



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 2012**

PRECISION AEROBATICS from PATTERN'S Golden Age

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REMAINING SPA SCHEDULE

Sept. 8-9	Prattville, AL	Jamie Strong, CD
Sept. 15-16	Ft. Worth, TX (SPA-West Open)	Ken Knotts, CD
October 6-7	Chattanooga, Tn. (SPA East Masters)	Mike Robinson CD

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APPOINTED/ ELECTED

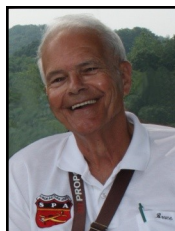
Phil Spelt

Eric Nessler

EDITOR-

Duane Wilson

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FROM THE PRESIDENT...Bruce Underwood SPA L15

The Chattanooga (Regular) contest was a great contest on its own, but it was also a "get accustomed to the site" pre-event for the upcoming MASTERS October 6 & 7. If "Chattanooga part II" is a preview of what will happen at the Masters, you won't want to miss it!

We also experienced some unhappy facts of life that we face all too often when flying pattern competition. Two models went in on Friday afternoon during practice, (four if you count the Gee-Bees flown by Mike Robinson and Warren Oliver), and another two were involved in a "Mid-Air" which is something all regular competitors risk when flying in competition. Mid-airs, (along with crashes), are always startling, unexpected, and sudden. They are nobody's fault, (it's a big 3-D sky, plus it's common knowledge it would be hard to hit another plane even if you wanted to at those speeds). They always create a stunned silence over the crowd as the unfortunate victims usually have to gather the remains. As a direct result of a recent mid-air in Chattanooga, the BOD has acted to clarify what should happen following the next mid-air, whenever that might be. (See page 7...ed).

Down through the years, I've personally had models involved in eight (8) "mid-airs". One of the nicest gestures, so common on the SPA circuit, is the immediate concern displayed by fellow contestants by assisting in retrieving the debris—and without fail, that welcome and benevolent line "fly mine". **If there is a more congenial group of folks than SPA pilots, it would have to be a convent of Nuns or a Clergy Seminary. It's a pleasure to be an officer in this group.**

Finally, Duane has an account of a shocking event concerning a dear member of SPA, Mr. Rhea Starnes of Kingsport, TN who was notified the Saturday morning of the Chattanooga contest of the helicopter crash that claimed the life of his Son, Bill, pilot of the chopper. Vic Koenig who had driven Mr. Starnes to Chattanooga to view the contest event, immediately loaded his equipment and drove Mr. Starnes back home to face the rescue squads, and search crews that eventually recovered the body of his son from murky waters where the crash occurred. In appreciation, Koenig was the recipient of the SPORTSMANSHIP award, **most deserving** of same.

The Pattern committee is busy trying the patterns that they'll initiate in the coming 2 year cycle effective Jan. 1, 2013 through 2014. Ideas?.....relay to them. *All the best, 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.



Bruce & Jane Underwood

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Asheville—"Land of the Sky" *Pat Hagan Memorial*

It was EAST meets WEST for the first time as several pilots from SPA-WEST met and competed together with their SPA-EAST brothers at this year's "Land of the Sky" Asheville contest. It was also North meets South with pilots from as far away as Florida and Ohio also journeyed for a great weekend of socializing and flying. We had 28 pilots very evenly distributed among the classes.

Weather was pretty typical for this time of year with the threat, (and the reality) of pop-up thunderstorms by mid-afternoon. On Sunday a storm came up quickly and made a soggy mess of the awards ceremony--but that's part of the adventure isn't it?

Friday was practice day followed by our traditional "Low Country Boil" and burgers at the house. John Wolfe from Georgia, attending his second SPA contest with friend Greg Hoke had barely gotten out of the car after their six hour trip before he strained his Phoenix 6 through the supporting wires of the infamous "Asheville Tower" [made famous by "Deadeye" (Ron), Underwood two years ago]. The fuselage was hardly touched, but both the wings and stab were sheared off like a hot wire through foam.



Texas pilots (and long distance travelers), Ellis Newkirk, Ken Knotts & Gary Alphin pose in front of a Smokey Mtn. backdrop at Asheville's "Land of the Sky" contest

Greg and John quickly decided to share the remaining Phoenix 6 for the duration of the contest and reportedly both had a great time. John later picked up the "sportsman" award, although it should really be shared between them. Encounters with the tower are normally very rare events, but it was later repeated by Russ Chiles as he shredded his Atlas on the same tower wires the next day. For local pilots, the tower, (about 200 yards away and built on a small hill), is normally not a problem; we had experienced only one other incident in all our previous SPA contests.

At the Friday dinner, (attended by a record number of SPA wives) there was a great opportunity for the SPA-WEST pilots to get to know everyone out east. It was a great evening of relaxation and fun prior to the "serious business" of the contest. The ladies were not forgotten--there was a traditional "ladies raffle" --this year made up of three prize items made here in Asheville.

Borrowing from Bruce's description of the action: **Great flying in every class with Greg Kieliszek and Carter Pounders each K'ing two rounds and Joe Grant winning one on Novice. Dennis Sams won 4 rounds in Sportsman and Duane Wilson one. The Expert class was a typical "stem-winder" as Eric Nessler and Jerry Black each K'd two**



View from "the tower" taken within minutes following the contest --"what contest" you might ask. The small weather tower on a low hill is normally not a problem but proved to be the cause of not one, but two lost aircraft. With that obstacle, you have to watch your altitude and flight path.

rounds, the winner determined by the 3rd score, the final a 5" normalized" point win by Nessler. In Senior Expert, the President was upended by the Veep by 2 points (best 3 of 4 rounds) with that newly repaired thumb thrusting Jeff to the finest performance of his career.

We went to dinner Saturday evening at our traditional Japanese steakhouse and had a great meal and "steakhouse chef" entertainment to go with it. We had 36 people there, and all were able to sit reasonably close together in one area.

On Sunday there were two nice raffle prizes, an A6-Intruder ARF and an e-Flight Stik "plug & play". They were won by Dennis Sams and local visitor Robin Dunn respectively. The "half & half" cash pot for gas went to John Nessler III.

As I have said many times before, since Asheville is not in the heart of SPA-EAST territory, we always try hard to make the long trip well worth your while from the time you arrive on Friday until the awards ceremony Sunday afternoon. I am very gratified that people from many states made the trip, and especially that the folks from Texas--Ken Knotts, and Gary Alphin made their first trip to SPA-EAST to visit us in the "Land of the Sky". Thank you Ellis for driving that final 120 miles past Knoxville to be with us--it meant a lot to me personally. Lastly, Lindy Quinten was packed ready to go before a last minute family issue prevented him from making the trip--very much hope we'll see you next year Lindy.....*Duane Wilson*

NOVICE

Greg Kieliszek	3940
Carter Pounders	3896
Jose Grant	3863
Ken Antos	3750
Doyle Blevins	2434
Larry Hill	1238

EXPERT

Eric Nessler	3988
Jerry Black	3983
John Nessler III	3927
Ellis Newkirk	3860
Greg Hoke	3755
Kevin Clark	3526
Warren Oliver	2898

SPORTSMAN

Dennis Sams	4000
Gary Singleton	3910
Duane Wilson	3775
John Nessler Jr	3758
John Wolfe	3757
Gary Alphin	3530
Phil Spelt	3386
Vic Koenig	2671
Steve Vergamini	1809

SR EXPERT

Jeff Owens	3937
Bruce Underwood	3918
Bill Dodge	3265
Ken Knotts	3212
Mike Robinson	2633
Russ Chiles	1653



(Lt) Traditional SPA cake displayed. (Above) Bruce & John Wolfe are SPA believers.

(Above top) Since our first year, the Friday night dinner has always been an important part of the Asheville contest experience. The wives attending Asheville are treated to their own activities including a raffle, and shopping on Saturday. The dinner's hostess, and shopping tour guide is my wife Penny. (Above left) The neighbors "have a cow" once a year as our front yard is turned into a parking lot-"there goes the neighborhood". (Above Rt.) Gary and Bonnie Singleton help Penny on their first visit to Asheville. Bonnie won genuine Asheville-made apple-butter in raffle.



(Above) You see the "baby buggy" wheels on Ellis's TT4 to help in the grass. (Rt.) Wives pose in their jackets on cool mountain mornings.



(Above) Jerry Black carries Warren Oliver's "Twist" (Below) Dennis Sams poses with his pretty "Rabbit". (Lt.) Jeff Owens gets soaked in sudden shower



(Above) Bruce and CD Will Hicks do their "Broadway musical" "song and dance" routine for the camera. Raffle prizes included Intruder and E-flite PNP "Stick"

"Hog Heaven"-SPA West Arkansas

By Lindy Quinten



12 pilots gathered in the beautiful Ozarks for the first ever SPA contest in Arkansas, hosted by the Lake Area Fun Flyers Squadron, or LAFFS. CD Richard Tibbits did a great job at the inaugural event, surprising everyone with a drawing and gifts for every pilot...at the pilots meeting! A great collection of items to be raffled awaited the end of the event, with gift certificates for Byron Fuels, Aeroworks, and the big prize, a Killer Chaos kit from Bluejay (won by Texas Wings' Tony Stelly). Tony was also presented with a new traveling award, a plaque with the venerable Calvin of Calvin and Hobbes wailing over a

crashed airplane and transmitter. This honor was bestowed on Tony for his destruction of his Dirty Birdy, and was received in good humor. Unfortunately, Tony would only hold the award for one day, as the youngest pilot in the field, Brice Crawford, discovered that in the battle of airplanes versus trees, especially tall Ozark Mountain trees, the trees win handily, and destructively. Again, the award was received with great humor, and looks to be a fun addition to the traditions of SPA West. The wind was truly variable, as throughout the day the pilots were greeted with a North wind, and East wind, a South wind, and, finally, a North breeze again. The aforementioned demise of Brice's plane was the only casualty, although Lindy Quinten's Curare had the tail cracked in a rough landing. In true SPA spirit fellow competitors allowed Brice and Lindy to fly their planes and continue to compete.

Once again the Novice class was highly competitive, with Mark Ehlers breaking through with a much deserved win, but hard fought with Richard Tibbits in second and Tony Stelly in third. Also competing in the Novice class were Brice Crawford, up from Novice B for the first time, AMA District representative Ron Standridge, and Steve Ehlers. Steve provided one of the most enduring moments of the contest when during his flight he accidentally stumbled into a drainage ditch beside the runway. The judges and fellow competitors jumped up to assist while Steve continued focusing on his plane and flying from the ground. With help, Steve was assisted back to the pad and finished his round, having never taken his eyes off his plane. Well done, Steve!

Roger George was the lone competitor in Novice B, and was kind enough to share his Tower Kaos with Brice Crawford after his encounter with the trees. Gary Alphin also was the sole representative of the Sportsman Class, and also displayed great sportsmanship in loaning one of his planes to Lindy Quinten to finish the last two rounds.

It was a tough day for Lindy, as a number of little mishaps kept him from completing the first two rounds, but it was another great day for Dave Dingman, who continued his spectacular 2012 season with another first place. Blake Arnold piloted his new and beautifully done Compensator to second place, with Ken Knotts flying his Phoenix 7 to third and Lindy in fourth.

NOVICE B		SPORTSMAN	
Roger George	3000	Gary Alphin	3000
NOVICE		EXPERT	
Mark Ehlers	2931	Dave Dingman	3000
Richard Tibbetts	2903	Blake Arnold	2855
Tony Stelly	2644	Ken Knotts	2653
Steve Ehlers	2206	Lindy Quinten	1938
Ron Stanfield	1881		

Special thanks to the LAFFS members for their volunteer help, and to scorekeeper Jeannie Alphin. The first ever Arkansas SPA is "in the books", and thanks to Richard and his crew of volunteers, it was a success!Lindy Quinten





By Bruce Underwood PIO CHATTANOOGA 2012 – AUGUST 25 & 26
CD Mike Robinson and early arrivals on Friday began the week-end with jovial greetings and “jawing”.....but during the afternoon that mood was interrupted by two “thuds” we modelers never want to hear”. It was the crash of Vic Koenig’s Dirty Birdy and Warren Oliver’s new Oliver Twist. Koenig fessed-up to having gotten in too big a hurry and not plugging in his ailerons—Koenig had a “back-up” , while Oliver, drove back to Knoxville and retrieved his back up electric clone. He sheepishly admitted, “I can’t recall having plugged in the ailerons on mine either”. Other than the two “re-kits” it was an afternoon of practice with all of us honing our skills for the competition. Mike, Paul Wright

and other members of the host Chattanooga RC Club tended every need.

Saturday morning, the weather for the event was perfect.....the CD and the Chattanooga Tourist Bureau took credit for that. (Tongue in Cheek). Winds were “light & variable” rather than the normal prevailing crosswind. At no time did the wind exceed 8 to 10 MPH.

A trio of Novice pilots included two of the CRCC modelers, P.J. Wright and John Davis. Roy Thompson won 5 of the 6 rounds with P.J. Wright and Mr. Thompson BOTH garnering the Big K in round 6. Thompson is enjoying the SPA fellowship after a long decade or so lay-off preceding his retirement. These three were indeed “charms” and the two locals launched what is hopefully a long tenure of SPA competition.

Dennis Sams of Kingsport, TN guided his model to the top spot in the SPORTSMAN class K’ing 4 of the 6 rounds. John Wolfe, who shared a DB ARF with Greg Hoke, K’d round 4 and veteran Phil Spelt won round 1. An excellent Sportsman class of 10. One of the 10 was the object of a semi birthday party at the eating get-together at the City Café on Saturday night. Gentleman Jim Slocum was presented a HUGE wedge of cake with a candle atop it (he blew it out with one breath)...and the gang in unison sang the Happy Birthday song....then Slocum shared the cake with all present. Whatta guy. An example of SPA loyalty for as long as this writer can remember.



The widely acclaimed Gee Bee electric pylon race took place at the conclusion of round 4 on Saturday. (See the photos). Your writer was privy along with Vice President Owens to serve as pylon “flagmen” charged with declaring “cuts of the pylons”. There was plenty of those indeed. When the dust settled, Phil Spelt enjoyed the spoils of having the only un-crashed foamie still alive. He was declared the winner of the “atta-boy”!

The old guys in the Senior Expert class fought to keep their models in sight what with the haze of August serving as a “blinder” on turn-arounds. All survived and your writer finally got back into the winners column after having been “waxed” by VP Jeff Owens at the last two events. Bill Dodge kept the pressure on placing 2nd in round 6. Previews of this contest had predicted, EXPERT competition closer than a banana to it’s peel. That prediction came true for when the scorekeeper Jerilyn presented Mike with the final scores, he saw fit to postpone the finals announcement till *after* the raffle and other class awards had been given. The crowd was in more suspense than a Father awaiting the daughter’s return home following her first date! Look at the scores and see for yourself why. The winner, Jerry Black who was 2nd to Eric Nessler in Asheville, nudged Eric by (dramatic pause).....2 normalized points out of a possible 4000. John Nessler III only 4 “normalized” tallies behind Eric. Gosh, any closer than these 3 would find a body wondering if they all showered Sunday morning. Warren Oliver, tried some sort of electric prop on his “Twist” and upped his round score 4 to 983. I heard him mumbling, “why haven’t I done this before?” Greg Hoke “flew the wings” off the DB ARF with the 2-stroke mill up front. (Figure of speech). He shared with John Wolfe. Kevin Clark’s Son Avery helped Dad through 5 rounds on Saturday and very good flying with his electric powered bird. Folks, I wish all had been “privy” to this excellent flying as it was on par with the TOC of the 70’s, maybe better.

We had enjoyed several meets without a “mid-air”.....but it happened here on Saturday in Round 1 when Garry Singleton’s DB and Eric Nessler’s Phantom-I “smacked” each other in the blue. Gary’s was “totaled”....Eric’s was able to be landed with one of Gary’s landing gear lodged in a rip of the foam wing core of Eric’s plane. Eric called on Brother John III to again loan him his Phantom-I and proceeded to compete as if nothing had happened. Daddy John examined the model and declared, “I’ll fix it for you Son”. Wouldn’t it be a “hoot” to have a Dad like that! Oh, Dad Nessler and myself decided we’d “mimic” the Nessler Brothers rocking gesture they do when calling for each other, sort of like a line of cheerleaders singing their high school “Alma-Mater” for the last time. Daddy John and I call it the “Nessler Shuffle”....it’s amazing how it relaxes you between maneuvers and garners some glares from judges and spectators.

For lack of space....I’ll skip the small raffle prizes promoted by CD Mike and report that Duane Wilson was the BIG winnah of the treasured DB ARF. See photo, he was astonished and gratified when Mike called his ticket number. Proud of you Duane, you have a great bird!

Chattanooga has a new marquee at the field entry and I snapped a photo of it for consumption by those of you who could not attend. Believe me, when you see the Marquee in October, I assure you, you’re in for one of the finest MASTERS contests of this era....for our good Sec/Treas Mike Robinson, Jerilyn, and associates in the CRCC know their stuff when it comes to running a great contest. Mucho Gracias, CRCC. We long to see you for the MASTERS. The annual meeting at the Masters will feature a guest speaker that will motivate your revered memories as no one else can!





(Left) Jane Underwood consoles long-time former competitor Rhea Starnes prior to Vic and Rhea leaving for home after the unexpected call. (Right) CD Mike Robinson speaks to the pilots about Rhea, and the obvious choice for the "Sportsman Trophy" ...Rhea's good friend Vic Koenig








Although no longer an SPA competitor, Mr. Rhea Starnes (our beloved SPA Super Senior) from Kingsport, has frequently traveled with Vic Koenig to attend contests.

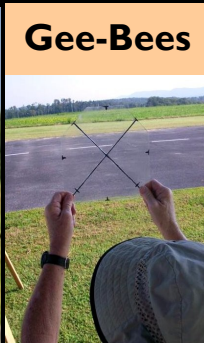
He has always been very quiet,—a man of few words, but at 85, **Rhea loves flying and he loves SPA.** He was already flying Novice when I joined in 2005. Vic has quietly gone "the extra mile" for several seasons by bringing Rhea to the contests he is able to attend, so Rhea can stay connected to SPA pattern flying and the rest of his SPA friends.

Shortly before the pilot's meeting, an unexpected phone call came from Rhea's relatives. He was informed of a Helicopter crash—a helicopter flown by his Son Bill, age 64 near Bristol, TN – VA. At that time the wrecked copter had been recovered, but his Son was missing in deep the waters near home. He had just ferried passengers to an event, and was only a short distance away on the return trip over the waters when the copter crashed.

Vic immediately loaded his car, even before the pilots briefing, and made that long and sad trip with Mr. Starnes by his side back to Kingsport. Vic has stuck with him through this crisis, and since the crash has provided informational updates and arrangements information to the Discussion List on Rhea's condition.

As the word was quietly passed from pilot to pilot, all were stunned. An uneasy quiet fell over the event. Prayer was offered before the pilot's briefing for Mr. Starnes comfort, consolation and perhaps some "understanding" from the Creator. This has been a tough time for Rhea, who had also recently lost his wife and Bill's mom. Please keep Rhea in your thoughts and prayers.

SR EXPERT		EXPERT		SPORTSMAN		NOVICE	
Bruce Underwood	4000	Jerry Black	3985	Dennis Sams	4000	Roy Thompson	4000
Jeff Owens	3928	Eric Nessler	3983	John Wolfe	3870	P.J. Wright	3748
Bill Dodge	3587	John Nessler III	3980	John Nessler Jr	3767	John Davis	3624
		Warren Oliver	3887	Phil Spelt	3718		
<p>Assorted Gee-Bees .The first informal SPA pylon race was held Saturday evening. Two GBs had wiped out Friday when their owners couldn't resist the urge to "play". (Rt.) Kevin Clark and son Avery as he calls for Dad for the first time.</p>		Greg Hoke	3884	Gary Singleton	3669		
		Kevin Clark	3456	Jim Slocum	3624		
				Duane Wilson	3541		
				Ron Underwood	3538		
				Dan Dougherty	3437		
		Charles Gray	3388				



(Left)—The City Café is the place to go for way too much food . They are also known for their huge, rich desserts. It is best to share both. I skipped dinner and made the mistake of thinking I could handle 2/3 of my favorite caramel cake. (Above) Dennis Sams takes his 3rd Sportsman event, (MOVE-UP). Bruce gives new meaning to the term "hands-on" coaching. (Rt) Bill Dodge is an exacting judge. He brought the contraption above to measure 45-degree angles and round loops.

Gee-Bees

CHATTANOOGA RADIO CONTROL CLUB

Senior Pattern Association 2012 Chattanooga SPA Classic Pattern Contest SPA Expert Standings - Round 6

There are Contestants with missing Score Records through Round 6. These are NOT valid standings at this time.

Pos.	Name AMA No.	Total Score	Round 1	Round 2	Round 3
1	Black, Jerry 74601	3985.7023	1000.00*	993.06*	974.51
2	Nessler, Eric 141854	3983.1802	564.25	990.54*	1000.00
3	Nessler III, John 703167	3979.8681	922.88	1000.00*	965.81



(Above) —Expert class has become a dogfight, (no pun intended) at contest after contest this year. Pilots are traveling long distances—because it's worth it. Look at these scores—only six points between first and third

(Above)—John Davis brought his 40% Compensator. Along with P.J. Wright, both were flying in their first SPA contest.

BOARD OF DIRECTORS PASSES

"MID-AIR RULE" ...by Duane Wilson

Early September 2012 Quoting Bruce—A "mid-Air" is something all regular competitors risk when flying in competition. Mid-airs are always startling, unexpected, and sudden. Unlike crashes, they are always "no-fault", (it's a big 3-D sky, plus it's common knowledge it would be hard to hit another plane, even if you wanted to at those speeds). They always create a stunned silence over the crowd as the unfortunate victims usually have to gather the remains.

Down through the years, Bruce personally had models involved in eight (8) "mid-airs. In each case he was allowed to re-fly from the point of the mid-air. Jeff has had two, and he was not allowed to re-fly. I have personally seen three mid-airs beginning to end; I was calling in two of the cases, and they happened so quickly, there was nothing that could have been done by anyone.

Whether or not a pilot is allowed to complete a round can potentially make a tremendous difference in the outcome of a contest. If a pilot doesn't finish the round, it becomes an automatic "throw-away" round—though not the fault of either pilot. The consequences could very possibly determine the outcome of a close contest. Look at the scores in the red box above. Eric Nessler was involved in a recent mid-air with Gary Singleton. He came in second to Jerry Black **by only two points**, and nobody knows what the final score would have been if Eric hadn't had to throw away that round.

Before we go any further, we must state for the record that Mike Robinson, the CD at Chattanooga, absolutely made the correct call based on what constitutes an official flight in the rulebook. His decision was backed by me and others based on existing AMA and SPA rules.

Afterward however, this latest mid-air inspired Bruce to think about what we possibly could do in FUTURE SPA contests the next time this kind of thing happens. In the "spirit of SPA" with the emphasis on each competitor having a good time, the question became "when do we, (or should we), waive the official rule because of the no-fault nature of this particular type of accident"? He asked Phil to draw up a draft to present to the whole BOD for consideration. The BOD overwhelmingly approved the mid-air rule concept, which applies ONLY to mid-airs—not other types of crashes or more mundane mishaps, due to equipment or structural failure. Final wording isn't completed, but the gist of the rule is as follows:

Our new rule coming next cycle will spell out, in the SPA spirit", in event of coming "MA's" the competitor will be given the chance to continue from the point of the MA to the conclusion of the round, with another airplane providing it is readied by the end of the round the MA occurred in.



Retrieving Gary Singleton's Intruder after latest mid-air.

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