



# 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) MAR-APR 2018

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

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***First Ever SPA Appearance at TOLEDO!***



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.



AMA Dist III VP Mark Radcliff (center), joins Les Smith and Jeff Owens at our 1st ever Toledo show booth. See page 2.



**Bruce & Jane Underwood**

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**FROM THE PRESIDENT-TOLEDO COVERAGE and other comments...Jeff Owens**

**There is a lot of activity to report this month.** First, we had a great time at the Perry Swap Meet, as usual. It was great to reconnect with fellow SPA members after a winter off from contest flying. Jim Johns reworked our display banner support and it worked very well. After the show closed on Saturday some of us went to the Lane Packing Company for some lunch – and blackberry cobbler – before heading to the CMJ Hobbies airfield to fly some in order to get the rust off the thumbs. Lori and I were there in her RV, so I was able to get some more flying in on Sunday before heading home.

Next up on the activity list was the Toledo Show. While **Vintage RC Society** has a booth at Toledo every year, this was our first appearance there. I flew up on Thursday in my Cessna 182, bringing along my newly “maiden” Deception. On Friday morning I met up with Duane Wilson and Jerry Black who had brought our display banner, signs, and brochures. They couldn't stay long since Duane had to get back for the rehearsal dinner for his son's wedding, but Les Smith was there to help man the booth on Friday and Saturday. This allowed us to take turns checking out the various displays. While there, I was surprised and happy to see Gary Alphin and Ken Knotts—great to see and visit with them. I'm sure they will be passing on their impressions to the West region.

There was a lot of interest in SPA activity and it seems that if we could get a club in that region to sponsor an SPA contest it might generate a fair number of participants. Our efforts to put on a contest at Muncie may also spark some interest outside of our current regions.

Scott Anderson arranged for Mark Radcliffe (4 time USA FAI team member, and AMA District III VP) to come to our booth where Les and I had a nice discussion with him – and a nice photo-op, (see cover). As modelers stopped by the booth, the most often made comment was something along the line "I've got grey hair so I guess I could join the Senior Pattern Association" or "I am interested, but I guess I am not old enough to join", etc. We tried to explain that the name referred to the age of the designs or some such, but it always came across as pretty lame. I think that misperception is hindering our recruiting efforts. I will have more to say about this later on.

In other news, the most obvious change was the size of the Horizon Hobby display. They did have Futaba radios and OS engines on display, but there was no official word about sales and distribution. Time will tell.

Scott was busy with the Carolina Custom Kits display. CCK has just purchased Hobby Express (formerly Hobby Lobby) and there is a lot of activity going on with kit development and distributorships for various supplies and components. Stay tuned.

I flew back on Sunday in order to avoid weather that was moving in on Monday. I was rewarded with a smooth flight in clear air with a tailwind. However, I did have to move my airplane into a heated hangar before departing in order to melt the frost that covered it! It was a rewarding adventure and it was a pleasure to be able to represent SPA at both events.

When I returned I put a brief summary on the SPA Discussion List. The comment about the perception of “Senior” implying some age requirement led to a lively discussion. Some members chimed in with suggestions for a possible name change. Then founder and President Emeritus Mickey Walker pointed out that such a move would negate 26 years of name recognition and good will as well as require a reapplication to be an AMA “Special Interest Group”. Both of these reasons are sufficient to warrant retaining our name as it is. Another suggestion was to add a sub-heading on our logo along the line of “Classic Pattern flying for pilots of all ages” in order to make it clear that there is no age requirement. This seems like a worthwhile move to consider.

I think that this is an excellent example of how the membership can address an issue, examine the pros and cons, and eventually settle on a solution for how an issue can be handled. Member feedback is important! I did get one comment saying that I should not have posted the summary and that the question should have been handled entirely by the Board. I disagree and I am glad that the issue (which has been an ongoing subject of debate for quite a while), was discussed with the membership.

Two other items will come up later this year. Soon I will appoint a Pattern Committee to decide on the 2019-20 sequences. Once the members of the committee are announced, please be sure to give them any input you might have for the different classes. In addition, this is an election year. The offices of President, Vice-President, Secretary/Treasurer, East Representative, and West Representative are all due to be voted on by the membership.

I will close with a question – what does SPA do with the dues paid by the members? It used to be that the dues were just sufficient to cover the printing and mailing of the newsletter. Now that it is distributed electronically, we have funds with which to improve the organization. Funds have been provided so that both the East and West Divisions can have dedicated computers and printers to take to contests to handle the scoring. Furthermore, each club that sponsors a contest will receive \$100 to help defray the costs associated with running the event. Until next time, keep 'em flying! .....Jeff

# Addressing “Legal Airplane List” Inconsistencies

**Attention All SPA Members**—At the last BoD meeting a subcommittee was appointed to review the Approved Model List and to make recommendations for removing the inconsistencies that had been found there. The subcommittee consisted of Dan Dougherty, Jim Johns, and Jeff Owens. We have reviewed the list and have developed four recommendations that remove the inconsistencies to the (greatest) extent possible without causing existing allowed models to be removed. The subcommittee has already sent the attached document to Mickey Walker for his comments. Mickey pointed out that many of the additions cited in the report were done with the approval of the Board. Each such approval seemed like a small step at the time, but the cumulative effect [over time], has generated the inconsistencies the subcommittee addressed. Examples are given in the report. Mickey has given his support to the recommendations (made) in the report..... The report included below.

Respectfully Submitted,  
Dan Dougherty, Jim Johns, and Jeff Owens

## Report to the SPA Board of Directors...Legal Airplane List by Jeff Owens, Dan Dougherty, and Jim Johns

The concept of a design cutoff date (currently December 31, 1975) has been central to the philosophy followed by the Senior Pattern Association. A list of designs allowed for SPA competition is maintained by the organization. It is intended that these designs should be built according to the plans (published or provided in a kit). The list is fluid in that members can petition to have a design added to the list. Such a petition must contain documentation that the design was flown in the time period provided by the cutoff date. Over the years the list has grown and, for a variety of reasons, now contains some glaring inconsistencies. A list of these compiled by the committee follows below. At the outset, the committee recognizes that some of these issues have been addressed in a piecemeal fashion over the years. Furthermore, the committee members are aware of the rationale involved in some of these exceptions.

- All variants of the Kaos/Chaos series are allowed, even those that came after the design cutoff date, e.g., Killer Chaos and Ultimate Kaos. All variants of the Phoenix through the Phoenix 8 are allowed, even though the later members were clearly designs from the late 70s and early 80s.
- Several other designs from the late 70s are on the list. These include the Deception (published in 1978) and the Bootlegger (anecdotally developed around 1977; kitted in the late 70s by Southern RC and in 1980 by Don's Hobbies.) Anecdotal evidence that the Deception flew before the cutoff date exists. Approval of the Bootlegger was justified by it being a minor modification of the Compensator. Models that are clearly related to earlier designs but that fall after the cutoff date are generally not allowed, although the variations in some cases are very minor. Examples include the Tiporare (not allowed) which differs little from the Curare (allowed.) On the other hand both the Deception and the Bootlegger (both allowed) are minor variations on the Compensator (also allowed).

Several ARFs exist and are popular in SPA competition, even though in some cases the models differ markedly from the original designs, and in one case (Phoenix 7) were designed after the current cutoff date.

The committee was charged with formulating changes that would remove – or at least reduce – the number of inconsistencies in the list. One reason (for this) is that we must recruit new members in order for the organization to survive. Inconsistent rules as to which models are allowed and which are excluded can be a factor that discourages new members from joining SPA. With this in mind, the committee has formulated the following list of recommendations and justifications.

1. The committee members recognize that it is both futile and unfair to remove models from the list as members may have invested much time and effort in building their models. **Therefore, it is recommended that no models on the current list be removed.**
2. Competing in SPA events can be time-consuming and expensive. With all the other demands of work and family it is no surprise that ARF models have become increasingly popular. It has been a long-standing policy to allow ARF designs even if they do not conform precisely to the original design specifications. Furthermore, some ARF designs come after the current cutoff date – one example is the Phoenix 7 that was widely used when it was available. **It is recommended that ARFs be allowed regardless of small deviations from the original plans and that exceptions to the cutoff date be allowed, if approved by the Board of Directors.**

3. The current list allows designs such as the Deception, Bootlegger, Phoenix 7, and Phoenix 8 that were developed after the current cutoff date, yet many designs that were contemporaries of these are excluded. This inconsistency provides an impediment to recruiting new members. It should be noted that all four of these designs were intended to be used with tuned pipes and retracts. Yet the first three are widely used in SPA competition and fly just fine with fixed gear and standard mufflers. Some are even flown with 4-stroke engines with no ill effects, even though they were originally designed for 2-strokes engines. **In light of these facts, the committee recommends moving the cutoff date to December 31, 1979.** This would remove the inconsistencies noted above. It would also allow the use of closely related designs that are currently excluded. Examples would include the Tiporare (related to the Curare), the UFO (related to the Dirty Birdy), and the Arrow (related to the Atlas). It should be noted that there is a new ARF version of the Arrow being developed by Sky Aviations.

4. **It is recommended that the current process for approving new entries to the allowed design list be continued\***. This includes requests to approve designs that fall after the cutoff date because they represent small changes from an approved design.

The committee feels that the four recommendations listed above will do much to remove the existing inconsistencies in the current list. Furthermore, they should stimulate new interest with the models that would be added and could serve to help with recruiting new members. The addition of the new models should not be seen as rendering the older designs as being less competitive as they are all flying under the fixed gear/standard muffler requirements and, indeed, many were simple modifications of previous designs as noted above.

Respectfully submitted to the SPA Board of Directors,  
Jeff Owens, Dan Dougherty, and Jim Johns

**\*Designs that are well documented and that meet the specified criteria may be approved by the President. Approval of all other requests will be by a vote of the Board of Directors. These changes were approved by the Board of Directors at the 2018 annual meeting.**

## 3 For Spring Kieliszek's Squadron

Over time, our friend from North Carolina Greg Kieliszek has rebuilt his "K Squadron" (from top to bottom his Kaos ARF, Trouble-Maker scratch build, and Deception rebuild after a crash. Good luck, and looking forward to seeing you back on the circuit!





# THE 2018 PERRY "REUNION"

**MORE LIKE A FAMILY REUNION** in some ways, the GAMA Southeastern Hobby Show and swap meet is a pre-season never miss "kick-off" event attended each year by many of the SPA faithful. It's a chance

to get together again after the lull following the Masters and to catch up with building projects and other airplane related matters. It's the kind of event that gets you in the right frame of mind for the upcoming season. It's a little like a contest without the contest, but instead the chance to look for hidden "treasure" in the form of NIB engines, rare finds in kits and lightly used pattern aircraft from our era. Often we come across surprise items we weren't particularly looking for, but are glad we happened to spot—like the Miss Norway I took home a year ago. This year there were several RTF pattern planes available, and I happened to see my first ever low wing plane, a 30+ year old NIB VK Cherokee kit. I didn't need it, but it was nice to see and I could have had it if I wanted it for nostalgia purposes. These are the kinds of gems you'll find among all the dust-covered half-built "rubble" that fills three entire buildings. Like panning for gold you are looking for the truly valuable stuff mixed in with the junk—and everybody's idea of a "gem" and "junk" varies.

The Perry show is also a way to thin out your inventory to what you can possibly build or use during your lifetime. Many of us were remarking that to build everything we have, we'd have to live to 120 years of age. There comes a time that something has to go, and this is a way to build up our cash coffers for things we want NOW. (Editor)



"I think it was better this year than last".....is a sentence I've heard uttered more than twice after this past week-end's Perry, GA Wish I had photos of **all** who participated in "telling the SPA story" in Perry.....but, your reporter is guilty of getting engaged in conversation with numbers of modeling friends and making of new ones in that wonderful environment.

As has been the case annually, this event has been, and

was again this season, the "catapult" into an active and most enjoyable year participating in the "most wonderful and rewarding hobby/sport" in existence.

Visitors to the show were alerted to the SPA booth by the Jim Ivey inspired banner shown here, (above). Jim and Bobbie Johns along with the early arrivals hoisted the huge banner.

Our sincere thanks goes out to our Officers and members who spent so much of their valuable weekend time behind the SPA tables, meeting, greeting, and telling the SPA story to the numerous visitors to our SPA tables there.

Of course we found plenty of time to visit among ourselves, gather all the latest news, and go out to eat etc, etc, etc. Please decide to join us next year, and find your own gems among the rubble while renewing friendships.

By Bruce Underwood



**(Right) Here's a shot of Vic Koenig behind the tables on Friday afternoon. He was telling of his visit with some earlier guests to President Jeff Owens. They were good PR reps for the SPA (SENIOR PATTERN ASSOCIATION), AT THE SOUTHEASTERN HOBBY SHOW.**



Jeff brought his plans-built Deception. It now has 21 flights and trimming is getting close to “dialed in”



This will certainly get your attention: Just adjacent was the EAST-WEST SHOOT-OUT Flyer posted by CD Scott Anderson:. Lots of questions were answered regarding this event as well as the regulars in both the EAST and WEST divisions.



Here's Bob Wilkes, Duane Wilson and Bill Collins in front of Duane's beautiful BLUE ANGEL model on display.

# Roberta, Ga. East Opener

**APRIL 14TH—Wind and “carnage” rule the day...by Jim Johns**



CD Dan  
Dougherty

(Near Macon, Ga.) **Sunday's weather forecast** called for a 100% probability of rain, so CD Dan Dougherty (left) opted for a 1-day contest.

Many pilots arrived Friday the 13th to get in a few practice flights because many have had very little practice this year due to the weird weather. The field was in great shape – the grass was short, the runway was smooth and the hobby shop was open. This proved to be a good thing. The main excitement of the day occurred when Bill Dodge's radio began beeping wildly during one of his flights. He landed safely and inspection revealed that one of his aileron servos had shorted out and burned most of the insulation off the servo wiring. Apparently, the radio saw this as a massive battery drain triggering the low voltage alarm. A quick walk across the field to CMJ Hobbies and a replacement parts were procured.

Saturday dawned cool and partly sunny. Twelve intrepid pilots showed up to brave the gusty Roberta winds. Unfortunately, six fine airplanes would be wounded - some mortally - during the day. Things started off with Jim Johns having a decent flight going until he tried to turn around late in the flight. His plane started gyrating wildly and he nearly lost control several times before figuring out that he had to hold full right aileron on high rate to make the plane fly wings level. He limped the plane back to the field and made a very hard pancake landing on the runway. The culprit turned out to be his right aileron servo which had failed and driven to full travel to give him full left aileron on that wing. Closer examination showed repairable minor fuselage and wing damage due to the hard landing.

Next up was Keith Watson. Keith was one of the folks with only a few flights this year due to weather and health problems. His takeoff was uneventful, but during his first maneuver he became disorientated and his Daddy Rabbit went straight into the sand just beyond the runway. The results were not pleasant (right). Charlie Johns was next up on the “hit parade”. Shortly after takeoff he lost control of his Kaos, resulting in another major loss. The preceding three incidents all happened within about 5

minutes time. Jerry Black commented that maybe he should just put his airplane back in the car while it was still in one piece. These turned out to be prophetic words, because late in the 1st round he and John Wolfe had a mid-air collision, (ed-a direct hit with a tremendous “whack” sound followed by a literal cloud of small debris looking like a small explosion), during turn-arounds at the far left of the field, resulting in the total destruction of both planes. They went down well off the field, requiring over an hour of searching through rough terrain to recover the wreckage. Jerry never did find his new OS 95 engine, and since he didn't bring a backup, he was done for the day. John borrowed a plane from Greg Hoke and continued on.



Rounds 2 and 3 were uneventful, and Jimmy Russell had a good flight going in Round 4 until he flamed out during his 3 Turn Spin. He was low when he discovered the problem, and his quick decision to turn right downwind toward the runway proved incorrect. He ended up behind the fence and the right wing of his Daddy Rabbit struck the metal corner pole of one of the pilot shelters, resulting in wing and fuselage damage. Jimmy normally flies in Knoxville, which has a notoriously small “postage stamp” sized runway, so his reaction was completely understandable. He had made it home and started repairing the damage by Sunday afternoon. See his post on the Discussion List.

The winds escalated during the day, causing more than one white knuckle flight. Newcomer Troy Cleckler flew two rounds before deciding to put his plane away while it was in one piece. Several others, including Bill Dodge and Ken VandenBosch, chose to do the same during the course of the day.

**Continued: Now for the good stuff.**

- Troy Cleckler was the lone contestant in Novice, taking First.
- Jim Strong continued his winning ways from last year by taking Sportsman, followed by Ken VandenBosch and Charlie Johns.
- John Wolfe survived his 1<sup>st</sup> Round mid-air, still won the round, and continued with a backup borrowed from Greg Hoke to win 4 of 5 rounds and take Advanced. Jimmy Russell won the other round to finish 2nd, while Bill Dodge provided worthy competition to finish 3<sup>rd</sup>.
- Greg Hoke weathered stiff competition from Jamie Strong and Jerry Black to win Expert. It would have been interesting to see how things would have shaken out if Jerry had been able to continue.
- Jim Johns took Senior Expert over Keith Watson, mainly because he got in more maneuvers than Keith Watson before problems struck both of them during their only round.

| NOVICE          |      | EXPERT   |      |
|-----------------|------|--|------|
| Troy Cleckler   | 2000 | Greg Hoke  | 4000 |
| SPORTSMAN       |      | Jamie Strong   | 3941 |
| Jim Strong      | 4000 | Jerry Black  | 194  |
| Ken VandenBosch | 934  | SR EXPERT  |      |
| Charlie Johns   | 150  | Jim Johns  | 1000 |
| ADVANCED        |      | Keith Watson   | 140  |
| John Wolfe      | 4000 | <i>Looks like Jim Strong wanted extra practice. Everyone else just wanted to get out of there in one piece!!</i> |      |
| Jimmy Russell   | 3767 |  |      |
| Bill Dodge      | 2651 |  |      |

**All in all, it was a rather strange contest!**

Many of the pilots struggled with the winds, which were well above those normally seen in the SPA East, although they were normal to low by SPA West standards. Yours truly felt right at home after flying pattern in Kansas for 30+ years.

- There were multiple interruptions due to recovery efforts for the afore-mentioned casualties.
- Unfortunately, several pilots had conflicts with the contest date, and Duane had eye problems that prevented him from flying. Judges were at a premium due to the low turnout.
- None of Dan's usual photo-enhanced trophies were awarded due to multiple problems. DD arrived at the field later than usual, and in an effort to get planes in the air as soon as possible, no photos of pilots and planes were taken before the carnage began. On top of that, Dan's photo printer decided to die. Everyone seemed happy to be together and the setbacks of the day were taken in stride. It was nice to hear the engines and smell the glo fuel again. The winners received a handshake, a round of applause and a photo op with the CD, and people were happy to be there even without some of the normal "trappings" of a typical contest.
- In spite of everything, folks had a great time catching up after a long winter. Nobody lost their cool in spite of all the problems, and lunch from Hudson's BBQ was a highlight.

- Everyone did a wonderful job of keeping their cool and sense of humor in spite of the problems.
- CD DD remarked that he'd never seen so much carnage at one contest in his entire career.

**Let's hope** casualties lessen as the season proceeds. At this event there was a "perfect storm" of lack of practice, challenging winds, equipment problems, and plain bad luck..Jim Johns



**1st Novice - Troy Cleckler**



**Pilot's Meeting. CMJ Hobbies in the background.**



**Before and after: (Left) John Wolfe preparing for his ill-fated 1st round flight with help from Troy Cleckler. Duane Wilson and Keith Watson man the judging chairs with the Daddy Rabbits of Jimmy Russell and Bill Dodge waiting to fly. (Right) John trudges back to the pits with the remnants of his Dirty Birdy—multiple planes met their fate!!**

# NOVICE Coaching Guide PART II

## The Maneuvers-Highlights, Pointers & Pitfalls

*Admittedly easier to describe than to do, but working on these key points and pitfalls should be your goal for each of your practice flights ...by Duane Wilson*

**Before getting into the nitty-gritty** of each NOVICE maneuver, let's review a few points from last time having to do with the basics of presentation. I'll quickly list them as bullet points.

- **Plane and Set-Up:** Make sure your model is properly set up and trimmed. Every second of time spent with an experienced pattern pilot you trust is time well spent. It is so much easier to fly a plane that has the proper CG, incidence, Dual Rate & EXPO settings, control surface throws, (see below), and possibly mixes. Pattern pilots tend to pay more attention than sport flyers to C/G, set-up details, mixes, and overall trimming in order to have the best flying plane possible. All these ingredients are very important in achieving smoothness, (see below). A properly built, (i.e. straight), and balanced model should require only minor trim input. Then more detailed trimming begins with the best pilots making many small changes, (sometimes over dozens of flights), before their plane is totally "dialed in." Why do they put in that much work?—answer, they know a properly balanced and trimmed plane requires much less in the way of corrections, making the plane EASIER to fly. You concentrate on the pattern sequence and factors like wind rather than having to fight bad tendencies in the plane during each maneuver throughout the entire flight.

- **Keep it Smooth:** There is a common saying among pattern flyers that "**Pattern Flyers Make Smooth Passes.**" This phrase graced the title page of many a newsletter done by my predecessor Bruce Underwood when he was editor, (*I eventually replaced it with the current "Precision Pattern Aerobatics From Pattern's Golden Age"—editor.*) It's an important defining principle of flying pattern. Precision aerobatics should be flown precisely, smoothly, and gracefully from the moment your wheels leave the ground until touchdown without any of the "herky-jerky" over control we see in typical sport flying. There should be a grace and elegance while performing your pattern regardless whether we're flying NOVICE or EXPERT. The difference in classes lies in the difficulty and level of challenge of the maneuvers in the pattern. **An accomplished NOVICE should fly the NOVICE pattern as well as an EXPERT would fly the NOVICE pattern.**

We need to set up our radios to try to soften the response around center. Many do this by using DUAL rates and especially EXPO to make the center area "softer" to control input. Also, proper set-up at the servo and control horn to maximize servo travel adds more precision.

- **Proper Headings:** A little extra time/effort here will work wonders and pay big dividends because you're in the proper position for each maneuver. Practice flying parallel to the flight line so that it comes naturally. But what happens if you realize you're obviously off heading? In SPA if you are NOT where you want to be, you are allowed to "go around" as long as you don't say "begin" or pass in front of the judges. Don't worry about occasionally having to go around if necessary; the judges are really on your side and want you to do well. **Don't rush your maneuver.**

More often than not, heading problems happen when you are almost or just about on heading, or you realize too late that it's off and you've already said "begin"—that's why it's so important to **be just as attentive and careful with the turn-arounds as the maneuvers themselves.**

**THE MANEUVERS**—Okay, let's proceed to the maneuvers themselves step by step—Piece of cake, right?...not really. Even though the NOVICE maneuvers contain common elements from everyday Sport flying, the trick is to do them precisely and smoothly, in the right position, the right shape, and at the right time in the sequence. That's where the challenge and fun of "precision aerobatics" comes from.

**TAKE OFF**—Everyone knows a good take-off when they see one, and with a K-Factor of 1, it sometimes doesn't get the same careful attention as the more difficult maneuvers. A 10 on take-off isn't a "given", any more than a three foot putt in golf. Let's briefly review the parts of a good take-off. First, the plane should not be moving when placed on the runway by your caller. When you say "begin", start with a STRAIGHT (easy to say, sometimes hard to do), roll-out, then a gentle, realistic acceleration and lift-off **in front of the judges for that extra half point**, then finally a gentle, realistic pull-out. Call "complete" at six feet. Watch out for improperly aligned nose gears as well as the dreaded "P-Factor" that tends to make planes veer to the left. That force has to be anticipated and corrected for, but it sometimes is challenging to do. From the number of EXPERT pilots who have drifted left and "buzzed" us on the left flight line, even the experts sometimes have problems with straight take-off runs.

**TRIM PASS**—Make the trim pass useful rather than just being a "fly-by". A wise EXPERT pilot once pointed out to me that the trim pass should be flown at **1/2 to 2/3 throttle**. Relax, take a few deep breaths, take your hands off the controls and see what the plane actually does. Correct the trim if needed. No reason to rush!! Make sure that the first maneuver's heading is perfect in order to perform the next **three** maneuvers well, (why the **next three**-read on).

**STRAIGHT FLIGHT OUT-PROCEDURE TURN-STRAIGHT FLIGHT BACK** I think of maneuvers 2,3, and 4 as being more like a single maneuver than three separate ones. You can call them all at once, (*I'd agree with that, but I'd re-announce each part separately to assist the judges on when to start and stop judging-but it's up to you.*) Before **Straight Flight Out**, pick a relatively **close-in easily identifiable distance from the flight line**, (such as the far side of the runway or grass mow line), for your heading, (remember the Procedure Turn takes the plane away from the flight line, so it helps to start the first of the three maneuvers close in). An easily identifiable ground feature parallel to the flight line gives you a handy reference for you to fly toward when you do the final **Straight Flight Back** maneuver at the end.

Start **Straight Flight Out** to the side, (left or right depending on the wind), by flying across the field, then begin the **Procedure Turn** (K-Factor 2), once the plane has flown past you 100-150 feet, (many make the mistake of waiting too long to begin the turn and the plane gets too far away). The biggest pitfall to watch for is not getting **the full 90 degrees initial turn** before banking for the 270 degree portion of the maneuver. MOST PILOTS GET LESS than a full 90 degrees because of a lack of patience, and an optical illusion. It seems you have to go a bit further than you think you should to make sure you get the full 90 degrees. (be ready for it.) **All three of these maneuvers should be at the same altitude**—**Straight Flight Out** determines the altitude for the other two.

Okay, you are now in the middle of the Procedure Turn. As soon as you hit 90 degrees, smoothly bank the plane in the opposite direction to begin the 270-degree portion of the turn. Bring it around slowly and maintain a constant altitude. Be sure to aim for the same parallel feature you chose for **Straight Flight Out** and retrace your path, hopefully still at the same altitude you started at. Seems easy, but it's not that easy to do this sequence exactly right. I wonder how many in the upper classes could do them perfectly without practice?

**TURN-AROUNDS**—We now move on to the more challenging maneuvers. No problem, no sweat! Let's touch on TURN-AROUNDS for a second. You do your first "turn-around" for the Stall Turn. Most pilots use either a Split S or modified Split S (really a Half Reverse CUBAN 8), where you pull up a bit, do a half-roll then pull up elevator to head the other way. This does two things—it maintains both the same altitude and distance out that you want. While most turn-arounds are a Split-S, depending on the maneuver, you can fly the plane into position, or do an Immelmann Turn.

**STALL-TURN**—The Stall Turn is truly a beautiful maneuver if done correctly—one of my favorites. The Double Stall Turn in SPORTSMAN is twice as beautiful! The secret of the Stall Turn is a vertical pull-up, then cutting the throttle just enough that the plane doesn't climb further, but there is still enough prop-wash for the rudder to effectively kick the plane over. If done well the plane should appear to nearly stand on its tail before falling off either left or right, (direction doesn't matter—look for signs of which way the plane wants to fall.) Again, this maneuver is easy to do but hard to do well. Sometimes there is some "cheating" (for lack of a better word, even in higher classes), to make sure the plane doesn't "flop", (because of course, flopping is devastating for your score). This should detract from your score because you're not supposed to "lean" one way or the other. The right amount of throttle after it is cut back is key, and finally, don't forget to exit the maneuver at the same altitude you entered it.

**IMMELMANN TURN**— Start the Immelmann Turn when the plane passes in front of you with a gentle pull-up into a half-loop. At the top of the loop **immediately perform the half-roll**, (without losing your heading), and remember to fly a minimum of fifty feet before announcing "complete". That's it. Remember to make it smooth and graceful.

**TWO INSIDE LOOPS**—When you finish the Immelmann you will have a lot of altitude. To prepare for your Inside Loops, roll into a "Split S" and exit at the altitude you want to perform your loops at. **Center the loops on yourself**, You will need to vary elevator (less at top and tighten up at bottom), input to keep the loops round. Also, to look their best, adjust throttle, (less at the top and increase at the bottom), for more elegant, constant speed loops.

**TWO ROLLS**—You begin the Two Rolls either to the right or left of you with the goal of centering the rolls, one to the right and one to the left of you. The plane should be upright when it passes in front of you. The rolls are continuous, and without hesitation, so it's a matter of timing and a lot of practice to get them centered, smooth, and straight, so be patient and keep on "pluggin".

If you are new to performing continuous rolls, be sure to **start at a healthy altitude in case you need to "bail out"**. A good rule of thumb is to never begin a roll with the nose pointed even the slightest amount downward. Start level, or you may want to give a little up at first just before rolling, (remember to keep it subtle.) If your C/G is right, just a slight touch of DOWN elevator while inverted should keep the plane axial. A bit of UP elevator when the plane is upright might be needed as well. Planes vary in the amount of UP and DOWN input required, so you'll need to experiment and practice to get the rolls just right. Finally, since increased speed tends to make smoother rolls, they are often done at full throttle, (with less time to correct for errors), making your elevator correction timing more critical.

To help in performing consistent axial rolls, a special aileron setting, (used **only for rolls**), can be set up using a Dual Rate position on the transmitter.) This allows you to apply **full aileron input when rolling**, Experiment with your DUAL RATE settings to set up the proper roll rate; two rolls should take **3-4 seconds** and three should take approximately **five seconds**. The slower roll rate at full aileron deflection on the transmitter, (stick deflection is always constant), allows you to have a bit more time to smoothly feed in elevator input to keep your rolls axial.

What I'm about to say might sound obvious, but when making elevator corrections, **respond to what the plane is actually doing!** I lost my favorite Daddy Rabbit when first practicing THREE horizontal rolls because I gave elevator inputs at the wrong times, (I think I did about 2-1/4 rolls before the plane plunged to earth. (Question: Why is it that the model never seems to veer upward-always downward? This is one of life's little mysteries).

I still tend to begin my rolls too late, (because it feels more assuring to me to have the plane closer in-but that doesn't help me center my rolls). Work on your timing until you get your rolls axial, then work on positioning. **REVERSE CUBAN 8-** This is one of my favorite maneuvers, and is just beautiful to watch if done well. Choose the right distance to the right or left of you, and pull up into a **45 degree angle** in a straight line. Just before the plane passes directly in front of you, perform a half roll. Continue the straight line an equal distance. IMPORTANT NOTE: A little DN will probably be required to maintain a straight line), then gently apply UP and throttle back some to beautifully bring the plane around. At the bottom increase throttle and pull up again at a 45 degree angle for the second half-roll **in the same spot as the first** in front of you. Again extend the line with some DN before applying UP to complete the eight. **Make both halves of the eight the same size and you're done**—perfect!! Some pilots count ONE-TWO-THREE to themselves after the 45-degree up-line has been established and again after doing the half roll to make sure the line lengths are the same.

The most common errors when doing this maneuver are 1) your up-lines are not at 45-degree angles, 2) the second half of the eight is a different size (usually smaller), than the first, or 3) the half-roll crossover points are not in front of you. Watch for these problems as you practice this gorgeous maneuver. The distance away that you begin your pull-up into the 45-degree angle depends on the crossover point being at the proper altitude for display of the "8".

**STRAIGHT INVERTED FLIGHT-** Sounds easy enough, but performing smooth half rolls and having the INVERTED flight portion centered on the pilot and rock solid is the trick. Heading is important because it's easy for the judges to see if you aren't parallel to the flight line. You don't want to be going in or out during this maneuver. The inverted segment should be approximately five seconds long, so it helps to count to five while inverted.

**LANDING PERFECTION-**Landing Perfection (emphasis on the word "perfection") is what it says it is. Everybody lands (or at least comes down), one way or another, so working on a nice, slow, realistic looking landing is what we're working toward. You will notice that when everything comes together for a pilot at a contest, there frequently is applause and a lot of "at-a-boys", so it's obvious that near perfect landings don't happen on a routine basis—especially when dealing with some of the gusty crosswinds we often face. Remember that (similar to take-offs), to get maximum points for the landing you need to set it down in front of the judges (or very close to it.)

Getting this maneuver consistently right is a very positive thing and shouldn't be underestimated. It's good for your aircraft, and your peace of mind. A nice landing is in reality the maneuver that (ultimately), counts the most.

I think the best reference we have on landing was written by our President Jeff Owens in the NOV-DEC 2013 issue of the newsletter. A link to Jeff's article is included below.

<http://seniorpattern.com/nl/2013-11-12.pdf>

Landing is not my personal "strong suit", and most of my damage over the years has happened during this final maneuver. I remember one landing in particular during my first Knoxville contest on their "killer asphalt" where I did a "starfish" or cartwheel landing by hitting on the spinner, each wing tip, and the tail when one wheel touched the runway and the other the grass next to the runway. Amazingly, the plane lived to fly again.

If we can do this simple but critically important maneuver consistently for six rounds, we'll always be taking our planes home in one piece without need of repair. I consider that to be a large degree of success regardless of our place in the final standings. Happy and successful flying—and get ready to MOVE UP!!!.....Duane Wilson

## **We Need Member's Profiles!!**

### **Listen Up SPA Members!**

The idea of profiling individual SPA members came at the request of the membership. We have had several profiles submitted, but now they are almost gone. I personally know that many of you have lived interesting lives outside of SPA, and I've asked some of you to please tell your story. Please don't be shy about sharing your cool histories, and go to the link below, (under the "Members" Section of the website.) Take just a few minutes to answer the questions, and add any other facts you'd like to share with your flying buddies. Don't let the "members profiles" section go away...thanks! <http://seniorpattern.com/>

## SPA East Schedule

| Date                       | Event & Contest Director   | Location           |
|----------------------------|--|--------------------|
| June 9-10                  | Prattville SPA<br><a href="#">Matt Griffitt CD</a>                                     | Prattville, AL     |
| July 21-22                 | 20th Cullman SPA<br><a href="#">Steve Byrum, CD</a>                                    | Cullman, AL        |
| <b>NEW DATE</b><br>Aug 4-5 | SPA East/West Shootout<br>Clover Creek Aerodrome<br><a href="#">Scott Anderson, CD</a> | Toone, TN          |
| Aug 25-26                  | 25th Ben Oliver SPA<br><a href="#">Phil Spelt, CD</a>                                  | Knoxville, TN      |
| Sept 29-30                 | 2018 SPA East Masters<br><a href="#">Scott Anderson, CD</a>                            | Chattanooga,<br>TN |

## SPA West Schedule

| Date                       | Event & Contest Director   | Location             |
|----------------------------|--|----------------------|
| June 9                     | Texas Wings SPA<br><a href="#">Pat Ensign CD</a>                                       | Newark, TX           |
| <b>NEW DATE</b><br>June 30 | Golden Triangle SPA<br><a href="#">Frank Cox CD</a>                                    | Grand Prairie,<br>TX |
| <b>NEW DATE</b><br>Aug 4-5 | SPA East/West Shootout<br>Clover Creek Aerodrome<br><a href="#">Scott Anderson, CD</a> | Toone, TN            |
| Sept 15                    | Wichita Falls SPA<br><a href="#">Bob Redmon CD</a>                                     | Wichita Falls,<br>TX |
| Oct 13                     | Seagoville SPA<br><a href="#">Pat Ensign CD</a> & Mike Clements                        | Seagoville, TX       |
| Nov 10-11                  | SPA West Open<br><a href="#">Ken Knotts &amp; Gary Alphin CDs</a>                      | Benbrook, TX         |

## SPA Member Profile:

### “Beppe” Fascione

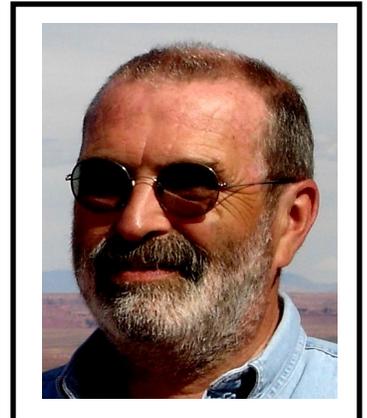
Name/: Giuseppe “Beppe” Fascione

City/State: Washington, District of Columbia

Occupation/Former Occupation: Aeronautical Engineer. Senior Vice-President Industrialization and Procurement, Alenia North America

Years in Model Aviation: 62

When did you join SPA: 2011



How did you find out about the SPA and why did you decide to join?: I am a VR/CS member since 2002 (I am the Historian of that Society); Duane Wilson, who is also a VR/CS member, introduced SPA to me and convinced me to join.

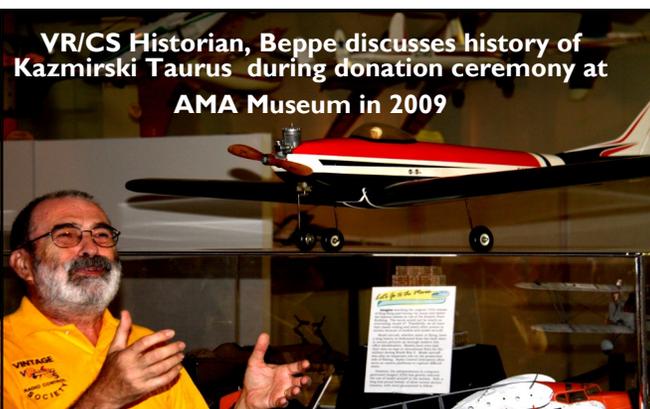
Are you or have you been a full-scale pilot? If so, when, where and what do you fly?: Being a full-scale pilot was my dream when I was a teenager (I wanted to become a military pilot, to be exact); then I discovered I had vision problems, I started using glasses and I became an aeronautical engineer.

Favorite pattern planes and why you like them:

Kwik Fli III, Dirty Birdy, King Altair. The Kwik Fli III is the perfect combination of simplicity and efficiency. The Dirty Birdy is appealing and efficient. The King Altair, with the O.S. 95FS, is majestic in flight!

Do you or have you competed in other organizations-have you gone to the NATs: I usually attend VR/CS events, and I often compete in both Concours (building exactly according the original drawing), Class III and Class I (yes, Rudder Only, but with a BIG engine. Very interesting and challenging!). No, I've never been at the Nats, I'm not a good enough pilot!

Something others may not know about you (other or past hobbies and interests): For more than 50 years I've been covering my models with colored Silkspan. I first cover everything with White Silkspan, then I apply colored Silkspan to “paint” the a/c. Sometimes I leave a 1/8” gap between the colors, so a white 1/8” trim appears (it is just the white Silkspan underneath). Now I live in an apartment, so I'll probably have to switch to MonoKote. But for 50-plus years Silkspan and Dope has been my trademark!



# SENIOR PATTERN ASSOCIATION MEMBERSHIP APPLICATION

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