



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/JUNE 2012**

PRECISION AEROBATICS from PATTERN'S Golden Age

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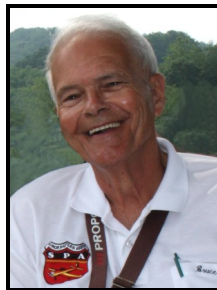
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Join our Discussion list from within the webpage or inform any officer and we'll "sign you up". It's like a gigantic Mailing-list, but at **NO CHARGE**. A service to membership and potentials from SPA.

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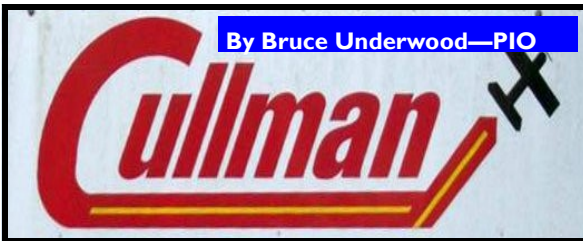
FROM THE PRESIDENT...Bruce Underwood SPA 15 **The initial two issues of 2012** with engines, building, kits, etc whilst those 2012 projects were being completed.

This issue is revealing photos of many of them actually being flown in competition. *Season openers* in SPA EAST and SPA WEST. Duane has been teasing us with his promise of "contest reports" coming..... they're here! Both contests were in windy conditions, but, amazingly, the competitors dealt with the brisk breezes nicely. I honestly expected to see some rather "ragged" flying at the beginning of this season, but was I ever surprised at the excellent "execution", it resembled the precision one usually views in late season. Probably resulting from the mild winter the nation experienced. What a pleasure to try to "pick-apart" the maneuvers, especially in the EXPERT class. Just a joy to judge!

I sort of hinted toward sharing some early results of the new OS 81 CID 4S engine which has apparently replaced the "workhorse" 91 Surpass. At the time of this writing, I have 5 flights on the 81 OL as is labeled and am completely satisfied with its' performance. Item #1 was to just toss the muffler that came with it and replace it with a Magnum muffler and exhaust tube. The initial flight on the new Daddy Rabbit used the same set-up as on the .91...IE: 13.5/9 Narrow APC prop, 25% Cool Power fuel and no other changes at all. After one flight good and rich, I started coming down on both the lo and hi sides for the next two, noting an "itty-bit" of sag at the top of a sustained vertical when the needle was set to preference. So, to remedy that, Bill Collins, worked the tips of that prop..IE: removed about an eighth to 3/16", maintaining and adding just a bit to the original taper of the tip. That fixed it! **No sag** in sustained verticals, outsides, etc, where an "overload" condition would manifest itself. Transition was good and smooth even before the traditional polishing of the carb barrel, etc was done as on the prior 91's. I'll be "frank" so far, I am really happy with this engine as a replacement for the discontinued 91's from OS. This isn't an endorsement because so many others, such as the APC and Magnum, Thunder Tiger, etc. for a much lesser price than this little "jewel", still remain with the .91 CID (Here's an update, flew the little .81 just today (after the article was submitted), tried the Nessler's suggested 13/8, DR was like a "bullet".) Glad I have a Hitec HS-425BB servo on the throttle, WHEW!

Enough input from me, let's begin to explore the "contest results", photos, remarks, observations and the like from our columnists in this good edition. After you digest the contents, let me suggest you share it with a flying buddy who doesn't belong as yet. Eager to get to the practice field as I'll wager you are. Best to you and yours, BU

JOIN A "RARE VINTAGE" OF PATTERN PILOT—Join SPA



CULLMAN "OPENER" LOADED WITH GUST(S)O

Cullman, AL...April 21 & 22, 2012 was loaded with

more than most of Milwaukee's bubbly spirits. Twisting, turning..15 to 30 MPH...but 14 stalwart SPA pilots enjoyed 3 full rounds with the only damage a slight crack, repaired with CA to the vertical fin of Ken Antos' Dirty Birdie and only due to a wing catching some tall grass on the far side of the runway.



Steve Byrum-CD
"Extraordinaire"

All week the National Weather Service had forecast 70% rain and blustery weather for the weekend, but no rain at all fell...just the "blustery" bit which was simply a challenge for the talented pilots.

Steve Byrum, CD, elected to fly only one flight line and it was a very intelligent decision on his part. No one was rushed...just loads of fun and fellowship just like the gathering on Saturday night at a nice restaurant near the motels. Steve not only CD'd the event but did all the scorekeeping, judged one round and participated himself.

We got a late start on Saturday due to lots of visiting with each other and a "glitch" in the scoring procedure. The close competition started in the Novice class with Richard Tibbits nosing Ken Antos 1,000 to 997. Note by the final scores, it was very close. Richard drove 328 miles from near Little Rock, Arkansas and plans to fly next week in the Ft. Worth, TX contest. His 98 model F-150 pick-up has 184,000 miles and is still running strong.

In the Sportsman class," tight as a rubber latex glove" with Garry Singleton edging Mike Wiczorek by a bit less than two points, normalized and John Nessler, Jr. (the Dad) amassing 1966 in 3rd. Richard Witt and David Phillips III were just slightly back of this trio.

This is a FIRST.....in the EXPERT class, John Nessler III (referred to by Eric as "my older Brother")...outpointed his brother Eric in the blustery conditions by less than 23 "normalized" points. John III's Phantom I and his driving of it would make its' designer, the late Bob Klineyoung glow with pride. Both Brothers performed excellently with Dave Phillips keeping the pressure on them.

Your PIO managed to "eeke" out a slim victory with two rounds on Saturday trying to execute the pattern with my "play-pretty" Utter Chaos with an OS 56 in its nose. Should have selected a calmer day for piddling with that thing as Bill Dodge cleaned my plow on round 1, and I missed a spin on round two to assist on that round. I put the Utter Chaos on the wall overnight Saturday and flew round 3 on Sunday with the trusty Tiger Tail with the OS 91 which would contend with that much wind. Steve Byrum with his lovely Curare and Mike Robinson with his handsome Daddy Rabbit allowed no slack on Bill and myself.

Richard Tibbits provided 3 merchandise prizes for the awards, they were:
Parts Box.....Dave Phillips
Parts Box.....Mike Wiczorek
Batrick Combat plane.....Mike Robinson

John Nessler, Jr. (Dad) traveled the farthest790 miles (*Holy Cow—ed.*) from Mango Junction, OHIO to be with us....the boys 560 miles from the Southern part of the same great state. Thanks Steve and Cullman Aeromodellers for a GREAT weekend packed with fun and excitement. We missed you last year due to the death and devastation of the worst tornado outbreak in Alabama history. Your' tradition and hospitality were just as good as in the past, and we thoroughly enjoyed everything.-PIO



NEW PHOTO?!--NO!!!

CULLMAN RESULTS Season Opener !!!!



NOVICE

1. Richard Tibbits 2000
2. Ken Antos 1978

EXPERT

1. John Nessler II 2000
2. Eric Nessler 1976
3. David Phillips 1565

SPORTSMAN

1. Garry Singleton 2000
2. Mike Wiczorek 1998
3. John Nessler, Jr (Dad) 1966
4. Richard Witt 1940
5. Dave Phillips III 1829

SENIOR EXPERT

1. Bruce Underwood 2000
2. Bill Dodge 1948
3. Steve Byrum 1750
4. Mike Robinson 1648





Former SPA President and charter member of SPA., Ron Reed enjoyed the Cullman contest. Thanks for attending Ron.

SPA CONTEST SCHEDULE

June 16th	Texas Wings	Tim Reed/Tony Stelly, CD
June 23-24	(Mac Hodges) (Cass Underwood Memorial)	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 6-7	Chattanooga, Tn. (SPA Southeast Masters)	Mike Robinson



Bruce & Jane Underwood

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Ft. Worth Thunderbirds Senior Pattern - Spring 2012

From the Beautiful, New Thunderbird Field.....By Ken Knotts & Lindy Quinten

The spring Thunderbird SPA contest was held on Saturday, April 28, 2012 with 20 eager pilots to test their skills in the stiff winds. Friday's practice session featured winds gusting to 30mph, and consequently there was a little more talking and a little less flying. All of us hoped for calmer winds Saturday, and those hopes we're fulfilled. Well, slightly, anyway, with south winds around 18-20 mph. The winds helped to cool the 88 degree temperature and made for a day of extreme flying and close competition. There were three pilots under 15 years of age and two first time SPA participants, Murray Adams and Frank Halpin who both usually fly IMAC. Bernie Olson also participated in his first SPA contest.

Only 37 points separated first and third in Novice. Richard Tibbits made it two in a row in Novice, following up his (eastern) win in Cullman. In Novice-B only 4.5 points separated winner Brice Crawford from second place Logan Davis. Dave Dingman nosed out Ellis Newkirk *by less than a single point at 2000 to 1999.4!* Now that is some close competition!

The wind was from the south and down the runway most of the day. It was the first SPA event held at new Thunderbird Field. The field is beautiful with a great view of Lake Benbrook that is clearly visible as you line up for the runway into the south wind. One airplane went into the lake when the beautiful Skylark 60 suddenly lost radio contact and spiraled into the water at full throttle. Nearby campers had a boat handy and retrieved the pieces. One other airplane was lost when the engine died as it was inverted and close to the ground—both crashes being equally spectacular.

Gary Alphin and helpers cooked hamburgers and French fries for lunch, then had some chicken gumbo made the day before for dinner while we sat and discussed what happened in that crucial maneuver that made the difference. The pleasant evening was perfect for visiting with pilots from Texas, Oklahoma and Arkansas. Lindy Quinten won the OS 55 AX that was raffled and said he was very happy to win it as he had 2 dead-stick landings on his first 2 flights.

Thunderbird members provided support in judging, scoring entry, serving food and drinks, running scores and doing everything needed to keep things moving. We used only one flight line most of the day to avoid any mid-air because of the strong winds.

Results: Novice-B

1st - Brice Crawford
2nd - Logan Davis

Sportsman

1st - Ken Knotts
2nd - Gary Alphin
3rd - Gene Hodges

Expert

1st - Dave Dingman
2nd - Ellis Newkirk
3rd - Blake Arnold

Full results can be found at <http://fwthunderbirds.org/logbook/index.php?topic=488.0>.

The Thunderbirds would like to invite everyone to visit Ft. Worth and attend the first annual SPA Open, which is SPA West season ending championship, that will be held September 15 and 16. Come out and enjoy the fellowship and two days of SPA flying.





By Bruce Underwood & Duane Wilson

EVERYONE JUST CALLS IT “PERRY”



The first unofficial event of each new year that many of us really look forward to is the Perry, Georgia SOUTHEAST MODEL & TRADE SHOW, (but that’s kind-of a long name that doesn’t flow all that well). Everyone I know just calls it “Perry”. The reason for the anticipation has a lot to do with the mental transition from the building season toward flying. We also get a chance to see our flying buddies again while sharpening up our stories, “plane talk” and looking forward to the issues that will be confronting us in the coming season

Early March is also the start of “tornado season” in the southeast. We kept up with the horrific weather and the deadly tornadoes via the radio in the truck on the ride over. Storms fortunately were not quite as bad as the April 27th, 2011 ones that claimed so many lives and destroyed so much property in our state.

Back to Perry—what a great time your officers and attendees had at the SE show this week-end...the fellowship and the “telling of the SPA story” to all those potential newcomers was very successful as we constantly look for ways to grow our membership. When I arrived Friday afternoon, Mike Robinson, Julio Arrietta and Petra were manning our tables and Mike had already collected 5 renewal dues payments and one new application for membership. What a “doer”. We ended up with 10 renewals and a new member.

The initial “foto-sized” shot attached is of Mike and Julio (Bill Collins in front)....Julio’s Queen was behind the SPA sign. The



2nd is another angle....and the 3rd is John Baxter and the signs he made for us.

Sincere thanks to the members and directors who visited with us and helped to spread the SPA story this week-end. Mike brought about 100 “extra” nice newsletters which were

handed out to everyone who didn’t throw them back at us—along with a bit of the SPA history to individuals attending.

The “name-of-the-game” at Perry is to find that “gem” in what might at first look like a pile of rocks. Hidden among all the junky old engines and kits gathering dust are those special finds. Often the seller doesn’t realize just how valuable what he has is to us. He might have that extra OS .91 “pumper” for example. Each person is looking for different “gems”, and one man’s extra “stuff” he hopes he can get rid of is another man’s treasure he’s been searching everywhere to find. Every year I see something special. Duane made some good “finds” as his mission was to try to pick up NIB or nearly so OS 91 4S engines. He got lucky, (skill—ed), and found an almost new regular and a “pumper” at bargain prices. Both engines were picked up for \$350—each was new, and only missed a small piece that was easily replaced from extra parts. The missing pieces however provided excellent bargaining leverage.

Vic Koenig allowed us to display his new E-BIRDY on our tables, it was viewed by hundreds of visitors and was the “story-starter” for many a story related by modelers who are SPA “wannabees”. VP Jeff wore his SPA shirt and his SKYLANE cap, both led to conversations regarding his model as well as full-scale flying.

Gotta find places to store the “stuff” I bought.....some I needed and some I just wanted. Just walking around looking is fun at Perry. Like Forest Gump—(twisted a little) “Perry is like a box of chocolates—you’re never sure what you’re gonna get.” 5

***MODEL AVIATION* Honors Mickey Walker**

by Featuring SPA's 20th Anniversary Contest

When SPA's 20th Anniversary was approaching, I was asked to submit an article to Model Aviation to commemorate the event, (see story Nov/Dec 2011 NL). I had written one other article about us five years ago, and was trying to think of the "main point" I wanted to emphasize. Yes it was an "update article" about SPA, but to me, it was really much MORE of a story about coming together in gratitude to Mickey Walker. How do you say thanks to a guy who came up with such a super way to fly R/C



Recent photos by ROY THOMPSON

NOW & THEN October 2011 anniversary pilots pose for a group photo similar to original 1991 contest—except there is no room for the planes!! Some things have changed, others stay the same. SPA still operates, (and always will), under the philosophy of "simple and inexpensive" competition.

and challenge yourself, while at the very same time trying to beat the pants off your best friends in the process! Many participants came back just for this event, and were there to say "...thanks Mickey for a "job" well done."

Model Aviation magazine editor Jay Smith took one look at the focus of the article and agreed—the result is an upcoming feature on the 20th Anniversary reunion and nostalgia contest held last October in Atlanta. Look for it late this summer or early fall.

I was surprised that, (for me at least), the "no points" contest (staged at a time when there was a bit of division in the ranks), turned out to be one of the highlights of the 2011 season--go figure! Maybe because the focus WAS on Mickey and honoring him, other things didn't seem to matter as much, and I left there with a renewed sense of the unity of SPA. The lack of points seemed to help that.

In addition to paying homage to Mickey, the article is a "then and now" comparison of SPA's first contest, (also covered by Model Aviation and featured on the web site), and where we've come since then. There have been occasional "bumps in the road" over the past 20 years, but I believe Mickey's philosophy of "simple and inexpensive" will always be the "anchor" that keeps us from drifting too far away from his primary founding principle. Real competition at bargain prices continues to be one of SPA's greatest pluses.

A second founding principle is the camaraderie with the emphasis placed on each participant having a good time—that's what drew me and probably most of you. To me it is even more important than strict adherence to "planform"—we want the planes to look like what they are supposed to, but not at the expense of driving members away. That camaraderie is so very important; we need to guard that at all cost, and never forget that the trophies we compete for are nothing compared to the friendships and memories we take home with us. Lets work to maintain that principle of

Mickey's as we continue to grow and add new regions over the next 20 years.by Duane Wilson



Almost all of the builder-fliers posed for this end-of-contest-photo. (We were missing three.) This was the second day of competition. Not a bad turnout at all for the first SPA (Senior Pattern Association) contest! Without a doubt this promises to be the first of many to come.

The brainchild of long-time Pattern flier Mickey Walker, the Senior Pattern Association's October contest catered to builder/fliers older than 45 years, required aircraft designed before December 31, 1969, no Schnuerle porting, tuned pipes or retracts. Attendance at the two-day meet portends a great future.

LET'S TURN BACK THE TIME. Several of us did just that. The Senior Pattern Association (SPA) held its first contest on October 12th and 13th, featuring Pattern aircraft from the 1960s. The event was the brainchild of long-time pattern flier

Mickey Walker (Smyrna, Georgia). Mickey had written to me back in March 1991 to announce the formation of the SPA and its first contest. I published most of his letter in the August issue of Model Aviation and mentioned it again last month.

The rules for the SPA are fairly simple. First, you must be older than 45 years. The current age groups are 45 to 54 and over 55. There are some older guys who want the senior group to start at 60. There are also some youngsters who want a

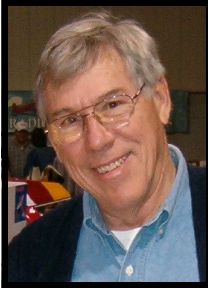


Jim Rogers flies Senior Novice for Mike (Harvey Clapsaddle) McGovern and Brian (Hanging Judge) Ossent.



Rick Richardson flew this Astro Hog in Super Senior Novice and took second place.

First page of 1991 Model Aviation feature article by Ron Van Putte introducing SPA to the R/C world.

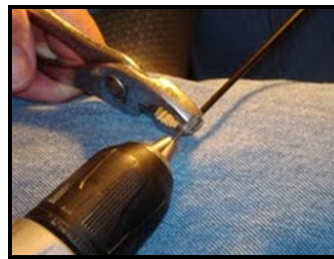
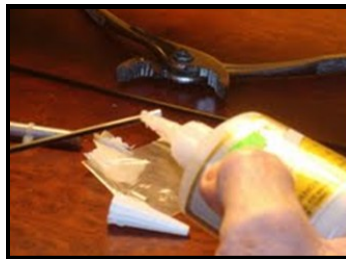


Koenig's Corner—Carbon Fiber Control Linkages

The “East Tennessee boys” Vic Koenig and Jerry Black have been using an innovative “translated cool” method to produce light weight, attractive and functional CARBON FIBER control linkages for some time. This month Vic shows us how it’s done. Ed note—(Personally I’ve used approx 1/8”-sized CF tubing and 3/16” aluminum tubing from my LHS. I also bought a .196 OD CF tube with 7/32” aluminum tube for future use for a little more rigidityEditor ...by Vic Koenig

Up here in East Tennessee we have been building our own control linkages for a few years now. I've been asked by a few SPA folks how it's done, so while we were at Perry in March, Duane Wilson and I had an occasion to put our heads together and put a “show and tell” together.

The very first step is to cut some brass or aluminum caps that will be placed over the ends of our carbon fiber pushrods. The procedure is the same no matter which size CF tube you choose, (your choices being 4/40 or 2/56 threaded stud diameters). This must be done because in the process of installing the threaded studs, the carbon fiber rods will expand like a banana peel, reducing the strength and making it prone to splitting, possibly causing the stud to come loose. When I make mine, I usually cut one whole tube of aluminum into lengths of around 3/8 inches in length. I also put the whole tube in my electric drill and let it do the work of turning the tube (as shown above) while I turn the cutter knob to increase the cut depth. When I cut each piece off, I use an Exacto #11 blade to chamfer the inside of the tube still in the drill. Again I let the drill do the spinning of the tube till I remove the indented portion the cutter left in the process. Then I put the tube cutter on again and cut the next one, repeating the steps till the tube is gone.



This shot at left above shows the almost completed pile of end caps. Now is the best time to glue the cap onto the end of the carbon fiber rod, I use thin CA. Note my pliers in the photo, this is the tool I like best to hold the cap/rod from turning in the next step. Give the glue a short time to set up, (the thin glue cures very quickly).

In these photos I have chucked a piece of 4/40 or as shown 2/56 into my drill. I left the same length of stock exposed as the length of the cap. In other words, I only want to drive the stub in as far as the aluminum cap length. If I go too far, the carbon rod can banana peel. You will need some pliers to hold the aluminum cap as you screw in the stud. I do not use a tap because the stud cuts threads as it goes and you eliminate an extraneous step. Several methods of keeping the stud in place can be used. I have been simply using a drop of thin CA on the exposed thread to glue it into the rod. You could also use some epoxy if you like to insert into the carbon tube first or even thick CA or JB Weld. The point is the stub must be glued in place one way or another. I have not experienced a failure using thin CA yet.

Now we have one end done and are about to measure where to cut the opposite end of the rod to install the other stub. I try to be accurate and not use more steel stud than necessary Steel weighs more than carbon fiber and the only way to have light planes is to consider everything you put on the plane. In this photo the clevis has not been fully screwed on and could be shortened some while still leaving room for adjustment. Loosening by vibration is never a problem with this ball type end.



Duane and I had a long discussion on the proper size rod to use. It got to be a pretty spirited back-and-forth before we agreed to disagree. He feels a 2/56 will flex or bend in flight, (*I can't prove it, but the narrower the CF tubing, the more flexible it is—editor*). I suggest you use the size you are comfortable with but first do a test using a 2/56 rod, seeing how much weight it will support before it flexes. I suspect you are not using a servo capable of applying enough force to flex a rod even two sizes smaller, (*the servo doesn't flex the tube IMHO—the WIND force on the control surface does the flexing —editor*).

My source for rods is Goodwinds LLC in Washington state. I found them on the net and requested two different .125 inch OD rods. They sent both and I chose the rod that will accept the 2/56 stub best. It is item number 020020 and is called “PCT .125(.025 L wall) x 40. My aluminum tubing I get at my local hobby shop and it's standard K&S tubing that is 5/32 in diameter. I bought 15 pieces that are 40 inches long (a lifetime supply for even me) that cost me just under \$50.00 shipped. I will try to bring some to contests if anyone would like to get a rod, this is so much cheaper than a hobby shop price even with the shipping,

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