



# 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) JULY-AUG 2018

## *VINTAGE PATTERN FLYING FOR ALL AGES!*

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#### PRESIDENT-

Jeff Owens

#### VICE PRESIDENT-

Jerry Black

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Keith Watson

#### PAST PRESIDENTS-

Mickey Walker

Bruce Underwood

#### WEBMASTER-

Jim Johns

#### SPECIAL PROJECTS

Jamie Strong

#### APPOINTED-(At large)

Phil Spelt

#### ELECTED-

Scott Sappington (East)

Pat Ensign (West)

#### EDITOR-

Duane Wilson

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FROM THE PRESIDENT.....	Page 1
EDITORIAL ( <i>It's worth it..You just gotta yell "Road Trip"</i> ).....	Page 2
5th ANNUAL GOLDEN TRIANGLE CONVENTION.....	Pages 3-5
2018 ELECTION OF BOD MEMBERS COMING UP.....	Page 6
<b>A MILESTONE: CULLMAN'S 20th SPA CONTEST</b> .....	Pages 7-9
<b>FIRST SPA EAST/WEST COMBINED SHOOTOUT</b> .....	Pages 10-15
<b>SPA MEMBER PROFILE (Scott Anderson)</b> .....	Page 16
<b>REMAINING 2018 CONTEST SCHEDULE</b> .....	Page 16
<b>TEXAS SIGNS</b> .....	Page 17



### FROM THE PRESIDENT-Jeff Owens

What a difference a few weeks can make! Since my last column we have had a contest in Cullman, Alabama and the East-West Shootout in Toone, Tennessee. These will be described in detail later in this issue and on the web, so I won't take the space to do that here. Suffice to say that both were excellent events! Lori and I went to the Shootout in her RV, stopping at Aldridge Gardens in Hoover, Alabama (just south of Birmingham) and at

Vulcan Park in Birmingham. The latter contains a statue of the Roman God of Fire – Vulcan – and a museum dedicated to the iron industry in Birmingham. After the contest we went to Memphis, staying at the Tom Sawyer RV Park in West Memphis, Arkansas.

We toured the Gibson guitar factory and had some marvelous BBQ on Beale Street after which we toured the Rock and Soul Museum before heading home-a great trip!

We are nearing the end of the two year election cycle. That means it is time to elect officers (see details in Duane's article p.6), and for the Pattern Committee to develop the maneuver sequences we will use for the next two years. The deadline for nominations is October 1, 2018. Just send me an email if you are interested in running or nominating someone else to run, (check with them first!) The actual election will be in December.

This year's Pattern Committee consists of Jeff Owens (Chair), Jim Johns, Pat Ensign, and Duane Wilson. We are hard at work developing the new patterns and working to ensure that there will be enough changes to both challenge you and to keep up your interest. We aim to have the work completed and approved by the Board by the beginning of October. If you have any comments for the Committee, please send me an email or give me a call.

I started flying in SPA events in the fall of 2007. Just for fun I checked my logbooks and made a list of all the SPA contest I have flown in since then. The total as of this writing is 59, (including 3 Antique contests). Driving distances (round trip) range from 500 to 800 miles, so that works out to a bit over 41,000 miles of driving. Actually, I flew to 6 events so that total is really driving plus flying. That total also represents about **360 contest flights** – talk about someone watching over your shoulder! I know that there are some members with greater totals! I just thought it was fun to look back over my decade of SPA competition. This represents a lot of fun, fellowship, and all around enjoyment!

Until next time, keep 'em flying! .....Jeff



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 EDITOR:** How many of you noticed the change in our page one subtitle from “**Precision Aerobatics from Pattern’s Golden Age**” to “**Vintage Pattern Flying for All Ages**”? This new subheading was adapted from one of president Jeff Owens’s recent e-mail responses on the Discussion List, while discussing the Senior Pattern Association name, and changes that can be made to appeal to a greater variety of R/C modelers. We have too much to lose by changing our original name, (26 years of history and our long standing AMA “special interest group”, [sig] status for starters), but we certainly

should do whatever is possible to appeal to everyone who likes flying aerobatics. I will use the new subheading for the time being as we work to promote new members for **SPA**. All ideas concerning ideas to increase membership are welcome for discussion, either made directly to the BOD members, or on the SPA Discussion List.

**Shootout coverage:** I like grass runways—particularly those that are flat and well-manicured. Now don’t get me wrong, we are indeed fortunate if we have a smooth, flat, (and hopefully long) cement or asphalt surface to fly from, but nice grass runways are special, particularly for those of us who are sometimes challenged when it comes to landing “on the mains” at a moderate or slow speed. Grass runways have several distinct advantages that tend to protect the plane against less than perfect landings. First, they are not quite as hard, making them more forgiving—both for our propellers and the plane’s structure in general. Grass strips tend to be longer in case you slightly overshoot the “sweet spot” of the runway, allowing you to set ’er down where the plane wants to set down rather than having to force a landing “or else”. Finally grass acts as a natural “brake” when excessive speed is present. On those hard surfaces, (if they aren’t long enough), that extra speed may land you in the next county, (so to speak), before you stop rolling. Bad surprises sometimes await us at the ends of hard surface runways that can do in a plane. Our SPA planes don’t tend to have brakes. Until we do, the natural braking effect of grass is welcome.

Having expressed my appreciation for a good grass strip, I just had the opportunity to fly at the best field I’ve flown from in the last thirty years, the AMA training site at the Clover Creek Aerodrome near Toone, Tn. The (first annual?), SPA East/West Shootout was held there August 5-6th at roughly the midway point between the two SPA regions. A lot of thought and effort went into designing this special facility used by both our 2-Meter and IMAC teams. This is the kind of place that you would expect to watch others fly from.

When you add the fantastic flying venue with the opportunity to fly with and compete against our “brothers” from the other SPA region, it gets so much better. We got a chance to really get to know members from the other region as friends, rather than just names on the Discussion List. Frequently the judging assignments paired members from both regions together as judging partners. I think this kind of thing is nothing but good, and promotes both increased unity and fellowship in general within SPA. The whole weekend was a great experience and well worth the additional travel time. Speaking of travel, should we do this again, I would highly recommend pairing up with someone and sharing the travel and room expenses. It makes the travel time go by faster, and cuts your expenses in half.

It’s often said that you “get out of an experience what you put into it”, and “no pain no gain” is another expression that fits. Sometimes you just need to shout out “**road trip!!**” and go, at least every once in a while if you plan ahead.

**Election season:** The two year term for several SPA Board of Directors (BOD) members is nearly up; we’re nearing election time. On page six, I will talk about the BOD in detail, and which offices will be up for election this year. If you would like to become more involved in guiding the organization, (or you’d like to nominate someone else after checking with them), you might consider serving as an SPA officer. I will tell you what would be expected of you, and will give you a general idea of how the BOD does business. Both East and West members can run for the offices of President, Vice President, and Secretary-Treasurer. There is one directly elected position from each region for the purpose of representing your region on the BOD. Think about it.

Finally, please note on this page a new ad for **Hobby Express/CCK** that will run in future issues because of their many donations to SPA contests. Clicking on the web address will take you to their web site. Consider supporting the companies that support SPA. Duane Wilson, editor

# Golden Triangle's 5<sup>th</sup> Annual SPA Aerobatic Convention

BY FRANK COX



CD Frank Cox

**Golden Triangle's 5<sup>th</sup> Annual SPA Aerobatic Convention** was held on June 30<sup>th</sup>. The weather was hot to say the least, the wind was out of the South at 10 Mph gusting to 20 Mph at irregular intervals. As Contest Director, I was very proud of the Club's membership that turned out. They arrived on time, which was 7:00 AM and had the field set up before 8:00 AM. We had the Pilot's Briefing at 8:00 AM and the first flights were about 8:30.

A total of 5 rounds were flown. No planes were lost. A new contestant, Bob Smith a member of the Golden Triangle RC Club, entered **Novice Class** and walked away with 1<sup>st</sup> place. Another new comer to the sport was Eddie Bernaldez from Longview, Texas took 1<sup>st</sup> place in **Sportsman** with Paul Mayhan taking 2<sup>nd</sup>.

Chris Berardi gave up the 3rd round to Bobby Zikes, but held on to clench 1<sup>st</sup> place in **Advanced** with Zikes taking 2<sup>nd</sup> and Tommy Scarmado taking 3<sup>rd</sup> due to engine problems. In **Expert**, Pat Ensign took 1<sup>st</sup> in all 5 rounds guaranteeing a 1<sup>st</sup> in place finish beating out David Dingman by 239 points followed by Stephen Bryd by only 32 points taking home 3<sup>rd</sup> place.

The competition broke for lunch at 12:00 and enjoyed Frank's World Famous **SPA burgers** cooked by Mike Koenig and Danny Ervin. Served with the burgers was Potato Salad and Baked Beans. Frank Flores made sure we had power by manning the generator and insuring that it was continuously fueled. Jo Anderson did a great job as runner. He kept Leslie Ensign supplied with the score sheets and she kept the standings available for all to see. Ken Spears maintained a constant vigilance on the activity getting some great photographs of the action. A past member, Dan Lloyd showed up and assisted Kevin Brady and Robert Mclain as Grips. (Grips=persons that take care of all the heavy work) If it weren't for these valued club members, we would not be able to have these events. Thanks Guys for a job well done.

At the end of the event before the awards were handed out, A raffle was held and everyone received a really nice prize. A very big Thanks goes out to, Tower Hobbies, Servo City, Sig Mfg, Bob Smith Adhesives, Balsa USA, Sullivan Products and APC propellers. Even in a time when sales are down, these companies came through and provided some quality products.

A very special thanks goes out to Eddie of **Lazer Works** of Wichita Falls for his donation of a Ultimate Kaos kit and **JT's Hobbies** for his donation. In most cases, a participant left with prizes valued more than his entry fee. Even though the weather was hot and windy, we had a great time.

Frank Cox



**A good support crew from the local club makes all the difference**

**SPA West**  
**Golden Triangle Aerobatic Convention**  
**SPA Novice Standings - Round 5**

There are Contestants with missing Score Records through Round 5  
 These are NOT valid standings at this time.

Pos.	Name	AMA No.	Total Score	Round 1	Round 2	Round 3
1	Bob Smith	41532	3000.0000	1000.00*	1000.00*	1000.00*

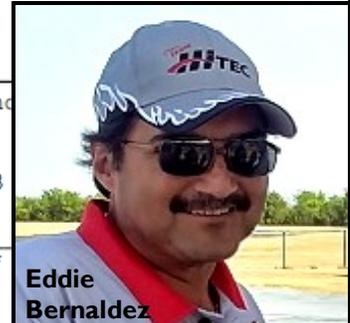


Bob Smith

**SPA Sportsman Standings - Round 5**

There are Contestants with missing Score Records through Round 5  
 These are NOT valid standings at this time.

Pos.	Name	AMA No.	Total Score	Round 1	Round 2	Round 3
1	Eddie Bernaldez	159402	3635.0278	956.71*	678.31*	1000.00*
2	Paul Mayhan	891050	2895.8333	1000.00*	1000.00*	895.83*



Eddie Bernaldez

**SPA Advanced Standings - Round 5**

There are Contestants with missing Score Records through Round 5  
 These are NOT valid standings at this time.

Pos.	Name	AMA No.	Total Score	Round 1	Round 2	Round 3
1	Chris Berardi	250824	3977.6915	1000.00*	1000.00*	977.69*
2	Bobby Zikes	1091	3841.3047	934.60*	948.87*	1000.00*
3	Tommy Scarmardo	77400	953.9514	921.88*	32.06*	0.00



Chris Berardi

**SPA Expert Standings - Round 5**

There are Contestants with missing Score Records through Round 5  
 These are NOT valid standings at this time.

Pos.	Name	AMA No.	Total Score	Round 1	Round 2	Round 3
1	Pat Ensign	41158	4000.0000	1000.00*	1000.00*	1000.00*
2	David Dingman	75189	3761.6506	918.93*	951.80*	942.56*
3	Stephen Byrd	529245	3733.2653	367.68	972.89*	970.98*
4	William Vogeley	979993	3680.1077	916.61*	911.44*	945.52*
5	Ken Knotts	619520	3384.3558	847.71*	894.57*	756.66*



Pat Ensign

Burgers help you concentrate on flying



Ken Knotts & Tommy Scarmardo with Sun Fli 4



Beans go with burgers-great lunch



Notice they are both in the direct sun-that's dedication



Judges Bobby Zikes & Paul Mayhan



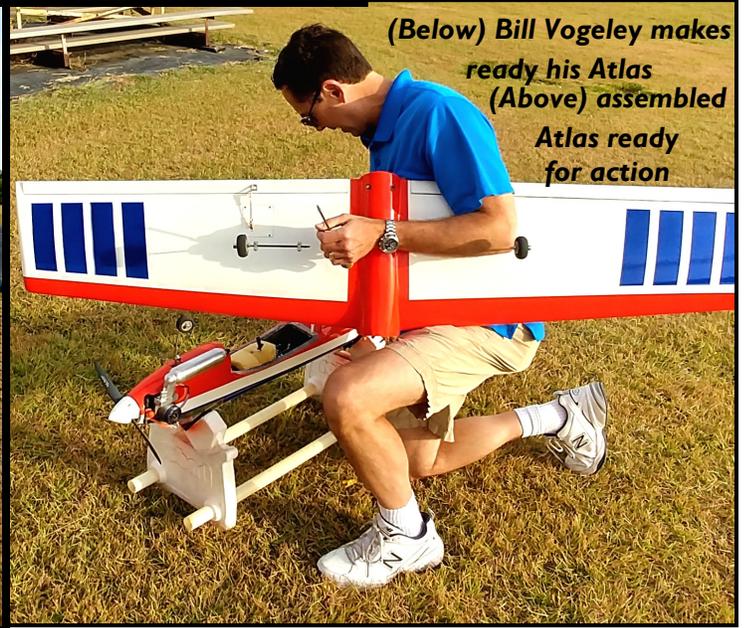
Dave Dingman holds while Stephen Byrd with "nerves of steel" fires up his Curare



Ken Knotts looking "cool" and in control during flight



(Below) Bill Vogeley makes ready his Atlas (Above) assembled Atlas ready for action



## SPA Election of Officers is Coming Up Soon

**We all join SPA to fly.** We enjoy vintage aerobatic competition in the “old style” of pre-turnaround, single pass maneuvers. Our planes are “simple and inexpensive” like they were in the early days before the inevitable advances in technology slowly transformed pattern competition into a high-dollar endeavor.

Although we all joined to fly, like any large group requires organization, **SPA** needs **dedicated members with leadership/people skills** to keep us running smoothly. Without our Board of Directors, there would be no SPA.

We are now an organization of **two equal** regions separated by distance, but operating under a common set of rules and by-laws originally established in 1991 by Mickey Walker, **SPA**'s founder. Growth sometimes necessitates change, but at the same time, we need to remain true to the founding principles originally set forth by Mickey.

**SPA** was once a relatively small group of like-minded pattern flyers, most of them living in three states. We all saw each other regularly and personally knew each other. That was then—now over twenty-five years after its founding, the combined East/West BOD becomes more important than ever as it attempts to guide an organization of greater membership diversity. As separated regions, we sometimes have differing opinions about important issues.

Since the beginning of the two region system, each BOD member has tried to be sensitive to the wishes of both regions as decisions are being made. We try to consider what is **best for SPA as a whole** without regard to region, and try to promote a sense of unity between the regions.

The BOD has actively sought West members to join in an effort to know their thoughts and concerns. We want each **SPA** member (regardless of region), to have confidence in their BOD, and a sense that we are looking out for everyone equally. This and future elections therefore become increasingly important for the future of **SPA**.

Let me provide a brief outline of the “nuts and bolts” of the BOD structure, and inform you of which positions are electable. ***Please be aware that all elected offices are open for nomination from the membership regardless of whether they are from the East or West.*** If you are a dedicated and committed member who would like to serve on the BOD, (or if you'd like to nominate someone else after checking with them), please contact Jeff Owens ASAP to have the name put on the ballot. Nominees will be asked to write a brief “position statement” (similar to the ones appearing in the NOV/DEC 2014 newsletter), explaining their views on issues etc.

<http://seniorpattern.com/nl/2014-11-12.pdf>

If elected, the candidate will be expected to attend the majority of contests in their region, as well as attend either in person (or if the distance is too great, by phone), the annual Board of Directors meeting, usually held in late January. He will be placed on the BOD email group. Much of the business done by the BOD during the remainder of the year is conducted by means of that email group. Discussions can be lively at times. We discuss ideas, or proposals from the membership, then try to come to a general consensus. We vote on issues if necessary via the email group.

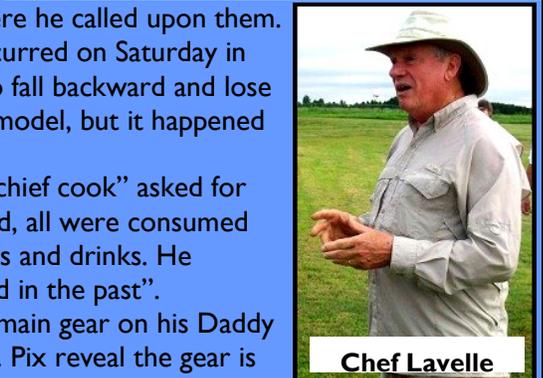
Any BOD member should be approachable by any member regardless of region. That said, I would assume that most members would contact the BOD member he feels most comfortable talking to. Personally, I hear from members and prospective members from all over the place who have questions, (most common), comments or concerns. I pass their ideas on to the BOD. To illustrate how this is done, there was a gas engine question originally posed to me by a member from Arizona. He proposed allowing the use of gas engines of a certain size. (not legal at that time). There were of course no gas engines when the Rules and Bylaws were written. This member was particularly helpful because he did his homework and gathered the necessary background information we needed for discussion. His proposal was voted on and passed. That's the best way to approach placing an issue before the BOD.

**BOD Structure:** The SPA Board of Directors is currently made up of eleven members. Five of those positions are elected for two-year terms, (President, Vice President, Secretary Treasurer, and one elected representative from each of the East and West regions). The remainder of the positions are not elected; they are described as follows: 1) Three positions are work related, (the work benefitting SPA), They are WEBMASTER, NL EDITOR, and CHAIRMAN OF SPECIAL PROJECTS (i.e. event scheduler,) 2) Former SPA Presidents by rule are retained on the BOD if they wish to serve. 3) Finally, one member is appointed “at large” by the president, (currently Phil Spelt.) He has been responsible for the task of updating the Competitor's Guide and Bylaws when necessary.

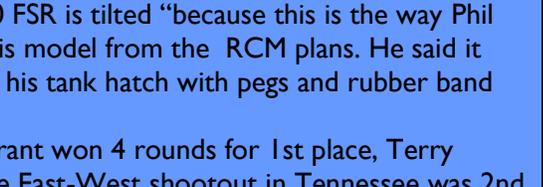
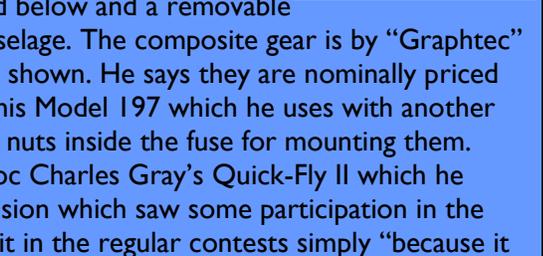
At the time of this writing we have one declared candidate for the offices of President, (Jeff Owens), Vice President (Frank Cox), Secretary Treasurer (Keith Watson), East Rep, (Scott Sappington), and West Rep. (Pat Ensign.) ***We will hold elections for any office where more than one candidate is nominated.*** There is still room for additional nominations/self-nominations and we encourage more nominations until the cut-off date of October 1st.

As in any position of leadership, being on the Board of Directors requires a degree of commitment and time investment. If you would like to run for any elected office, notify Jeff Owens ASAP to be added. If there are any questions, please contact me, or any of the other BOD members to discuss BOD membership in more detail.

***Duane Wilson, Newsletter Editor***



Chef Lavelle



**It was a LUCKY 13 SPA contestants** who came and flew in Cullman's 20th Annual SPA Championships. The weather bureau apparently frightened many with it's forecast of almost 100% stormy weather this weekend. As CD Steve Byrum declared just before the awards presentation, "it just didn't happen". "I recall counting 15 drops of precipitation all weekend." Didn't even open an umbrella. The wind speeds that had been forecast never occurred.

Four rounds were flown on Saturday and two on Sunday and folks left for home before 1 PM CDT. Steve did his usual "super job" of directing this annual anticipated event. His Cullman Aeromodelers assisted anywhere he called upon them.

The only negative was the crash of Jim Johns' Daddy-Rabbit which occurred on Saturday in competition when Jim's stool sunk into the rather soft turf causing him to fall backward and lose the plane. Steve Drake was one of the judges and attempted to save the model, but it happened just a bit too fast. A photo of the remains are in the photo section.

At the outset, Lavelle Thrasher (right), local club member who was the "chief cook" asked for orders for hotdogs with a show of fingers, (one or two), 36 were ordered, all were consumed plus some "extra" that he and his committee prepared with cookies, chips and drinks. He explained, "this prevented such an OVERCOOK of foods as had occurred in the past".



At left Jerry Blacks composite main gear on his Daddy Rabbit. A very neat installation. Pix reveal the gear is mounted to ply both above and below and a removable section sandwiched into the fuselage. The composite gear is by "Graphtec" He says and is their Model 196 shown. He says they are nominally priced about \$19.00. Not pictured is his Model 197 which he uses with another size wheel. He uses 4/40 blind nuts inside the fuse for mounting them.



Another neat photo is of Doc Charles Gray's Quick-Fly II which he constructed for the Vintage division which saw some participation in the early years of the SPA. He flies it in the regular contests simply "because it flies so well". You'll note the engine, an OS 50 FSR is tilted "because this is the way Phil Kraft mounted his in the original. Doc built this model from the RCM plans. He said it was kitted in the late 60's. Doc even mounted his tank hatch with pegs and rubber band because this is the way it was done.

Scoring went like this...in NOVICE, Joe Grant won 4 rounds for 1st place, Terry Boston who hails from very near the site of the East-West shootout in Tennessee was 2nd with 3978 and Doc Fred Robertson 3rd with 3579. Jim Strong won SPORTSMAN K'ing 4 rounds followed by Duane Wilson at 3777 and Charles Gray was 3rd with 3462. No one flew in ADVANCED so Bill Dodge elected to fly with the "Old Guys" in Senior Expert which saw Jeff Owens ace ALL the rounds and win handily. Bill Dodge was kind enough to allow your reporter to fly his airplane again, I managed a distant 2nd at 3790, and Bill copped a 3rd with 3368. Jim Johns only completed one round when his mishap claimed his model in Round 2.

Steve and the Cullman Aeromodelers expressed their gratitude at both the opening ceremonies as well as during the award presentation. The opening at Cullman has always been impressive and this year was no exception. Following the brief invocation, Steve played a beautiful recording of the National Anthem delivered a year or so ago by Faith Hill at a gathering in Music City. These small "amenities" have long been a HALLMARK of the SPA pattern gathering in Cullman. We are so grateful to the Aeromodelers in Cullman for the hospitality and Steve for sharing his "expertise" this past weekend. Perhaps he'll share with us in a future newsletter his talent for garnering perfect weather for a weekend forecast to be anything but!

Bruce Underwood



**NOVICE**

<b>JOE GRANT</b>	<b>4000</b>
<b>TERRY BOSTON</b>	<b>3978</b>
<b>FRED ROBERTSON</b>	<b>3580</b>

**SPORTSMAN**

<b>JIM STRONG</b>	<b>4000</b>
<b>DUANE WILSON</b>	<b>3778</b>
<b>CHARLES GRAY</b>	<b>3463</b>

**EXPERT**

<b>JERRY BLACK</b>	<b>4000</b>
<b>JAMIE STRONG</b>	<b>3986</b>
<b>STEVE DRAKE</b>	<b>3917</b>

**SR. EXPERT**

<b>JEFF OWENS</b>	<b>4000</b>
<b>BRUCE UNDERWOOD</b>	<b>3790</b>
<b>BILL DODGE</b>	<b>3369</b>
<b>JIM JOHNS</b>	<b>1103</b>



(Left) "Smiling Bill" Dodge poses with his "Nessler" Daddy Rabbit. (Rt) CD Steve Byrum has been a "rock" in CD-ing this event for more years than I can remember. Here he is instructing participants about something "over there". Steve Byrum is an animated guy to photograph, (see photo at left top of page 7.)



(Below) A nice photo of our returning "Chairman of Special Projects" Jamie Strong. Over the past few years, Jamie has transitioned from 1 stick to 2, and from glo engines to his electric Curare.



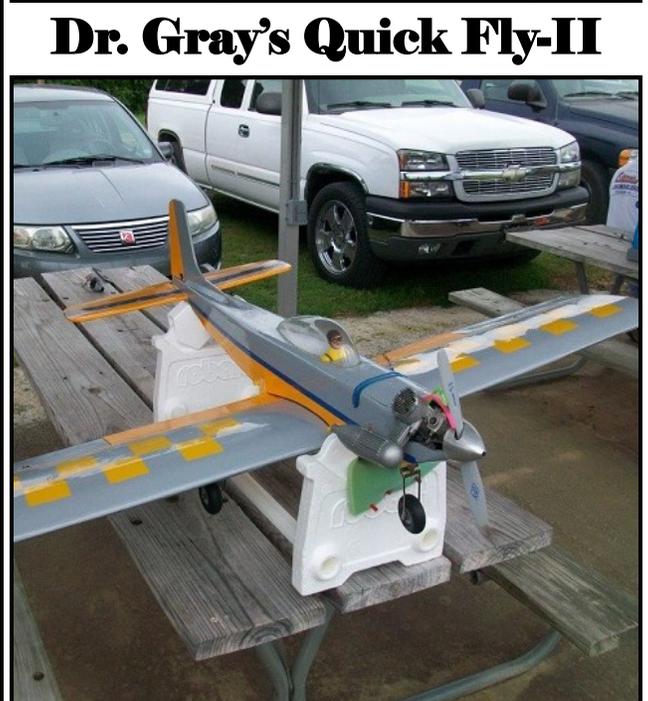
Jamie Strong is one of several long time glo pilots to make the full transition from glo engines to electric propulsion. He's not going back anytime soon.

# Rabbit Tale

**#1) A nice, natural picture of Jim Johns proudly posing with his favorite Daddy Rabbit. After takeoff, there are no photos of Jim's chair sinking into the soft ground, resulting in Jim landing on his back looking at 12 o'clock high clutching his transmitter while in the middle of a 4-Point Roll. Despite a noble effort to try to save it through the help of those who were near, things happened a little too fast, and his Rabbit plunged into the woods on the far side of the field. #2 Jamie Strong with his camera-carrying drone attempt to find the lost Rabbit to no avail. #3 Later a brave search party finally emerges with the remains. #4 The search party (CD Steve Byrum, Richard Witt, and Sean Robertson), doesn't quite know whether to show a "gallows humor" smile or not while posing for the media. Finally they celebrate that nothing bad happened to them while in the thick, varmint filled, mosquito-ridden woods. The plane looked repairable, but wasn't.**



**4** (L-R) Richard Witt, Steve Byrum, and Sean Robertson



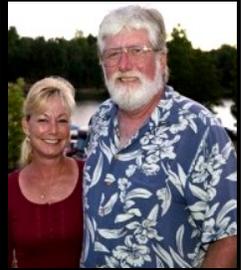
**Dr. Gray's Quick Fly-II**

# Senior Pattern **SHOOTOUT**

## SPA East/West Event Coverage

By Bruce Underwood, P10 and Duane Wilson, Editor

### Clover Creek Aerodrome, (Somewhere in the Middle)



**TOONE, TN...August 4 & 5, 2018...***The initial of what could become an annual SHOOTOUT* between the EAST and WEST SPA groups was held these dates and was a HUGE success. The opening sentence, I'm certain, will be attested to by the 20 contestants and all their family members and friends who attended with them.

Are you familiar with the word "Manifest"? My own definition of that word is "to make REAL". I used a friends computer phone and asked GOOGLE, "What is the meaning of the word MANIFEST? It gave us a

printout on the screen and a digital voice that said " to make CLEAR or OBVIOUS to the eye or mind!"

What I'm leading up to is this...most every RC contest flyer or just a sport flyer often dreams of having what he or she envisions "the perfect flying site". One with an air-conditioned storage area for his airplane, air-conditioned refuge from the hot elements of a humid and just down-right "sticky" hot summer day. Showers and air-conditioned ladies room. The ideal meeting place for talking and visiting with one's flying buddies. Loads of photos of important modeling events to spark memories of delightful modeling events that have occurred in the past and serve as seeds for conversation. A runway and flying area consuming some 200 acres of "golf-green" grass that reminds one of Augusta International: Skip Kixmiller told your reporter, the site consist of 215 acres of which 50 acres is mowed every other day by David Moser who operates 3 mowers of different types by John Deere. One is a zero-turn, the other a fairway mower, then a 20 foot "batwing". David is a man of many talents, in addition to his site manicuring skills, he is a 3 times UL Nats Champ in IMAC. I was told that he and the Clover Creek area IMAC modelers practice consistently there two months prior to each IMAC national championship.

This reporter was told by a staffer that John Schroder (now deceased) and Tina(...John's dad was the late Walt Schroder ... columnist and publisher of Model Airplane News which all of us enjoyed for years.) John passed a few months ago. To fulfill a desire of Johns' I was told that he was cremated and his ashes loaded into a model which a pilot flew over the runway at Clover Creek, near the center of the flying area, inverted the model allowing his ashes to be dispersed over the site he and his family and staff had developed into this delightful aerodrome.

CD Scott Anderson and Missy Varner did a SUPER job directing this event. They heaped praises on Mrs. Tina Schroder with a special plaque that will remain on display along with the many others on the walls at the sites building:



**Sunrise at Clover Creek Aerodrome**



Yes, Clover Creek Aerodrome is a truly beautiful place to fly; a place thoughtfully laid out and designed from the “ground up” to be a premier training facility for RC Pattern, both AMA 2-meter and IMAC. It’s the kind of place that average pattern pilots would normally watch the “best of the best” fly. The flight line faces North, and the sun (being slightly behind you), never interferes with pilot’s vision. It rises off one end of the runway and sets at the other allowing a full days use of the facilities. To use Scott’s words, “it was a thoughtful modeler who designed this facility”! As if that were not enough, Tina also mentioned there is an alternate runway available running N-S if desired because of wind conditions, but in our case, the winds were light and variable.

What really sets Clover Creek from other sites is the pristine grass runway—not just grass, but beautiful Bermuda grass better than most golf course fairways I’ve seen. There is something special about a quality grass runway. While other quality surfaces may be flat, (and sometimes even long), a superb grass surface is much more forgiving of a less than perfect landing. Clover Creek’s surface was mowed at different heights depending on the purpose from 1-1/2 inches to 1/2 inch on the runway itself. It literally looked like a lush green carpet that went on and on so, (if need be on an overshoot of the perfect touchdown), the plane could be landed safely wherever it touches down—overshoot/undershoot, it didn’t matter (except in the score.) [This was greatly appreciate by me—I have frequent less than perfect landings], (editor.) The wonderful site at Clover Creek went a long way towards making the long trip there worthwhile. Personally, I’ll occasionally make the sacrifice in time and travel for a special event like this where we can visit and fly with our SPA brothers from the other region at such a wonderful place.

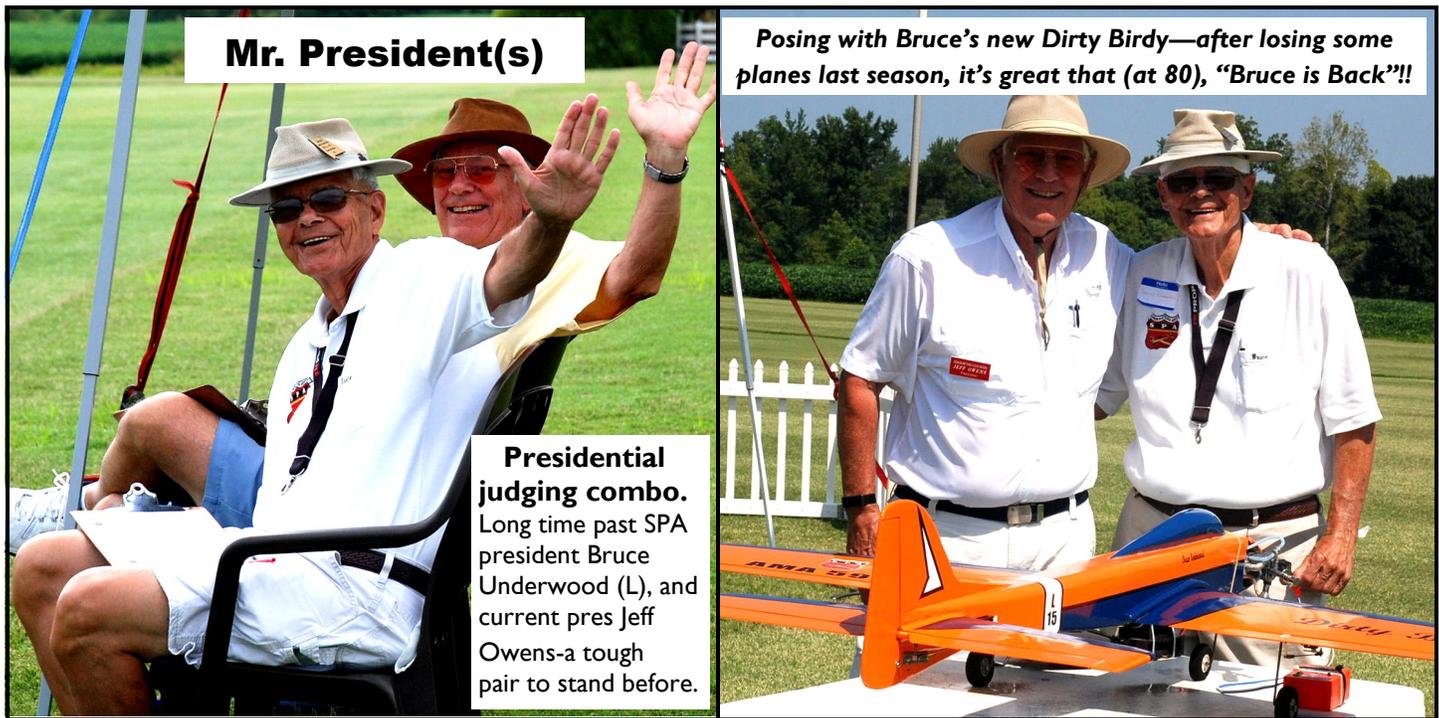
When I stated, “Scott did a SUPER job directing this event”, he did just that! He opened with the invocation and “pilot’s briefing” right on schedule at 9 AM Saturday morning, and completed 4 rounds on Saturday, (maybe 5 for I class.) When he announced “wheels up at 8 AM on Sunday”, some doubted that would actually happen but he kept that schedule... wheels were up at 8:03 AM Sunday morning with the other two rounds completed as promised. Nobody complained about the early start since everyone had a ways to travel, and wanted to get an early start home.

Refer to the score sheets elsewhere for scoring specifics. Terry Boston, probably the closest SPA participant to this lovely site, won the NOVICE division with a perfect 4,000. Doc Fred Robertson came in 2<sup>nd</sup> with 3791, Tab Bowland was 3<sup>rd</sup> with 0. Jim Strong continued his dominance in SPORTSMAN with 4000, Scott Anderson overtook 2<sup>nd</sup> place after the last round scoring 3794. Duane Wilson was 3<sup>rd</sup> with 3667. Frank Cox kept them honest with his lovely KAOS 2910. In ADVANCED, five contestants battled it out in an interesting race. When the dust finally settled, (dew on the grass finally evaporated), Jimmy Russell demonstrated that all that practicing he’s been doing paid off as he aced this class with 4K, followed by Sam Corlett, just 15 points behind him at 3985. Chris Berardi was 3<sup>rd</sup> with 3842, Gary Alphin 4<sup>th</sup> with 3807 and Tommy Scarmardo scored 3503.

As expected, the EXPERT class was a delight to view and judge. Jamie Strong has really got his “stuff” together with electric propulsion. His Curare won the Blue plaque with 4K. Wayne Galligan (who flies IMAC as well), won the red with 3964 and Steve Drake 3<sup>rd</sup> with 3890. President Jeff Owens blew us away in SENIOR EXPERT winning every round for 1<sup>st</sup> with a perfect 4K. Your reporter, Bruce Underwood with a sick OS 91 managed a distant 2<sup>nd</sup> of 3935. Ken Knotts, pride of the WEST was 3<sup>rd</sup> with 3493. Jim Johns, in addition to scorekeeping racked up 3484 and “Ole Timer” Tom Stennis drug his electric powered KAOS off the wall (didn’t even dust it off) rounded out the old-codgers with 1268 flying only two rounds.



*Scott Anderson ran his usual “no-nonsense”, disciplined contest-assisted here by Pres Jeff Owens*



**Mr. President(s)**

**Posing with Bruce's new Dirty Birdy—after losing some planes last season, it's great that (at 80), "Bruce is Back"!!**

**Presidential judging combo.**  
 Long time past SPA president Bruce Underwood (L), and current pres Jeff Owens—a tough pair to stand before.

What a joy having Tom back active and bringing another Mississippi modeler from yesteryear, Mr. Mike Montgomery along with him. Tom tells me both he and Mike are gonna be active again in the near future.

Scott and Missy pulled out all the stops again while aggressively promoting the event, and putting together a super raffle this week-end.....there must have been 50 raffle prizes in all. The two BIG winners included Jim Johns who won the UFO Kit and Jim Strong who won the Graupner radio. Congrats all you winners.

Let me repeat, it was a genuine joy to arrive at this lovely site and see the vehicles with TEXAS license plates on them. It was so great to “mix things up” a little. In addition to flying with the *usual crowd*, it was a lot of fun being able to fly and “rub shoulders” with our SPA friends from the West. We normally only have contact via email or the Discussion List. What a great opportunity it is to be able to compete against and visit with the people of the other region first hand. There is no substitute for getting to know each other as “people”, not just as names. A combined contest strengthens friendships and promotes unity, understanding, and trust within SPA. It's an extra and worthwhile reason to put out the extra time and effort to make an event like this happen—it's well worth the effort to make these memories. Sam Corlett told me there were 8 from Texas, 6 of whom were members of the Texas Thunderbirds.

I also had a chance to spend some quality time with Mr. Ken Knotts and personally thank him again for the “sparkplug” he has been for the progression of SPA in the WEST. Several years ago I called Ken and requested he run for my Vice-President. Being the gentleman he is, he said “Bruce, let me discuss this overnight with Joyce (Mrs.) and I'll call you back. I was so happy when he called back and agreed to run.....he was elected and thank goodness, you WEST members know what an inspiration he has been since.

Let me wrap up this bit of text by complimenting Scott Anderson and Missy Varner again for the great job they did in directing this event which we sort of dubbed “our NATIONALS of SPA”. I hear rumblings this may become an annual “Shootout”.....wouldn't it be nice? Something special and great to look forward to each season.

I urge each SPA member from both regions to spend a bit of time on the excellent photos of the event submitted by Bobbie Johns, Missy Varner, myself as well as an excellent photographer and reporter from the IMAC organization who was on the scene shooting photos with her professional looking camera gear. She certainly knows her stuff and took most (if not all) of the individual photos of us with our aircraft, and many other while covering our contest! Several of her photos along with photos from other contributors, (you know who you are), will appear right here in this newsletter. With our new electronic format we now have the space. We couldn't afford to print out and mail this many in a printed format like we used to do. In this newsletter I'd like to make a larger than usual photo display of my favorites—there are so many good photos from everyone. The printed newsletters were only seven pages long-this one will be much longer. Thanks for letting me use your photos, (editor)

Scott and Missy, we are so fortunate to be elbowing with the likes of you two. You two have “what it takes” to make an ordinary event “something special”. Eager to attend your' contest in Chattanooga this season. Most grateful!

## GROUP PHOTO

Nice group photo of Shootout participants, (notice how they are dispersed). A good time was had by all as we got to fly against new people



## ***East vs. West Differences***

Yes there are differences in East/West evolution. Note how East's Steve Drake trudges onto the field bearing the weight of both his Intruder and flight box, while West's Gary Alphin and Chris Berardi, (with twin "Birdy" ARFs in tow) trot out to fly. Obviously the East hasn't "evolved" to that level—not yet. **On the other hand, there isn't ONE Daddy Rabbit 5 out West-well, not yet anyway...who's going to be the first?**

**Other differences-West prefers 2-strokes over 4-strokes, while East has a mixture of both and an increasing number of electrics.**



# SHOOTOUT PRIZE CONTRIBUTORS

**Hobby Express/Carolina Custom Kits - UFO Laser wood kit**

**Graupner USA - Mz 12 Pro Radio**

**Common Sense R/C**

**Flight Test**

**Bob Smith**

**Tru-Turn**

**BalsaUSA**

**Planewrappers**

**Sonictronics**

**Micro Fastener**

**Xpert**

**Progressive R/C**

**APC**

**Sullivan**

*Clver Creek's David*

*Moser observes the action on the flight lines.*

*Photo was taken by photographer Ashley Rose Meier, (middle), who took many of the great photos you'll see here.*

*If you look inside the sunglasses, you can see Ashley and the field reflected—very cool.*



*"Dig that grass"! Cut at different heights —looked and felt like carpet*

**Steve Drake lines up Curare**



**West cheering section—they have the best fans and know how to stay cool**

**Jimmy Russell took 1st in Advanced with late model Dennis Hunt 103% Daddy Rabbit**



**Ken Knotts looks happy**



Please excuse my picture at far left, but there are precious few pictures of me that I like.

The airplane is a Daddy Rabbit 5, a 1969 design by Jim Whitley. The plan is posted on the SPA web site. My "Rabbit" was one of five built (at the same time), by SPA founder

Mickey Walker, (see Mickey and his Rabbit in the insert taken at SPA's 20th anniversary in 2012.) The design is a very honest flyer, and has been a perennial favorite of the East over the years because of its overall flight capability and good habits.

During subsequent repairs a couple years back, I slightly modified the vertical fin —I think it looks much better, otherwise it is an exact copy of the plan authenticated for SPA by Whitley himself many years ago. A word to the wise: at the risk of tipping the scales more toward the West, everyone should try a Rabbit at some point IMO.



A favorite for SPA's "cutest couple" would have to be president Jeff Owens and quite photogenic pit crew chief Lori Bush



Team Strong: Jamie flies, Jimmy calls, and Joe Boxer makes sure Jamie isn't distracted "...NOT NO WAY...NOT NO HOW"



Ready line: Tommy Scarmardo ready to fly with Jimmy Russell next up in ADVANCED



Frank Cox's eye-catching Super Kaos

# SPA Member Profile—Scott Anderson

**Name/SPA Number:** Scott Anderson

**City/State:** Knoxville, TN

**Occupation/Former Occupation:** Current - Marketing Outreach Manager/ Pilot – Hobby Express , Past -Anderson Hardwood & Tile, Past – Paramedic for 18 yrs.

**Years in Model Aviation:** 33

**When did you join SPA:** About 15 years ago after moving to TN

**How did you find out about the SPA and why did you decide to join?:** Met Ed Hartley and Dennis Hunt, (early and influential members of SPA—editor), at KCRC (Knox County R/C)

**Are you or have you been a full-scale pilot? If so, when, where and what do you fly?:**  
Yes, Private Pilot – Endicott NY.

**Favorite pattern planes and why you like them:** Cut my pattern teeth on the XLT, then went into the LA1 & LA2, in SPA like my Deception , will be building some new prototypes soon.

**Do you or have you competed in other organizations-have you gone to the NATs:** Yes, several years at NAT's , Pattern & Q500 pylon

**Something others may not know about you (other or past hobbies and interests):** Ham radio – K3GOL, Photography. AMA National Leader Member Coordinator , AMA D5 AVP.



## SPA East Schedule

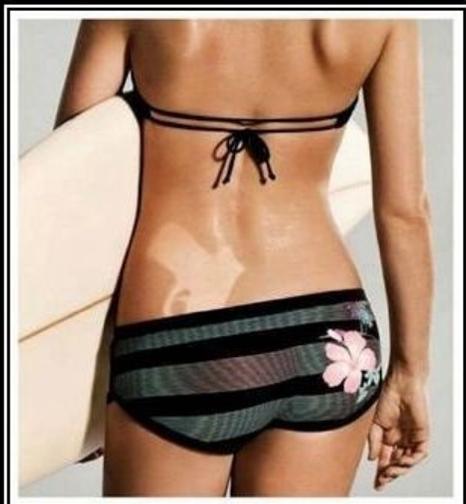
Date	Event & Contest Director	Location
Aug 25-26	25th Ben Oliver Memorial SPA <a href="#">Phil Spelt, CD</a>	Knoxville, TN
Oct 6-7	2018 SPA East Masters <a href="#">Scott Anderson, CD</a>	Chattanooga, TN

## SPA West Schedule

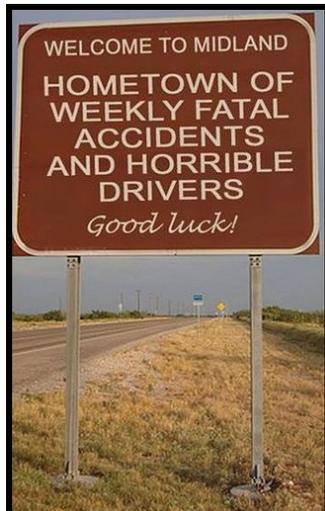
Date	Event & Contest Director	Location
Sept 15	Wichita Falls SPA <a href="#">Bob Redmon CD</a>	Wichita Falls, TX
October 13	Seagoville SPA <a href="#">Pat Ensign CD</a> & Mike Clements	Seagoville, TX
Nov 10-11	SPA West Championships <a href="#">Ken Knotts &amp; Gary Alphin CDs</a>	Benbrook, TX

# Real Texas Signs

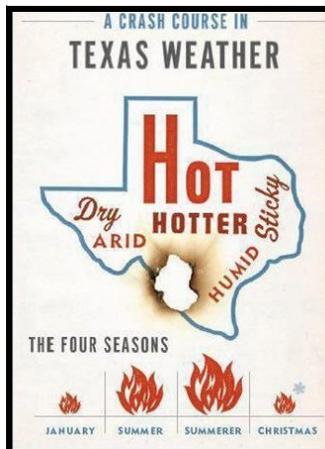
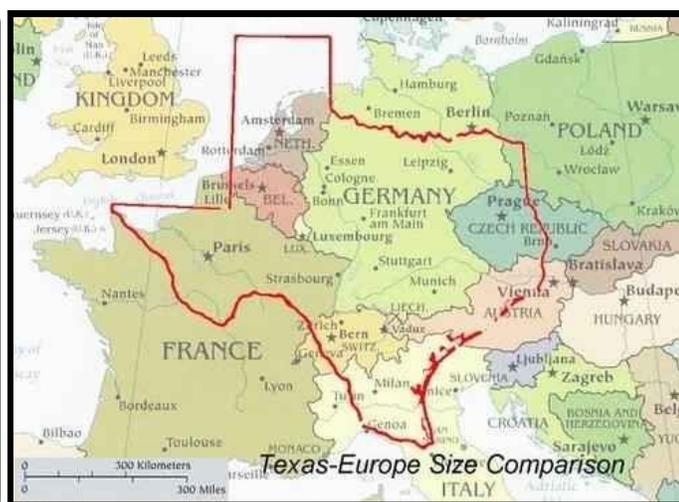
Like many of you, I have a modeling friend who passes on cool stuff he receives. Some of that finds its way into this newsletter ... hope you enjoy ...



Texas Tan Line



**SPEED LIMIT**  
**80 or 85,**  
**maybe 90**  
but don't go 100!  
(OK what the heck-it's Texas)



# SENIOR PATTERN ASSOCIATION MEMBERSHIP APPLICATION

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Mail this form along with check/money order made out to The Senior Pattern Association for \$20.00 to: Keith Watson 1411 Farmington Court Marietta, Ga. 30008

Keith Watson  
1411 Farmington Court  
Marietta GA 30008

