



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 JUST DEC 2018

VINTAGE PATTERN FLYING FOR ALL AGES!

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Jim Johns

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Pat Ensign -West

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Duane Wilson



Join our Discussion list from within the webpage or inform any officer and we'll "sign you up". It's like a gigantic Mailing-list, but at NO CHARGE. A service to membership and potentials from SPA.





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Telemaster &
Classic Pattern Kits



From the President – Jeff Owens

The temperatures are falling and that is a sure sign that the 2018 contest season has wrapped up and it is now time to work on whatever weapons of mass distraction will be readied for 2019! But not all SPA activity ceases this time of year. We will be having our annual Board of Directors meeting in January. I know of no major policy issues, but there are some smaller items related to updates of the Bylaws to keep them current and to insure that they reflect the way we want the organization to function. For example, Jim Johns found out that we never carefully defined the exact East-West Division boundary. That is easily fixed, however. There is also the election of the East Division representative for the Board – that election is taking place this month. Jamie Strong is working hard to make sure that we have an exciting and challenging contest season for 2019. And the Competitors Guide will get its biennial revision to bring it in line with the new sequences.

I recently bought a 2 meter Vanquish from Jim Strong. I've had fun learning to fly the Intermediate AMA sequence in the box. The plane is typically flown at just a fraction of the airspeed flown by our SPA airplanes. But the control surfaces are large enough that there is plenty of control authority even at the lower airspeed. And it will go up indefinitely if I want it too! I am enjoying the benefits of electric flight – including not having to clean the exhaust off the plane at the end of the day. Perhaps an electric version of one of my kits is in the offing. Perhaps an e-Birdy since I have one that is about half framed up.

I will close by wishing a Merry Christmas and a Happy New Year to all of our members and their families. May there be much Holiday Cheer (well, maybe not too much) and may there be some good RC surprises around the tree. Cheers, Jeff





The holidays are here.



Yaaaaaaa!!

SPA East Region Members—Don't Forget the Election!!

Yes I'm well aware that we're in the heart of the Christmas season which is admittedly one of the busiest times of year for most of us. Still at the same time, we're in the middle of an important election that requires your attention if you live in the SPA East region. If you live in the West you can happily continue to do whatever you're doing.

In the last issue (SEPT-NOV 2018), our candidates Scott Sappington and Scott Anderson each told you why they feel they should be your SPA representative on the Board of Directors. Now, for the entire month of December, East members will be able to vote **electronically** for the first time for the candidate of their choice by going to the "Members Only" section of the web page. This miracle of electronic voting via the web site is due thanks to the genius and skill of Webmaster Jim Johns. It is now so much easier, more convenient, and for that matter more accurate than the old method of sending out paper ballots, self-addressed stamped envelopes etc. and hoping they will make it back in time by "snail mail." Then somebody has to take the responsibility of counting and tabulating the votes manually one-by-one for the whole month. In the past this was a necessary evil—not any more. **THE ONLY PROBLEM WITH SUCH AN EFFICIENT SYSTEM IS THAT WE MUST REMEMBER TO TAKE A MINUTE OR SO OUT OF OUR BUSY ACTIVITIES AND VOTE FOR IT TO WORK.**

As you are reading this holiday newsletter, you can almost hear the votes silently accumulating there in the background—make sure that yours is one of them by going to the website and logging into the "Members Only" section. If you haven't done it yet, why wait for a better time—this is the best time.



CHRISTMAS COOKIES?



NO, I HAVEN'T SEEN ANY CHRISTMAS COOKIES

2019 SPA Membership Information

Well, it's that time of year again as we start building our "ultimate weapons" for next season. Along with the holidays and building our bright, shiny models for next season comes SPA's annual dues renewal season. "Oh M'Gosh", not that again" you may instinctively blurt out as you read this. Well, that's understandable because it involves a (small) outlay of the green stuff, but we could say the same thing for everything else we enjoy and benefit from in our lives. SPA membership is a bargain, but it's still probably not your favorite seasonal thing to do, so we try to make it as easy as possible for our members. **Pay by check, (\$20) or PayPal, (\$21.)**

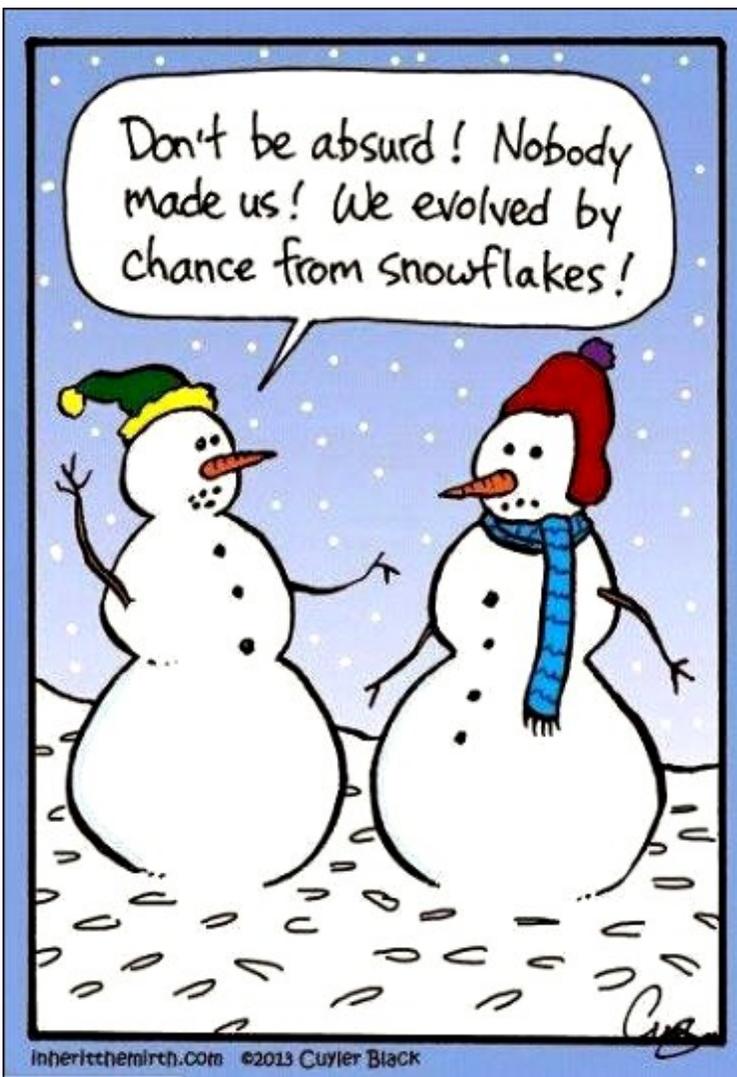
Keith Watson is "the man" to contact to pay your dues— no reason to wait, let's get it out of the way. His address is on the back page of this newsletter, but there is an easier way than paying by check. The PayPal option is on line to make payment as easy and convenient as possible.

Speaking of dues, if you plan to be a long-time SPA member, (either non-flying or competitive), a better idea might be to **get the annual dues chore out of the way permanently** by joining many of us who have already put an "L" before our SPA number. This makes you a member of the SPA "lifer club", and makes future dues payments a thing of the past. There are currently 115 paid members of which 39 (34%) are Life Members. I can tell you it's nice not having to think about paying dues each year. The cost of becoming a "lifer" varies by age, and is based on a sliding scale:

- Under 50 years old \$250, 50-54 years old \$200, 55-59 years old \$175,
- 60-64 years old \$150, 65-69 years old \$125, 70 or older \$100

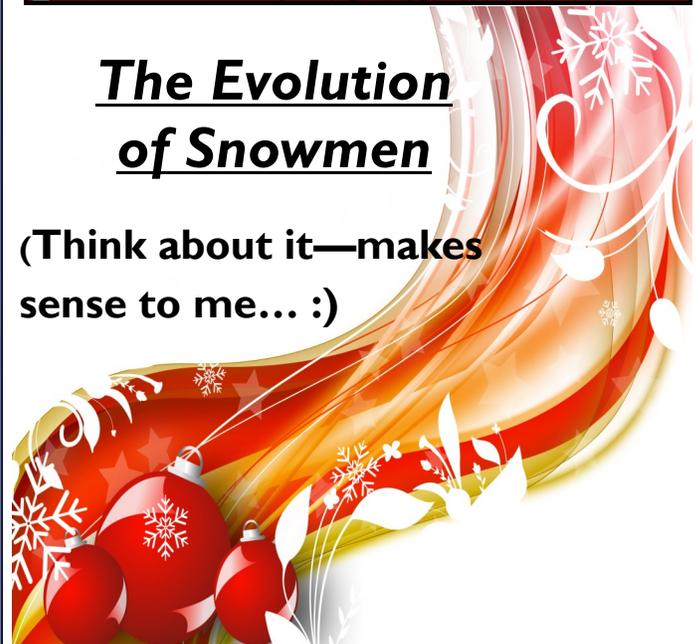
Regardless of which choice works best for you, you **already know** you're going to be flying next season, so why not click on the link below **NOW**, and get the dues issue officially behind you. **"Tis the season to renew.**

<http://www.seniorpattern.com/join.html>

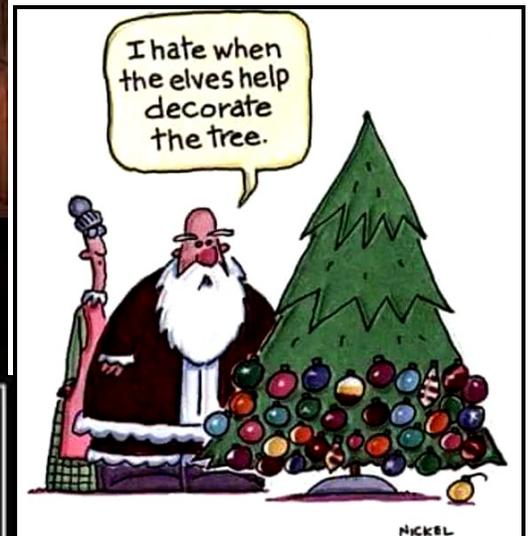


The Evolution of Snowmen

(Think about it—makes sense to me... :)



I'm from tech support.
I'm here to delete your cookies.



Dear Santa,
I've been good
all year.
Most of the time.
Once in a while.
Never mind,
I'll buy my own stuff.

Christmas Humor



“Covering Your Tail”

— and the rest of your newest bird...By Jim Johns

I've tried many of the iron-on covering products out there over the years — Monokote, Ultracote, Solarfilm and even Coverite. All have their pluses and minuses, but I've found a new favorite that I've used on my last two SPA builds shown. It's called **Neucover** and it's available from Value-Hobby.com — see link at bottom.

These are my experiences with this material. Here's the good stuff:

- Neucover is made very similarly to Ultracote. It consists of three layers - an adhesive layer (usually white), a color layer, and a clear top layer.
- It handles and applies very much like Ultracote - it takes low heat and is easy to stretch or shrink around tight corners. It also adheres well to inside curves such as the fillets on the Dirty Birdy. Each fillet was covered with a single strip of Neucover using a trim iron. Iron it on and rub it in while it's still hot and it stays stuck.
- General durability is very good. It's very abrasion resistant, and since it doesn't have a really high gloss like Monokote, it doesn't show scratches as easily. Unlike Monokote, it doesn't get brittle because it's "softer".
- The Dirty Birdy has a built-up wing. The Neucover shrunk very nicely with an iron and much more easily than either Ultracote or Monokote. It has stayed nice and tight for two years and I've never had to reshink it.
- The Daddy Rabbit had a sheeted foam wing and balsa fuselage. After initially attaching the Neucover, I went over it with the iron and used an old Top Flite heat glove to rub the covering into the balsa structure. It stayed stuck down, even after the DR's final flight and ultimate demise.
- It's easy to apply one color of Neucover over another. The black stripes on both planes were ironed directly over the underlying Red and Cub Yellow. Just go slowly and keep the heat low.
- There's no problem putting light colors of Neucover over dark colors, because of the white adhesive layer. I did a test using Cub Yellow over Black. You could see the overlap of the material, but not the underlying color.
- Neucover is easy to remove cleanly for repairs or recovering. Just a little shot with the heat gun and the adhesive releases cleanly. There's no messy colored adhesive left behind like with Monokote.
- **HUGE PLUS** - you can buy a 5 meter (16') roll of Neucover for \$12.99—that's \$2 less than a 6' roll of Monokote which is currently \$14.99 for standard solid colors. I doubt that I could have covered either plane with just one 6' roll of Monokote Red-the wing bottom is 90% red and it might have been close with the Cub Yellow.
- Another plus for the 5 meter rolls - it's no problem cutting strips long enough to do the entire fuselage top or sides in one piece. The top and sides of both planes are all one piece of material.



Now for the not so good stuff:

- Like Ultracote, the edges don't seal down with the authority that Monokote does, especially on pointy square corners. A small radius makes this much less of a problem. I've also used clear polyurethane to seal the seams.
- Also like Ultracote, the clear top layer CAN separate from the color layer. I had this problem on the Daddy Rabbit. There was a spot on the Cub Yellow on the top of the fuselage just in front of the canopy where the clear layer in an area about the size of a quarter separated from the color layer. It was invisible from a few feet away, but you could see it if you looked VERY CLOSELY. This problem has never happened before or after except with **this particular roll of Cub Yellow**.
- The color selection of Neucover is more limited than Monokote or Ultracote.
- Speaking of color - I bought a roll of Neucover Yellow (not Cub Yellow) and the color looked a bit washed out to me. I might just be me - I'm a big fan of LOTS of contrast.

Bottom line - will I continue to use Neucover? You bet!! - it's going on my replacement Daddy Rabbit. You can find it here — <http://www.valuehobby.com/accessories/covering.html> You can also find a very similar material from Hobby King that Jimmy Russell has used successfully.



The 2019 SPA contest schedule is currently being put together by Jamie Strong and is nearing completion, but as of this writing, it's still under wraps. Like any good reporter would, I recently asked Jamie "what's up", and he sent me an email with a taste of what to expect—but very little thus far that I can positively confirm. That said, there are what I will call "rumors" that soon (hopefully), will be confirmed. At this point anything I may say here might be changed, so don't hold me to it—it might just be "fake news." Jamie, please correct anything that I get wrong here. About the West schedule—I haven't heard any reports yet from the West—we'll have to wait for something official.

Something that will be of interest to both East and West is the fate of possible future East/West Shoot-Outs. Due to its great success this year, the East/West Shootout **looks like it's a "GO"** for 2019. Those of you who missed the inaugural event should definitely plan on attending this year. The flying site is superb—the best I've seen. Those who attended in 2018 will want to return (despite the admittedly long drive), because they know it's all worth it. Time to get together to share the drive and motel rooms. More about that in a future issue.

There may be some rotation of contest sites (in the East) in an effort to expand the total number of possible venues without losing sites. For example, Mac Hodges and CMJ (Roberta), may be rotated since both are located relatively close together.

This coming year could possibly contain another "first" for SPA. I can't confirm it now, but Jamie is working hard on a likely **Florida contest** on tap for the early spring of 2019. I don't know about you, but I don't consider flying a winter sport, so if there's a Florida event, chances are I will be there mostly to try to "get the rust out," but I can't think of a better way to start the new season.

Stay tuned for the formal announcements that should come soon, and have a great 2019 on the contest circuit.

Duane



More Christmas Humor...



It was three weeks before Christmas and all through the house



The Air Conditioners are running because we live in the south

SPA Member Profile—Jeff Jones

Name/SPA Number: Jeff Jones SPA #300 AMA #89872

City/State: Plano, Texas (Dallas area)

Occupation/Former:

Retired (3yrs)

IBM Vice President (30yrs)

US Air Force Lt. Col (24yrs – 8 Active; 16 Reserves)



Years in Model Aviation: 50+

When did you join SPA: 2010

How did you find out about the SPA and why did you decide to join?: I learned about SPA through the NSRCA, the SPA Newsletter, and dear friends from the 1970's Southeast AMA Pattern circuit – Bruce Underwood, Ellis Newkirk, Jerry Black. I joined the SPA because it takes me back to a very joyful time in my life with great flying model airplanes, good friends, and riding a learning curve of rapidly evolving aviation technologies and techniques – foundations that I believe helped me transition to flying USAF jet fighters.

Are you or have you been a full-scale pilot? If so, when, where and what do you fly?: I've been a full scale civilian pilot since my 1977 Senior year in college at Alabama. After graduating, I was commissioned via Air Force ROTC into the US Air Force and assigned to flight school, earning my wings in 1978, then assigned to fly F-4 Phantoms, D & E models. I own a 1987 F33A Beechcraft Bonanza that my wife and I use mostly for travel, and a 1946 Luscombe Silvaire 8A "rag wing" that I use for local Texas flying fun. I've accumulated over 2,000 hrs of flying in the Air Force, and over 2,000 hrs of civilian commercial/instrument time.

Favorite pattern planes and why you like them: I always liked the sleek look of the Mach 1, but I had the most B & D Novice success in my youth with the A6 Intruder as well as the Phoenix 5 & 6. I guess I was partial to the jet look early on. I also liked the Super Sicroly/Curare series, but never built/flew one. I still have a Phoenix 5 under construction and hopefully can unveil it during the 2018 SPA contest season.

Do you or have you competed in other organizations-have you gone to the NATs: I have only previously competed in the AMA Pattern B and D Novice classes during the '70s, and mostly in the Southeastern part of the country. I have never flown or competed in the Nats, but attended as a spectator at three Nats: 1976 Dayton, OH (Wright Field); 1977 Riverside, CA (March AFB); 1980 Wilmington, OH (Wilmington Air Base). I also have never entered an SPA Contest, but hope to do so during the 2018 Contest season.

Something others may not know about you (other or past hobbies and interests): I am a native of the Birmingham, Alabama area and have parents that still live there, but I have lived in the Dallas area for over 32 years. I used to go to Jim Whitley's home in the mid 1970's, and flew with him in his Cessna 182, as I was dating his daughter at Alabama. I have been fortunate to travel the world with both the US Air Force and as an Executive with the IBM Corporation. I have a BS in Management and an MBA in Finance. My wife and I have three grown sons, and we also enjoy Alabama football games, flying, boating, travel, and golf.





*Merry
Christmas*

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**Keith Watson
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