



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 **NOV/DEC 2012**

PRECISION AEROBATICS from PATTERN'S Golden Age

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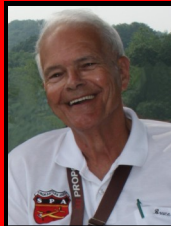
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Join our Discussion list from within the webpage or inform any officer and we'll "sign you up". It's like a gigantic Mailing-list, but at **NO CHARGE**. A service to membership and potentials from SPA.

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FROM THE PRESIDENT...Bruce Underwood SPA LI5

Here's your Christmas present for 2012....a newsletter as full of content as it is colorful. At the outset, you might think the first sentence is a bold statement but just read on.

This Christmas edition sheds details of loads of action from your Board to make SPA more inclusive with new patterns, logical K factors plus a requested new class with some of the added maneuvers detailed.

Who can fly SPA pattern? Any RC modeler, any age, any skill level! Starting with the CD optioned B-Novice class with an Ugly Stik...to the Expert classes with the "hot-setup OS 95 on a PHANTOM-1". Let me urge all readers of this column to share this with your local model club "wannabees". Anyone interested in aerobatics can fly SPA without going broke.

You're going to recognize a former officer who is "back in the saddle" as the incoming Secretary/Treasurer. He is "the most recognized SPA flier in the world"!

SPA desires nothing short of a **WONDERFUL Christmas for you and yours** and I hope your resolutions for 2013 include a strong resolve to enjoy SPA participation more than any year heretofore.



Board of Directors Passes Several Major Rule Changes for Next Year (Plus Other News)

This has been a busy October. Your Board of Directors has been out there listening to the membership, and has come up with a number of new actions that should make the 2013 season better than ever. At the SPA East Masters meeting, Mickey discussed his hope of splitting Sportsman similar to the way it is done for Expert class. Age distribution of Sportsman pilots didn't lend itself to that method, but with that principle in mind, we eventually hit upon **the idea of splitting by skill level by adding a new class between Sportsman and Expert**. That seemed to work best, and resolved some of the other problems we faced in the process. It would make the "jump" in skill levels between classes less severe as an extra benefit. V.P. Jeff Owens explains the new Advanced class & maneuver sequences for the 2013-2014 cycle, plus the benefits of having **four classes** in his article. (page 2-3)

- After four years, Mike Robinson has announced he will be stepping down as SPA's Secretary/Treasurer. For a more detailed thank-you to Mike, & a welcome to Scott Sappington see p.7
- Responding to members' calls for readily available, reliable (usually meaning OS) engines and replacement parts —the engine limits have been raised to .95 and .65, (p7).



2013-14 SPA Competition Sequences and a New Advanced Class... by Jeff Owens

The 2013-14 SPA Pattern Committee consists of Jeff Owens (Chair), Eric Nessler, and Phil Spelt. Recently, the Board of Directors approved our proposed list of sequences for the next two-year cycle and these were announced in early October. However, discussions continued amongst several Board members concerning the structure of our classes. The previous Pattern Committee had input from members that the transition to Sportsman was too hard – the 2007-09 Sportsman pattern included the four-point roll, for example. Accordingly, the 2010-11 Sportsman sequence was made less difficult and many Novices took advantage of this to move up. That helped even the distribution of competitors, as was intended. However, the current pattern committee received input indicating that the Sportsman-Expert transition was too hard, so the four-point roll and knife edge flight were added to the new Sportsman sequence. But now we were back with the problem of the Novice-Sportsman transition being too hard. No matter what we did, one or the other transition was deemed to be too difficult. Add to this the mandatory advancement rules after accumulating enough points (Novice) or three wins (Novice or Sportsman) and you had a situation where competitors dropped out due to having to learn too many new maneuvers. AMA long ago addressed this problem by having four levels of difficulty – A, B, C, and D patterns in the early 1970s. We effectively only have three – B Novice/Novice (which test the same skills), Sportsman, and Expert/Senior Expert.

A summary of this proposal has been circulated on the Discussion List and the response so far has been very favorable.

There are many advantages to this new scheme. A few are:

- **More gradual increase in difficulty as one progresses through the classes**
- **More opportunities for first time contestants to find the appropriate class for their ability**
- **More flexibility for CDs to set up flight lines and judging pools**
- **Another rung on the progression ladder (a Sportsman who moves up isn't faced with flying against the Experts)**

A point concerning K-factors - the AMA patterns during our time period (prior to 1976) did not use K-factors whereas the FAI patterns did. Nevertheless, it was decided quite some time ago that we should use K-factors in our scoring. However, the FAI K-factors are either 10 or 15 and so do not fit the scale we currently use. We adjusted our K=3 and K=4 maneuvers to correspond to the degree of difficulty associated with the K=10 and 15 maneuvers in the 1974-75 FAI sequence. This sequence also served as the starting point for developing our proposed Expert sequence. **The altered K-factors are denoted by an ***. Changes in the scoring programs used in competition should be made to reflect the new values.

B Novice

The committee members felt that this sequence is working well and that it serves the intended purpose of introducing new pilots to SPA competition. Since pilots do not stay in this class for an extended period, it was felt that no changes were needed.

B Novice	Novice
Takeoff (U) – 1	Takeoff (U) – 1
Straight Flight Out (U) – 1	Straight Flight Out (U) – 1
Procedure Turn (U) – 2	Procedure Turn (U) – 2
Straight Flight Back (D) – 1	Straight Flight Back (D) – 1
Stall Turn (U) – 2	Immelmann Turn (U) – 3
Immelmann Turn (U) – 3	Reverse Cuban 8 (U) – 3
1/2 Cuban 8 (U) – 2	2 Horizontal Rolls (D) – 3
1 Inside Loop (U) – 2	3 Inside Loops (U) – 3
1 Horizontal Roll (D) – 2	Straight Inverted Flight (D) – 3
Landing Perfection (U) – 2	Stall Turn (U) – 2
Total K = 18	Landing Perfection (U) – 2
	Total K = 24

Novice

The Novice class presents the next opportunity for contestants to begin the mastery of aircraft control through all phases of flight. Accordingly, this calls for a mix of maneuvers that require new skills in such tasks as precise level flight, loops, rolls, and maneuver placement. The committee members felt that the level of difficulty provided by the current Novice pattern is appropriate. There is relatively little flexibility given the list of period maneuvers and given that the level of difficulty should not be changed. The one change is that the Cuban 8 is replaced by a Reverse Cuban 8.

Sportsman

The new Sportsman class is similar to that proposed earlier, but several substitutions and one deletion have been made which will lessen the difficulty for those moving up from Novice.

Sportsman	Advanced
Takeoff (U) - 1	Takeoff (U) - 1
3 Inside Loops (U) - 3	Non-rolling Figure M (U) - 3
3 Horizontal Rolls (D) - 4*	3 Horizontal Rolls (D) - 4*
1 Reverse Outside Loop (U) - 3	3 Inside Loops (U) - 3
Slow Roll (D) - 4*	180 Degree Turn (D) - 3
Double Immelmann (U) - 3	Slow Roll (D) - 4*
Straight Inverted Flight (D) - 3	Double Immelmann (U) - 3
Rolling 8 (inside loops) (U) - 3	4 Point Roll (D) - 4
Cuban 8 (D) - 3	Running 8 (U) - 3*
3 Turn Spin (U) - 3	Knife Edge Flight (D) - 3
Landing Perfection (U) - 2	3 Turn Spin (U) - 3
Total K = 32	Landing Perfection (U) - 2
	Total K = 36

Advanced (New)

The new Advanced class is similar to the Sportsman class proposed earlier except that a Non Rolling Figure M has been inserted in place of the Reverse Outside Loop. This maneuver makes a nice introduction to the Figure M with 1/2 Rolls in Expert.

Expert (1974 Class D w/changes)

The committee members used the 1974-75 Class D (FAI) sequence as the starting point for our recommendations. The list was shortened by two maneuvers to keep the sequence at its current length, so as to not require increasing fuel tank or battery capacity. Some changes were made in order to not repeat too many maneuvers from the current pattern. The order of the maneuvers conforms to that in the 74-75 sequence to the extent possible and represents quite a change from the current

pattern. This sequence is the one with the most changes and two members of the committee have flown this it extensively. We find that it offers a refreshing change while preserving a nice flow. It does present a nice challenge with several new maneuvers. Please note that the Rolling 8 uses **outside loops**. This is a departure from the Rolling 8 used in Sportsman.

Takeoff (U) - 1

Figure M with 1/2 Rolls (U) - 4

3 Horizontal Rolls (D) - 4*

Double Immelmann (U) - 3

Slow Roll (D) - 4*

3 Reverse Outside Loops (U) - 4

4 Point Roll (D) - 4

Notes:

Each additional class offers new challenges, while still retaining a measured increase in the degree of difficulty. Some level of training is provided in each of the lower classes so that there should be no major impediments to pilots moving to new classes that cannot be solved by diligent study and practice.

I wish you all a happy and productive building season and hope that you can find time to try out these new patterns.

FAI Horizontal 8 (U) - 3*

8 Point Roll (D) - 4

180 Degree Turn (D) - 3

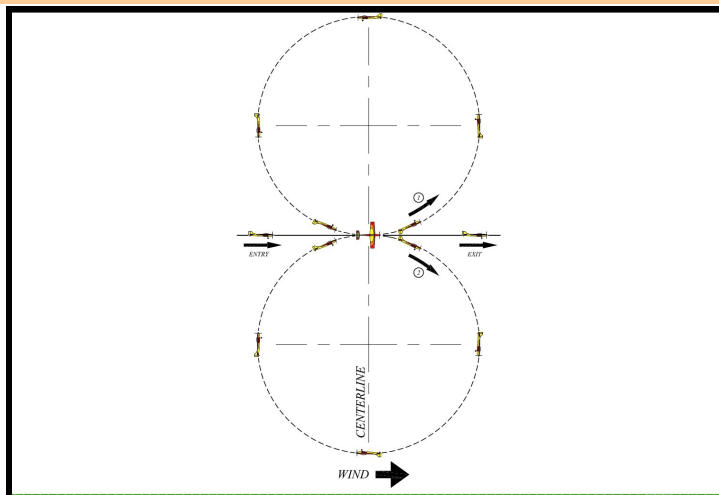
Top Hat (U) - 4*

Rolling Eight (D) (outside loops) - 3

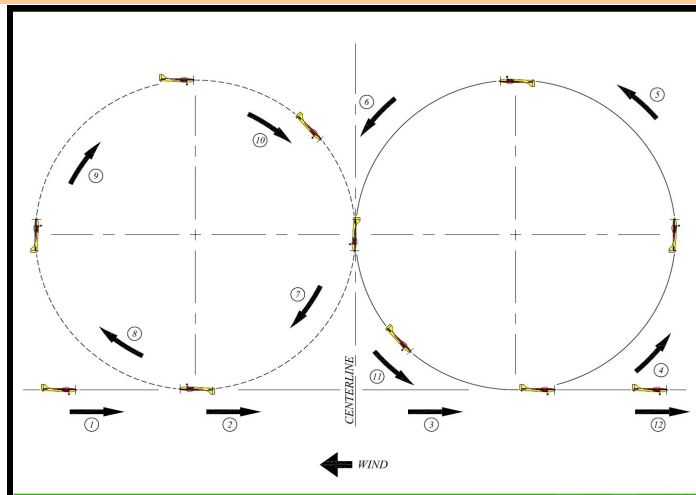
Inverted 3 Turn Spin (U) - 3 (fly by for landing)

Landing Perfection (U) - 2

Total K = 46 (was 45)



ROLLING EIGHT



FAI HORIZONTAL 8



Fort Worth THUNDERBIRDS

**OPEN
SEPT
15-16TH**

The first Senior Pattern Association (SPA) West Championship meet was greeted with cool temperatures, cloudy skies, light winds and excellent flying. A record 23 pilots showed their skills. Flyers from Florida, Tennessee, Arkansas, Oklahoma and Texas participated. There were three first time SPA pilots and one, Sam Corlett won first place in Sportsman.

Friday practice was greeted with off and on rain and quelled most practice sessions, though a few brave souls got in a flight or two. Saturday saw a dry runway with light winds from the north. Pilots got four rounds in on Saturday with Jerry Black and Jeff Owens teaching the locals a real lesson on pattern flying. Sunday saw rain as we arrived at the field. Everyone must have know the rain would subside as they got their planes out put them together. Sure enough, the rain stopped almost on queue and flying started at 9:20, only 20 minutes later than scheduled.

With Sunday's two rounds, flyers got in six flights and dropped the two lowest scores. When the scores were tallied, Jonathan Efinger won Novice, Easton Carson was a repeat winner in Novice- B, Sam Corlett won Sportsman though each of the three pilots won two rounds, Jerry Black won all six rounds to go wire to wire in Expert and Jeff Owens walked away with all six rounds to soundly win Sr. Expert.

Thunderbird members provided excellent judges both days and relieved pilots the task of judging. Members also helped keep both flight moving and planes in the air. Lunch was provided both days and over 25 pilots. Then friends and family met for sinner at a popular Tex-Mex restaurant for some excellent food and drink.

Lindy Quinten handed out the first West SPA points championship trophies. Mark Ehlers won in Novice, Gary Alphin won Sportsman and Dave Dingman won the Expert points award. Congratulations guys for attending events and scoring high to accumulate the points. We must have timed it very good as light rain started falling as we wrapped up the awards ceremony.

.....Ken Knotts

B-NOVICE		SPORTSMAN	
Easton Carson	4000	Sam Corlett	3948
Noah Golly	3875	Murry Adams	3942
NOVICE		Gary Alphin	3848
Jonathan Efinger	3981	EXPERT	
Mark Ehlers	3967	Jerry Black	4000
Richard Tibbits	3920	Ellis Newkirk	3878
Tony Stelly	3873	Dave Dingman	3755
Gary Nelson	3835	Blake Arnold	3720
Frank Halpin	3693	Lindy Quinten	3466
Tim Reed	3567	Michael Clements	3200
Steve Ehlers	3309	SENIOR EXPERT	
Randy Martin	1708	Jeff Owens	4000
Woody Lake	860	Ken Knotts	3291



Above: Blake Arnold with a 4 blade prop-not seen out East—yet. **Below:** East meets west again as Jeff and Jerry travel to Ft Worth. **Ellis is everywhere !!!**



The universal "debrief" after a round



The folks out west are always so good at posing their planes for the "Group Shoot" 4
My attempt at Asheville to follow your lead was like "herding cats"

SPA-EAST MASTERS...a Chilly Chattanooga Cherry



October 6 & 7th were indeed chilly days for the CHERRY on top of the 2012 SPA EAST season, but undaunted RC Pilots didn't miss "doing their thing" flying for the extra bonus points toward the annual Points Championships. When the points were totaled.....those handsome loving cups adorned by the Goddess of Victory went home for keeps in the hands of Roy Thompson, Dennis Sams and Eric Nessler. Mike explained that these were participants that placed high and placed often.

Friday and Friday evening ignited the weekend with the "cook-out" at the field with Mike, with very little assistance, preparing potatoes, corn, slaw, and the thickest grilled pork chops and all the trimmings. Not only is he a good CD, but a great cook as well.

I shot a picture of the setting sun as the radio weather forecasts were calling for blustery winds and cold temps for the weekend. It was a George Washington forecast, they didn't tell a lie. Shaking due to the cold winds directly in your face, was more intense than the nerves during flight before judges. We just bundled and proceeded considering conditions as added objectives to overcome and display RC expertise.

Saturday morning, we were covering our hearts with right hands as the local arm of the National Guard, the Civil Air Patrol cadets, 3 of them, in moderate rain, marched in cadence to the center of the runway, stood absolutely still, dressed in their parade uniforms while the PA sounded our National Anthem., a moving scene indeed. CCRC awarded them the SPORTSMANSHIP AWARD. Very much deserved.

Clubbers grilled burgers, dogs and trimmings for lunch, yummy! Four complete rounds were flown on Saturday, then after a good warm shower the gang gathered at City Café for a meal at their leisure, then at 8PM EDT, filled the Executive room, in the Best Western Heritage Inn for the annual SPA Masters business meeting. The Directors were recognized, next cycles patterns accepted, officer elections announced for the coming 2 year cycle. Current officers are on the ballot with one exception, Mike Robinson will "take a rest" from the Sec/Treas chores and Mr. May, Scott Sappington

has announced, after a plea from the current President, to run for that position.

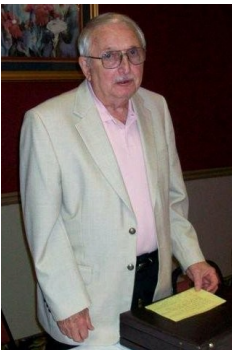
The highlight of the meeting was an address by our own Founder Emeritus, Mickey Walker. Mickey, adorned in a handsome dinner jacket shared so many good memories and stories of the birth of the SPA. He shared his dream of a National Association for pattern flyers who were fond of the "Golden Era" and wanted to continue participating in precision aerobatics as they were done in that era. "I'm so happy to see the growth to the West; perhaps some sparkplugs will grasp the passion and promote activity in other parts of our country". Walker shared several humorous incidents bringing laughing and smiles from the crowd. He shared some of his honors such as his AMA appointments and his pride with being a member of the AMA Hall of Fame. Mickey showed his love and appreciation to Mrs Rebekah, his bride of 60 odd years, for her assistance and understanding of his passion for model airplanes. Mike lauded John Baxter and his Bax Graphics for their donation of 5 huge glass mugs with the SPA imprint on them. He gave each pilot a ticket as they entered the meeting, then

had Mickey draw for the mugs, individually. What a coincidence, he drew his own number for the first mug. He said "someday, "I'll tell you how I did that", then drew John Baxter, Dave Phillips, Ron Underwood and Gentleman Jim Slocum for the others.

The Highlight of the annual Masters is the awarding of the Perpetual Memorial Trophy to the Senior Expert competing in the "sudden death" fly-off before 5 judges with the High and Low tossed out. Our points keeper, Eric Nessler presented it to Mr. Bill Dodge who confessed, "the Fly-off was the only round today that I didn't get at least one zero". He thanked Mike Robinson, the runner-up for "laying down" for him. What a guy! The evening concluded with a standing ovation for Mickey, from the crowd.

Sunday morning was cold as blitzen, again with that North wind directly in the face of the flyers and judges, but not quite as stiff....perhaps 12 to 15 mph. Undaunted by the elements, rounds 5 and 6 were completed. Mrs. Jerilyn did all scores but the Points races, and even ran some of the scores herself, posting round totals within 5 minutes of completion. Eric Nessler calculated the points races and the Memorial Trophy Championship.

There was "a world" of hugging and even some tears as Mike thanked all for their assistance in leaving the field almost spotless. He added several comments about his passion for this sport/hobby and almost tearfully confessed "the camaraderie I enjoy via my SPA activity is nothing less than PRECIOUS". What a great job Mike, you and the Paul Wrights (two of them), the CRCC did with this MASTERS was Masterful! We need to fill Jamie's TIP bucket with gratefulness for the glorious weekend in Choo-Choo city. KUDOS!!!!!!

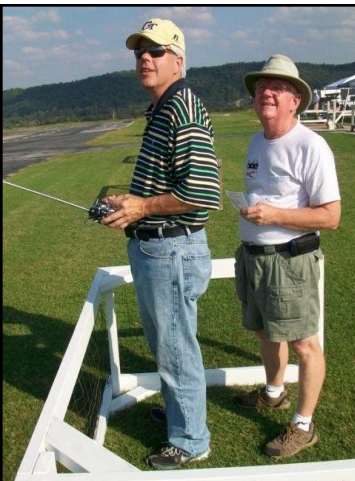
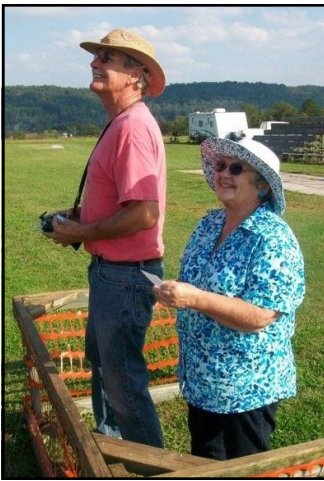


Founder Emeritus - addressing MASTERS



Rebekah said, "he warned me of the model airplanes just before his proposal over 60 years ago".





(Lt.) SPA is a Family thing. Vera Slocum calls for Gentleman Jim during practice on a lovely Friday before winter hits the next day. "Mr May" (Scott), and Dan Dougherty practice as well. (Rt.) With typical crosswind in his face, & windsock fully extended, Mike Robinson performs during fly-off round before FIVE judges!!!!



Bruce & Jane Underwood

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NOVICE

Roy Thompson	4000
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Ken Antos	3670
Joe Kutcher	3073

SPORTSMAN

Dennis Sams	4000
John Baxter	3922
Phil Spelt	3919
Dave Phillips III	3839
Duane Wilson	3668
Ron Underwood	3665
Dan Dougherty	3553
Jim Slocum	3470
John Nessler	1822



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Dave Phillips	3649
Bill Dodge	3623
Keith Watson (DNF)	862

EXPERT

John Nessler III	4000
Eric Nessler	3952
Warren Oliver	3925
Jamie Strong	3888
Scott Sappington	3669

Tentative 2013 SPA Schedule

Jamie Strong, Prattville, AL (CSP....Chair of special projects). Jamie has already been working diligently with CDs in coordinating next year's SPA schedule of contests. These are relatively firm, but still subject to change.

- March 23rd-24th Prattville, Al.(CD Jamie Strong)
- April 27th- 28th Cullman, Al.(CD Steve Bryum)
- May 18th-19th Knoxville, TN.....(CD Phil Spelt)
- June 22nd-23rd Americus, GA. [Hodges]...(CD Dan Dougherty)
- July 20th-21st Hotlanta, GA.(CD Dan Dougherty)
- August 24th- 25th Chattanooga, TN.(CD Mike Robinson)
- September 14th-15th Asheville, NC. Masters ...(CD Will Hicks)
- October 12th-13th (Tentative) East West shootout (Ft Worth?)



MORE SPA NEWS



Battery Capacity Restriction Removedby Eric Nessler

The initial SPA Electric Rules package included a rule that limited flight battery pack capacity to a maximum of 5200mah. Over these past couple of years, we've discovered to execute our Expert schedule with an electric model running at or near our max allowable peak power output of 1400 watts, that several of us are using greater than 80% of our flight pack's available capacity. The "rule to live by" for optimal lithium polymer battery care is never to use more than 80% of your total battery capacity or you will dramatically shorten the pack's life (as measured in total number of cycles the battery pack will perform optimally). Battery capacity does not effect overall power output, only the duration with which it can create that power, exactly like the fuel tank in a nitro setup. In essence, the capacity of the pack determines our fuel tank size, and nothing more. Following this analogy, it would seem silly to mandate a maximum fuel tank size for our nitro fliers, so why should we for our electric fliers? As such, I am happy to announce your Board of Directors has unanimously voted in favor of eliminating [Section 1, No.1d, page 2, "For Electric Power", Rule 2] of our current SPA Official Competitors Guide, which states: "The highest battery capacity permitted is 5200mah". Again, this will not effect or change power output or thrust levels, as the rest of the rules package remains in place. This should save our fliers money by allowing them to select batteries that are up to the job and will not be unnecessarily damaged by the everyday rigors of practice and competition flying.



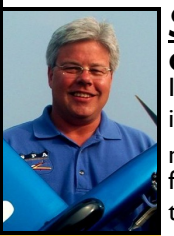
Mike Robinson Steps Down as SPA Secretary/Treasurer

This may be hard for some of you to believe, but serving on the BoD isn't all "power and glory"—it can be taxing and often frustrating. For FOUR years now, Mike Robinson has faithfully served the membership as SPA's Sect/Treasurer—a demanding job—truth be known, probably THE most demanding job. in terms of time spent and work freely donated. Everything was done professionally and "smooth as silk".

Mike instituted many innovative ideas during his tenure that greatly benefitted the organization, also giving a big boost to SPA's bank account, and probably increasing membership in the process. Just one example—to the best of my knowledge, it was Mike's idea to start the very successful LIFE MEMBERSHIP program early on.

After the passing of Ed Hartley, Mike stepped in to do his best to fill Ed's shoes—a HUGE job. He improved the website tremendously along with the method used to register for contests. So many other things we now take for granted are there because of Mike and his efforts for SPA. A few months ago, Lindy Quinten assumed the role of "webmaster", and Mike turned that over to him as a smoothly run website.

As of January first 2013, Mike is officially stepping down as a BoD member and turning over the checkbook and records to Scott Sappington as we welcome him back to the Board as the new Sect/treasurer. When the announcement was made asking for candidates for the position, Scott was the only taker, therefore no election was necessary. Sincere thanks Mike for your hard work and sacrifice for SPA. At the same time, it's great flying with you again Scott—you will always be Mr May to us. Welcome.



Scott Sappington-Reintroduction to SPA Board of Directors.

Greetings from Scott Sappington,

I wanted to reintroduce myself to the membership that has joined SPA over the last couple of years. I have been involved in the Senior Pattern Association since 2003 and served as Vice President from 2004-2010. It was through my association with this wonderful organization that I had that moment in the spot light....literally. I was very fortunate to represent this organization on the cover of "Model Aviation" in May of 2006. It certainly was one of those "life" moments. Many of my friends in SPA still refer to me as Mr. May. After a couple years away from the competition I realized that one of the fundamental core values of this organization is the joy in the friendships shared in the building and flying vintage pattern model aircraft. That was certainly confirmed in my experience at Prattville and Chattanooga this fall. I am honored and look forward to serving the organization in a leadership capacity once again.

Lastly, I would like to wish the membership and your families a very Merry Christmas and a Blessed New Year.
Scott

Engine Limits Raised to .95 4-Stroke and .65 2-Stroke

Back in Jan-Feb, I devoted the whole issue to the discussion of our engine situation since the popular O.S. .91 was being replaced. We looked at the problem from every angle including other manufacturers, and the new O.S. 81. We discussed everything EXCEPT using the new .95. That issue only devoted one sentence to it:

O.S. has replaced the .91 with the .95 (at the same price charged for the .91), but since the rules limit size to a .91FS, that engine will not qualify, and there seems to be no mood within SPA to allow it at this time. For that reason, only legal engine alternatives will be discussed in this issue...

During this past season, the OS .91 "alternatives" were thoroughly "field tested" along with the O.S. 81. Bill Collins did his best to "improve performance", but in the end, it just didn't "haul the mail. In the end, by a large majority the BoD decided to raise the displacement level to .95 for the 4-stroke and .65 for the 2-stroke—it is important to stress that the reason had **nothing to do** with wanting more power and competitive advantage, but had **EVERYTHING TO DO** with **READILY AVAILABLE NEW ENGINES & PARTS**, which in turn leads to a level playing field. Parts for the OS .91 will be getting scarce soon, and this is a better alternative than scrounging for engines and parts. They are available at Tower—sometimes with a coupon special.

SENIOR PATTERN ASSOCIATION MEMBERSHIP APPLICATION

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City _____ State _____ Zip _____

Date of Birth: ____ — ____ — ____ AMA Number _____

Telephone (____) _____ E-Mail _____

Mail this form along with check/money order made out to The Senior Pattern Association for \$20.00 to: Mike Robinson, 2006 West Brookhaven Circle, Dalton, Ga 30720

Mike Robinson
2006 Brookhaven Circle
Dalton, Ga. 30720

