



# 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](http://www.seniorpattern.com) SEPT/OCT 2013

## *PRECISION AEROBATICS from PATTERN'S Golden Age*

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### IN THIS ISSUE

“FOUNDING FATHERS” “MUG” FOR CAMERA.....Page 1  
 REMAINING **SPA** CONTEST SCHEDULE.....Page 1  
 FROM THE PRESIDENT.....Page 2  
 “COOL” INTERNET LINKS, (VOLM 3).....Page 2  
 “HOTLANTA 2013” Great contest, new location.....Pages 3-4  
 CHATTANOOGA 2013 (*Pardon me boys—is that the...*).....Pages 5-6  
 THOUGHT PROVOKING QUESTIONS (by Jeff Owens).....Page 7

***Be Cool...Get in the Action...Join the  
“In Crowd” ..... FLY SPA***

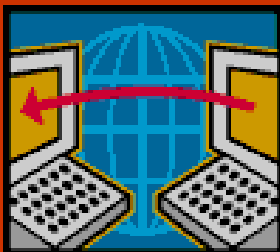
## *Founding Fathers*



**Bruce knows an historic moment when he sees one during “Hotlanta”**

**(L-R) SPA PIONEERS #2 Frank Stewart, #1 Mickey Walker, & “latecomers” #15 Bruce Underwood, & #10 Keith Watson.**

**Thanks from all of us for starting SPA!!**  
(Notice the alternating shirt colors!!)



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 both membership and potentials from SPA.

## **EAST/WEST SCHEDULES**

**ONE CONTEST TO GO...**

**Oct 12th-13th SPA West Open-Ft Worth.....(CD Ken Knotts)**

**COVERAGE OF Texas Wings and Asheville Masters coming soon in the Nov/Dec Issue**



**Bruce & Jane Underwood**

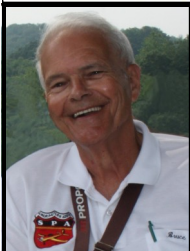
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**At the outset of this edition...** let me thank the two couples, the **Knotts and Alphins** who traveled from SPA West (Dallas-Ft. Worth) to the contest in Chattanooga, TN last month. **It was a JOY** to fellowship and fly with you folks. You'll note photos from the contest with Gary and Ken and wives laughing out loud while at the same table with Doug Harvel from Mississippi, who "entertained" that table at the Saturday night gathering. Chattanooga, TN was the largest and best attended contest for SPA East this season. Details, photos and scores deeper in this edition.



Gary Alphin being "shy"



Doug Harvel from "Miss-sippi" "wows" the Nooga audience- just being POD (poor old Doug) He's a natural, (can't help it)..

As we near the end of another SPA season, we pause and reflect on the joy and good times we've enjoyed at all our contests. Having just attended the SPA East MASTERS in Asheville, N.C., Duane, Penny, Will Hicks and his wife Deb, as well as all the club-members there were figuratively, (not literally) "bending over backwards" to make all feel at home. Next edition will have some remarks shared with us by "**golden era**" pattern flyer **Mark Radcliff** who addressed the MASTERS banquet in Asheville. There were several reports of people saying just how much they enjoyed this contest, with one person saying it was the "best Masters ever". I guess that could be said nearly every year, but still it's nice when participants get on the **Discussion List** with their praises. Asheville was a ways away, (and it was the first time the Masters was ever held outside the original three states of Alabama, Tennessee, and of course Georgia), but it was a contest worth the drive. Now we have upcoming the final contest out west, (the Open), and another SPA year will be in the record books unless someone arranges an unscheduled "fun" get-together.

I hear rumors of CDs in three separate parts of SPA EAST planning on NOVICE gatherings in early spring of 2014. There was a notable shortage of Novice pilots at meets this year so the objective of the early spring gatherings is to work with sport pilots who'd love to enjoy the SPA contesting, but just unsure of their talents. This, IMHO, is a great gesture on behalf of these CD's. Stay tuned here and on the SPA Discussion List for more details.

The current patterns are effective through next season and Webmaster Lindy has made available convenient call-cards on the website that may be doubled and covered with "packing" tape if desired for longevity. I would encourage all members to pick a fellow sport-flyer or two to prepare one of the B-Novice or Novice call sheets for and see that they have it in their flight box. Lots of times, they'll frequent the flying field at times when experienced pattern flyers aren't present, study that call sheet and practice the maneuvers on their own. Please direct flyers to the SPA website for detailed definitions, pictures, downgrades, etc for our patterns. Personal invitations from fellow modelers is about the most effective recruiting tool in existence.

After many seasons serving us as CSP (Chairman Special Projects), Jamie Strong has asked for some relief and Dan Dougherty has volunteered to "fill his shoes". These are "big shoes" in that CSP chores include the scheduling of all SPA contests, & checking with AMA to see that no conflicts within a reasonable driving distance occur, etc. Jamie has done a super-job since replacing the late Jim Ivey several years ago. He kept points for the "season points champs" up until being relieved of that by Phil Spelt, now Eric Nessler is doing it. The schedule doesn't just "fall together"; Jamie has researched and negotiated possible conflicts year after year now, and we are ever grateful. Dan, many thanks for assuming this role. CD's with scheduling questions and suggestions for 2014, please address them to Dan as he assumes this role effective Jan. 1, 2014. Best Wishes and garner a load of "10's".....BRUCE

**Cool Internet Links: (One light click only —or you'll have a mess on your hands)**

- B-24 LIBERATOR (Willow Run Ford Plant)** <http://www.youtube.com/embed/iKlt6rNciTo?rel=0>
- YAK 130 RUS JET** [http://www.youtube.com/watch?v=yC4jG-wuVoc&feature=youtu.be&desktop\\_uri=%2Fwatch%3Fv%3DyC4jG-wuVoc%26feature%3Dyoutu.be&app=desktop](http://www.youtube.com/watch?v=yC4jG-wuVoc&feature=youtu.be&desktop_uri=%2Fwatch%3Fv%3DyC4jG-wuVoc%26feature%3Dyoutu.be&app=desktop)
- JAMES BOND BD-5J** <http://www.flixy.com/worlds-smallest-jet-plane-bd5.htm>
- VULCAN BOMBER** [http://www.modelairplanenews.com/blog/2013/08/14/very-very-big-vulcan/#utm\\_source=MagnetMail&utm\\_medium=email&utm\\_term=DESERTSKYCAMAOL.COM&utm\\_content=ManEnews\\_8.16.13&utm\\_campaign=Exclusive%20Corsair%20build.%20Disneys%20](http://www.modelairplanenews.com/blog/2013/08/14/very-very-big-vulcan/#utm_source=MagnetMail&utm_medium=email&utm_term=DESERTSKYCAMAOL.COM&utm_content=ManEnews_8.16.13&utm_campaign=Exclusive%20Corsair%20build.%20Disneys%20)
- P-38 LIGHTNING** <http://www.youtube.com/watch?v=Y3nndCjbccl> (REALLY GREAT VIDEO)
- 1972 GLENVIEW NATS** [http://www.youtube.com/watch?v=60NYhU7kq8E&feature=player\\_embedded](http://www.youtube.com/watch?v=60NYhU7kq8E&feature=player_embedded)

# HOTLANTA 2013

DOUGLASVILLE, GA.....July 21 & 22, 2013....new site, new friends much fun and



Tough-looking hombre Kurtis Lynn was the obvious choice for the Sportsmanship award. The whole club was great to us....

fellowship! What a good "hook-up" for former members of the Paulding County Model Club that, upon loss of their field, migrated several miles to the West of Atlanta to be welcomed by the Douglas County Modelers & Mr. Kurtis Lynn, President of the 78 member strong club.

Lynn and the club welcomed an annual SPA contest at their site and not only sacrificed their weekend of flying, but constructed a huge covered area complete with cement flooring providing cool shaded area for most of the SPA pilots and planes. The runway, 50 X 500 asphalt was completely surrounded by neatly mowed Bermuda and 10 x 10 judges tents erected just behind two protective, removable, picket fences just in front of the judges and pilots.

Lynn was introduced to myself and immediately said, "we are proud to have you visiting our site, I've been wanting to undertake a project to introduce out-of-area flyers to our field". Lynn and some younger members of the club retrieved some crashed models from rough brush and trees that our Senior pilots just weren't physically able to traverse. They were "super nice" and SPA is so appreciative for the hospitality.

There were more crashes and "landings in trees" this past weekend than any in the East this season. Dave Phillips lost a nice model when the arm-mount screw on a servo backed out. Dave explained it was a metal gear servo (elevator) and he had intended to place a "star-lock" washer under it but just failed to do it. It backed out at the bottom of a reverse outside loop. Lynn and club members retrieved the wreckage

from dense brush. Keith Watson's nice Compensator was still lodged in a tree on the West end of the runway as of Monday morning. He is hiring a pro to climb after it. Will Blackwell caught a tree off an end of the runway, his and Granddaddy's plane was retrieved and a few holes repaired overnight Saturday night and back in the air on Sunday. While seeking Blackwell's airplane the hunters spied another plane in a nearby tree, Roy Thompson told me it was "a club members' FOAMIE".. John Wasnewski (one of the designers of the Carl Goldberg FALCON series) spiraled in just off the runway with his own designed Falcon 56. Dr. Gray re-kitted his famed KAOS (Army colors) when he admittedly applied UP at the bottom of a reverse outside loop. His "class" was displayed when he told me, "it was my thumbs that caused it". The good doctor had a stroke of luck at the raffle prize ceremony.

Will Blackwell, up and coming youngster, scalped ole-timer Frank Stewart in the Novice class K'ing all 5 rounds. Stewart said, "I love to see young folks like Will flying like he does, reminds me of those decades long past when my thumbs would respond to my gray-matter input to them", Jim Johns, dividing his time between flying and scorekeeping drove his Daddy Rabbit I to victory in the Sportsman Class with 4 K's of the 5 rounds.

CD "Dan the Man" copped one K. Jim's lovely wife Bobbi was lots of help with the scorekeeping chores. **Bobbi divided her time with those chores and visiting with the other lovely ladies you'll see pictured under the shade tent swapping "wives tales". Notice, I didn't include the word "old".** Jim and Dan were pursued by Roy Thompson, John Wisniewski and Doc Charles Gray.

Advanced has proven to be a popular addition to the schedules this season. Scott Sappington and Mike Robinson tangled to within 72 normalized points for 1<sup>st</sup> and 2<sup>nd</sup> place respectively. Charlie Johns, Kenneth Blackwell, Bill Dodge and John Nessler, Jr (dad) finishing in that order.

The Expert class was a genuine show of "brotherly love" and Sibling rivalry which, again was a "pure delight" to judge and observe. Eric and John Nessler III each won two rounds and none who judged them could declare a winner of any round, the flying was so doggone GOOD! Dan brought them **together** for the award presentation, which he should, for with only 4 of the five rounds judged, only 8.something separated them. No one knows how they fared in round 4, as, UNFORTUNATELY, one of Eric's score sheets was misplaced due to the absence of runners and never found resulting in John's having to dismiss that round for them both. Dan and officials apologized numerous times for the incident. It being a first contest at that site, the runner situation was just overlooked in contest prep. It won't happen again, declared the CD! Notice, I am purposely NOT naming either one of them in this coverage for they both were SUPER!

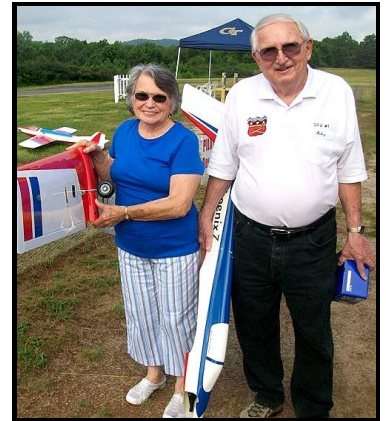
VP Jeff Owens racked up win number two in a row in the Senior Expert Class driving that 2 stroke powered DB beautifully. Owens copped 3 K's to outpoint Bruce Underwood, Dave Phillips, Russ Chiles and Keith Watson, in that order.

Saturday night, many attendees gathered for some good eats and fellowship at the Golden Corral where Dan had made reservations in a private room. With the buffet format of the Corral, too much good food was consumed....it was yum-yum good!

**Raffle winners were:** Cool Power fuel.....John Nessler III, Lawn Chair.....John Nessler III. John passed on lawn chair and on the 2<sup>nd</sup> draw, it went to your PIO. Thanks, John. Cool Power fuel.....Bruce Underwood. John Nessler III won the INTRUDER ARF, passed, and 2<sup>nd</sup> drawing it went to Dr. Charles Gray (who lost his KAOS earlier)....what a deserving winner!

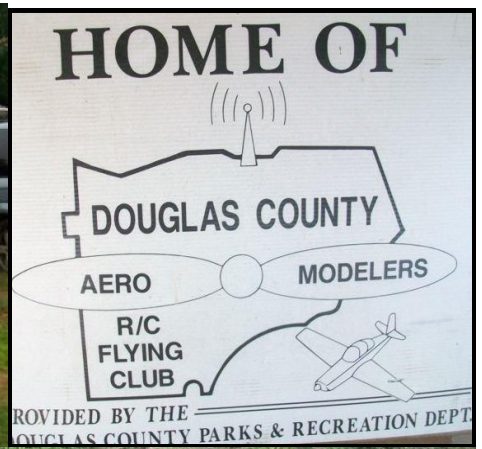
A special "Sportsmanship" award was presented Mr. Kurtis Lynn, DCMA President for his hospitality and kind assistance by members of the Douglasville Club. Lynn responded with a gigantic "thanks" and "looking forward to see you all next year"!

DD thanked several who came to "work" judging, arranging, etc.....for example, Bill Collins, Mickey Walker and Duane Wilson. Hopefully, this is the first of a long string of annual events at the new site for the annual "HOTLANTA" event.....Bruce 3



Mr. and Mrs. SPA#1





**NOVICE**

Will Blackwell	4000
Frank Stewart	3523

**SPORTSMAN**

Jim Johns	4000
Dan Dougherty	3873
Rot Thompson	3722
John Wisniewski	2432
Charles Gray	2354

**EXPERT**

Eric Nessler	3990
John Nessler	3981

**ADVANCED**

Scott Sappington	4000
Mike Robinson	3927
Charlie Johns	3630
Ken Blackwell	3578
Bill Dodge	3568
John Nessler Jr	3515

**SR. EXPERT**

Jeff Owens	3996
Bruce Underwood	3964
Dave Phillips	2950
Russ Chiles	2710
Keith Watson	2583

**RAFFLE PRIZES**



Russ Chiles built this beautiful Atlas! Great to see him on the circuit.



Bruce Underwood photos



(Above) Nice day for flying as Bruce calls for John III. (Far L) Newcomer Jimmy Johns helps with the scoring. Jim is planning an article on scoring for a future issue. (Center) Dan awards gifted "rookie" Will Blackwell 1st in Novice—we need more like him. (RT) Nothing escapes founder Mickey Walker and Roy Thompson as they assist in the judging chairs.

# Chattanooga, 2013

***"Pardon Me BOYS—is that the Chattanooga CONTEST.....??"***

MUSICAL VIDEO FEATURE : ONLY CLICK ONCE

<http://www.youtube.com/watch?v=0gnVWhk4xLk>



August 24-25th 2013

**SPA pilots from as far west as the Lone Star State, South to Florida, North Carolina to Ohio and North Carolina** made the journey to Chattanooga for the annual CHOO CHOO CITY CHAMPIONSHIPS August 24 & 25. Here's the initial recap of the event from CD Mike Robinson (cut and pasted from the SPA Discussion list on August 25th.....

*Twenty nine flyer's gathered this weekend at Chattanooga accompanied by wives, friends, small animals and VERY interested spectators. All I can say is WOW! WOW! and WOW! Here are some highlights and lowlights for you:*

- **Chris Gregory, Sam Hamrick, Bill Collins** were the beginning backbone of my judging team. They were non-flyers; meaning I could use them pretty much all the time. All of them did a stellar job. They were joined later in the contest by Ken Blackwell, Tom Stennis, Keith Watson and maybe another or two.
- **One again this year Jerrilyn Robinson and Linda Owens** carried all the weight for scoring chores. Linda faithfully gathering and auditing while Jerrilyn ran the computer end of things. I could not have a contest without these two! Many were standing in line to help and I am grateful for that!
- **Friday's food was a HUGE success** thanks to SMT Distributing and the Dave Phillips family. What nice people, and the sure put in a lot of sweat equity.
- **Friday's practice was vigorous and fun.** Most were in town and going at it by 1:00 - 2:00 PM and if I recall we didn't have any seriously damaged planes.
- For the first time ever I ran three active flight lines in Chattanooga. Having the right judging pool made all the difference in the world. The end result was nobody had to wait for hours to fly. — a couple of lessons learned 'bout multiple lines though. SAFETY was without doubt the most serious issue. If we do it next year I will have an on-field safety Marshall approving all entries to the runway, and he will have a LOUD bullhorn! Will also put center marking pole up for the Expert Class. I think they could have used it.
- Funny stuff.
  - Duane goes to the wrong flight line, then Joe Grant "drives" him by the shoulders to get him to the correct spot, (not so funny-ed.)
  - Contestant walks up to me while looking at the flight board and says, "When do I fly?"
  - Contestant shouts at me from 200 feet, and thinks I can actually hear him.
  - Gary Alphin (from Ft. Worth) is dejected with the non wind situation in Tennessee. Has trouble flying until updraft from storm in then he gets fired up — wanting to fly a round pronto!

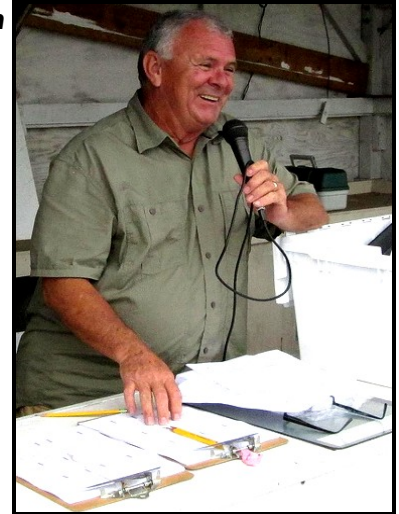
*I want every person who attended, helped and flew in this contest to know I am humbled by your spirits of friendship and friendly competition....Until 2014,....Mike*

We, likewise, Mike, are humbled and grateful for you and CRCC for the GREAT weekend. Weather was perfect. Scores and pics are elsewhere....again, the sponsorship, sort of, by Buddy Shores and SMT Distributing LLC was "first class". What a good group! Despite crashing and destroying their models, Keith Watson and Bill Dodge, just fell in to assist with judging, etc. displaying the genuine SPA spirit of having fun despite adversities.

Raffle winners were as follows: SMT caps.....Ed Seigler and Greg Helms. APC props.....Ed Seigler, Keith Watson, Scott Sappington and Steve Pacheco. The Raffle Rossi engine as well as the club Rossi engine (2) are going to Ohio with Daddy John Nessler III, whose "call girl" refers to as "Jack". CRCC gave a Great Planes ARF Dirty Birdy and it went to Kingsport, TN with Dennis Sams.

Mike tried something we used to do when huge numbers participated, flying (3) flight lines. Two lines were parallel with the runway and the other was offset about 45 degrees to the runway. It worked nicely and nary a single "mid-air". Beginning with the Friday evening steak dinner provided by SMT Distributing LLC to the gathering Saturday night at the City Cafe then the early departure on Sunday, it just couldn't have been any better! Mike, Paul Wright (Club Pres) and CRCC membership, we are so appreciative of another terrific weekend. Ya'll are "the GREATEST"! .....

*PIO Bruce Underwood*





(Left) Flight line (Rt) A serious look at Doug Harvel who rejoined us with Tom Stennis after a long absence. Doug, (aka Poor old Doug, (POD) is a “stitch” to have around, and had them all in stitches at the dinner at the City Café, (see Pg.2). The City Café BTW, is the place to go for way too much good food and huge desserts that are best shared. One trick is for different people to order desserts, then pass them around the table to sample.



**NOVICE**

Joe Grant 4000  
 John Davis 3828  
 Steven Pacheco 2759

**SPORTSMAN**

Gary Alphin 3979  
 Vic Koenig 3965  
 Jim Johns 3839  
 Roy Thompson 3704  
 Duane Wilson 3584  
 Doug Harvel 3549  
 Charles Gray 3495  
 Dan Dougherty 3471  
 Ed Seigler 3363  
 Thomas Stennis 32

**ADVANCED**

Scott Sappington 3971  
 Dennis Sams 3919  
 John Nessler Jr. 3846  
 Ken Knotts 3708  
 Charlie Johns 3679  
 Ken Blackwell 555

**EXPERT**

John Nessler III 3988  
 Eric Nessler 3979  
 Jerry Black 3941  
 Warren Oliver 3809

**SR. EXPERT**

Jeff Owens 4000  
 Bruce Underwood 3883  
 Dave Phillips 3431  
 Russ Chiles 3255  
 Bill Dodge 779  
 Keith Watson 20



*Fellowship is what SPA is all about— it’s what you take home with you and remember long after the competition is over. We’re glad that the fellowship isn’t limited to the pilots—the wives are just as involved in their groups.*



All photos by Ken Blackwell

Board of Directors, (BOD) members are sometimes criticized of leading by decree, rather than putting everything to a direct vote. It is true that many issues are indeed decided by a vote within the BOD itself, with a vote of the entire membership being the exception rather than the rule. Why is that?

The BOD is a representative body, much like our state and national representatives representing the individual members—if every issue was decided by a direct membership election it would take forever, and each proposal needing to be decided would drag out in a very inefficient, tedious process. We reserve general membership elections for what the BOD feels are the most important issues, with other business being brought to the BOD after listening to the membership. My experience has been that each BOD member gladly listens to members who bring ideas to them; their ideas are then put to the BOD as a formal proposal. Many of our rules, (such as those dealing with electric propulsion), have come from this process. Another example was to increase the number of BOD members selected by a membership vote rather than direct appointment. In short, the Board of Directors cares very much about members' ideas and feedback.

Some BOD members serve purely because of the function they hold within SPA such as webmaster, "special projects director", or newsletter editor—if you'd like a leadership role on the BOD, one route would be to volunteer to do some of the work of the organization by holding one of these "working" positions. Dan Dougherty did just that as he takes over for Jamie January 2014.

A final example of "listening to the membership" is to put questions out on the Discussion List or newsletter to get membership feedback—the article below by V.P. Jeff Owens is like a membership survey. Each of the questions he is asking for input on was brought to him by a member. What do you think about these issues? Tell Jeff—or for that matter, let us all know what you think.... (Duane Wilson, Editor)



## **Some Thought Provoking Questions.....** by Jeff Owens

**In discussions with members a few items have come up** that I feel need some discussion. So, I am going to use this column to put a few questions to the membership and call for your input. Let's get a discussion going! You can reply to me directly ([jf\\_owens@comcast.net](mailto:jf_owens@comcast.net)) or indirectly via the discussion list.

### **So here goes!**

1. **What does it mean to be a Novice?** Most people would probably suggest that a novice in some area would be a beginner or someone new to that activity. But what if the "novice" had years of experience? It has been suggested that our entry-level B-Novice and Novice class names may be keeping some from participating in SPA activities because they don't want to be referred to as a novice. I'm thinking of an experienced AMA Pattern or IMAC pilot, for example. Now, AMA faced this identity crisis back in the late 70s – does anyone remember the Pre-novice and Novice classes? (How can you be a pre-beginner?!) They did away with Pre-novice (it became Novice) and Novice became Sportsman. So, do we need to rename our classes? At one time the IAC (full scale aerobatics) used Basic as the lowest class. There are other terms we could use that would denote an introductory level yet not carry the stigma of "novice." What do you think?

2. **Why is there a Senior Expert class?** I guess I can ask that since that's what I fly. We have B-Novice, Novice, (see question 1) Sportsman, Advanced, Expert, and Senior Expert. The rules currently state that there are no age divisions for the first four classes while Expert is split into Expert and Senior Expert. Any pilot age 60 or older who flies the Expert pattern can choose to fly in the Expert or Senior Expert class. This rule makes sense if one assumes that all pilots will advance to the Expert level prior to age 60 and then can choose either class after that. But there are many fliers who plateau at a class below Expert due to skill level, interest, available practice time, etc. They then end up competing in a lower class against competitors of all ages. Some lose interest since they feel that the younger reflexes will always win out. Whether or not this is true (experience does count for something) there is anecdotal evidence that we are losing some older members for this reason. So, do we need some type of age division? If so, in what classes? And how would we handle all the plaques that would be required? Perhaps just one additional class (Sportsman?, Advanced?) should have an age division. Let me know what you think.

3. **Why is there a time cut-off for choosing our pattern maneuvers?** Each two-year pattern cycle results in new sequences for all classes. The maneuver list available up to January 1, 1976 is somewhat limited, so we end up with using the same basic maneuvers recycled every few years. Every once in a while someone includes a maneuver from 1976 or later and that results in some serious flame wars. But I checked with Mickey Walker on this. There is a hard cut-off for model designs, but the rules never specified (and still do not) that there is a similar cut-off for the maneuver choices. This has been the usual practice, but it is not a rule. So, we have lost the wonderful Double Stall Turn that was mistakenly included in many sequences until it was realized that it first appeared in 1978. Likewise, the Figure M with 1/4 rolls first appeared in 1978 (in the FAI sequence). The Square Horizontal Eight and the Triangle Rolling Loop both show up in the 1978 FAI sequence. Here are four maneuvers that would add a bit of excitement to our patterns. And in the case of the Double Stall Turn one could design an easier transition from Stall Turn to Double Stall Turn to Figure M with 1/2 or 1/4 rolls and not have to do the current Figure M where both stalls are done such that the pilot sees the bottom of the plane. So, are we shooting ourselves in the foot by enforcing a time period rule that doesn't exist? Some would argue that we don't want to move SPA in to the Turnaround Era and I would agree. But Turnaround came much later – it started in FAI in 1984 and didn't become fully integrated into the lower classes until the mid-90s. So what is the harm of choosing a few SPA-like maneuvers from the late 70s rule books? I should point out that our classes and maneuver sequences already deviate from what was flown prior to 1976. And our K-factors are totally fabricated since AMA didn't use K-factors until much later. And normalized scoring wasn't used in the 70s. So there is ample precedent for borrowing a few maneuvers or other ideas from times after 1976. Let me know what you think.

# SENIOR PATTERN ASSOCIATION MEMBERSHIP APPLICATION

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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

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