



The *SENIOR PATTERN ASSOCIATION*

Official S I G (Special Interest Group) of AMA

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

SPA NEWSLETTER www.seniorpattern.com MAY-JUNE 2017

PRECISION AEROBATICS from PATTERN'S Golden Age

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He's back!! It looks like Curt Diggs from the Atlanta area is back—making his first SPA appearance in many moons, (years) at the recent Prattville, Alabama event. From the way he flew, it looks like he may be giving his fellow ADVANCED competitors something to think about for some time to come. Curt won two out of six rounds and finished only twenty or so points behind the class winner Victor Diaz, from Navarre, Fla.

The plane was designed by Ron Chidgey. and is nicely finished in a sharp, patriotic—looking color scheme with the fuselage painted and the wing Monokote.

Curt, nice to meet you and welcome back to SPA, See you in Knoxville!!



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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FROM THE PRESIDENT....Jeff Owens
The contest season is off to a good start

with two contests each in the East and West Divisions! It sure feels good to get some pattern flying done again after the winter hiatus. Of course, a successful contest season requires a lot of labor in setting up the schedule of events. And this task is becoming harder each year. In the East we had to cancel or reschedule two events this year – and many thanks to the Knoxville club for stepping in to host a second contest in addition to the Masters. This problem is not new and has been slowly developing over the past decade.

Those of us who have flown pattern long enough can remember when putting on a contest was a major fundraising effort for a club. That was back when 50-60 entries would be the norm. But times change. The entry levels are much smaller and fewer club members have an interest in pattern. In many cases, clubs have decided that it is not in their best interest to sponsor a contest. Basically, back then clubs wanted to sponsor contests and we took advantage of that by attending. But now it is harder to motivate a club to put on a contest for us attend and enjoy.

One solution is to change the way we think about contests. Instead of having a club put on an event for us, we should start to think about putting on the events for ourselves. In the East we have a number of flying sites that are not associated with clubs – CMJ's field, Hodges, Triple Tree Aerodrome (where Joe Nall is held in South Carolina), and even the AMA site in Muncie. Imagine if we, as an organization, decided to put on a contest ourselves. This is not new – we have used Hodges and CMJ before. But we have relied on one CD (Dan Dougherty or Scott Sappington,) and one scorer (Jim Johns), to essentially run everything. If we want to expand the use of non-club fields, then we have to develop the tools and expertise to stage our own contests and not burden just 2-3 members.

I have been talking to Jim and Dan about this idea – I refer to it as having a Traveling Contest Committee. There would be a check list of all the items that need to be attended to and for each contest we would tap volunteers to handle specific duties (CD, food, trophies, computers, etc.) Spreading the load over more competitors would allow us to make more use of non-club sites. So what is needed?

- We need more CDs – if you have the background please consider applying to AMA to become a CD - I am working on my application this week.
- We need more people trained to operate the scoring program. Jim has prepared a manual for running the scoring program and it is on our web site under “Contests.” Please check it out.
- We will need volunteers to help with various tasks at such contests. So, if the call goes out for assistance at a contest, please be prepared to help.

One more small thing could be that each contestant could be required to hand their score sheets after each flight to the computer operator, eliminating the need for runners for each flight line. This was done at many contests years ago.

We all know that one key to our future is getting new members to join us in competition. It was great to see five Novice fliers at the recent Prattville contest. On the down side, there were zero Expert entries. So, we need to keep inviting and recruiting new members. As an organization, it is then up to us to put on enough contests to keep up the necessary level of interest.

As a side note, at the Prattville contest CD Jamie Strong opened up the class structure to include Open classes where pipes and retracts would be allowed. There were no takers. That goes in the books as a data point for ongoing discussion of liberalizing our rules.

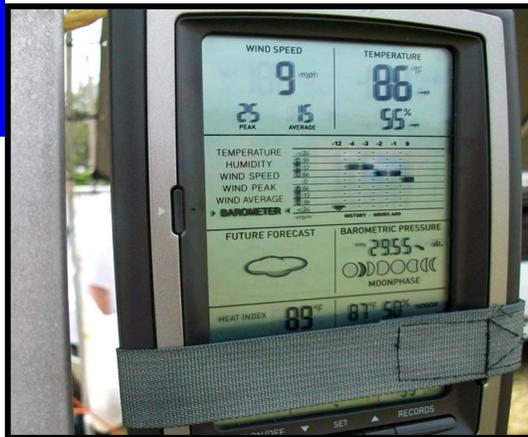
Meanwhile, keep building and practicing. I look forward to seeing as many of you as possible at future contests!



ADDITIONAL THOUGHTS-After reading Jeff's editorial, I agree whole-heartedly with his ideas. Let me add a couple additional suggestions for consideration. First, we should concentrate on the **“contest essentials”**. To better implement Jeff's ideas, why not make it easier by **SPA itself** purchasing and supplying the essentials for a contest, such as a simple computer/printer, (with the scoring program on it), a magnetic board, maybe even a modest P.A. system. It would be a productive use of dues. One or more of the BOD, or somebody in the area of the next contest would bring these items. This way the designated CDs and scorers **wouldn't each have to own the equipment**—it could travel from contest to contest, and be shared. The process could be duplicated for West contests if desired. Let's simplify lunch. For non-club sponsored events, we could copy the method used at Knoxville, (Subways) and Hodges/CMJ, (pizza), basically to get something basic and quick to eat to keep going. Keep it simple with optional raffles, and simple, inexpensive awards.



2017



CULLMAN, AL.....So, the National weather service called a wind warning for the weekend. Was their forecast accurate? One of the SPA pilots brought a weather station, completely digitalized, that utilized telemetry from it's sensor and it confirmed all the weather service had called for. Note in the photos, (it was higher than 9 mph, trust me.)

But, when SPA'ers come to contest.....they do just that. Yeah, there was a "thud" or two that led to some field repairs like Dan Dougherty field repairing Duane Wilson's airplane....and Mickey Avery patching the nose of his KAOS, rebending some gear and things like

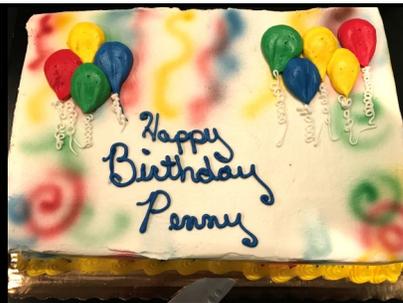


that....but nobody outright crashed because of the inclement weather and wild-wild winds.

Most respectable modelers would have just "left them in the hangar" on a week-end like this, but not this bunch, they came from Indiana to the North and Florida to the South to fly at Cullman's contest...and that they did. The old adage still stands, when Steve Byrum and the Cullman Aeromodelers have a contest....."we're going, and going to fly!" Six rounds for most!

Some rugged news at the outset, we learned that Charlie Johns had arrived a day early to practice, and his radio saw fit to "quit" on him and he just "ruined" a pretty pattern bird. He left prior to the weekends' beginning. We all sympathize Cholie! Ken and Judy Blackwell returned to Enterprise just about starting time on Saturday morning due to Mrs. Blackwells' health. Judy hope the illness is "short-lived".

As is the case, loads of "fellowshippin" and yarn-spinning took place. Penny Wilson, had a birthday on Friday, (she had never had a birthday party), so, Bobbie Johns and some helpers, (left), along with Steve Byrum planned for a month for a **surprise party**. They then led us in a



chorus of HB and we serenaded Penny at the field on Saturday afternoon.....with the headgear, gifts and not one but TWO cakes....look at this "**precious 60 year young PRINCESS**" (note the headgear.) Much thanks to Steve, Bobbie, Beverley and Lori for your kindness.

Down below are the bunch of "good guys" from the Cullman Aeromodelers club that hosted so well:



L-R: Mitchell Ward did whatever was needed, Jim Dill kept score, Richard Witt helped judge, CD Steve Byrum, and Jerry Huddleston who ran scores and the flight-line while the CD judged. Not pictured are Marilyn Lutzky who handled registration (as always) and Jeff and Cindi Peek who ran concessions.

Some of their Ladies, threw in to assist, just had not come to the picture site. Marilyn Lutzsky again did the registering as she has done since the inception of the Cullman Aeromodellers and that was "back when"!

Cullman, thanks a heap for the week-end hospitality.....scores and a report on the Saturday night BRANDIN'-IRON steak gathering will follow I am sure. Thanks to all who attended and participated Stay tuned here and on the website for more. (It was worth every GUST!) SPA (wind-burned) PIO Bruce Underwood

Regarding scores: There are a couple of things to notice. In Novice, Jim Strong was extremely dominant. This is something the Novices will have to deal with all of this summer. Sportsman, you'd better sharpen your practice for next year. This guy has come to play.
 In the Sportsman class, three pilots all won a round. Duane Wilson had a difficult weekend with his equipment or he'd have probably one at least one round, also. Neither Ron Pound nor Mickey Avery have flown aerobatic competition before, but each won several rounds.
 The wind was brutal. Mickey Avery had brought a weather station, so we know the highest measured gust was 28 mph. Average wind speed was 18 or 19 mph, and it wasn't a nice, steady, down-the-runway kind of wind. It was down the runway, but it beat and chopped and rolled all the time. Every landing was pure adventure. It is a credit to everyone's skill that no planes were lost during the contest. In all, we had fourteen pilots and a great time. Steve Byrum CD

NOVICE		ADVANCED		OTR="I Token Rnd."	
Jim Strong	4000	Jim Johns *	(OTR)	1000	
David Johnson	3441	Dan Dougherty*	(OTR)	662	
Fred Robertson	3318	EXPERT			
SPORTSMAN		Jamie Strong		4000	
Ron Pound	3985	Steve Drake		3871	
		SENIOR EXPERT			
Charles Gray	3849	Jeff Owens		4000	
Mickey Avery	3672	Keith Watson		3224	
Duane Wilson	2778				



Jim brings "A" Game



60 year old "princess"



Jim's smart charge



Dr. Fred Robertson gets the goods from CD Steve



Ron Pound



2017 GOLDEN TRIANGLE SPA CONTEST

May 19th, local weather persons were predicting severe thunder storms over 70 % of the area with winds in excess of 30 mph. I received one e-mail asking if the event was going to be held. My answer was hell yeah. I had already sent e-mails to all participating club members stating, “Even if it's pouring rain when you get up Saturday, go to the field.

Saturday morning, 0500 hrs, I looked out my front door and it was cloudy, and very humid. I packed the van and headed to the field. Upon arrival, I could tell that there had been some rain, but no evidence of anything within the last hour or two. I had stated in e-mails to all the possible contestants that we were going to have the pilot's meeting at 0800 hours and first flights to start at 0830, however, at 0830 hours, contestants were still arriving and signing in. Well that's OK-better to run behind than to miss the fun. The weather was still cloudy, with a light breeze from the north. Humidity was near 100 % so many of the pilots were retuning their engines. Pat Ensign was

already in the air as usual.

Before talking about the contest, let me first say some words of praise about our club members—they were fantastic, and without them, there would be no contest. At 0700 hours, in spite of the weather threat, the club members began arriving and got straight to work setting up the field. That's the nice thing about our members who participate in club functions. They don't complain, or hesitate by standing around drinking coffee and scarfing donuts - they know what they are to do and get right to it. Club members are from left to right, Frank Flores, Joe Anderson, Fred Taylor (Club President), Ben Bergman (Club Safety Coordinator), Randy Mays



(Club Vice President), Robert Wilson, and Gary Pannel. Let's hear it for these guys!! Yup, I heard you all cheering!!

We had one entry in Novice, Rolla Roy (who goes by the name Gene). I think that the weather may have scared the other Novices off, but we had 3 entries in Sportsman, 4 in Advanced, 2 in Expert and one in Senior Expert. The first flights got started around 0900 hrs right after group pictures of the pilots and club volunteers.

In the Novice class, Gene Roy, even though flying alone, put in some impressive flights.

In Sportsman, Paul Mayhan gave Tommy Scarmardo a fight for first place staying right on his 6 until the 4th round when Paul took the round by 33 points.

In Advanced Class, Bernie Olson took first in each round except round 4, when Tony Stelly beat him by 32 points. Chris Berardi, had some bad luck with flame outs and came in 4th following Tony and Gary Alphin.





In the Expert class, Pat Ensign, (left) ran away with top gun in all four rounds with Wayne Galligan following by 168 points to take 2nd place.



Right: Ken Knotts was the only entry in Senior Expert, however, he still flies like he's competing against a dozen other pilots.



Left: Tony Stelly and Bernie Olson judging a round for Pat Ensign while Gene Roy calls.



World Models sent an email stating that they will be getting a shipment of new Intruders in. They just didn't know the exact date.



Left: Unofficial judging and other airplane talk going on behind the scenes.

Many thanks to Venom Batteries, Dubro, Tower Hobbies, Servo City, Laser Works, Bob Smith Industries, APC Propellers, TruTurn Spinners, Sig Hobbies, and Sullivan Products that helped make our event a success. The recipients really appreciated the products that these hobby suppliers donated.

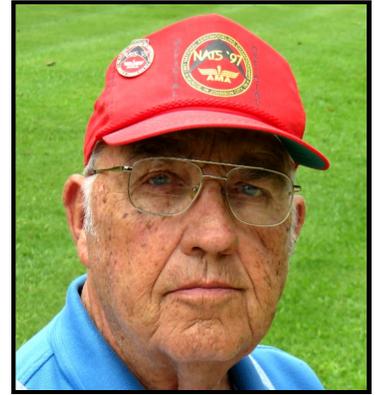
By....Frank Cox, CD

SPA Member Profile—Ken Blackwell

SPA Number: L98

City/State: Enterprise, Alabama

Occupation/Former Occupation: Retired Aerospace Engineer (BS Aeronautical Engineering, Auburn University). Worked for Army Missile Command, Redstone (Wind Tunnel testing of missiles), NASA MSFC (Wind Tunnel Testing: Saturn-Apollo and Space Shuttle), Army Aviation Development Test Activity, Fort Rucker (Aviation Testing).



Ken Blackwell

Years in Model Aviation: Age 8-18, Age 22-25, Age 47-78(Current) or about 44 years total.

When did you join SPA: About 1990 ?? Can't remember for sure. The first airplane was a Jim Kirkland, Ed Hartley, Dennis Hunt "Daddy Rabbit" from the Hunt short kit.

How did you find out about the SPA and why did you decide to join?: I don't remember.

Are you or have you been a full-scale pilot? If so, when, where and what do you fly?: I have an FAA license Single-Engine, Commercial, Instrument though not current. I am a member of the Experimental Aircraft Association and have been to their big convention at Oshkosh 5 times and to Sun and Fun at Lakeland, FL 3 times. I flew Cessnas 150, 172, 175, Cessna Cardinal, American Yankee, Piper Arrow, Luscombe 8A. I owned the Cessna 175 and the Luscombe 8A.

Favorite pattern planes and why you like them: My favorite two-meter airplane has to be the Marauder which I designed. The Compensator is my favorite SPA classic pattern airplane because it's simple straight forward construction and most of all, I like the way it flies. I had a Phantom that flew very well, but was sadly lost in a sun-in-the-eyes fly-away at Alabaster

Do you or have you competed in other organizations-have you gone to the NATs: I competed in AMA precision aerobatics for many years...though I'm not that good at flying but accomplished much in the design and building of the 2-m airplanes as well as supporting Piedmont Models with design and prototyping.

I have been to the AMA pattern NATS many times both as a worker and as a contestant. My grandson Will who is now a Junior at the University of South Alabama grew up on RC airplanes and went with me to contests from the time he was 5 and ultimately learned to fly and flew at the NATS with me on numerous occasions.

Something others may not know about you (other or past hobbies and interests): I have had many hobbies during my lifetime. Of course aviation-space and airplanes have been my favorite direction: Modeling and Full Scale Flying. Photography has been a lifelong interest and at times has folded in well with my aviation hobbies. Then, I have always been interested in electronics and radio. I always wanted to get my FCC Amateur Radio license, but code stopped me cold. Since then code is no longer required. Then, December 2015, I discovered this online study course that would lead you to a FCC license. I jumped right in on the study course and passed all three of the license classes ending up with my Extra license in April 2016..

PRATTVILLE, Fountain City Flyers SPA

PRATTVILLE, AL.....June 10 & 11 here was “just what the Doctor ordered”, not only just ‘weather-wise”, but all otherwise as well. Us 15 “attendees” received that “1st Class Hospitality” the Fountain City Flyers are renowned for.

Beautiful typical June hot temperatures prevailed as expected, however there was just enough breeze to make it relatively comfortable. Jamie and the FCRC Flyers maneuvered every way they knew how to combat the miseries of the heat. They had Ice cold water (for free) available under both flight line tents for the judges and another cooler full of it available for the contestants at the main scoring arena. A covered area, 110 V equipped provided AC for fans, charging and the like.

I’ve reported in past years about the “air conditioned John” with running water with entry door that can be locked from both inside and outside and overhead lighting. Those conditions motivated lots of trips there, not only for relieving ones’ burdens, but for the cooling environment provided.

Alongside the “pottie” were some back-issues of RC Modeler and Model Aviation adding minutes to the usual duration of one’s visit.

Only 15 of the 21 “some-odd” pre-registered participated so, time for the 6 rounds was abundant. We had no need for the “sun-shields” as the flight line was oriented away from the sunshine for the 1st round each day. Loads of flight area with a “golf-green” like runway. Here’s a “shot” of that good Fountain City Flyers group that managed so well:

Jamie did something that Steve Byrum had done in an SPA contest several years ago. He invited modelers who enjoyed a little later year model than allowed by SPA “regs” to fly the SPA patterns with their planes, even if equipped with pipes and retracts. He awarded them in an

OPEN class. Two primarily Jet Flyers accepted his invitation. One was Matt Griffith who flew the SPA NOVICE pattern and Victor Diaz who flew the ADVANCED SPA pattern. Griffith finished 2nd overall in NOVICE while Diaz placed FIRST in the overall SPA pattern, both received **OPEN awards**, (no points). Some of you “ole-timers” will recall, the Nessler Brothers from Ohio were the two that entered Steve’s contest several years ago and went on to become very active in SPA competition for a number of years. We were grateful to the Jet-gang for joining us.

Unfortunately, the “Rugged Luck Award”, (the one nobody wants to win), went to Fred Robertson who flew NOVICE and lost two airplanes due to crashes on two successive flights. Fred lost his KAOS ARF due to his “pushing” when I should have “pulled”. Then his “back-up” 40 size “Stik” due to radio-problems. We all consoled him as it’s happened to all of us over the course of our pattern careers. Fred however, picked up a Dirty Birdy ARF originally intended to be sold to Jim Johns, so he’ll be ready to go in no time flat.

This was the first contest I’ve attended in which a contestant powered his model with a genuine gasoline engine. Larry Hill of the Fountain City Club flew his Evolution 10 CC powered ARF KAOS. Larry got the engine off Amazon for \$199.00 with “free shipping”. It tacked 10,200 RPM turning a 12/7 APC prop. Rather than mess with mixing his own 2 cycle fuel, he obtains a “premix” 40 to 1 at Lowes called “True Advantage” by Spark Plugs, Inc. It’s available in the lawn mower department at Lowes/Home Depot.



Jamie & Crew



There is very little “residue” which he cleans from behind the muffler with Greased-Lightning” cleaner from Lowes, also. He says the needle setting is “critical”, but, if adjusted properly, plenty of power. If there hadda been a “beautiful model award”, it would have gone to Curt Digs and his lovely Tiger-Tail 4, (see page 1, and following page). Good to have Curt come back to life after so many years absent from pattern flying.

Now for the “play-by-play” of the contest. Jim Strong showed the results of his constant practice under Jamie’s tutoring, with 4 K’s in the NOVICE class. David Johnson was 2nd with 3764 and Larry Hill 3rd with 2888.

The closeness in Sportsman was evident when Charlie Johns won two rounds which together with the highest scoring 3rd and 4th rounds resulted in 3949 for 1st place. Mickey Avery won 3 rounds backed up by a 939 for total 3939 and 2nd place. At one point in the contest, they were WITHIN A SINGLE POINT, but at the end of the day, Charlie prevailed. That was a great race. Duane Wilson scored 3882 for 3rd while managing to win one round.

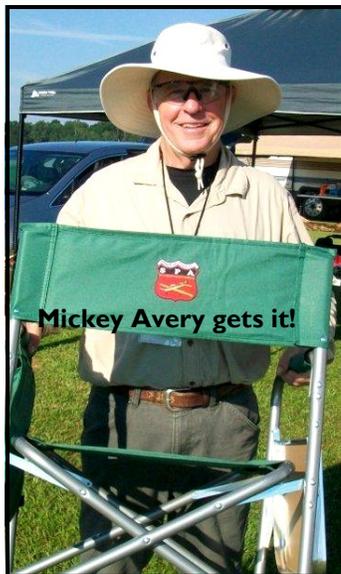
Curt Diggs still has the “touch” evidenced by his win in ADVANCED with 3 K’s and 4 round total of 3974. Jim Johns pushed Curt scoring 3857 for 2nd. Ken Blackwell was 3rd with 3363.

EXPERT class was void, unfortunately, so on to Sr. EXPERT where was some “competition” at long last for President Jeff Owens. When the dust cleared, President Jeff outscored past President, (and all around good guy), Bruce Underwood who surprisingly exactly “tied” him in round 1 by winning the next 3 rounds on Saturday. Congrats Jeff on the win. Fine flying with that 2-stroke powered hand-some ship of yours.

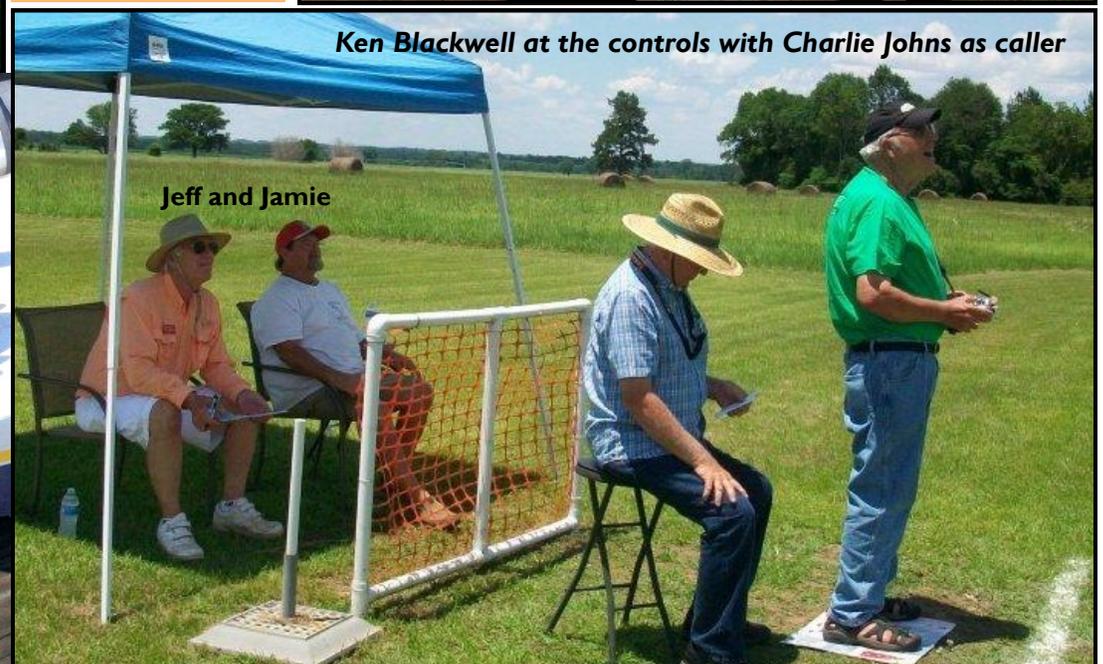


At left please note CD Jamie Strong at the original “welcome” on Saturday morning. Jamie, let me take this opportunity to salute you for your service and dedication to SPA, plus everything you’ve contributed over the years. We appreciate you more than you know.

Jamie, and Fountain City Flyers, we are so grateful for the delightful weekend with you folks. You workers and club members were the “coolest” part of the warm weekend and leave us all looking forward to next season!



NOVICE pilot David Johnson (rt.) from the Knoxville area wins the Art Azlin built 1972 NATs Gladiator. (Lt) Mickey Avery has his priorities right with his SPA emblazoned lawn chair. Mickey flew well and finished second in SPORTSMAN.



SPA's People Page

Sam's Corlett: This Super Kaos was built from a 1980's vintage Great Planes kit found on EBay. It was built according to the plans, with the exception of the aileron center servo and torque tubes. Instead, I used one HS-5245MG servo in each wing panel. The nose gear steering also has a separate servo. The wing was built using an original A-justo-jig. It's covered all in Monokote, except the gold lettering that I cut from vinyl. The engine is an 80's vintage OS .61 FSR with stock 7D carburetor. The empty flying weight is 6 lbs 2.5 ounces: LIFE 2100mah battery, Spectrum 7 channel receiver, Hi-Tec servos. It flies well, the first flight on June 13, 2017, needed a couple of clicks of right aileron and maybe a click of down elevator. The next day I trimmed both ailerons up slightly and it smoothed out and began to groove very well. Need to tweak it a bit more.



Sam Corlett

Please focus your attention on the beautifully finished **Super Kaos** on the left. Nice looking plane isn't it? But this is a bittersweet announcement. The plane was maiden'd a few days ago, and this space was originally filled with **SPA West** pilot Sam Corlett's glowing reports as he unveiled this beauty, and told us how well it flew "...needed just a couple clicks of aileron...", you know, a perfect description of a plane's first flights. Then just before releasing this newsletter, I received word that Sam's new pride and joy was lost due to **radio failure** of his DX-18. I almost feel like crying, and it's not even my plane. What can you say other than "**send the radio back with a nice little note.**" I hope this page will instead be a fitting memorial for a very pretty plane.



(above right) Sam Corlett during happier times



Dr. Ed Gonzalez

Today was a big day for my friend Ed Gonzalez, one of our newest SPA members and a member of the Asheville/Buncombe Aeromodelers, (Asheville R/C club).

After a lot of "field and bench fiddling", Ed successfully "maiden'd" his Kaos 60 ARF —flies well. He is flying with a Spektrum DX-9 and OS .95 FS.

We will soon begin practice of the NOVICE pattern in earnest and will be seeing you soon in Knoxville.

BTW—Ed and I both worked at the Asheville VAMC where he was a psychiatrist, and me a pharmacist. Ed is **the person responsible for talking me back into R/C** after a 17 year absence, (so you can blame him). I don't know whether to thank him or not. Thanks Ed!!



Test Flights MARABU

**The 1969 & 1971 World Champion
ARF From Germany's Sky Aviations**



As those who have been following the newsletter already know, the Kaos 60 ARF has proven to be a very nice flying, very inexpensive ARF at only \$179 regular price, and most often less. It arrived just in time to fill the void caused by the loss of the very popular Great Planes Dirty Birdy. However, like many of the ARFs we have seen, the Dirty Birdy had its problems, especially if left out in the hot sun, or stored the wrong way in a hot garage. It would sometimes sag or warp. Sometimes the ailerons were warped, or the linkages failed. For all its virtues, the Kaos 60 also had its own share of problems with funky hatch covers that needed creative solutions, hard plastic landing gear and bolts that may fail if used, bolts that should be replaced with better ones. These are relatively minor problems that if corrected in advance will give a good dependable airplane. The only real problem of significance with the Kaos 60, (and shared by the Intruder ARF), is that it bares only a marginal resemblance to the original Kaos, (if that's

something that matters to you). They actually improved upon the original Kaos by making the plane larger, with a two-piece wing and wing tube, an increased wingspan, a very thick wing section for increased drag, a removable cowl, and a top hatch for ease of electric conversion or access to the radio compartment. I'm not at all knocking the Kaos ARF—I'm just pointing out that, (like the trusty Intruder ARF), a lot of liberties have been taken with these planes that happen to improve their performance and arguably make them better than the original. There is no doubt that neither of these ARFs are very faithful to the original design.



Now we come to the Swiss Marabu, which is much closer in character to the very successful, but more expensive Curare ARF. With the exception of the removable cowl, (which is convenient and doesn't alter the looks much), the Marabu is very true to the original 1969 and '71 FAI championship aircraft designed and flown by Swiss pilot Bruno Giesendanner. Bruno's popularity never caught on in America like Hanno Prettnner and Wolfgang Matt, but in Europe, his popularity continues in vintage circles.

Let's discuss the Marabu ARF. It is shipped directly from the factory in Asia to your door. The quality of the ARF is first-rate, including the iron-on covering, however it took me a long time to finish my Marabu because mine was an early release version and the instructions were in German, and only in German. Even though I took two years of High School German,

and placed out of one year of college German before taking a class in college, my German skills were forty years old, (plus the subject material in school never talked about building RC models), so I was way out of my depth. I asked for English instructions, and when that didn't help, I prevailed upon a German friend of mine, (soon to attend his first SPA contest during his first trip to America), to translate the nuts and bolts of the instructions which he was kind enough to do. BTW—Burkhard's instructions are still included with each Marabu destined for the US.

With the language barrier out of the way, the assembly of the plane was relatively straight forward. Mickey Avery also had a Marabu ARF, and we would get together by e-mail and hash out some of the fine points—especially those dealing with the retracts, (yes like the Curare, this plane can be finished either way).

I decided for "kicks" to finish it as an electric, and with retracts. Part of the reason I did that was, although the plane can be finished as either "glo" or electric, in Europe it is finished almost exclusively as an electric due to European noise restrictions, and the ARF seemed to lend itself better to being finished that way. Electrics don't generate as much vibration; if you decide to finish it as a glo model, you may elect to "beef up" certain areas to your taste. With my friend's translated instructions, (and the original color pictures), the assembly went quickly.

At this point, let me emphasize that Dieter at Sky Aviations prefers a higher kV motor, (710 vs the 530kV I chose), a 4S (maybe 5S) battery, and an 11 X 7 prop for his Marabu to more closely resemble the performance of the original .60 glow engine. **Since SPA electric pilots typically fly a 6S set-up with a (by rule), 13-1/2 inch or smaller prop and 1400 watts, I elected to use that set up to better compare “apples to apples” with the typical SPA flying configuration for a closer performance comparison.**

This was my first-ever electric, so I enlisted the help of an experienced SPA electric expert, Vic Koenig, and an expert, (literally) test pilot in Jerry Black who joined me at the Asheville field in May for the first evaluation flights. To be totally forth-coming, I had informally “maiden-ed” the Marabu with Vic present a couple weeks earlier, but my original Swiss Leomotion motor burned up on me at about the four minute mark after basic trimming had been nearly completed. Now a couple weeks later with a new Scorpion motor I already had at home, I asked Jerry to do the honors while I manned the camera. We purposely kept things simple and kept the retracts down, (one thing at a time.) Jerry did his customary rough trim evaluations while flying a lot of Knife Edge and slow rolls. When back on the ground, he said the Marabu flew fine, but seemed a bit tail heavy to him. Since the Marabu normally has a 4S motor up front, me using a 6S made the plane decidedly nose-



heavy, and I added weight to the tail to balance. I had apparently over compensated a bit adding tail weight.

Before the next flight we decided to do one more test on the retracts, (and as had happened many other times in my shop while doing my retract installation), the nose wheel began to turn while retracting and became lodged in the wheel well. This time however, the retract was damaged and stuck in the UP position. We were eventually able to pull down the nose wheel, and rigged it temporarily to stay down long enough for one more flight only. BTW-The idea of “simple and

inexpensive” makes even more sense to me now than before. A new nose wheel will be installed, but making it steerable with soldered metal cables is the tricky part.

My own impressions of the Marabu during my brief time on the sticks was that it felt very predictable and solid—even on the first test-flight. With a relatively thick wing section and large 68” wingspan, the plane is easy to see, and not at all difficult to fly when it slows down—either in the air, or on landing approaches. It didn’t display any bad habits, not that I expected any with its winning track record. I felt very comfortable flying the Marabu, (and everyone who knows me knows I’m no expert.) I look forward to more flights in the future, once the nose wheel situation is fixed. I believe you will find it a joy to fly. At a bit over \$400 delivered, I’d seriously consider getting a second one.

If you are interested in a plane that is true to the original, (remember that the original won not one, but two world championships), that is larger than average therefore easier to see with it’s attractive black, red, and white original 1969 color scheme, then this may be the ARF for you, especially if you want an alternative to having “just another Kaos.” The 1971 Marabu sports a red, white, and blue color scheme in a different pattern.)

Dieter also sells accessories and other planes are available. The Komet, just flown by Victor Diaz at Prattville, (he won ADVANCED with it), is also SPA-legal.

When going to the Sky Aviations web site, let me share a few pointers. There is a small, round English button near the top of the web page for converting the site to (mostly) English, yet prices remain in Euros, (at this time 1 Euro equals a little more than a dollar.) You can contact them by e-mail with any questions.

<https://www.skyaviations.com/en/rc-classic-pattern-planes>



“Despicable Us”...

by Duane Wilson
(remember just kidding)

Competitive, a Little Devious, but Funny. Boys Will Still Be Boys!

I really debated about whether or not to publish this...” Oh what the hey...”

When you have a seven hour drive and you're alone there is a lot of time to think about “things” —sometimes weird things that happened at the contest you just left. On the way home I was reliving the weekend. My flying was not bad considering my practice time was not what I wanted, but I wasn't really thinking about my flying—it was everything else associated with the contest. I was thinking, “unless people absolutely couldn't come, what other leisure activities could be better than this?”

I was thinking about the great guys I fly with in SPA, and particularly about the “off the wall” conversations I had with the “noble competition” as I call the guys in my class that I fly against. The following quotes came from a couple of real conversations I was involved in. These are real people and real quotes. The names of the individuals will remain anonymous to protect the guilty.

One thing I took away from these conversations was that we in SPA are quite competitive, and sometimes a little devious in a funny kind of way. We are also very inventive and a little on the silly side. When you get a group of guys together (of any age) relaxing and having fun,, it often brings out the same kind of juvenile banter we supposedly left behind in High school. Why do you say that you ask? Well, I'm glad you asked and I'll tell you why.

Talking about being competitive, one of the nicest guys you'd ever want to meet actually said, “Ya know, a good way to stop a competitor **would be to switch-out his fuel with strawberry Gatorade ...**”The first thing I thought of while trying to process this was “OMG, how could you even think about something like that, (but I wished I'd thought of it first). Then someone else piped up, “yeah, unless the guy has an engine that runs on Gatorade”. By now I knew what to say—“ya know, that would probably work...” (because Morgan Cool Power **DOES LOOK JUST LIKE** strawberry Gatorade.) “If we are ever competing for our lives and I'm losing, I'll have to keep that in mind...” Yes, if it was for real— **IF someone really was competing for their life**, maybe they might try anything. Yes, yes it might work; after all, the guy can't win if he can't get in the air!!

Later on the ride home my mind was fixed on something really important. I couldn't help but wonder **just how someone might actually pull it off**— the pharmacist in me was trying to figure all this out. After all, there was nothing more praiseworthy and worthwhile to think about—right? This is how it went—(thinking to myself), OK, you couldn't just “cut-it” with Gatorade because the water in the Gatorade wouldn't mix properly with the petroleum-based glo fuel. You'd have to add an emulsifying agent to keep the Gatorade and fuel mixed in suspension. What would you use and how much? “Wait a minute”—I said to myself, “what if I just removed **all the fuel**, and replaced it with pure strawberry Gatorade when my opponent was using the Porta Jon or something—then I wouldn't have to worry about oil and water having to mix. Ha ha—yes...but then I thought, just maybe our opponent might notice that his “fuel” smells and tastes, (if he were so bold as to taste it), like Gatorade, and that wouldn't be good. What if he got some on his hands—it wouldn't feel like fuel would it? After all, my opponent is a smart guy, and he is used to working with **real fuel**. Well, maybe I could get lucky, and he wouldn't notice, or you could be distracting him with small-talk so he isn't paying much attention. Oh never mind—forget it—this is getting worse by the minute.

During the contest, one of the guys suffered the “Ultimate Loss”—he had just lost a plane and it was truly a sad thing. That gets a group of guys thinking. Somebody actually came up with the idea, (another real conversation), of AIRBAGS FOR PLANES—“wouldn't that be great!!! The instant the tip of the spinner “kissed” the ground, (with the plane traveling at least 50-60 mph no less), the airbag would deploy, thus saving the plane for next time. “Wait, wait a minute—wait a minute—that would never work, in a car crash you have a slight delay from the time the bumper of the car makes contact until it affects the passenger compartment. There are “crumple zones” and all that. During that fraction of a second, the air bag deploys.” “OK then, someone says, what you do is have a dedicated button on the transmitter and a servo for deploying the bag JUST BEFORE it hits the ground? “you know, like one inch above the ground the bag deploys”. Someone else listening in says “that would only work if it isn't pilot error, and the pilot has time, (as he watches the plane do a bunch of stuff he didn't tell it to do), to push the airbag button.” Then somebody chimes in—“yeah, maybe all those recalled Takata airbags from Japan could be used—we could get a lot of those now, and really cheap...”. The first guys answers, “No, no, that wouldn't work—you'd get all that shrapnel all through your plane” “Yeah, I guess your right...” “No Takata air bags.” But we're close. Maybe we're on to something—nah, probably not.



Trash
Talk!

Continued....

Getting back to being competitive and trash talk, at the end of the contest we are all saying our “farewells”. In my own case I got to know some of the new guys, and spent time talking to them. I really got to know them much better over the course of the weekend—good enough that as we make our final comments back and forth, I slip up and say to him, “it was really great getting to know you”, then in the next sentence I somehow blurted out, “wait for next time—I’ll be kicking your butt in Knoxville”, (I actually said that!) Thinking fast he says, “No you won’t—I won’t be there **so you can have it**—too far to drive”. That’s not what I wanted him to say. The NERVE of that guy”. How dare he think that (*if he were there [at Knoxville], that he still thinks he can beat me!!* He just politely “out-trash-talked” me didn’t he?!! He was so nice, yet I knew I had been outdone. I was supposed to be trash-talking him about **kicking HIS butt.** “I really would have “kicked his butt”, (I quickly thought to myself), “if I practiced more between now and then, (and of course he didn’t.”) Now I won’t have a chance to nail him—well, someday (the next time we meet), “**I’ll kick his butt**”. Instead you smile and say, “Ah, that’s too bad you won’t be there”. You see, this is the beginning of a new friendly rivalry. “Yup, he got me this round, no sense in trying to say something now, (don’t have a good enough comeback), but it’s not over-not by a long shot”.

Like I said at the beginning, I really debated with myself about what to do about this little article—would this be in poor taste, (as well as not funny.) Why did I even write it?—I thought it was funny—would anyone else see it or is it only me. I debated back and forth., then I got a phone call from a friend and fellow SPA competitor that sealed it: “Hey Duane—how ya doin’ “Fine,” said I. He says, “Hey, would you like to split a room for Chattanooga like we did before” “Sure, that would be great” said I. “Hey by the way, I want you to know that I’ve been practicing more since Prattville, and I really think it’s starting to come together“ “Good, good, he says...Hey Duane, what are you flying at Chattanooga?” I’m flying my best Daddy Rabbit—you know the yellow one.” Then my friend who wants to split a room with me says...**“then it will be that much better when I kick your butt!!”** That’s what my friend says—I’m not making this up! Well, so I think for a moment about what to say back, but all I can come up with on such short notice is to repeat back what he just said to me. “OK, let’s get this straight—you’re glad I’m practicing, and I’m flyin’ my best plane because that will make it that much better when you kick my butt—is that what you just said?” He says, “yeah, that’s right.” By now I have something to say back—it may not be the best thing in the world, but it’s all I have. “A problem you might have is that , while you may be good, I’ve noticed that you’re coming in last a lot because of all your mechanical failures and not hookin’ up your ailerons and stuff like that...” At this point inside I’m saying...“YES YES YES”, and pumping my fist, but he can’t see me do that while on the phone. “By the way, I’ll buy those two cases of fuel you have for sale—why don’t you come down and practice at my field and bring them with ya.” “Okay, will do, we’ll maybe get together sometime next week ...see ya” Who knows what he’s thinking about now? “Well”, I said to myself, **“he started it-I was just minding my own business.** Remember these are ancient techniques we had to learn back in Jr. High. It helps not to forget them.

I’m sure good-natured jibes are being repeated in one form or another all over SPA, and the competitive pattern world in general, (well maybe not, I don’t know.) One thing I DO know is that it only happens (out loud at least), between true friends. Although SPA is “for fun”, we remain competitive creatures by nature, that’s part of the fun of a contest compared to something like a simple “Fun Fly.” SPA is indeed real competition, (but friendly.) And it didn’t cost all that much to be out there pitting your skills, (or lack of skills) against your SPA brother. Isn’t it great! And it’s all in good fun—it really is—at least **I hope it is.** Yeah it is-I think.

SPA East Schedule

July 15-16	<u>New Venue</u> Ben Oliver Memorial SPA <u>Phil Spelt & Warren Oliver CDs</u>	Knoxville, TN
Aug 12-13	Chattanooga SPA <u>Scott Anderson CD</u>	Chattanooga, TN
Sept 9-10	CMJ Hobbies SPA <u>Dan Dougherty CD</u>	Roberta, GA
Oct 7-8	SPA East Masters <u>Phil Spelt & Warren Oliver CDs</u>	Knoxville, TN

Texas Wings SPA Contest

June 17, 2017

...By Bernie Olson CD



The third SPA West contest for 2017 is in the books and Mother Nature is reminding us that summer weather is taking hold. Winds ran 15 to 20 mph out of the south with gusts approaching 30 mph. Temps had been forecast to reach 100° but a thin layer of haze helped hold highs down to the mid-nineties which provided some relief that we were all thankful for. The fine members of Texas Wings shared their beautiful grass field with us and cooked up burgers for all. Interesting to note that flying improved markedly after those burgers so I'd like to know what was in them! The Expert flyers put on a clinic for the rest of us with some really excellent flying in that round.



Frank Cox won Novice with his Kaos

Unfortunately, turnout was light – nine flyers participated. Some of the engines were acting up, possibly from the heat and one plane went in due to disorientation. Bright, hazy sky conditions silhouetted the planes making it challenging at times to keep track of which way was up.

Frank Cox won the **Novice** class with Gene Roy taking second. Tommy Scarmardo came out on top in **Sportsman** followed by Gerry Stanford. Bernie Olson won **Advanced** but no other participants were able to attend which is a shame since this is usually our best-attended class. Pat Ensign continued to set the standard by winning **Expert** class followed by Robert Redmon.

Senior Expert was won by Ken Knotts. We need to get more of the over-65 flyers out to give him some competition. Ken also won the raffle prize – a glass Blue Angel kit donated by Bernie Olson. (What an investment that turned out to be-ed.)

A huge thanks goes out to Leslie Ensign for her administrative support and excellent computer skills!

Hope to see all at the July contest. It's bound to be cooler! (only if you hold it at night—editor.)



Tommy Scarmardo won Sportsman with his Sun Fli



Bernie Olson won Advanced with Blue Angel



Pat Ensign and Curare dominates Expert



Ken Knotts owns Sr Expert in the West



Leslie was fantastic official scorer.

SPA West Schedule

July 15	BuzzardAire SPA Ft Worth Thunderbird Field Pat Ensign CD	Benbrook, TX
Sept 23-24	West Open Championships Gary Alphin CD	Benbrook, TX

JUDGING 102.....by Jim Johns



If you remember last time, I ended with this: “Please do yourself and your fellow competitors a huge favor. Study the new 2017-2018 Competitor’s Guide — especially Section II, Judges Guide — before climbing into the Judging Chair this year. It will be worth your time.”

Guess what—I forgot to follow my own advise and ended up passing along bad information at the Prattville contest on one of the most basic maneuvers we fly—a maneuver I’ve been flying and judging for over 30 years! I told several folks that the rolls were not included in the Straight Inverted Flight maneuver, which is 100% incorrect! So here’s the straight scoop directly from the Competition Guide.

STRAIGHT INVERTED FLIGHT: Model performs one-half (1/2) roll to inverted and flies straight and level inverted for a minimum of five (5) seconds, then performs one-half (1/2) roll back to level flight. Half rolls may be in either direction.

Pretty simple, but easy to screw up. The biggest problem I saw was **failure to include the REQUIRED 50’ of straight and level flight before beginning the maneuver and after completing it.** This is really important, along with calling “Begin” and “Complete”. Here are the steps to perform the maneuver correctly. Begin by getting straight and level, parallel with the flight line (runway), then:

1. Call “Begin”
2. Fly straight and level upright for 50 feet—about ½ second
3. ½ Roll to inverted
4. Fly straight and level INVERTED for five (5) seconds
5. ½ Roll to straight and level upright flight
6. Fly straight and level upright for 50 feet—about ½ second
7. Call “Complete”

Another maneuver that often causes trouble is the 3-maneuver sequence **Straight Flight Out, Procedure Turn, Straight Flight Back**. The most common errors I see are:

- Failure to call begin and end correctly. It is NOT necessary to call the beginning and end of each maneuver. Simply call “Begin” before Straight Flight Out and “Complete” after finishing Straight Flight Back.
- Procedure Turn—Both turns need to be the same radius. Often the 90° turn away from the runway is a much tighter radius than the 270° turn that follows.
- Procedure Turn—Failure to achieve a full 90 degree turn when turning away from the runway. The angle is almost ALWAYS less than 90 degrees. An optical illusion makes you think it’s 90 degrees, but it often isn’t.
- Procedure Turn—failing to maintain altitude, especially during the 270° turn
- One more tip I got from Jamie Strong...**slow down** to about 2/3 throttle. Then you can fly the three maneuvers SMALLER, TIGHTER, and QUICKER. Use a marker (like the far side of the runway), to fly Straight Flight Out and Straight flight Back. It will make the maneuver easier and more uniform.

PLEASE go to Page 3, Section III of the Competition Guide, Maneuver Descriptions, and read Phil Spelt’s excellent article called “Anatomy of an SPA Maneuver”. It will be worth your time.

Link to Competition Guide—<http://seniorpattern.com/compguide.html>

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