, efficient events. While the numbers didn’t show it, the consistent talking, promoting, inviting and encouraging had started a fire that would soon spread. The table was set for a breakthrough year in 2011. *(We began announcing Texas and Oklahoma events by means of the NL and web site in 2008, then included some NL articles in 2010. Finally, in 2011 we began covering SPA-West contests as regular events in the newsletter—ed).*

This past season saw all the pieces fall into place, and the fruits of 3 years of hard work became visible. In Ft. Worth, Steve Ehlers brought his skill and tenacity as a promoter, and Tim Reed and Tony Stelly of the Texas Wings went “all in” while planning and hosting their inaugural SPA event. The Thunderbirds spring event in April, fueled by Steve’s tireless promotion with sponsors and on the web, and coupled with the years of work from Ken, Gary, and Dave, set an all time attendance record for the area. All four events in Texas and Oklahoma had a record number of pilots, and the momentum continues to build headed into 2012.

Throughout 2011 Newsletter Editor Duane Wilson and Treasurer Mike Robinson began to diligently work side by side with Lindy to “work out the kinks” in the communication between the Texas/Oklahoma area and the home of the SPA in the Southeast. Their concentrated efforts to get the write-ups and results from the contests published in the Newsletters and on the Web-site fed the momentum and fostered a strong sense of camaraderie and belonging. Duane brought a proposal to the annual board meeting on Jan 28th, officially welcoming “SPA West” as a recognized region of the Senior Pattern Association. While it’s against most literary rules to switch from third to first person, I (Lindy) personally want to express my gratitude to Duane and Mike for their patience and helpfulness as we worked together, and to the rest of the BOD for their support.



LEFT- “Big” Dave Dingman, Ken Knotts, Gary Alphin, and (Lindy’s) Dad Dan Quinten.

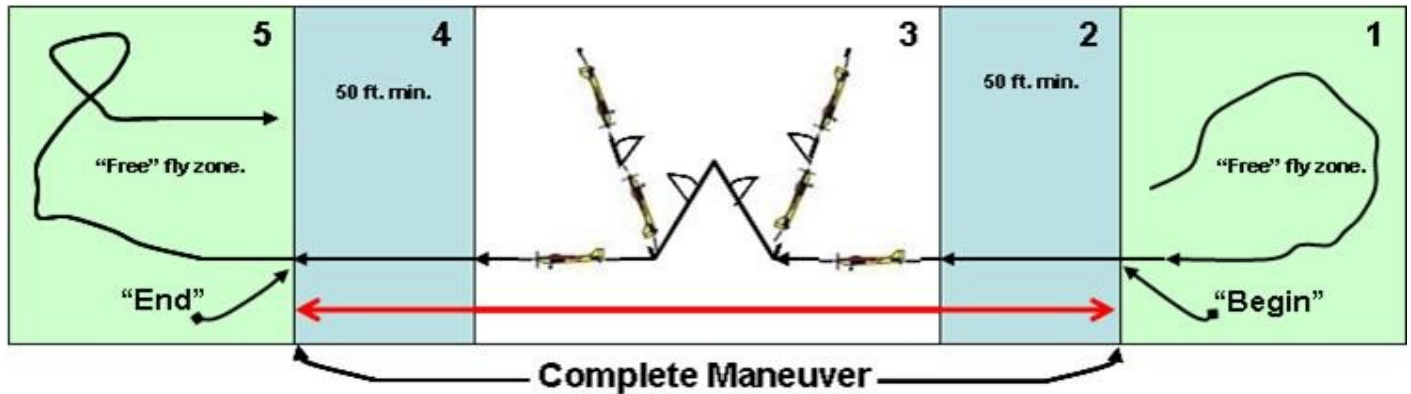
RIGHT- Steve Ehlers, Gene Hodges



SOME OF SPA-WEST’S “MOVERS & SHAKERS”

Anatomy of an SPA Maneuver

By Phil Spelt, SPA 177, AMA 1294



We SPA pilots are flying what is called in the official AMA publications, “Precision Aerobatics,” the old-time way (pre 1976). The emphasis in that name is on the word “Precision.” That means we are supposed to display precise control of our aircraft in front of the judges. This precision should, ideally, be shown from the moment the plane is placed on the runway until it stops at the end of the landing rollout. Technically, the judges are only supposed to “judge” during the actual maneuvers, but they will notice either wild or tame turnarounds – whether deliberately or incidentally.

Any SPA maneuver consists of five sections, which can be viewed as an onion sliced through the middle vertically – so there are 2 pairs of layers, or parts, surrounding the actual maneuver in the center, as illustrated. The outer pair (sections 1 and 5) comprises the “free flight” area, which is used to turn the aircraft around and get it lined up to enter the next maneuver. Most pilots use a Split-S maneuver for the turnaround, thus maintaining the track of the plane at the distance from the runway at which the maneuvers are performed. This aids in keeping a proper tracking for the upcoming maneuver. The last part of the turnaround portion to mention is to call the name of the upcoming maneuver. In this case we are illustrating the famous “Figure W with snap rolls in all 5 quadrants” – with a tip of the hat to our friend Sid Austin. The name of the maneuver should be called loud and soon enough to let the judges know what is coming next. As a judge, I can say this really helps, so we don’t have to look down at the score sheet to see what is next.

Sections 2 and 4 above are the most important part of the maneuver other than the maneuver itself. These are the required 50-foot minimum straight and level flight entering and exiting the maneuver, and are the parts that most often either are omitted entirely or are highly truncated. **ALL airborne maneuvers require 50 feet of straight and level flight as a minimum**, after the pilot has called “Begin” for the start of the maneuver, and before he calls “End” to complete it. The speed of our planes means that **50 feet is only about 1/2 second of straight and level flight**, however, remember that is an absolute minimum. It is probably better to make the length between 2 and 3 seconds, to be sure the judges notice it. Many of us think “Oh, ‘straight and level’, of course I can do that...” However, many (most?) of us really need to practice that aspect of flying, once the plane has been properly set up to fly hands off straight and level with no wind. A properly set up plane (a topic for later) is a joy to fly, and much easier to control with precision.

So, as a review, once the pilot is happy with his track for a maneuver, he calls “Begin,” or something else to indicate the start of the maneuver, flies a minimum of 50 feet or more straight and level, performs the maneuver centered in front of the judges, flies another 50-foot minimum leg, and calls “End,” or something to indicate the finish of the maneuver. One other point to be made is the “balance” of the whole maneuver around the center line. Ideally, the absolute center of the maneuver is right on the center line in front of the judges. In order to keep the maneuver balanced, the straight and level segments must be of equal length – if the beginning leg is, say, 67 feet, so the ending leg should also be 67 feet. In other words, **a lengthy entry leg should be balanced by an equally lengthy exit leg.**

I would like to mention a situation that applies to our Expert and Senior Expert pilots, who are flying the Inverted Reverse Cuban Eight and the Three Reverse Outside Loops in this cycle. Both maneuvers require a roll to inverted and back upright, and both also require the old 50-foot minimum straight and level flight. However, the relationships among these components differ between the two maneuvers. In the Cuban Eight, the rolls to and from inverted are NOT scored as part of the maneuver, so the roll to inverted is followed by the 50-foot segment, and the roll to upright is after the exiting 50-foot segment and the “End” call. With the 3 Reverse Outside Loops, the rolls to and from inverted ARE scored as part of the maneuver, so this maneuver requires a 50-foot upright segment, followed by a roll to inverted, the maneuver, and then a roll to upright followed by the 50-foot straight and level flight. The same sequence is also appropriate for the Sportsman One Reverse Outside Loop.

If you are able to apply the information presented here, you will almost certainly improve your scores, assuming you are not doing all these things now. Remember, practice ‘til your thumbs turn blue, and I’ll see you around the circuit.....*Phil Spelt*

SPA — ALL THE WAY Join the “Discussion List” for all the **LATEST ACTIVITY & NEWS**

As N.L. editor, I try as often as possible, (when somebody feels led...hint-hint), to get expert “guest authors” to give us the benefit of their experience and insight to instruct us on flying that ever-challenging test of skill we call the “pattern.” (In recent issues refer to Chris Gregory’s excellent series of articles called “Moving Up” (Jan-Feb through May-June 2010), the *Pattern Clinic article*, (July-Aug 2011), and *Novice Advice* from Jamie, (Sept-Oct 2011). **Review them before this season starts—they are all excellent!!!**

In this issue prior to the 2012 season, we continue with the previous article from Phil Spelt, and the following article from the “archives”, by Steve Byrum. While re-reading it the other day, it struck me as an excellent addition to Phil’s article, and a place to begin mental preparation for the coming season. My apologies Steve for using the same picture of you each time you are featured, but frankly Steve, **it is the greatest picture of you ever taken**—that’s what you get for “hamming” for the camera. — Teachers, keep them coming...Duane



EASY POINTS..... by: *Steve Byrum (Mar-Apr 2007)*

Many pilots give up points through carelessness when they are not being scored. This is very prevalent in Novice. It’s still present in Sportsman, and is seen occasionally in Expert. **I’m referring to the trim pass and turnarounds.** Because we’re not being scored, it’s easy to relax and just flip the plane over. The result is often a completed turnaround which ends off the desired heading for the next maneuver or out of position otherwise.

The thought process goes something like “Ok, I’m headed back in, but it’s at an angle so I’ll roll just a little to fix that. Getting pretty close, so I’ll call the maneuver. “Beginning Now”. (Whoops, this isn’t going to be very pretty). Oh well, complete”. What has happened is the pilot entered the maneuver **just a little off heading** which he has tried to correct by banking the plane a little until it’s in the right place. What the judges saw was that the plane enters the maneuver off heading. **CHA-CHING**, ONE point gone. Oh no—wings aren’t level.... **CHA-CHING**, another point gone. **You’re already at 8 and really haven’t done anything yet.** Things will likely get worse from here. By exit time, you’re displeased with your effort, so you just call “complete” and get out of it headed toward the next turnaround. Your wings weren’t level on exit. **CHA-CHING.** You were still off heading. **CHA-CHING. You got no better than 6 because of wasted points on entry and exit.**

Take your time in the trim pass (throttle down to about 1/2 to 3/4-editor). Actually look at the plane to be sure it’s in trim. **Do the turnaround ON PURPOSE.** By this I mean, **don’t just let it happen.** Put the plane exactly where you want it. If you don’t like the setup, **DO NOT CALL THE MANEUVER. As long as you haven’t called the beginning of the maneuver, you can turnaround again.** Make sure you are **on the line you want at the heading and altitude you want with your wings level BEFORE you call the beginning of any maneuver.** Don’t ask how I know this. BTW—Use an experienced caller to help with the setup, too.

Proposed Dates for 2012 (CLOSE TO) OFFICIAL

April 21-22	Cullman, Alabama—	Steve Byrum, CD
April 28th	Fort Worth, Texas	Ken Knotts, CD
May 19-20	Tulsa, OK	Lindy Quinten, CD
May 19-20	Knoxville, TN	Dennis Hunt, CD
June 16th	Texas Wings	
June 23-24	Cass Underwood Memorial (Mac Hodges)	Dan Dougherty, CD
July 21-22	Asheville, NC. (Pat Hagan Memorial)	Will Hicks, CD
August 11	Arkansas - LAFFS club field -	Richard Tibbitts CD
August 25-26	Chattanooga, Tn. (SPA Classic Pattern)	Mike Robinson, CD
September 15-16	Ft. Worth, TX - (SPA-West Open)	Ken Knotts, CD
September 15-16	Prattville, AL	Jamie Strong, CD
October 20-21	Atlanta, GA (SPA Southeast Masters)	John Baxter CD

SENIOR PATTERN ASSOCIATION MEMBERSHIP APPLICATION

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