



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 2013**

PRECISION AEROBATICS from PATTERN'S Golden Age

OFFICERS

PRESIDENT-

Bruce Underwood

VICE PRESIDENT-

Jeff Owens

SEC/TREASURER-

Eric Nessler

FOUNDER EMERITUS

Mickey Walker

WEBMASTER-

Lindy Quinten

SPECIAL PROJECTS

Jamie Strong

APPOINTED-

Phil Spelt

EDITOR-

Duane Wilson

avwilsons@charter.net



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.

IN THIS ISSUE

FROM THE PRESIDENT.....Page 2
2013 SPA SCHEDULEPage 2
SPA WEST *Thunderbirds* SEASON OPENER.....Pages 3-4
LINDY'S SURPRISE (What a day)—The "Spirit of SPA".....Page 5
RICHARD TIBBITTS "WHY I FLY SPA".....Page 6
DOC BROOKE'S CRUSADER UPDATE, (Bernie Olson).....Page 7



SPECIAL **Salute to Texas** ***ISSUE !!***



2013 has been a strange year for SPA EAST since the first TWO eastern contests have had to be cancelled due to events beyond the CD's control. At the same time the 2nd eastern contest was being called off, SPA West took center stage as they launched their season under perfect conditions in Fort Worth. This issue is devoted to **SPA-WEST and the state of TEXAS.** The "Texas signs" posted throughout this edition came to me as an attachment to a well-timed e-mail from an RC friend in California. Let me know if you'd like any of them. Enjoy.....*Duane*





Bruce & Jane Underwood

TOP NOTCH TROPHIES
Awards and Engraving

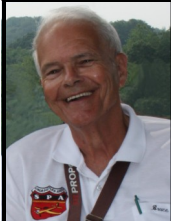
TOP NOTCH TROPHIES
2044 O'Brig Avenue
Guntersville, Alabama

Work: 256.582.0606 Home: 256.582.3742
Email: topnotchtrophies@bellsouth.net



Dalton Print Shop

For all your printing needs.
daltonprintshop@gmail.com



FROM THE PRESIDENTBruce Underwood SPA L15

At the outset of this newsletter.....let's give a gigantic tip of the SPA hat to our membership in

SPA West who are the featured focus of this edition and worthy of all the "kudos" contained within.

Here in the East, (as of this date), we've yet to begin our contest season, what with our first two events having to be called due to horrible weather or unforeseen events. Thankfully, Knoxville is back on after almost being cancelled as well, (please keep Phil and Carolyn Spelt in your prayers during her period of surgery and recovery). Warren Oliver did some behind the scenes work to save the contest with the help of Mike Robinson as substitute

CD—many thanks to all those who stepped in to "circle the wagons", and aid Phil by relieving him of the contest duties.

I did some statistics with our weather bureau over in Huntsville this morning and it might be timely to share a stat revealed by them.....that as of this date, the Northeastern counties in Alabama have received more rainfall than ALL of last year. The good news is that droughts that prevailed last year no longer exist.

By the time you receive this NL, we will have contested in Arkansas as well. This is Richard Tibbitts's second year leading SPA action in his state. You guys in the West have "taken the bull by the horns", and modelers are discovering as a result the fun and fellowship of SPA. The fastest growth within SPA is taking place "out west".

There have been some recent personnel changes on the BOD. First, many thanks to Mike Robinson of Dalton, GA who recently came back-on-board for a spell as our Secretary/Treasurer. He perfected a database program shared with the BOD that puts us on par with any association in existence. It was Mike's desire that his tenure only be temporary. He has asked that someone else assume the role as S/T. Eric Nessler has accepted that role and will step in to take on his new duties as our permanent Secretary/Treasurer. Eric has formulated a method of allowing new and renewal dues to be paid via "Pay-Pal" to ease the dues-paying process. He is familiar with these new fangled methods of communicating and transferring funds via the digital media. He and (Webmaster), Lindy are developing a membership database that may be visited via the Senior Pattern

Website. It will provide an up-to-the-minute list of current, paid members while restricting information of a private nature oftentimes sought by "hackers"—another progressive move to achieve the "epitome" of operational excellence by your Association.

Take your time while taking in all the pictures, contest reports and other "stuff" Duane has compiled for this edition, it'll motivate you to seek out the nearest SPA contest. Enough from me....let's "hit the colorful pages" for some late SPA West results, etc. All the best...pio



2013 SPA EAST/WEST SCHEDULES

- May 18th-19th Knoxville, TN.....(CD Mike Robinson)
- May 18th-19th LAFFS, Shirley, Ak.....(CD Richard Tibbitts)
- June 22nd-23rd Americus, GA. [Hodges].....(CD Dan Dougherty)
- July 20th-21st Hotlanta, GA.(CD Dan Dougherty)
- August 24th-25th Chattanooga, TN.(CD TBD)
- September 7th-8th Texas Wings(CD Tim Reed)
- September 14th-15th Asheville, NC. Masters.....(CD Will Hicks)
- Sept 20-21st Dan Quinten Memorial, Tula, Ok.....(CD Lindy Quinten)
- October 12th-13th SPA West Open -Ft Worth.....(CD Ken Knotts)
- October (???? Re-schedule of Cullman, AL)(Steve Byrum)

Fort Worth THUNDERBIRDS



What a great weekend of SPA flying. The weather, the camaraderie, and the flying were great. There were 24 pilots who enjoyed the light winds and excellent temperature to test their flying skills. Pilots flew 4 rounds Saturday and 2 rounds Sunday morning.

No airplanes were lost although Richard Tibbitts tried on the opening flight of the day. No ailerons, hit the fence and broke the motor off. He was ready to go home when Blake Arnold said "hold on" and took the motor mount off his disabled airplane and gave it Richard who was then able to fly the rest of the contest. That's what SPA's about. (See Richard's article p. 6 for details-Ed)

Then Michael Clements had a flameout on his first flight and landed in the trees, damaging the leading edge on both sides of the wing. A little tape and he was back in the air winning second place in the new Advanced class.

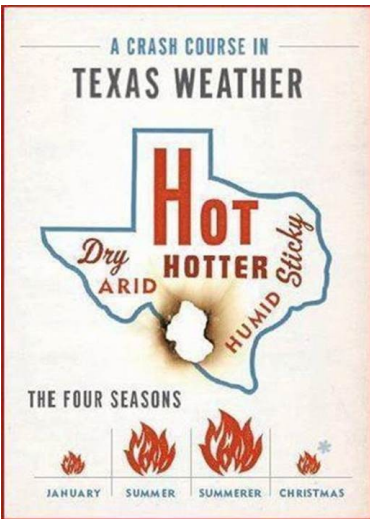
Tab Bowland cooked hamburgers for lunch and Gary Alphin brought some home made Chili for "Dinner at the field". Everyone was enjoying hot dogs, chili and Fritos when Dave Dingman said he had a show and tell. Dave brought out a beautiful custom made Compensator and told everyone about the feather light airplane. It is covered with Monocoat and the color scheme is outstanding. Dave then said the airplane was made for Lindy Quinton for all the work he has done for the SPA and how members appreciate his positive attitude through some really trying times after the death of his father Dan. That was a really emotional event for Lindy and everyone present.



Let us know how it flies Lindy.



A wise man once said "When you have friends you're a very rich man indeed." In addition to having the best kind of friends, Lindy was a most deserving recipient of this beautiful **Compensator** built collaboratively by Ken Knotts, Gary Alphin, Dave Dingman, Blake Arnold, & Steve Ehlers. **GOOD FRIENDS!!** Every pilot won a gift and an OS 65 AX was raffled with the winner being, (guess who), Lindy Quinten—who just happens to have a brand new airplane to put it in. **Lucky Lindy?**



There were 10 pilots in Novice and Gary Nelson won over Tony Stelly. Novice-B had one pilot and Frank Reed ran away with it. The Sportsman class winner was Mark Ehlers who edged Gary Alphin by less than 12 points. Chuck Lee ran away with Advanced class and won 5 of the 6 rounds. Expert saw Ellis Newkirk edge Dave Dingman with some excellent flying. We also saw some fantastic flying by AMA Master champion Rick Byrd who flew a borrowed airplane on Saturday and won the third round after he got the feel of the airplane.



CONTEST RESULTS

Expert

Ellis Newkirk	4000
David Dingman	3897
Rick Byrd	3864
Lindy Quinten	3656
Blake Arnold	1763

Advanced

Chuck Lee	4000
Michael Clements	3800
Ken Knotts	3733
Chris Berardi	3544

Sportsman

Mark Ehlers	3947
Gary Alphin	3935
Murry Adams	3712
William Vogeley	3518

Novice

Gary Nelson	4000
Anthony Stelly	3913
Tim Reed	3868
Richard Tibbitts	3705
Bernie Olson	3513
Woody Lake	3432
Frank Halpin	3245
Steve Ehlers	3045
Terry Thorpe	2968
Paul Mahan	2631

Thanks to Ellis Newkirk for his photo journalism. In addition to being a very good pilot, he is a pretty darn good photographer..Ken



Below—Lindy Quinten guides his Curare in for a 10 (?? Looks like a 10 anyway), prior to the surprise of his ever-lovin' modeling life.



Texas Snowman



(Above) The fight line at the Thunderbirds' field. I'm looking forward to seeing that beautiful facility first-hand some day. (Below) Bernie Olson's pretty Curare. See comparison report on Page 6



The “Spirit” of the SPA by Lindy Quinten

I've been flying model airplanes for somewhere around 35 years. The hobby has provided many wonderful experiences and fantastic stories (some of which grow a little more fantastic as the years pass). I have made a lot of friends in the hobby, some that I've known for most of the 35 years I've flown. For the most part however, flying was something special that I did with my dad. Flying was our “thing”. Then in 2008, dad stumbled across this thing called the Senior Pattern Association. We both got excited and started holding contests in Tulsa. In 2009 something special happened regarding our SPA experience that changed it from just having fun flying and competing with our favorite planes, to a bond of fellowship and friendship with very deep roots.

What happened? It seemed simple at the time, five guys drove up from the Ft. Worth Area to fly and support one of our contests. We in turn drove down and supported theirs. As we joined together to support, and recruit, and build what is now known as SPA-West, we were blessed to find a group of men that became some of our dearest friends.



Photos by Ellis Newkirk

Lindy Quinten, (left) listens in as Ken Knotts talks to the pilots. Dave Dingman, (another of the Compensator builders), looks on.

In March of 2012 dad succumbed to lymphoma, and my life was forever changed. It would be an understatement to say that, (in regards to flying), my dad spoiled me rotten. He absolutely loved to build and set up planes, and with my schedule as a retail manager, it was difficult to find the time to properly get a plane ready to fly, so dad became “crew chief” with me as the “driver”. During the winter, in spite of his growing weakness, we built one more Curare for me to campaign the upcoming season; it was about 90% complete when he passed. I decided that I did not want to miss a contest—I wanted to fly—and fly well to honor my dad. It didn't take long for me to come to grips with just how little I knew about so many of the fundamentals of installing radio, fuel tank pushrods, and nose gear, etc., etc., If it could be done wrong, it was, and I can assure you that when that plane arrived in Ft. Worth in April of 2012, it was an accident waiting to happen. During each contest last season, as I labored to fix what was wrong, my dear friends from Ft. Worth patiently and repeatedly got inside that Curare and tried to make sense out of my “creativity”. Gary Alphin, (who has been my host each trip I've made to Ft. Worth the last couple years), worked more on my plane than on his own. It was usually a project that needed multiple ears and hands every time we got together to fly at a contest. I was definitely disappointed—feeling I had not accomplished what I had set out to do, but being in Texas and Arkansas, and having those guys here in Tulsa was like life blood for me as I struggled through my first season without my Crew Chief, mentor and best friend. In spite of the frustration, every contest with this “band of brothers” was a highlight, and a source of joy and healing as I worked through my grief. The Curare, in spite of all the attempts, would likely never be what it should be, so I decided to build something over the winter and retire it. I didn't want to lose something that precious, but I discovered that going into the shop to build without my dad was something I wasn't prepared to do. I know that time will come, but this winter I just wasn't ready.

Arriving in Ft. Worth for the 2013 SPA-West opener—a year removed from my dad's passing—I had my Curare. With all the work done on it, the plane was running consistently, but simply wasn't competitive, however being at the contest after a winter of not flying was a boon to the spirit. We flew four rounds on Saturday and stayed at the field that evening for a chili supper and fellowship time. Ken mentioned that Dave had a project he wanted to do a “show and tell” with. He carried out an absolutely beautiful Compensator covered in my favorite combination of orange and sky blue. After giving a few facts about the weight and his choices, he looked at me and said “**Lindy, this is your new airplane!**” “In spite of all you went through, you came with a great attitude. You were an encouragement to all of us.” As the tears flowed down my face, I stood up and received this amazing gift. I had felt like I was the one doing all the receiving, but to have someone say I was an encouragement for others was hard to fathom. These men spent hours on my plane last year, had me fly theirs on multiple occasions when it became clear mine was a no-go, and never once let me get down. They exemplified in a beautiful way this concept we call “the spirit of the SPA”. I thank each of you, my dear friends, for your investment—not just into my plane, but into me. One last note, sometimes it seems as though there are “greater” things at work in the process of restoration. I bought a few raffle tickets, in part to support the Thunderbirds, but also because the prize was a brand new O.S. 65 AX. When Ken called the number, I held the winning ticket. I look forward to this beautiful plane making its debut in Arkansas, but I mostly look forward to the fellowship and fun!



Nice color scheme with Lindy's favorite colors decorate this ultra light Compensator built by SPA-West flying buddies.

I received this real nice letter from Richard Tibbitts (our “main man” in Arkansas), the other day with a request that I include it in the next newsletter, and I am only too glad to oblige. It seems especially fitting that it be included in the same issue that contains details of the special gift presented to Lindy Quinten.

When SPA West was on the verge of becoming SPA’s second region, I wondered to myself how close its character would be to the long-standing “parent” organization I had come to love. I was concerned about whether or not it would share what we call the “Spirit of SPA”, a special attitude among the pilots that puts the emphasis on relationships, and each individual having a good, quality experience above everything else, (including who wins, and even the vintage planes themselves). After all, the regional hubs were separated by a thousand miles—would the regions grow together or apart? Would they have the same “feeling” —would we be unified or separate—held together only by a common name and set of rules? Any initial questions I might have had have been answered—we know that in a very short time, SPA West not only fully embodies the “spirit of SPA”, but they can teach us “easterners” a thing or two about how it’s done. Richard was “inspired” to write this for the very same reason I wrote my first Model Aviation article in 2006. We were both overwhelmed by our positive personal experiences, and the way SPA members went the “extra mile”. Most of us could write our own stories of SPA-folk going that “2nd mile” for us—going way beyond what is expected. Reading Richard’s & Lindy’s comments makes us proud to belong to a group like this.



Why I Fly With The SPA By Richard Tibbitts

The day dawned bright and clear. The winds were light. I had recently tried a different prop on my plane that really worked well. I had arrived at the Texas Thunderbird Field a day early and had a practice flight in the afternoon that went so well that I just knew that I was going to have a great event.

Then came the morning of the event. I was first up and so confident that my hands and knees weren’t even shaking. My engine started on the first flip, (well maybe the second or third) of the chicken stick and my caller took my plane out and placed it on the runway. I thanked the judges for doing what they do and asked if they were ready, called for Takeoff and then watched my plane try to tear down a fence. Somehow the aileron lead had become disconnected from the receiver. I thought that I had stirred the sticks before starting the engine but now I’m not sure. Anyway, the engine was torn out of the airplane and the tail was kind of dangling—so it pretty much looked like a total wreck, at least to me.

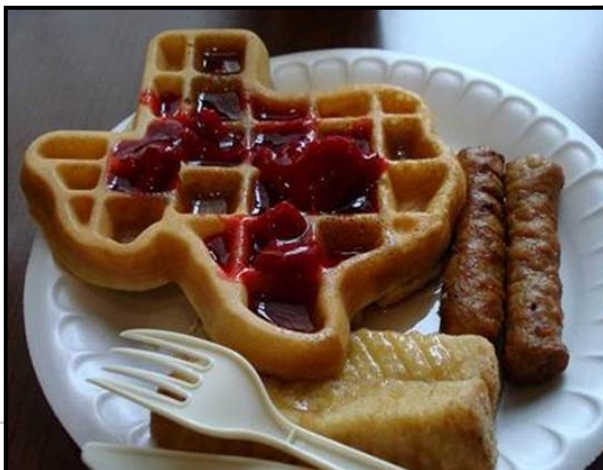
Now comes the great part. When the parts were brought back to the pits I had at least three pilots offer to let me fly their backup plane. “What a group of nice guys” I thought. I declined. I was too discouraged at this point. Then a couple of other pilots started to look at the plane and stated that heck “Why don’t I just repair it. It looks like an easy fix.” It took about ten minutes to convince me that maybe it was possible.

At this point a little bit of luck came my way. One of my fellow pilots (Blake Arnold), said he would give me his motor mount as he was flying a plane that had to be disassembled to fix a major problem that he had just discovered and could not fly that day. It turned out that his was the exact same motor mount that I had been using and now lay in pieces. Anyway, it fit perfectly on the front of my plane, the engine mounting holes lined up perfectly—and get this—the holes were tapped the same as my old mount so all of the engine mounting bolts fit perfectly right out of the chute.

Meanwhile, I had sent my Grand Daughter off to get some 5 minute epoxy (fixes everything). She got back shortly after I had remounted my engine and reset the throttle linkage. Another of my fellow pilots, (Ellis Newkirk), actually mixed the epoxy and helped apply it and held my tail feathers in place while I checked alignment. It took slightly more than 5 minutes to set as the temperature was little cool.

I ended up missing the first round, but, I was ready to fly the second round. I finished fourth overall for the event but didn’t really care about that. What has impressed me more than anything in my 67 years here on this earth is the “can-do” attitude and the willingness of so many people to help a fellow pilot continue to fly. My spirits soar every time I think of the wonderful people that I encounter at all of the SPA events. That’s why I drive several hundred miles to fly with the SPA and will continue to do so

for as long as I can. **THANK YOU TEXAS THUNDERBIRDS !!!**



YOU KNOW YOU’RE A TEXAN WHEN...
THE BEST PARKING PLACE
IS DETERMINED BY SHADE
INSTEAD OF DISTANCE



Flying by Bernie Olson Ralph Brooke's CRUSADER

I'm very appreciative to SPA-West's Bernie Olson for writing these two articles on Doc Brooke's world famous competitor from the mid-60s. In this issue, Bernie flight-tests the Crusader, and compares it to the increasingly popular Curare (new ARF available). Thanks again Bernie!! (ed)



The Curare, (top) is fast becoming the "go to" "state-of-the-art" plane in SPA circles. The Crusader, (middle and below) design is ten years older, (an eon of time when considering the advances in design during that time span), yet it flies well for SPA . The distinctive "cool" scale looks, larger size, and scoop cowl, (below) sets the Crusader apart from other models. Looks like it is largely a matter of taste about which you choose. (Picture below featuring the "cool cowl" by Ellis Newkirk).



When I last reported on the Crusader, (Jan/Feb 2013 for Bernie's article, with the original article & plan link), it had completed only one flight that ended with a flame out during a stall turn. The culprit was dirt in the carburetor that a session in an ultrasonic cleaner eradicated and the engine has run flawlessly ever since. I'll talk a little more about operating with an inverted engine later but first something about the plane's flight characteristics.

Last year I completed a pair of SPA planes, the Crusader and a Curare, that provide an excellent basis for comparison. The Curare, from a Eureka kit came in at 6 lb 4 oz and the Crusader from a Lazer Works partial kit at 6 lb 10 oz. Both are powered by an OS .55 with a stock muffler and were built per plans. The Crusader has 5 inches more span than the Curare and 3 inches less length. The biggest difference between the two was their development dates; 1965 for the Crusader and 1975 for Curare.

One would expect the Curare to be the better pattern plane and it is, but frankly, the differences are subtle. Perhaps if the Curare was piped with retracts as the Prettner's intended the differences would be unmistakable but configured for SPA rules they're pretty similar. Now, I'm a neophyte to pattern and no doubt experienced flyers could scratch out their delta characteristics but considering the ten year age difference, I'd say Doc Brooke did a remarkable job with the Crusader.

At this point a few things have shown up, the most obvious of which is that while the Curare will knife edge easily the Crusader doesn't want to maintain altitude. I'm sure that some tweaks could get it there but the Curare was designed for knife edge flight and does it 'right out of the box' with little effort. The second thing is that the Crusader has a slight tail wag when flying fast. This can show up in a dive such as on the back side of a loop. On the other hand, the Crusader does nicer axial rolls which helps since I can't roll properly to save my life.

The one gremlin I've run into with the Crusader was with its elevator linkage. Plans call for a control horn soldered to a piano wire that spans between the two elevator halves. This allows the elevator pushrod to remain entirely buried within the fuselage keeping aerodynamics and aesthetics clean. I didn't trust that I'd produce a worthy solder joint so I used an aftermarket horn that slipped during a Split S. The airplane pitched up suddenly but was still controllable and landed safely. After some surgery and a couple attempts, the elevator now has an external pushrod that's more typical of that found on today's planes. Not as attractive but less risky.

The Crusader employs an inverted engine, which is unusual, but has turned out to be a non-issue as well. The leading edge of the wing has a relief cut into it allowing the fuel tank to drop down in the fuselage keeping it aligned with the carb. As a result, operation of the engine is no different than for a side-mounted engine. I'll also add that the snorkel cowl not only looks good it directs flow across the cylinders efficiently as one would see on a full scale aircraft. The result is a clean arrangement that performs well and I'll bet it runs cooler.

An intangible, but really great part of the Crusader experience is the whistle the Crusader's cowl makes as it flies past -- announcing how much fun it's having after a half-century hiatus! Thank you SPA for encouraging resurrection of these wonderful and forgotten aircraft.

SENIOR PATTERN ASSOCIATION MEMBERSHIP APPLICATION

**COME
VISIT
OUR
WEBSITE**

@

**WWW.
seniorpattern.
com**

www.seniorpattern.com

Name _____

Street Address _____

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: Eric Nessler 2080 Smokymill Rd. Dublin, Ohio 43016

**Eric Nessler
2080 Smokymill Rd.
Dublin, Ohio 43016**

