



# 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 2014

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

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### "Mr. May" Builds Pretty Planes

*Mr May's planes then and now (LT) "Mr May" picture from 2005 at Knoxville. (RT) Scott's 2014 Phantom & "admirer". Photo taken by Bobbie Johns. Jim's caption says I was "fondling" Scotts Phantom. That's not too far from true—I wish it was mine. A plain case of "plane envy".*



**One of the advantages of being "newsletter editor"** is that, from time to time, I get the chance to shamelessly insert a picture of myself when one comes along that I like, (which isn't that often). Well, this month is one of those times—please forgive me.

Scott Sappington was happily minding his own business serving as SPA V.P. back in 2005 when I asked him to pose for an innocent picture, (left). I knew when I saw it in the viewfinder that I wanted that picture to be the cover photo for the issue of Model Aviation that had my first magazine article on SPA. I remember that everything came together that morning—the sun angle, the SPA number prominently displayed on the wing, the matching blue SPA shirt and Scott's young "boyish good looks" and "winning smile". Anyway, that picture eventually landed him on the cover of the May 2006 issue of Model Aviation which helped put SPA on the national map. Scott's life hasn't been the same since; he's had to give up a normal life, and now must live in the spotlight as SPA's "superhero," "Mr. May"; a lot like Leonard Nimoy will forever be "Mr. Spock".

Scott is just one of several pilots on the circuit whose models are known throughout SPA for their great color schemes and finishes. Most striking finishes tend to be simple, but elegant, with good use of color. For the last nine years (at least), Scott has used a characteristic color scheme based on a dominating Metallic Blue Pearl Monokote, and tastefully added accent colors. Scott (wisely), retired the "magazine cover Rabbit", and has since built several other models including more Rabbits, Dirty Birdys, and now his latest bird, a Phantom. I personally think Scott's simple yet elegant color scheme treatment really complements the plane's lines.

By the way, on a personal note, being a **pharmacist** by trade, I may look at some things slightly differently than others. I've nicknamed Scott's *Phantom* the "**big blue suppository with wings**". Regardless, (all nicknames aside), as Jim Johns said in his caption, it's a really pretty plane!

If you have someone's plane in mind that you'd like to see featured because of a particularly attractive color scheme, feel free to send it to me to feature in a future issue...Duane



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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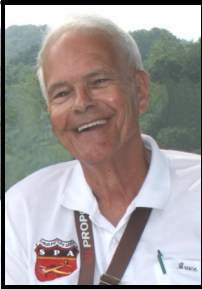
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**FROM THE PRESIDENT**

.....This is being written a week prior to the OPEN in SPA West, two weeks prior to the MASTERS in SPA East. Just a few days remaining til September 30<sup>th</sup> and the deadline for candidates for elective office in our association.

As of this writing, I am only aware of the following: Jeff Owens for President, Ken Knotts for Vice President, Scott Sappington for Vice President, Eric Nessler, current Sec/Treas for a repeat of same during the coming cycle, 2015/16. Perhaps the coming November/December issue of the newsletter will contain statements for the office that are contested and a ballot for same that may be returned to Eric Nessler (Monitor) along with next years meager dues for \$20 or a Lifetime membership prior to the election deadline of December 31, 2014.

This issue is packed with loads of info, contest reports and pictures of participants the last few months. Next issue will contain reports, hopefully, of the SPA West OPEN and the SPA East MASTERS. Let me, in advance, congratulate the winners of each class and expressly the Points champions in each.

Here in the South, our weather has been really hot but moderated on the very first full day of Fall...Monday September 22. It's as if, the weatherman decided to cooperate with the editors of the calendars. Dive in and enjoy this issue, I'll do likewise.



**FROM THE V.P....**

Jeff Owens On Friday night at Duane and Penny Wilson's house before the Asheville contest we had an impromptu discussion in the living room (another was going on in the dining room.) We solved all of the problems we could think of, but nobody took notes. The next morning we were back where we started. The good news is we can all

do it again sometime! One item that I do remember was the suggestion that we follow AMA's lead and set up District Vice-Presidents. As SPA grows we may add more districts and District VPs provide a method for communicating members' concerns to the Board of Directors. At this time we are in the process of conducting our fall election and we have two excellent candidates for VP – Ken Knotts and Scott Sappington. If we were at some point to transition to District VPs then the Bylaws would need to be amended. We will have the election as scheduled, of course, and then address this issue afterwards. One issue is that of succession if the President is unable to serve for some reason. That



could be handled by specifying that the order of succession would follow the size of the Districts. This is just one idea. I'd be interested in receiving feedback from the membership concerning this idea of District VPs. With enough positive feedback amendments to the Bylaws can be created and then voted on at the annual Board of Directors meeting in January as spelled out in Section III of the current bylaws.



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# CHATTANOOGA RADIO CONTROL CLUB



www.crccflyers.org

Chattanooga, TN August 16-17, 2014

**Chattanooga RC Club rolled out a HUGE welcome** on Friday the 15<sup>th</sup> for 36 SPA pilots who didn't stop enjoying their hospitality until noon on Sunday the 17<sup>th</sup>. Seriously, almost all 36 arrived in time for a practice flight on Friday afternoon.

It was the largest contest of the current season for SPA East and sort of a "demolition-derby" for some as, according to Pete Coleman's addition, nine (9) models found a way to re-kit themselves. Three of the fatalities were owned by one modeler, Mr. Thomas Dobbs of the local area, who, didn't let this diminish his "resolve" to compete in his first SPA contest ever. Dobbs lost two on Friday when

one clipped the tarp awning of Charlie John's RV and the 2<sup>nd</sup>, sort of a glider, just "flew away". The third, during competition later in the week-end. Doug Harvel lost his Dirty-Birdy ARF on Friday when, "I took off, it went left and kept going left on it's own". Roy Thompson lost his model when he took off, flew a few feet and lost all control. Jamie Strong lost control of his lovely Curare during an early round for a short period, but regained control just long enough to put it back on the runway, safely. Jamie didn't fly after that near-mishap. Most of these instances seemed to indicate radio affiliated experiences. Your PIO had problems at this field last year with a new 2.4Ghz radio and never determined why...but, on the suggestion of several users of the 2.4Ghz High-Tech Aurora system, changed from a 4.8 volt receiver pack to a 6.7 volt LIFE pack and fortunately, no problems this year.

Before moving onto the GOOD....here's more of the BAD. On Saturday afternoon in the last round of the day...Expert John Nessler III and Sportsman Jim Slocum sought the identical chunk of air at the same time....NOT GOOD! Several spectators told me, "this was one of the worst mid-air I've seen, bits and pieces rained down for the longest!!". John borrowed his brother Eric's airplane, finished the pattern with it....and **WON THAT ROUND!** Both were sympathetic for the other. Perhaps the line of the weekend came, when John's wife Mary, listening to many express their sympathies to John and Jim, said, "oh, he likes to build!". The look on John's face was something to behold.

Now the GOOD....first time Contest Director Paul J. Wright ran that contest like he'd been directing the NATS for years! He left nothing undone, sounded like Paul Harvey on the PA keeping both flight lines moving, programming the rotation of pilots and even solicited and received the wonderful talents of his beloved Kathleen to run every score sheet to Jim and Bobbie Johns immediately after a landing and the John's had the scores posted pronto. Jamie Strong was appointed Chief Judge and had very little "Idle" time due to overlapping chores. The Johns received special recognition for their chores at the awards Sunday.

All season, discussions on the LIST have been "how do we get B-Novices to enter?" I think Paul has the "ticket". About two weeks prior to the contest, he organized a club-only mini-contest to first discuss the B-Novice pattern and it's execution, then hold an actual flying competition for members with their sport planes or whatever which can be flown in a B-Novice competition. The rewards were telling with the largest field of B- Novice pilots at a contest so far. He reduced the entry fee for the B-Novices to \$10 rather than the normal \$30. *Excellent programming Mr. Wright. Salutations!* Kendell Robinson, who had flown one time before K'd 4 rounds in this class. Look at the scores to see the names of the area contestants. Wright presented each of the entrants a handsome "certificate of participation", a souvenir each will treasure for years.

Joe Grant K'd 4 of the six rounds to take 1<sup>st</sup> in Sportsman with Pete Coleman and John Davis, 2<sup>nd</sup> and 3<sup>rd</sup>. Larry Hill lost his MOMMA RABBIT in a crash in round 3. Vic Koenig won 3 of 4 rounds on Saturday to cinch his victory in Sportsman. Dan Dougherty, and Doug Harvel completed the top 3. Duane Wilson, Roy Thompson (who lost his airplane in round 5), Jim Slocum (mid-aired in round 4) and Bob Wetzal who only flew 3 rounds finished in that order. Dennis Sams jockeyed his nice model to 3 K's in the Advanced class to finish with a total score of 3970 and a win. Scott Sappington and Ken Blackwell finished in the "wood" in that class. Charlie Johns and John Nessler Jr. (Dad), who only flew 3 rounds kept the pressure on.

Let me assure you, our EXPERT class is nothing but the BEST! Had these guys been around in the "golden era", with access to the fine radio systems of today...any of them would have been on the USA precision acrobatic team and whipped all comers!! Take a bit of time to study the scores of these guys and just imagine what a "chore" judging them. Eric Nessler, with his 2 stroke Rossi powered model won two of the 6 rounds and scored "back-up's" just high enough to tally 3989 and a 1<sup>st</sup> place. Jerry Black won 1 round with 3 high "back-ups" to amass 3975 and 2<sup>nd</sup>. John Nessler III K'd 2 rounds and with his "back-ups" scored 3960 for 3<sup>rd</sup> place wood. Greg Hoke won round # 1 which with his other 3 highest rounds tabbed 3944 for 4<sup>th</sup>. Kevin Clark, flew his biplane most of the rounds and his Curare the others amassed 3694. Jamie Strong decided not to push his luck after the radio interference in round 2 and judged and worked. Strong scored 959 in round 1, the only complete round he flew. This class, as has been the case all season was the joy of the weekend....both for us judges/spectators and others in attendance.

The "Old Guys", Senior Experts...had a good go-at-it as well, Jeff Owens won 3 rounds and the class with 3992 total, Bruce Underwood came back Sunday morning to win both remaining rounds and claimed 2<sup>nd</sup> with 3944. Dave Phillips, Jr won 3<sup>rd</sup>, with Russ Chiles, Bill Dodge (who lost his model) and Keith Watson, in that placement order.

I've got to put the "cherry" on top of this summary of the annual Chattanooga contest and will do that with this genuine "tip of the SPA hat" to Paul J. Wright and the CRCC club for an excellent contest and inform all that I overheard him talking with Dan Dougherty (CSP) about reserving a date for 2015. Much obliged, CRCC, it was a JOY!



**Still smiling--**Yep, this is a shot of the two pilots (Men) whose models met each other in Round 4 mid-air (UGH)! Mary drew laughs from the folks behind the camera, when she uttered those timely words...**"oh, John loves to build!!!!!"** You can always count on our wives to provide the needed "silver lining." John went on to fly brother Eric's **BOOTLEGGERS** through the last 7 maneuvers and won that round!

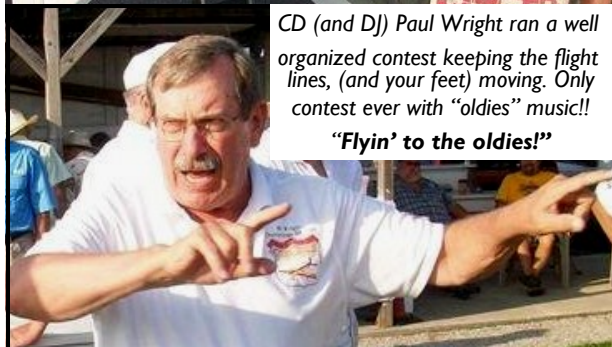


(Left) Zackary Whittle, Age 15 assisted by his Paw-Paw Kenny Raines. Chattanooga was his 1st contest. Zack's home is La Fayette, GA. Zack improved with each round from a 762 in the 1st round to 958 in round 6. Welcome to SPA pattern, Zack and much obliged to Granddaddy.

**What a pair!!** Jim and Bobbie Johns made things run smoothly by again serving as official scorers at "Nooga". Jim has been invaluable to SPA this whole season by volunteering as scorer at several events, and by writing an article on the scoring program for the newsletter. A heartfelt thanks from SPA to you for your service.



Yes foamies were competitive when flown with other foamies in B-NOVICE—winds were light



CD (and DJ) Paul Wright ran a well organized contest keeping the flight lines, (and your feet) moving. Only contest ever with "oldies" music!! "Flyin' to the oldies!"

ADVANCED	
Dennis Sams	3970
Scott Sappington	3867
Ken Blackwell	3681
Charlie Johns	3344 DNF
John Nessler Jr	2620 DNF

EXPERT	
Eric Nessler	3989
Jerry Black	3975
John Nessler III	3960
Greg Hoke	3944
Kevin Clark	3694
Jamie Strong	1365 DNF

SR. EXPERT	
Jeff Owens	3992
Bruce Underwood	3944
Dave Phillips Jr	3500
Russ Chiles	3394 DNF
Bill Dodge	2808 DNF
Keith Watson	2557 DNF

B-NOVICE	
Kendell Robinson	4000
Greg Helms	3672
Jessie Merciers	3741
Zack Whittle	3611
Steve Champagne	3537
Greg Fulton	3457
Richard Henley	2801 DNF
Thomas Dobbs	2053 DNF

NOVICE	
Joe Grant	4000
Pete Coleman	3873
John Davis	3769
Larry Hill	2127 DNF

SPORTSMAN	
Vic Koenig	3960
Dan Dougherty	3929
Doug Harvel	3778
Duane Wilson	3695
Roy Thompson	3604 DNF
Jim Slocum	3154 DNF
Bob Wetzel	2723 DNF

**PJ Wright and the Chattanooga club** really put on a super-organized, well-run event. Part of the season-high turnout was due to the high participation of local club members in B-NOVICE resulting from some innovative "out of the box" thinking that made competing attractive to newcomers. They made it a fun, non-intimidating flying event where these guys flew what they had including several "foamies".

They also organized a practice session to show how the maneuvers should be done. As if all the folks pictured below weren't enough, at least one other local club member lost his plane the Friday before the contest during practice. Kendall Robinson, Greg Helms, Jessie Merciers, Zach Whittle, Steve Champagne, Greg Fulton, and John Davis all competed in B-NOVICE, easily setting a record for new attendees. Kendall was the "old pro" in the group, this being his second contest. I understand that at least some of these guys will make the trip to Asheville to take their flying skills "on the road". Good going Chattanooga for innovation and giving the rest of us some ideas to think about.



# ASHEVILLE 2014

*COLD FRONTS AND WHAT THEY CAN DO .....*

ASHEVILLE, NC...Sept. 13 & 14, 2015...By Bruce Underwood & Duane Wilson



**Have you often wondered**, “do the temperatures change rapidly and the winds howl at 2200 feet altitude”? A unanimous YES from the attendees to the annual bash in Asheville, NC., however the one element of this contest that never changes is the warmth and hospitality extended by Penny and Duane Wilson (Co-CD and Mrs.), Debbie and Will Hicks (CD & Mrs.) and the host of ABA club members who work together like a patrol of U.S. Marines on a well-defined mission.

In the photos please note the bouquet of roses presented Mrs. Penny as a token of gratitude for her hospitality for lodging at the Wilson's house. Dan Dougherty and Keith Watson were the sponsors of the roses. Beppe Fascione traveled all the way from New York to fly with us at Asheville, and also stayed with the Wilsons.

After eight years, several traditions are associated with this contest. Again this year, Penny treated the ladies to a tour of some historic sites, shopping, (mostly shopping) etc. on Saturday while us men flew models in the blustery elements. The ladies relayed the events of the day to us guys on Sunday and were delighted!

The main tradition at Asheville on Friday evening is the gathering at the Wilson's beautiful home for that Low Country Broil dinner and fellowship. Duane's idea back in 2006 was “why spend Friday evening alone at the motel when we can host a get-together at the house”? Penny also holds a “Ladies' Raffle” where the prizes are all locally produced

For eight years they had been fortunate weather-wise, but this year the elements (Thunder, lightning and a heavy downpour) prevented the usual back-porch camaraderie, but, there was plenty around the table and in the “parlor” while consuming the good “vittles”. The thunderstorms overnight Friday night, (almost 2 inches), mellowed the sticky heat indices on Friday afternoon.

Saturday morning's usual fog was quickly blown away when a slow-moving cold front that was supposed to have moved through two days earlier came through abruptly around mid-day with unpredictable, swirling, mostly NW winds. Flying wasn't too bad, but landing a model smoothly was an almost unattainable feat with some broken landing gear and engine mountings, etc. but no “totals” upon landing. The temps allowed the wearing of shorts on Saturday, but come Sunday morning, following more overnight storms, the winds changed to the SW and swirling with temps that plummeted. Note the jackets, blankets, etc. utilized on Sunday. Winds were so strong, they took control of Dave Phillips' model when his engine failed, after the inverted 3 turn spin, slamming it into the side of the concession area. He had a back-up. Greg Kieliszek lost his DB when the engine quit just after take-off on round 1 and literally “spent-the-night” some 200 feet down below the field in a wilderness of brush and brambles. Sunday morning two intrepid ABA club members donned their staffs, machetes, and “special britches” while searching until they found Greg's airplane, **with only a broken prop**, and no other damage. The good news was shared with Greg via cell phone as Greg had already gone home. Whatta' find!

A pair of B Novices got in 6 rounds of the introductory sequence, Doyle Blevins won 4 rounds to Randy Quarterman's 2. They flew unique aircraft, (a ducted fan jet and a 12” model of the “Beast”, but most anything goes in B Novice and beginners are always welcomed to give precision aerobatics and SPA a whirl.

A pair of Georgians flew all 6 rounds in Novice class, Joe Grant and Pete Coleman, with Grant K'ing all six rounds. In Sportsman, home-towner Duane Wilson K'd four rounds and put away his model to concentrate on Co-CD chores. Dan Dougherty, Giuseppe Fascione, Vic Koenig and Greg Kieliszek finished in that order.

What a race in Advanced class—Dennis Sams compiled a 1<sup>st</sup> place victory scoring a total of 3952 to Scott Sappington's 3906. Each won two rounds. John Nessler, Jr. (Dad) was third with 3709, and Dr. Phil Spelt 4<sup>th</sup> with 3507. It was great seeing **our own** Dr. Phil back in action following back surgeries.

The Expert class was, as always, THE class that lives up to it's name. Kevin Clark won round number one, then succumbed to Eric Nessler who topped the slate with 4K's. Brother John III, kept Bro honest tabbing 3903, Warren Oliver was 3<sup>rd</sup> with 3828 and Kevin Clark wound up with 3827. If you've never seen these experts perform, make it to the Cullman Masters-- they'll do it again!

In the Senior Expert class, Jerry Black, just having had his 60<sup>th</sup> birthday a few days ago, decided it was time to step-up and join the “Old Guys”, and did just that. He won every round he flew, that was 4, plenty to “clean our plow”. Jeff Owens amassed 3867 with 4 of the 5 rounds scored for 2<sup>nd</sup>, Keith Watson was 3<sup>rd</sup> with 3499. Dave Phillips was 4<sup>th</sup> with 3208, Bruce Underwood, number 5 with 2421 and Jim Johns 6<sup>th</sup> with 2403.

The awards ceremony was highlighted by the presentation of the SPORTSMANSHIP award to Randy Quarterman, a local ABA member highly praised by Duane and Will for his numerous contributions to the ABA club including his participating as a B Novice. During the lunch break he flew his “smallest biplane to ever fly in an SPA contest” for the entertainment of the crowd. Randy is a genuine asset to modeling!

One of the neatest modifications to the ABA flying sight since you were there in 2013, was the moving of the John, which was almost a hundred yards toward the North end of the runway, to a convenient 36 feet East of the CD's covered area. An anonymous clubber told me as I was complimenting the move, “this is an indication of Will's aging”! Regardless, we aging visitors 5 were “MOST grateful”!



**Anything goes in NOVICE-B, including Randy Quarterman's ducted fan jet and the smallest plane to compete in SPA**

**Raffle winners:** For the Gas-Cash, \$42.50, Mama Jane Underwood. Fuel, donated by ABA and one by Jerry Black, Dan Dougherty won two 1 ½ Gal jugs, President Dave won another jug. The INTRUDER kit by Craig Vandenberg. The CURARE kit donated by Carolina Custom models went to Jay Mason, District AMA Vice President. The Dirty-Birdy kit by Penny Wilson, who said “Merry Christmas Duane, maybe”.

We were dismissed with Mrs. Debbie Hicks, after a week-end of excellent scoring, leading a beautiful prayer to Him expressing” our sincere gratitude for a delightful gathering and His companionship with each for a safe journey home”. ABA, our sincere thanks for another delightful & memorable weekend in the “Land of the Sky”!

EXPERT		B-NOVICE	
Eric Nessler	4000	Doyle Blevins	4000
John Nessler III	3903	Randy Quarterman	3796
Warren Oliver	3828	NOVICE	
Kevin Clark	3827	Joe Grant	4000
SR. EXPERT		Pete Coleman	3729
Jerry Black	4000	SPORTSMAN	
Jeff Owens	3867	Duane Wilson	4000
Keith Watson	3500	Dan Dougherty	3875
Dave Phillips	3208	Beppe Fascione	3699
Bruce Underwood	2421	Vic Koenig	1913
Jim Johns	2403	Greg Kieliszek	27
		ADVANCED	
		Dennis Sams	3953
		Scott Sappington	3906
		John Nessler Jr	3709
		Phil Spelt	3507



Club member

Colin Austin finds Greg's Dirty Birdy-NO DAMAGE!



Beppe Fascione from N.Y. with Sun Fli

ADVANCED	
Dennis Sams	3953
Scott Sappington	3906
John Nessler Jr	3709
Phil Spelt	3507



Getting the shot



## Building the Blue Angel....By Bernie Olson

**The latest model to emerge** from my garage is another pattern kit from Eureka Aircraft Company, the Blue Angel, and I really have to say that I now have a new **favorite model!** The airplane tracks and rolls nicer than

anything I've ever flown and its lines are great to boot. This is a Japanese design that evolved from the early '60s and this, the fourth version, was flown by T. Yoshioka to win the World Pattern Championship in 1973. I think the key to its handling is a swept wing that's similar to the later marks of Don Lowe's Phoenix, generous tail volume and the forward canopy. These features combine into a very smooth flying model. I chose to power this one with an OS .65 since SPA engine rules were opened up to allow that displacement. Zero fuel weight came in at 6 lb 9 oz after some post-flight adjustments.

### Construction details:

The Eureka kit features traditional wood construction with foam-core wings and horizontal tails. This is a 'partial kit' containing some of the key components that are laser cut and fit well. The builder provides landing gear, hardware and some of the balsa such as sheet stock for covering the wing and tail. There are no instructions with the kit so the builder needs to bring rudimentary skills to the project. The kit isn't exactly the same as the plans either so the builder has to



adjust for deviations. For example, the horizontal tail cores are not the same shape as the tail drawn on the plans. Also, the plans are for a built-up balsa wing so the builder has to understand how a foam-core version goes together. When I built my Blue Angel, canopies were not available so I made a mold for a fiberglass version. Today, the canopy is included with the kit so that's no longer necessary.





The fleet of SPA planes grows. From LT to RT; the Blue Angel (1973), Crusader (1965), Curare (1975)

**Construction of many model fuselages** start by pinning them upside down over their plan but not the Blue Angel. This fuselage doesn't have a flat surface to build from so it has to go together in space. That can be done by assembling a jig or blocking the fuselage into position. I used a magnetic building board which handled the task nicely as shown in the photo on the previous page. Otherwise, fuselage construction is straight forward.

The original model is designed with a fixed chin that's carved from a balsa block from the back of the spinner to the front of the wing. Access to the nose gear and hook-ups was going to be difficult around all that balsa so to gain access I chose to add a removable fiberglass lower nose cowl. That change has made landing gear and engine maintenance easy.



A builder has many options working with fiberglass. In this case the canopy plug and lower cowl were created from foam and cardboard then covered with packing tape. Glass molds were laid up over that. Not elegant, but pretty quick for building one model.

Landing gear beams and servo boxes were bonded to the cores with Gorilla Glue before sheeting was added – also with Gorilla Glue. The servos should have been pushed further outboard than where I put them. I set their location by the length of the servo pigtails so that no extensions were required. Unfortunately the ailerons ended up with a sympathetic harmonic with engine speed. So the ailerons were removed for glassing and painting. Better but still some buzz at the tips. The wing is covered in Monokote and the rest is painted in matching Lusterkote.



**Flying Characteristics** These Senior Pattern planes have ruined me for all other powered models. All three fly beautifully but I'll pass along my observations of their relative strengths and weaknesses. The **Blue Angel** is the largest of the three and sports an OS .65 which is a nice combination. The plane rolls and tracks smoother than the other two and I just feel more confident flying it. The **Curare** is smaller, more nimble and no doubt in the hands of a master, a phenomenal machine but I can not roll it to save my life. The Curare has much more noticeable p-factor than the other two models. All three require some right rudder during a powered climb but the Curare needs a lot more. Photos of Hanno Pretzner's Curare from the '70's show the spinner replaced with a safety nut which I suspect was due to adjusting engine thrust for this effect. I wonder if the anhedral horizontal tails make the model more prone to p-factor. The Curare is also very clean so if final approach is a bit too steep the plane is going to eat up a lot of runway. The plan-drawn flaps on the Curare needed and are useful for that reason.

The oldest design of the three is the **Crusader** and it's similar to the Curare in that they're both flying with an OS .55 and have similar plan forms and size. The Crusader has a tail wag when it gets fast, like on the back of a Split-S. It's draggier than the Curare so doesn't pick up speed as quickly which I appreciate. Unfortunately, it doesn't want to hold altitude in knife edge. I suppose with enough messing around the Crusader could get there but the Curare and Blue Angel will knife edge out of the box. Tail volumes increased in the '70's and the Blue Angel and Curare benefited. I do have to say the Crusader is the coolest looking of the three with its signature snorkel cowl.

**SPA – you've spoiled me with these wonderful airplanes!.....Bernie Olson**

# SENIOR PATTERN ASSOCIATION MEMBERSHIP APPLICATION

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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

