



The *SENIOR PATTERN ASSOCIATION*

Official S I G (Special Interest Group) of AMA

Dedicated to the Building, Flying and Competition of Vintage Pattern Model Aircraft

SPA NEWSLETTER www.seniorpattern.com SEPT/OCT 2015

PRECISION AEROBATICS from PATTERN'S Golden Age

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FROM THE PRESIDENT *It is October* and that means that the contest season is officially over (at least as regards the point races – there may be some non-points events between now and the beginning of the next season.) We had a total of 59 competitors compete in Novice – Sr. Expert. That's about half of our membership. It is my hope that local club members will encourage some of their compatriots who are SPA members to come to more of the contests – we have such a great time even when it rains!! We have enjoyed another great season of fellowship and competition. I would like to extend a hearty "well done" to all who have made this possible –

CDs, judges, scorers, local club members, and our loyal SPA Competitors. And now it is time to get ready for 2016!

As we enter the building phase of our hobby, I'd love to hear about some of the winter projects. How about posting some on the Discussion List? I have many – certainly more than I can complete over the winter. My good friend and fellow competitor from the 80s, Al Weir, passed away this summer from lung cancer. I inherited his Deception and Bootlegger, and I promised him that I would win a contest with one or both, and that is my intent. Both last flew about 30 years ago. The Deception is in good shape and I have removed the old radio, engine, and retracts and started the process of installing new equipment. I plan to use an OS 61 SF and put in fixed gear. This is project #1. The second is a repaired Daddy Rabbit I got from Mike Robinson. This is a Dennis Hunt version that Dennis repaired for Mike after a crash. It needs to be recovered and I think that I will put a pumped OS 61 SF in it, as well. Project #3 is to finish covering a plans-built Deception that will also get an OS 61 SF (I have 6). Beyond that, there is a long list of kits (1 Deception, 2 Compensators, 1 LFX III, 1 Aeromaster, 1 Dirty Birdy) and some F3A planes, as well. I may have to retire just to find time to work on all of these!

I know that Dan Dougherty is hard at work finalizing the schedule for next year. I know that there will be some great contests in the near future! As far as SPA business is concerned, we will have our annual Board of Directors meeting sometime in late January. Details will be forthcoming. I don't know of any major rules considerations, although there may be some minor tweaks to be considered. As always, if you have any concerns please let me, or one of the other Board members know of your concerns.

It may be a bit early, but here's wishing each of you and your families a wonderful holiday season and some great building time! I'm sure looking forward to the next season!



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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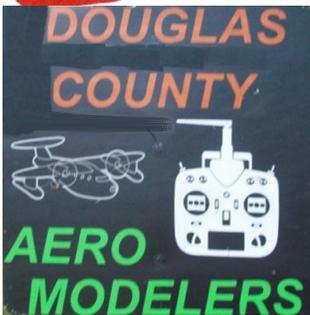
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HOT LANTA



DOUGLASVILLE, GA...
August 16 & 17 was a typical gathering of Senior Pilots, families, airplanes, fun and fellowship at the Douglasville, GA airfield. This club turned its nice facilities over to club members Dan Dougherty, who CD'd along with Chief judge Scott Sappington

and others who cooked, greeted, etc. Club President Curtis greeted attendees both days of the contest. Participants from Dallas, TX to the outer fringes of the Southeast and East contested til the delightful award ceremony shortly after noon on Sunday. There were NO serious crashes despite strong and sometimes circular winds making landing extremely difficult. Some models were removed from "flying capable", but none demolished.



Nice Bobbie Johns picture of Greg and Debbie Hoke. Greg had a great weekend with an impressive first in EXPERT.



Mike and Julie Clements from Dallas

The weatherman held off the summertime showers from the immediate area although neighboring communities reported several tenths of an inch showers at times during the weekend.

Mike Clements (native to Florence, AL) but now a resident of Dallas, TX won "kudos" for having traveled the furthest. Mike is active with the hub club of SPA West, the Thunderbirds.

Fred Robertson of the Alabaster, AL club had the **NOVICE** class all to himself. Dan Dougherty, CD'd and flew as well garnering a victory in the **SPORTSMAN** class. Dan won 3 rounds for a total of 3837, while Duane Wilson kept the heat on him, winning one round for a total of 3620. The **ADVANCED** class had 3 pilots who each won a round. Ken Blackwell jockeyed his COMPENSATOR to 2 K's and a winning score of 3967. Jim Johns, flying a Daddy-Rabbit he obtained from Ron Reed, became better acclimated to the DR to K both Sunday rounds and a total of 3940 to take 2nd place. Mike Clements was just short of Johns with 3922. Blackwell and Johns won two rounds each with Clements K'ing round 1.

As was expected, some honest-to-goodness precision flying was demonstrated by the **EXPERTS**. Greg Hoke from Macon, GA proved to all he had been practicing a lot lately. Take a look at the Round 5 with less than ONE itty-bitty point separating Hoke and Warren Oliver. Hoke K'd 5 of the 6 rounds to win 4,000 to 3922. Kevin Clark kept them honest with a 3rd score of 3466. In the "old mans class", Jeff Owens topped 4 others with a score of 4K. Bruce Underwood was 2nd with 3938. Keith Watson took 3rd with 3472, Russ Chiles 4th with 3419 and Dave Phillips, scoring 3265. Sponsors provided picture frames to all participants and recognition at the awards ceremony.

Douglasville's club had a ruling against "raffles", explained Dan....however, we've some prizes we are giving in exchange for donations to the cause. Here's the listing of prize winners: 48" metal ruler to Ken Blackwell, mini files to Becky Chiles, Whet stone to Scott Holcomb, another 48" metal ruler to Debbie Hoke, gallon of 15% Cool Power fuel to Bruce Underwood, and the grand prize winner of the Nova Rossi engine, gotten by the sponsor for a fraction of it's regular price from SMT Distributing....went to Duane Wilson.

You made us VERY comfortable PCMA....thanks so much for the tremendous effort's you and your sponsoring friends exhibited, on our behalf Dan. You made for another wonderful week-end in the HUB of SPA's founding. It's folks like YOU who keep the wheels of SPA spinning. Everyone was a winner because of your efforts.

NOVICE

Fred Robertson 4000

SPORTSMAN

Dan Dougherty 3838

Duane Wilson 3621

ADVANCED

Ken Blackwell 3968

Jim Johns 3940

Michael Clements 3922

East and West—East's Kevin Clark takes West's Michael Clements's plane to the line



EXPERT

Greg Hoke 4000

Warren Oliver 3923

Kevin Clark 3466

SENIOR EXPERT

Jeff Owens 4000

Bruce Underwood 3938

Keith Watson 3473

Russ Chiles 3419

Dave Phillips 3266



(Above)--Russ Chiles and his "pit crew" Becky buff-up the Atlas at the end of the day. (Above right)--The wives form their own contest friendships while cheering on their pilot husbands. Thanks for letting us fly, and coming along to support us!! (Right)--The Douglas County club has always been supportive of our events, and for sure never lets us go hungry.



Texas Wings **BUZZARDAIRE** SPA Contest

Once upon a time, not very long ago, BuzzardAire dreamed of a Senior Pattern Contest that featured fame, fortune, fun flying, food, festivities, frolicking fraulines and fabulous prizes. The latest contest at Texas Wings didn't disappoint. The August 22 match drew 14 registered pilots, who braved the Texas sun for a full day of competition. The event started promptly at 9:00 AM following the pilot briefing. A strong breeze at 15-20 mph added interest to the competition, while the temps hovered around 100 for a typical Texas August day. Two flight lines were put to use for the majority of the contest with at least one airplane was flying all the time.

Building planes may be coming back, as almost half of the planes were not ARFs. Flying, while scheduled and on track for six rounds, unanimously ended after five due to the heat about 4 o'clock.

The "frolicking fraulein" became a reality when Leslie Ensign, long-time scorekeeper, won the raffle, an ARF Intruder. Does this mean Pat will have an Intruder flying next year? Not on your life. It's "keep yer mitts off" for Pat.

Leslie is well on her way to flying pattern by next year and will be adding the Intruder to her own fleet. As is always the case, a BIG THANKS goes out to the volunteers, who made the contest possible. To wrap up the day, a group met nearby for a catfish dinner and happy hour, during which the world's problems were solved, and we all lived happily ever after.



Frolicking Fräulein Leslie Ensign

EXPERT		SPORTSMAN 4000	
Pat Ensign	4000	Grant Schroeder	4000
Robert Redmon	3717	NOVICE	
Ken Knotts	3374	Bernie Olson	4000
ADVANCED		Greg Fierst	3768
Tony Stelly	3981	Benny Throne	3200
Mark Ehlers	3847	Gerry Stanford	585
William Vogeley	3667	INTRO	
Gary Alphin	3648	Frank Cox	1000
Jerry Joyner	1554		



Bernie Olson, (NOVICE) with Blue Angel and Frank Cox, (INTRO) with his Kaos. Grant Schroeder took SPORTSMAN, and Tony Stelly (ADVANCED)

EXPERT winner Pat Ensign and distinctive "Buzzardaire" Curare

ASHEVILLE 2015

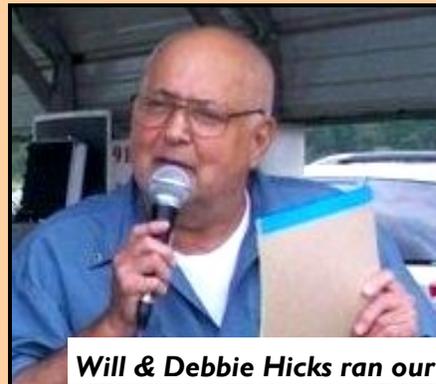


10TH ANNUAL
PAT HAGAN
MEMORIAL

ASHEVILLE ENDS ITS 10 YEAR CONTEST RUN ON A HIGH NOTE

Editor's Note: Shortly after my 1st article on SPA was published in 2006, I took that article to our club meeting, and made a pitch to the club—asking if we could sponsor a contest. Club president Will Hicks got behind the idea, (even though I was the only club member involved with SPA), and with scoring help from Knoxville, and support from club members, our 1st (1 day) contest was held later that year in September. We were on our own thereafter. The next year was a little rough, but Will, Debbie, and the ABA club pulled it off. Over the next few years, Will, (with Debbie as the computer guru and scorer), turned our contest into an organized, well-run event. Since becoming ABA president two years ago, Dave Bowman has assumed a larger support role in running the contests as well, but it has been a lot of work for them all. Will always brought the necessary equipment—it was their computer, their PA system, their generator, not to mention their time. After 10 years, Will and Debbie have decided to take a rest and pursue other things. In spite of ABA enjoying the yearly visit by SPA, when Dave put the issue to a vote at our last club meeting, there just wasn't enough enthusiasm within the club to step up, fill the void, and continue the commitment—the club voted to not hold an event next year.

Sometimes things go in cycles with the excitement of something new, then a long period of success, followed by an eventual end—I understand how the club feels. There is a time for moving on. It gets harder each year to keep the week-end innovative, fresh and new. Considering that (still) only a couple of us in the club fly SPA, I'm grateful that ABA supported the contest here for so long. I thank SPA members for driving to the edge of "SPA-land" to fly with us—don't know what the future holds...maybe someday...



Will & Debbie Hicks ran our contests for our whole run!

ASHEVILLE, NC...Sept 12 & 13, 2015. Mama Nature showed every side she possessed this weekend but the only deed that outpaced her was the traditional HOSPITALITY shown by the host club, Asheville-Buncombe Aeromodellers.

Moderate breezes at ground level increased rapidly at altitude with swirling and gusting. The first gusts were sometimes noticed just 10 feet off the ground on takeoff. The variability (much of it caused by wind swirling through and around the hills and trees), made negotiating the winds a challenging experience, (especially on landing), along with changing temps over the course of the weekend. Still it wasn't enough to squelch the good times.

A tradition kicked off the weekend with the great LOW COUNTRY BROIL at the Duane and Penny Wilson's lovely home complete with the annual SPA cake complete to the edible SPA logo right on top of the delicacy. Saturday morning the remaining cake was taken to the field where it was handed out. I had to smile as I remember Debbie Hicks, (scorekeeper and wife of CD Will Hicks), making alternating announcements on the PA for raffle ticket sales and offers of "breakfast cake". There must be something beneficial about a sugar fix early in the morning that helps pilots with their flying 'cause the cake almost "flew" out of the box, and was gone by the start of the first round. Remember "breakfast cake" is good for those early morning jitters, (or maybe it causes them, I'm not sure).

Prep for this contest was complete in every respect. CD Will provided a sound system that must be the "state of the art"...for it could be heard anywhere on the 2,200 feet elevation field. He kept all pilots abreast of flight positions, with some great ad-libs, etc. Will and Debbie should both be on radio so the public in general can experience and enjoy the clarity of both their voices. The porta-potty was convenient to us Seniors who frequent it often. Trash bags were furnished, along with other little amenities that are a part of a "well-planned" event. At no time was there not a "runner" for the completed score sheet which was immediately delivered to Debbie for score tabulation. ABA, your attention to detail was so greatly appreciated. The Peter Fisher family prepared and served barbecue and all the trimmings under the covered luncheon pavilion. Nothing was overlooked!



**Pete Fisher & family
prepared a great lunch**

Friday afternoon was probably the least gusty of the weekend but still almost impossible to negotiate a decent landing. Jim Johns pulled a "let's get a finger in the APC cutter" maneuver, and was hustled to RAPID-CARE by Duane for 21 Stitches. I heard Scott Sappington came to practice late Friday afternoon, but lost his airplane due to the aforementioned gusty conditions. More than one gear was knocked off along with other scars on a few models.

Advanced and Expert got in 6 rounds, and SPORTSMAN 5. The Senior Experts decided to not fly Sunday morning as Will checked with the weather station who advised conditions were worsening as the day progressed and called for a "vote" of the old guys, it was 100% to defuel and have someone hold parts of models as they were dismantled and placed to a safe refuge from the gusts.

In Sportsman, Dan Dougherty K'd 4 of the 5 rounds he flew to the win. Duane Wilson tallied 1 K on Saturday, then forgot to bring his transmitter Sunday morning, (accidentally on purpose?), for a total of 3603 and 2nd. Vic Koenig only flew 1 round for 3rd; he lost his gear while landing after round 1. For some reason Dan elected to fly round five anyway, and was doing fine until half-way through when his plane was blown out of the top of his second loop, and he lost orientation, the plane going far behind the flight-line with everyone close yelling "left/right" etc until he was okay.

John Nessler (Dad) won his first ever 1st place win in Advanced K'ing 4 of the 6 rounds for a perfect 4000. Way to go John! Jim Johns won rounds 1,2, and 5 for a 2nd place finish of 3915. Bill Dodge only flew 4 rounds due to, (guess what), damage on a landing, for 3rd. John Nessler, III racked up a solid 4000 score in Expert pushed by Warren Oliver with 3938. In the Senior Expert class, Jerry Black K'd all 4 of the rounds for a solid 1st, followed by Jeff Owens with 3769 for 2nd, and Dennis Sams claimed 3rd with 3559.

The ABA decided the SPORTSMANSHIP award should go home to Dutton, AL with Jim Johns. Jim not only participated with a "bum" finger, but lent his expertise in all categories to the success of the contest. He even allowed photos of his finger before and after the closure., (what a guy—yuk)

After the winners were announced for flying, then came the raffle drawings. ABA has a 50/50 sharing with participants for gas money. Dan Dougherty pocketed \$18.00 to help with his expense. An e-flite BNF electric glider was donated by Hobbytown (area hobby shop). The initial drawing awarded the RTF to Keith Watson who, showing his class and his love for his 4-stroke glow engine donated it back to the club. The electric model was then awarded to

Peggy Phillips—she will take it to Alabaster, AL where her hubby will probably experiment with it before passing on to their son or grandchildren. A relatively new SPA member, Anthony Blair of the Kingsport, TN club won the Carolina Custom Kit Curare (complete with all needed balsa) donated by the Carolina kitmaker. The club purchased an ARF Dirty-Birdy (at a modest price) from Jay Marshall—it was won by Bill Dodge from the KCRC club in Knoxville, TN. Bill later said that he and Warren Oliver were going to turn it into an electric. Best Western (HQ for the MASTERS contest in Chattanooga) contributed one nights free lodging for the coming contest, Scott Anderson's company Performance Model Aviation donated the 2nd night and lucky Duane Wilson was the beneficiary of that nice gift. Scott A. and Best Western....much obliged.

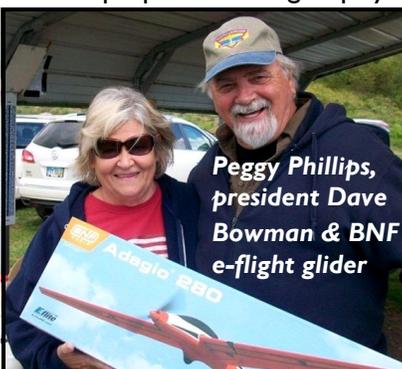
SENIOR EXPERT		SPORTSMAN	
Jerry Black	4000	Dan Dougherty	4000
Jeff Owens	3770	Duane Wilson	3603
Dennis Sams	3559	Vic Koenig	884
Bruce Underwood	3494	ADVANCED	
Keith Watson	3394	John Nessler	4000
Dave Phillips	3256	Jim Johns	3916
Russ Chiles	1655	Bill Dodge	3152

EXPERT	
John Nessler (Tre)	4000
Warren Oliver	3938

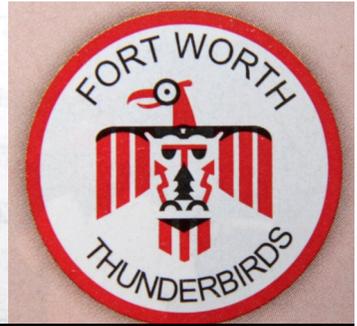
In conclusion, allow me to repeat paragraph one, ABA, you folks surely "know your stuff" when it comes to hosting an SPA contest. One of the club officials announced, (on the excellent sound system), "we love hosting this group, SPA, for you guys and gals

are the friendliest, **most fun-to-be-around**, group to grace our site, so near Heaven". (Altitude 2,000 plus feet) .

ABA, the weekend with you folks is always...A BELLRINGER. We loved the weekend and are so grateful for the level of prep and hosting displayed. SPA PIO



Fort Worth THUNDERBIRDS



SPA WEST OPEN Summary

Sept. 26-27, 2015
...by Ken Knotts



Sometimes the weather cooperates at a flying contest. And it did just that for the 2015 West Senior Pattern Association Championships. The pilots enjoyed light winds and temperatures in the low 90s. There were two

flight lines for the 15 pilots to get in four rounds Saturday, then two more on Sunday. One new pilot, Brian Way flew his first event and did very well in the Intro class. Brian has been flying for only about a year. He was the only flyer in his class.

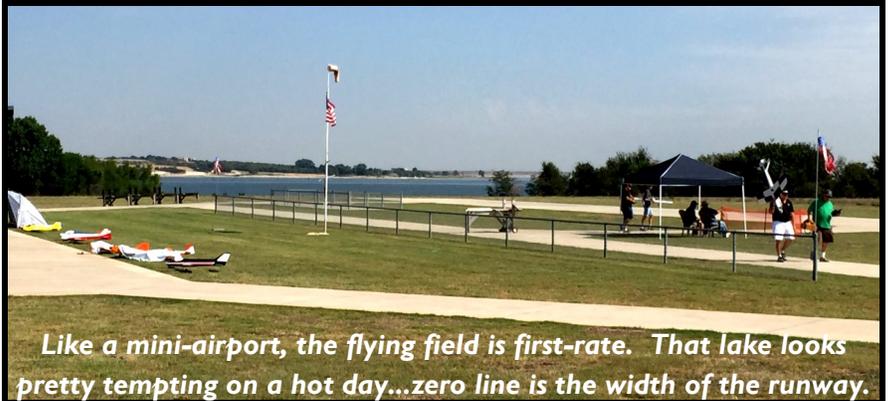
Sportsman class had only two pilots but the quality of flying in this class was excellent. Bobby Zikes had his hands full with 14 year old Grant Schroeder. Grant bested Bobby and won the points competition for 2015. Advanced class pilots need to start practicing now because Grant is moving up next year.

The Advanced class seems to always have the greatest number of competitors and did again this year with six pilots vying to be the best. This class had a tie for the Annual Points leader at the beginning of the contest with Mark Ehlers and Tony Stelly each having 27 points. Tony bested all competitors and won first place and the points championship. Bill Vogeley took second with Mark taking third. Expert had only 2 pilots with Pat Ensign taking Ken Knotts to class again and winning every round. Pat also won the Annual Points championship.

Duane Wilson, SPA Newsletter Editor and competitor visited the event but didn't fly, in spite of our pleading and arm twisting to fly a loaner airplane. He may have heard how well

Grant flies and used the better part of discretion! *(just flying around with a borrowed plane is a lot different than real competition with a borrowed plane. Each plane is different—it takes some time to get the feel for it. Translated, that means I need stick time before facing Grant—editor).*

We need to thank all those who help make this contest an so enjoyable. They include the field preparation group, registration, raffle, data entry, score runners and the Fort Worth Thunderbirds for letting us use their beautiful field!



Like a mini-airport, the flying field is first-rate. That lake looks pretty tempting on a hot day...zero line is the width of the runway.



Grant Schroeder
"flew the wings off"
this little Kaos 40



Where's Waldo?
Find the "imposter"
East pilot among
the SPA West
regulars!

Taking the
pre-contest group
picture is a West
tradition. I felt quite
honored to be part
of it (somewhere) in
the picture .

...editor

Impressions of the SPA West OPEN ...from an "Eastern Visitor"



After waiting two years, I was finally able to attend the SPA West OPEN September 26-27th at the Thunderbirds beautiful field near Ft. Worth, Texas. I had first planned to attend in 2013, but couldn't get out of work. Now after retirement there was nothing to stop me. It was great to finally be at the place I had seen pictured so many times while putting together the newsletter, and personally meeting all the SPA West pilots.

I arrived in Texas looking for **differences and similarities** between SPA EAST and WEST. Right off the bat, the **most important similarity** I found was the exact same "Spirit of SPA" I have experienced for the past ten years in the east—that same attitude of placing the enjoyment of each participant ahead of everything else has always been very important in making SPA what it is. It has always started at the top and worked its way down through each competitor, starting with Mickey

Walker, then Bruce Underwood for so many years, and now with the current president Jeff Owens and Vice President Ken Knotts. Ken couldn't have been better as the OPEN CD and host. He was ably assisted by an extremely shy guy, **(NOT)**, co-CD Gary Alphin), and everyone took their cues from them.

Everybody there was friendly, accommodating, and made me feel welcome. Both Ken's wife Joyce, and Gary's wife Jeannie helped with the registration, raffle tickets, and food sales. Remember, behind every good man is a good woman helping him. It looked so familiar to see the West wives pitching in like their counterparts in the East.



Gary Alphin "walks the dog"

An interesting difference between West and East has something to do with the exceptional facility the Thunderbirds fly from. They have an absolutely first-class, wide concrete runway complete with taxiways on both ends. Because of the nice, wide taxiways, a different method of transporting their planes both to and from the flightline evolved over time. **Their planes are towed**, (actually it looks a lot like a dog on a leash) back and forth. When I showed some interest, (and maybe amusement in the way one pilot made his trike geared plane "sit" by pulling up on the nose), I was later "awarded" my own rope leash. While it works great for them with their smooth surfaces, it probably wouldn't be all that practical for most of the eastern fields I've seen

with the possible exception of Hodges. As an aside, the Thunderbird membership did a fantastic job of cleaning up their site, (which was completely

covered by up to 2-3 feet of water), after the flood-control lake by the field overflowed following heavy rains this spring. You could hardly find any evidence of the flooding.

Similar to the East contests, attendance was down a bit this year with several last minute cancellations. Fourteen pilots, (distributed among four classes), plus one **very enthusiastic INTRO pilot** had a truly great time flying six rounds. **It was especially gratifying to have Brian Way fly his first INTRO contest;** I think it caused each of us there to

relive our own first event. You could see he has "caught the bug", and was enjoying being one of the guys. His good-sized trainer ARF flew surprisingly well with uncommonly smooth maneuvers, (except for the elusive Stall Turn). I can only wonder how much better he will do in the future with more experience under his belt, and perhaps a plane specifically designed for aerobatics. He got lots of encouragement and support from all sides, and he fit right in.

For me it was "cool" to meet many of the SPA-West names from the Discussion List, guys like Steve Ehlers, Frank Cox, and my host while in Ft Worth, Bernie Olson. It was so much better to stay with a fellow SPA member than doing the normal solitary stay in a motel-- much thanks to Bernie for allowing me to get to know both him and his wife, (and their two dogs) better. As an added bonus, I got the chance to study, (and fly) two very special airplanes. Bernie has written two articles for the newsletter dealing with these out-of-the-ordinary planes—Ralph Brook's **Crusader**, and the 1973 Worlds champion **Blue Angel**. Both are offered in kit form. The Blue Angel, (from Eureka), is a plane I flew back in the mid-80s and really loved. I'm currently in the process of building one for next season, (with foam wing help from Vic Koenig). I was happy to pick up additional building hints during my stay, and reacquaint myself with the plane some thirty years later.

With fall-like temperatures and rain back east, summer continued in Texas that weekend. Weather was great with clear skies, very low to moderate winds (for Texas), and warm temperatures into the lower 90s, that didn't feel all that uncomfortable due to low humidity. Early mornings were actually cool with a quick warm-up.



Brian Way—really having a ball.
The plane was quite capable for INTRO

Individual, (large, very high quality professional-looking), pilot photos were taken by Ken's son, followed by the traditional West group photo. I felt honored to be included in that picture though I decided not to fly in competition.



Looking at the aircraft entered, I noticed other differences between East and West. First, there were many more 2-stroke engines than 4-strokes, more trike geared planes than "tail-draggers", and lastly, some of the planes were different. Yes, there were several familiar Dirty Birdy ARFs, (with the new Kaos 60 ARFs eagerly anticipated), also some INTRUDER, and KAOS 40 ARFs, but out west they haven't yet discovered the **Daddy Rabbit 5**, (**Bernie now has the plans-ed**). There also were some unfamiliar, (to eastern contest venues), but very cool planes there to spice things up some. Bobby Zikes flew his sharp looking TROUBLEMAKER, (Greg Kieliszek in the East just "maiden"ed one so you're not alone), while Bill Vogeley brought the only "SWEET TATER" I've ever seen at any SPA meet, as well as a beautifully finished ATLAS, (only Russ Chiles currently flies an Atlas in the east). I already mentioned Bernie Olson's BLUE ANGEL which took home the first place hardware in NOVICE, and a bright yellow SUNFLY was flown by Tony Scarmardo. Gerry Stanford flew his STIK 60 after "re-kitting" his Kaos 40 earlier on, (more on him later).

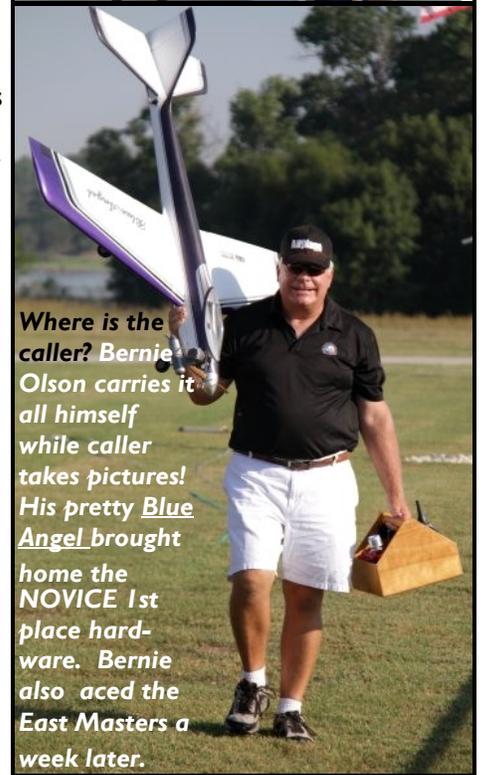
After four rounds we headed out to the local El Phenix restaurant for what I learned was "Tex Mex" food. I don't know much about this, but Gary Alphin's wife Jeannie made sure I got something I'd like. The atmosphere of the Saturday night dinner was typical of ALL SPA contests wherever they are held--lots of good eating and "airplane talk".

On Sunday, the last two rounds were at times flown under moderate crosswinds, (low wind conditions for Texans). Youthful "phenom" Grant Schroeder flew the SPORTSMAN pattern with smoothness and authority. All that practice time he has been putting in really paid off. I was secretly very glad I didn't have to fly against him—especially with a borrowed plane. He will be giving EXPERT pilot Pat Ensign a real run for his money in no time if his interest remains on pattern flying instead of girls and dating. We'll see how that goes!

The raffle prize of an OS AX65 2-stroke went to Gerry Standard, (the pilot who lost his Kaos 40 earlier). It was fitting because he has a Kaos 60 ARF on order, so now he has the engine to go with it.

EXPERT		SPORTSMAN	
Pat Ensign	4000	Grant Schroeder	4000
Ken Knotts	3379	Bobbie Zikes	3736
ADVANCED		NOVICE	
Anthony Stelly	4000	Bernie Olson	4000
William Vogeley	3768	Tommy Scarmardo	3873
Mark Ehlers	3629	Gerry Stanford	3505
Gary Alphin	3499	INTRO	
Chris Berardi	3428	Brian Way	4000
Jerry Joyner	1356by Duane Wilson	

Thanks and many kudos to the Thunderbird club, Ken Knotts and all the SPA-West gang for a memorable and enjoyable contest weekend! All you poor guys out east would have loved it! Well, how about next year?



I love the nose of Ralph Brook's CRUSADER. Great for Antique, or for whenever you want to fly something "cool"

Where is the caller? Bernie Olson carries it all himself while caller takes pictures! His pretty Blue Angel brought home the NOVICE 1st place hardware. Bernie also aced the East Masters a week later.



CHATTANOOGA MASTERS



Oct 3-4 2015...With both the SPA East Masters and SPA West OPEN in the books--the 2015 SPA season is now history. For the

East Masters, with 32 pre-registered pilots, the initial registration numbers were up, but the final number of pilots

The "Defiant 17" (minus 1), at the 2015 Masters--no shorts this weekend! Temps and breeze were "refreshing"



Saturday morning was down to 22 due largely to the largest rain event all year. After studying the radar, Saturday was "scrubbed" (an old NASA term), and by Sunday morning, various commitments and other problems reduced the final number flying to 17- disappointing, but those 17 experienced a unique and thoroughly enjoyable Masters.

The first thing that comes to mind when thinking about SPA East Masters weather is that it is like a "box of chocolates" ala Forrest Gump--you never know what kind of weather you're going to get, but it often involves some combination of cool to cold temperatures, and various amounts of wind and rain. We can think back to many past Masters events that were memorable, (but not necessarily enjoyable), due to weather, but somehow adverse conditions tend to bring out the "survivalist" skills that we all have to one degree or another. Logically, most sane people wouldn't be out in the elements like this if they don't have to be, but **"The Defiant 17"** (and their support personnel), chose to stay and "tough it out" anyway. We didn't know at the time that the only "washout" (with no flying on Saturday), that I can remember in SPA history would unexpectedly open the door for "other activities" that would turn things (almost) totally around, and make the 2015 East Masters unique, and a great success.

It was good of Dan Dougherty to coordinate activities and call the pilots personally to tell them where the "action" was Saturday afternoon--room 132, his motel room. Dan (DD) had the great idea of a football party at the motel with party platters and "munchies" from Dan, and the beer (and soft drinks), from Scott. Since nearly everyone stayed at the Best Western, people were popping in and out all afternoon, while indulging in the "party fare".

Getting lots of people together in a non-flying environment throughout the afternoon provided a great opportunity for more leisurely and in-depth talk about "plane stuff" while displaying, (like "show and tell") different planes, (and plane parts like fiberglass cowls for example). We got opinions and debates about all kinds of plane-related topics, including servo favorites, (and why each was so great), innovative building techniques, the benefits of many R/C-related products and where to get them etc. I don't know about anyone else, but I was writing all this stuff down, taking notes, and learning a lot. Football games were on in the background, but people weren't paying much attention. Those with a special interest went off to their own room because you **"couldn't hear nuttin'"** on TV.

Dinner was at 6:30, (meaning 6-6:15 PM) at the best place around for **too much food and monster desserts**--the City Cafe. At the restaurant, Bobbie Johns won the ladies drawing of a beautiful basket loaded with "goodies" donated by Suddenly Social Media (Missy Varner).



Sunday there was no rain! We saw partly cloudy skies with a nice crosswind in the face. By flying two flight lines, two classes got 4 rounds in while all the others got 3 rounds, plus we managed to fit in the Memorial Trophy fly off between Jeff Owens & Jerry Black. Unfortunately the first classes off the runway Sunday faced the toughest winds of the day. This was especially challenging for the INTRODUCTORY and NOVICE pilots, who learned quickly what precision flying in a stiff cross-wind can be like. While the crosswinds were a problem all day, they diminished somewhat as the day wore on. Temperatures also inched up slowly, so that by awards and raffle time conditions were almost comfortable.

Greg Hoke did some big-time work on the runway removing as much water as possible (see below), but a few small puddles remained in certain low spots on the runway, making for some interesting landings when the planes would kick up a "roostertail" of water, (to quote a term used for hydroplanes). The comment was made during my first landing, (in the largest of those remaining "waterholes"), that the puddle I drove my Rabbit through served as a great "water brake". If you happened to be as good a pilot as Jerry Black, and Eric & John Nessler, you nimbly hopped over some of the puddles with the judicious use of elevator on landing--the rest of us just plowed through whatever was in front of our planes while landing, sometimes washing the wheels and wing bottoms in the process.



Two newcomers to the Masters are Bernie Olson from SPA West (who was my host in Texas), and Dan Grotzinger from VR/CS. I've known Dan for years and I'm glad to see him fly with us. He will be formidable next season on the circuit.

We hosted some newcomers at this year's Masters. Bernie Olson, (all the way from SPA West), brought his Blue Angel which got a lot of attention and scrutiny. Just a week earlier I had visited him in Fort Worth, attending their SPA WEST OPEN with clear skies and temperatures in the lower 90s--what a change a week makes! Then from the distant north, Dr Charles Gray invited Dan Grotzinger, an old friend of mine from VR/CS I hadn't seen in a long while. Dan was the pilot I trusted enough to fly Ed Kazmirski's personal Taurus II for its first flight in 45 years in Lexington Kentucky back in 2009--in other words, Dan is a good pilot, he's just new to pattern competition SPA-style. He flew his first contest with us,



Before and after, the one casualty has been fixed. Way to go Jim!!



SR EXPERT		SPORTSMAN	
Jerry Black	2000	Dan Dougherty	2000
Jeff Owens	1865	Charles Gray	1978
Dave Phillips	1575	Duane Wilson	1935
EXPERT		Scott Anderson	1910
Eric Nessler	2000	Dan Grotzinger	1880
Greg Hoke	1968	NOVICE	
John Nessler (Tre)	1964	Bernie Olson	3000
ADVANCED		Fred Robertson	2687
Bill Dodge	2987	INTRO	
John Nessler	2976	Zach Whittle	3000
Jim Johns	2941		

flying SPORTSMAN. Dan is a great addition to SPA. We hope he travels from Indianapolis to fly with us again next season. I think both of them had a great time despite the tough weather conditions, and I think both will be back.

Fortunately, there were no radio issues at Chattanooga this year, and the only plane that was lost was during a hard landing by Jim Johns in the 4th round of AVANCED. Duane Wilson received a laceration while installing a donated, but "booby-trapped" (sharp), APC prop so I did a quick bandage job and he continued to fly.

A special mention about our PIO Bruce Underwood. We saw Bruce at breakfast Saturday, then later in the rain-soaked Saturday morning "huddle" before Scott dismissed us for the day. We didn't learn of his medical difficulties that sent him to the hospital for tests until later in the day. We kept him in our thoughts and prayers for the rest of the weekend, and were relieved when we learned on Sunday he had been released from the hospital. He and Jane left Sunday morning for home. Our best wishes for a speedy recovery. BTW, Bruce and

Mamma Jane did a great job on the plaques for the contest and the Points Championship.

The special SPORTSMANSHIP AWARD plaque went to Greg Hoke for his H2O removal duty on the runway which made flying possible. Great choice!



Turning to the Masters awards and raffle, Scott has better manners than to brag about putting together what was without doubt the **finest raffle in the history of SPA**—two planes, a radio, and an OS .95 engine headlined the raffle, (totaling 20 prizes), including many more smaller, (but still great and valuable), prizes to complement the big ones. Every time Scott announced something about to be raffled I'd hear someone behind me saying "man I want that", or "that's good"--anyway you get the idea. I don't know where Scott



Don't ask wherelhow Scott got all this stuff! Anthony Blair's daughter Anastasia picks the winning tickets!



(Left) East "Top Guns" pose together. These guys are hard to beat and always guarantee a great competition. "Moving-Up" from EXPERT, Jerry Black, (Lt) is setting the bar very high in SR EXPERT, while the Nessler brothers from Ohio always battle it out in EXPERT class. John WAS awesome, and wearing that shirt, he attracted a lot of ribbing!!

got the money or the deal-making skills to pull this off, but he did. He probably taught Trump how to make deals. :) The bottom line was that Scott worked very hard on this, putting it all together, promoting it, and then running the event in his usual



Scott Anderson stepped up, worked hard, and ran a great (and prize-filled) Masters event!!



AAAAYYY!! Dr Charles Gray made the trip from Indiana, bringing his friend Dan Grotzinger from Indy to fly in his first SPA contest. Both flew SPORTSMAN. Hope to see both more next year.

"no nonsense" way. Jim Johns was recruited once more to do the scoring in his usual impeccable manner. As always, our favorite Chattanooga club "good guy" John Davis was the perfect host, with club member helpers to make it all happen--a fantastic job--we all felt very welcome there.

It just goes to show that there is more to a contest than the weather conditions when it comes to creating a very

enjoyable, memorable event. I think we all kind-of banded together, and enjoyed the "heck out of the weekend" in spite of the admittedly lousy weather. Those who cancelled honestly missed out. While preferring perfect weather and light winds, there was something special about this particular Masters. Bruce might say it

"put the cherry on top" of the season. See you next year!

In the same style as Grant Schroeder in SPA West, Zach Whittle is an up-and-coming young pilot in the East. Keep up the good work! Hope we see more of you next year.

....Duane Wilson/Scott Anderson



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