



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 MAR-APR 2019

VINTAGE PATTERN FLYING FOR ALL AGES!

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The “Miss Norway” Triangle

Right from “The Hallmark Channel”, the continuing “Miss Norway” love triangle

Southeastern Model Show Reveal

Below, Expert class pilot Greg Hoke unveils his “Campaign 2019” entry at the annual Perry show—a beautifully covered “Banshee.” 2019 Contest coverage begins on page three...



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FROM THE PRESIDENT-Jeff Owens

The new contest season is upon us! There have been two contests in the East and, as of the day this is being written, the first West contest is days away. A few lessons have been learned as experience is gained with the new sequences. There are a few issues that I shall address here.

The Competitors Guide has proven to be a useful tool for contestants as they learn new maneuvers and work to perfect those flown previously. The goal of SPA is to fly the types of maneuvers that we flew back in the 60s, 70s, and 80s. Accordingly, the Guide consists of maneuver descriptions and downgrades taken from the old rulebooks, many of which are available on our web site. However, the maneuver descriptions and downgrades did sometimes change from year to year. That made it a challenge to be sure that the Guide contained the correct descriptions. In some cases it was not possible to determine where the descriptions came from! This cycle's Pattern Committee stated which rulebook each maneuver is taken from. Each figure contains a reference such as 78-79 A or 78-79 F (standing for the 1978-79 Rule Book AMA section (or FAI section.) Many times the AMA section simply refers to the FAI section in order to save space, so a specification of A or F was needed. This has clarified some maneuvers and introduced a few changes. Furthermore, where possible **the 1978-1979 rulebook was taken as the standard** in order to include the majority of maneuvers and to decrease the need for digging through multiple rule books. Two important points follow.

Double Stall Turn – this maneuver was introduced in the 1978-1979 rulebook. Part of the maneuver description states that the stall turns **shall be in opposite directions when viewed from the ground**. Several times I have been approached by contestants claiming that the direction of the stall turns did not matter. I do not know where this idea came from since the description clearly states opposite directions; this was the way the maneuver was created. All contestants and judges should be familiar with this point. It is the same for the **Figure M** and **Figure M with Half Rolls**. Note: due to the geometry of the **Figure M with ¼ Rolls**, the description is different. There the stall turns are to be in the **same direction**.

Inverted Three Turn Spin – the 1978-79 rulebook description varies from what some folks remember flying. The roll to inverted on entry and the roll from inverted on exit are part of the maneuver. This makes it like the entry and exit of the Three Reverse Outside Loops. Calling “beginning now” from inverted or “maneuver complete” from inverted is cause for a downgrade, just as for the outside loops referenced above. Judges and contestants alike should be aware of this.

Another point of discussion involves the upwind/downwind orientation of certain maneuvers. In an effort to include many new maneuvers this cycle, it was discovered that we had many more upwind maneuvers than downwind maneuvers. Accordingly, some maneuvers were placed in a downwind orientation when they might normally be expected to be upwind and vice versa. As an example, the Cobra Roll with Full Rolls in the Expert sequence is an upwind maneuver where one might normally expect a rolling maneuver to be done downwind. In this case, the 45 degree legs reduces the upwind/downwind effect and there doesn't seem to be any disadvantage to its placement. The Rolling 8 with two inside loops is another such case. The upwind/downwind orientation favors one of the loops and disfavors the other, so there is no problem. However, the ½ roll in the center is done downwind, so this poses a challenge if the wind is strong and aligned with the runway. This point is duly noted, but some compromises were needed in order to maximize the number of new maneuvers which some on the Committee felt was an important goal. Some have claimed that the Rolling 8 is an impossible maneuver since the two loops meet at a single point, but the roll there takes a finite distance. I can only point out that we have used this maneuver in previous cycles and it has been used in AMA/FAI competition for years. As is true with many maneuvers, one does the best one can to recreate the image of the maneuver as described in the rules – and in some cases some artistic license may be required in order to give the figure the required smoothness and symmetry.

One final note-the Southeastern Model Show (aka Perry Swap Meet) was held in early March with many SPA members showing up. It was a good start to the new season. Elsewhere in this issue Duane Wilson will describe the interesting tale of the **Miss Norway** kit that I bought, sold, and bought again. This time I'm building it! Until next time, Happy Contesting!

Cheers, Jeff

SPA 1st... Jacksonville, Fla.

March 23-24, 2019 ...by Duane Wilson & Jamie Strong



Sixteen pilots, and several newcomers to SPA (or long absent participants), assembled for the inaugural Jacksonville, Florida SPA East season opener. There was a good mix of all classes from Novice to Expert.

We have sought a winter/early spring contest in Florida for several years now. Due to Jamie's efforts, we have this new opportunity. Jamie has worked hard in this 2019, "year of experimentation" to finally make it happen. He worked with new contacts to expand SPA into Florida for this early season opener in the Sunshine State. His efforts have paid off by him securing not only a flying venue, but this incredible North Jacksonville location.

The Jacksonville Gateway club welcomed, (with President Steve Arrington and treasurer Dave Keller manning the concessions), us with open arms. They were very outgoing, friendly, and were ready to discuss their club and its history at a moments notice. This place is a great place to fly. The site has an asphalt runway, (facing North so no sun problems—a real blessing), indoor "facilities", and concessions with whatever your little heart desires food-wise pretty much whenever you want it during the day. The site is also wide open with good access.

Looking over reports of the past couple year's opening contests (in April), the predominant feature they all share was the lousy, windy early spring weather where the intrepid participants gritted their collective teeth and braved far less than perfect conditions. While windy weather can, (and during practice did), affect flying here, the contest days were fine. Everyone agrees we have a much better chance of getting good, warm weather for the opener a lot earlier down here in sunny Florida. Keep in mind that the contest was held a **full month earlier** than normal, and I for one can tell you that it's been great to fly in warm weather again (and in March). Admittedly, it was a longer than normal drive for many, but "nothing ventured—nothing gained". Still I'd say people here felt it was well worth it to get things started in a great way. Temps were pretty cool in the morning Saturday (especially in the shade), We woke to below normal temps for Jacksonville (38 & 42 degrees) both Saturday and Sunday, but warmed rapidly by 10am to 60 plus degrees heading for the days high of 75° on each afternoon. Some medium crosswinds from the north were experienced in the morning, but they switched to a very pleasant light easterly breeze by later on.

Jamie did a masterful job of organizing. Even though plenty of time was given for practice flying (up to 10AM), once we started, things moved along at a good pace so we were done with four rounds before 4PM. Jamie's original concept of purposely pairing a Novice pilot with an Expert really made them feel welcome and included. Good idea.

David Patrick, Jason Shulman, and Cliff Hiatt, (helicopter Expert), were just a few of the folks Jamie invited in attendance. I have to say, even with the lighter than expected turnout, Jason (being one of the top pilots in the USA), coming to spend the weekend with us was a real treat. He put a "wupping up" on us Experts with a \$100 Kaos he got off the ceiling at Graves hobby in Orlando some 8-9 years ago powered by a OS 55 in the nose. This guy is a heck of an ambassador for our sport/hobby and is heading to Italy later this year as one of the 3-person USA Team for the World F3A Pattern competition.

New people bring new, interesting aircraft for us to watch fly. Rafael Rivera had a very pretty Super Curare, Hiatt flew an original Andrews Aeromaster biplane, (a treat), and both Patrick and Shulman demonstrated "big-time" what a simple Kaos is capable of and everyone wanted to see Greg Hoke's new Banshee fly—they weren't disappointed. He's been flying the wings (so to speak), off that plane and in all kinds of weather.

First, a few contest statistics and honorable mentions. Thankfully, no planes were lost. Not one single mishap occurred the entire weekend, not even a broken prop, so that alone itself was a success.

Jamie introduced a policy that should a pilot get into serious trouble, the caller, judges, or anyone else close by can attempt to help rescue the plane from being "re-kitted"—comforting to shaky pilots. It is worth a try to hopefully lessen the number of planes needing to be repaired or replaced with the associated time and expense.

As we have occasionally tried in the past, we used score sheets with all six rounds on them with good success. When turned in they were **held until the next round** to keep track of them. The pilots retrieve and give them to the next set of judges. Saves on paper as well.





Jim reacting to yet another interruption

It took Jamie a few hours to settle into the CD role of placing judges and pilots in their respective areas but by Round 2 things started clicking and he was on his way for the rest of the day. Jim Strong managed the scoring in great fashion. He has developed his own entry system and has even turned down offers of help in entering the scores because it might slow him down!! He looks calm in the pictures, but he probably isn't.



Our calm and composed scorekeeper

We had 3 Senior Experts and 6 Experts. It was decided among the regular Experts that they all wanted to suck up the retracts for a change of scenery for the weekend. Nothing like looking at a plane lifting off on takeoff with the gear slowly folding up till out of site. Oh what a feeling!!

The morning started each day with the smell of hot biscuits and gravy, coffee and donuts both Sat & Sun, with burgers and all the fixings very well coordinated in time for a 15-20 minute break for lunch, and it was all done all by the host **Gateway RC Club**. This is a real treat that few CDs get to experience not having to worry with feeding the masses, cause no matter what I've done in the past, I've either over bought or under bought.

We picked up a first time local club member, Rufus Holton flying Novice. He flew his Kaos like a pro, and it was obvious Rufus had been practicing!!!!

Then we had some really tight contested Sportsman pilots with Ken VandenBosch, Anthony Sweeney, my AMA pattern bud Pete Ferguson flying my Komet for the very first time Saturday AM, and Duane Wilson. This class was also nip and tuck for the weekend with Anthony edging out Ken for the number one slot.

Advanced was even tighter, with John Wolfe (another AMA flyer friend of mine from Warner Robbins, GA area), and my nephew Jim Strong. When the dust settled Jim edged, and I do mean edged out John by 1-1/2 points out of 4000. Can't get much closer than that!

Now to the 6 young Experts, he he he. Cliff Hiatt brought his beautiful Andrews Aeromaster, sporting a brand new OS blackhead 60 from 1972. The engine size looked like the 40's of today, but was true vintage to say the least, and Cliff flew it expertly. Then we had Joe Walker, last years NSRCA President and another AMA flyer friend of mine, flying the Komet as well.

Honestly he flew it better than I could. Greg Hoke was sporting his brand new Banshee!!! It flew as fast as it looked, clocking in at what I'd say was 110 mph with an old school 61 engine (no pipe) which appeared to be a great mate for the plane. Then you could go on and on about Jason. He was flying the same \$100 Kaos plane that he flew at the Hotlanta Masters 7-10 years ago, and gave us all more than we could handle, (but there's always a next time, he he he). Then I pull up the rear flying my e-Curare, and with the exception Anthony's e-Dirty Birdy he flew Sunday, we were the only two contestants flying electric motors instead of glow.

Now to the young buck Senior Experts. Dave Patrick, (one of Carl Goldberg's designers from way back), he was sporting his Kaos with his Blackhead Rossi from back in the 70's, which even to this day I feel it is a far superior engine to the engines being built today. It ran flawlessly the entire weekend. SPA's President Jeff Owens flew his trusty Deception and seemed like a back and forth scoring battle throughout the entire weekend, and what a show it was!!! Dave Phillips was flying his old and well worn down lead sled Dirty Birdy while his other two secret weapons are at home nearing completion on his workbench. I'll betcha we'll be seeing one of these birds real soon!!!! Dave kept Jeff and Dave Patrick honest, and was lurking not too far back of the pack.

Think I'm just taking my already contest packed RV to the FCF flying field since all my contest supplies are there and ready to go and do it one more time in just two weeks. Guys, we've got to look in the medicine cabinet and get out the Geritol and get back to contesting.

Neither Keith Watson nor Duane Wilson had flown AT ALL this season but "what the hey"—might as well come anyway and be "with the boys". Duane went into this contest viewing it as a "...high-pressure, supervised and judged practice session". He said he was predictably DEAD LAST, but that he's actually started flying much earlier than he normally does, and only feels about half as rusty as he was before this weekend. Keith on the other hand chose to come all this way without a plane and offer himself and his judging services to Jamie —and Jamie held him to it. Keith was getting "judging practice", and quite a tan/sunburn, (when we began we didn't think we'd need canopies for the judges—but remember this is Florida). Therefore a special thanks go to Keith Watson and Jim Strong for chipping in so unselfishly to help with this first ever, (or at least in modern times), SPA contest in Florida.

Well, in a nutshell that was the short version of this past weekends contest, and it was a "gooden"!!!! For those unable to come, we miss you. It's a nice feeling to hear the sound of engines droning all day once more.



Gateway club officers President Steve Arrington and Treasurer Dave Keller were great hosts





1st Florida SPA Contest
SPA Novice Standings - Round 6 **3-25-2019 Page: 1**

There are Contestants with missing Score Records through Round 6
 These are NOT valid standings at this time.

Pos.	Name	AMA No.	Total Score	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6
1	Rufus Holton	852934	4000.0000	1000.00	1000.00*	1000.00*	1000.00	1000.00*	1000.00*



SPA Sportsman Standings - Round 6 **3-25-2019 Page: 2**

There are Contestants with missing Score Records through Round 6
 These are NOT valid standings at this time.

Pos.	Name	AMA No.	Total Score	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6
1	Anthony Sweeney	917961	4000.0000	1000.00*	1000.00*	1000.00*	1000.00*	959.61	1000.00
2	Ken VandenBosch	706415	3766.4429	911.80*	811.34	938.30*	846.93	1000.00*	916.33*
3	Peter Ferguson	1423	3589.4059	761.34	863.13*	937.13*	869.89*	919.23*	850.98
4	Duane Wilson	24218	3325.0425	852.14*	739.82*	883.58*	849.48*	0.00	0.00



SPA Advanced Standings - Round 6 **3-25-2019 Page: 3**

There are Contestants with missing Score Records through Round 6
 These are NOT valid standings at this time.

Pos.	Name	AMA No.	Total Score	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6
1	Jim Strong	733716	3983.3795	1000.00*	963.35	1000.00*	1000.00*	983.37*	911.91
2	John Wolfe	L641	3981.7987	981.79*	1000.00*	940.50	964.63	1000.00*	1000.00*



SPA Expert Standings - Round 6 **3-25-2019 Page: 4**

There are Contestants with missing Score Records through Round 6
 These are NOT valid standings at this time.

Pos.	Name	AMA No.	Total Score	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6
1	Jason Shulman	1153	4000.0000	1000.00*	1000.00*	1000.00*	1000.00*	0.00	0.00
2	Greg Hoke	76257	3955.1193	939.76	973.96*	981.15*	957.52	1000.00*	1000.00*
3	Jamie Strong	72838	3675.5144	417.52	862.06*	933.37*	917.13*	675.22	962.93*
4	Joe Walker	210036	3566.4575	837.78*	881.06*	0.00	0.00	916.03*	931.57*
5	Rafael Rivera	159736	2651.9093	569.47	608.72	693.80*	653.89*	610.68*	693.51*
6	Clifford Hiatt	69214	2313.7229	736.48*	796.62*	780.61*	0.00	0.00	0.00*



SPA Senior Expert Standings - Round 6 **3-25-2019 Page: 5**

There are Contestants with missing Score Records through Round 6
 These are NOT valid standings at this time.

Pos.	Name	AMA No.	Total Score	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6
1	Dave Patrick	112836	4000.0000	975.14	1000.00*	1000.00*	982.31	1000.00*	1000.00*
2	Jeff Owens	32631	3891.5507	1000.00*	960.43*	931.11*	1000.00*	926.03	914.58
3	Dave Phillips Jr	65858	2842.0634	624.68	713.73*	737.92*	729.90*	660.50*	623.58



Prattville Picks Up Where Jacksonville Left Off



**Fountain City
Flyers**

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www.fcflyers.com

(April 6-7, Prattville, Al.) **On the heels of a very successful** 2019 Jacksonville, Florida SPA East opener, (a mere two weeks later), the annual Prattville event took place on the smooth grass of the Fountainville Flyers club. The 2019 Cass Underwood Fountain City Flyers SPA VINTAGE Pattern Contest is now in the books!!! Jamie Strong CD has been a busy fella so far this season.

The contest started off with Friday being as close to a picture perfect flying day as possible with 8 of us out there steadily knocking off the winter rust from our transmitter sticks and thumbs as well as catching up on each other's wintertime, family and holidays. In all honesty, the visiting part of contesting stuff is as much fun, if not more fun, as the flying— No kidding!!

Before we get started on detailing our weekend event, I must extend my Gratitude to All the folks that made the trip to Prattville, (some as far as 400 miles away) to attend. The weather forecast was changing from bad to worse by the hour, but we were determined to get this contest in.

Saturday morning we started off with a brief pilot meeting and the welcoming of newcomers Sam Jackson from Kingsport TN and Chris Tomberlin from Montgomery Al. New Growth for SPA! We had 13 registered pilots consisting of 2 Novice, 3 Sportsman, 2 Advanced, 2 Expert and 4 Senior Experts. Even with the cloud cover we were able to get the event kicked off and underway just after 10Am. It became abundantly clear quickly that EVERY class was going to be competitive the entire 6 rounds of the contest.

We were going to be busy running two flight lines because 8 of our 13 contestants were going to be out on the flight lines at the same time throughout the day. Novice had Dan Jackson out of Kingsport TN flying his very first contest and Frank Wercinski from Montgomery Al. who had not flown a pattern contest in 10 years or more. Dan took the 1st place in Novice this weekend. Congratulation Dan!!

Sportsman had three contestants, Ken Vanden Bosch, Terry Boston and Chris Tomberlin and all were neck and neck till the finish. Ken ending up walking away with the number one spot in Sportsman, followed by Terry and Chris.

Advanced Class had Bill Dodge and Jim Strong as competitors. Bill's OS engine wasn't quite up to the task of pulling his Daddy Rabbit, but he still kept within reach of Jim throughout. Jim continues to climb the links of the chain of SPA classes and only needs one more link to complete the quest to the Expert Class. It does appear that all of Jim's practice is paying dividends as he ultimately won Advanced.

Jerry Black and Jamie Strong competed in the Expert Class. Flying against Jerry, I might as well been paddling a jon boat upstream at Niagara Falls. Jerry easily took first place in Expert class which is no surprise to anyone whatsoever. We are offering the Expert Unlimited Class at several of our contests this year as part of the 2019 "Year of Experimentation", The purpose of this class is that it goes beyond our legal year cut-off and expands the limits of the planes allowed to **ALL Pre Turnaround planes** as long as they fly with the SPA's engine and motor guidelines of 95 four stroke, 65 two stroke or 1400 watts. Unfortunately, we had no takers in this class for this contest.

Senior Expert contestants included Bruce Underwood, Dave Phillips, Jim Johns and Jeff Owens. I attempted to name these fellows by age from youngest to oldest.... Folks, I can only say one thing about these 4 folks, they are true ambassadors of the SPA, our hobby, and our sport. You will not find more genuine folks as these gents anywhere!! Our current president Jeff Owens narrowly edged out our former president Bruce Underwood for the contest and Dave wasn't that far behind flying his "lead sled" Dirty Birdy. You guys just wait, Dave's got several secret weapons on the bench that should be unleashed to the world soon. Just watch out for Dave, (er, uh Dave, did I just give away any secrets?)

Jim Johns, after discovering a really bad knock in his OS engine on Friday decided to receive all 10's while mentoring Gary Arthurs (FCF member) on the scoring duties all day Saturday. Garry Singleton planned to take over on the computer Sunday, but Jim stepped in Sunday so Garry S could take pictures. Garry got some really good shots!!

Also helping for the weekend from the club was Ray Kunert (helped all weekend), with others coming out for shorter stints helping out as well. Thanks guys, couldn't do this without ya (and I really mean it)!!!! I continue to be humbled by the folks who stand up in support of me and my quest to continue pattern in its past as well as its current stage of being. It's all Toy Plane Flying and its always a pleasure for me to be around these wonderful folks that are associated with the hobby. I also appreciate the tolerance and patience the competitors and their better halves show as they indulge me on some of my whims that I can get on my mind from time to time, he he he.

I'd like to close with a **BIG Get Well Soon** to Shirley Oberg with the continuing cancer treatments she is incurring at the moment and her recovery from that terrible disease that affects 1 in 10 people now. Both Curt & Shirley go back with me to my 1975 pattern flying days. As teamwork goes, Curt and Shirley are inseparable when it comes to Curt's flying pattern. As many of us have wives, dads & brothers as teammates, so it was with Curt and Shirley!!! These two are some Great people and are like a second Mom and Dad to me. Both Curt and I took a modeling break in the 80's only to find ourselves back at the hobby in the early 2000's and both picking up where we left off, while getting a little younger and better looking over time- he he he.

Thanks to all my competitors, the wives and families for allowing me to be a part of your life, (if only for the weekends! Love You All,.....Jamie Strong, CD Prattville, Alabama (Here in the Heart of Dixie !!)

NOVICE

DAN JACKSON	4000
FRANK WERCINSKI	2231

SPORTSMAN

KEN VANDEN BOSCH	4000
TERRY BOSTON	3780
CHRIS TOMBERLIN	3756

ADVANCED

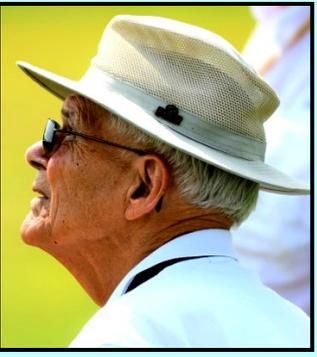
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BILL DODGE	3870

EXPERT

JERRY BLACK	3000
JAMIE STRONG	2981

SENIOR EXPERT

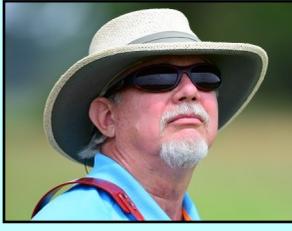
JEFF OWENS	4000
BRUCE UNDERWOOD	3974
DAVE PHILLIPS	3182



Dan Jackson flies with Jerry Black



Chris Tomberlin with his unique version of the Intruder



Frank Wercinski & e-Kaos



(Lt.) Ken Vanden Bosch with snazzy color scheme Kaos. (Rt.) SPA Presidents team up

Texas Wings SPA West Opener

By Pat Ensign



April 27, 2019 A new venue for the SPA West Spring Opener, April 27, brought a change of scenery for pilots. Texas Wings RC hosted this year's first contest, attracting 14 pilots across all classes.



Two relative newcomers joined the fun and games. Nathan Haycock flew Sportsman in his first contest in some time. Bob Smith, who flew one or two contests over the last couple years, flew in the Novice.

Pilots were excited to get the season underway and most arrived early enough that the contest started well before 9 a.m. By late morning two rounds had been completed.

The weather cooperated most of the day with mild temps and partly cloudy skies. Before mid day, though, a strong

breeze whipped up during the second round of flying and progressed into a light shower just in time for lunch. By the time pilots and workers finished what has become the traditional Texas Wings Taco Feast!, the rain was over and the winds calmed down.

Round 4 finished around 3:30 p.m. As the final scores were tallied, CD Pat Ensign drew names for pilot door prizes and made the last call for raffle tickets for chances to win one of three prizes an OS 65, starter, and Taurus kit.

Only one plane suffered severe damage. Advanced flyer Tony Stelly lost his radio and crash landed north of the field out of sight of everyone. The damage was minor and with a little tape, Tony was ready for the next round. Competing was not in his cards, however. Tony said he pulled instead of pushed and then it was too late. The Dirty Birdy took a nosedive just past the edge of the runway at center field. "It's all part of it," Tony said with his usual smile as he walked into the pits with the pieces.

Fortunately for Tony, he won the OS 65, so all he needs now is a plane! Paul Mayhan won the starter and the Taurus kit went to Pat Ensign. All pilots walked away with pilot gifts of either Super Glue or a glow plug.

The moment everyone had been waiting for had finally arrived when the contest awards were presented. Smith won the Novice class as the only contestant. Mayhan took the Sportsman class, with Frank Cox coming in second and Haycock taking third. In Advanced, the largest class with six contestants, Chris Berardi finished first, Bobby Zikes second and Eddie Bernaldez third. Less than 22 points separated the three! In the Expert class, Pat Ensign finished first, with David Dingman taking second. In Senior Expert, Bob Redmon came in first with Ken Knotts second.

A big thanks to JT's Hobbies for its continuing support of the SPA West by donating and discounting contest prizes. Thanks to Lazerworks for support with the Taurus kit.

We also appreciate club president John Ebert and all the Texas Wings RC club volunteers for providing lunch, making sure the field was in excellent condition, and ensuring the generator was powered up to run the computer and printer. Finally, a shout out to Leslie Ensign for scoring and to Jennifer Mayhan who spent the day learning the scoring system. And, a good time was had by all.



SPA Novice

TEXAS WINGS RESULTS

Pos.	Name	AMA No.	Total Score	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6
1	Robert Smith	41352	3000.0000	1000.00	1000.00*	1000.00*	1000.00*		

SPA Sportsman

The Scores for all contestants have been entered through Round 4
 These are the final standings at this time. ** Indicates score included in total.

Pos.	Name	AMA No.	Total Score	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6
1	Paul Mayhan	891050	3000.0000	1000.00	1000.00*	1000.00*	1000.00*		
2	Frank Cox	5810	2498.4038	704.10*	0.00	877.85*	916.44*		
3	Nathan Haycock	785323	1733.2704	579.45*	469.18*	426.84	684.63*		

SPA Advanced Standings -

The Scores for all contestants have been entered through Round 4
 These are the final standings at this time. ** Indicates score included in total.

Pos.	Name	AMA No.	Total Score	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6
1	Chris Berardi	250824	2948.3471	835.26	948.34*	1000.00*	1000.00*		
2	Bobby Zikes	1091	2943.5707	1000.00*	1000.00*	943.57*	878.36		
3	Eddie Bernaldez	159402	2927.4240	942.19	960.74*	971.32*	995.35*		
4	Gary Alphin	6055	2781.5874	816.95	894.62*	936.17*	950.78*		
5	Tommy Scarmardo	77400	2718.0684	853.56*	933.88*	930.61*	59.42		
6	Anthony Stelly	826451	1822.5938	913.29*	787.19*	122.10*	0.00		

SPA Expert Standings -

The Scores for all contestants have been entered through Round 4
 These are the final standings at this time. ** Indicates score included in total.

Pos.	Name	AMA No.	Total Score	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6
1	Pat Ensign	41165	3000.0000	985.15	1000.00*	1000.00*	1000.00*		
2	David Dingman	75189	2907.2850	1000.00*	918.84	952.11*	955.17*		

SPA Senior Expert Standings -

The Scores for all contestants have been entered through Round 4
 These are the final standings at this time. ** Indicates score included in total.

Pos.	Name	AMA No.	Total Score	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6
1	Robert Redmon	58073	3000.0000	1000.00*	1000.00*	1000.00	1000.00*		
2	Ken Knotts	2591	2773.2921	912.58*	885.67*	768.58	975.03*		

Somebody let the air out of this!!



Maneuvers flown with hands are nearly always 10's



Chris Berardi puts together Dirty Birdy



CD and Board member Pat Ensign makes it happen



Foam Wing Construction, My Way

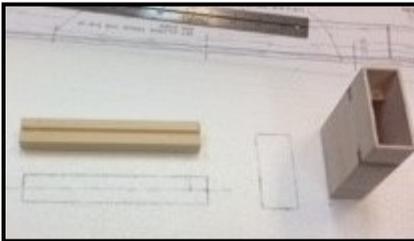
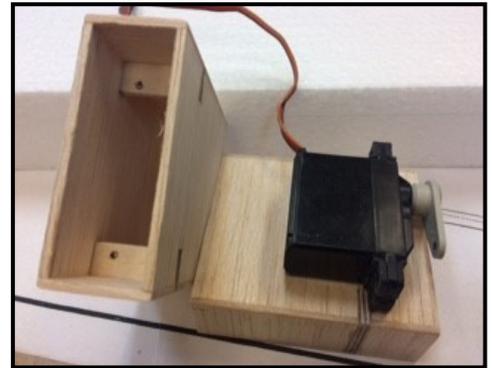
Terry Boston — SPA 698

I've built a number of models over the years with foam wings and stabs of all sizes from .25 Pylon racers to 43% models with 200cc gas burners. I have also had the privilege of talking with a number of modelers and taking bits and pieces from each of them to come up with the following way that I've found that **works the best for me.**

Note: the wing shown in the photos is for the Deception that Terry built for Jim Johns in 2019.

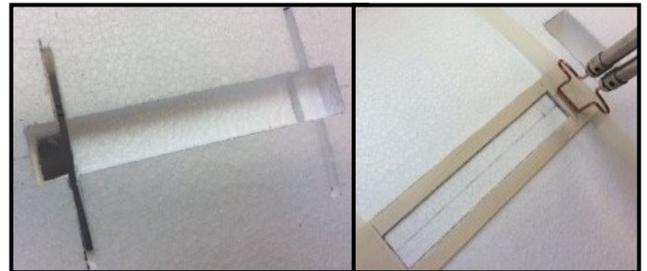
Wing Core Preparation

Start by building a servo box for each servo from 1/16" or 3/32" balsa with 1/8" aircraft ply supports. The length should be left oversize so that it can be trimmed off later. →



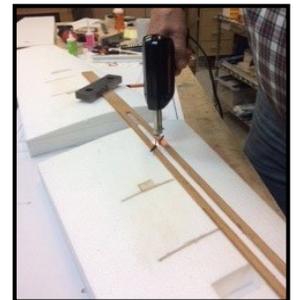
← Lightly sand the foam core and lay out the location of landing gear blocks and the servo boxes on the **BOTTOM** of the wing cores.

Cut out for the servo → boxes and landing gear blocks with supports. I use a piece of #12 wire bent to shape installed in a soldering gun. Take the time to make a template from 1/8" lite ply to make an accurate cut.



← Fit supports made from 1/8" ply and landing gear blocks in the cores for a good fit. Then glue the landing gear block, inboard support, and torque block together. Drill through tork block into the landing gear block and make sure the 5/32" landing gear wire fits properly. Cap the end of the torque block with balsa. Do not glue into the cores yet.

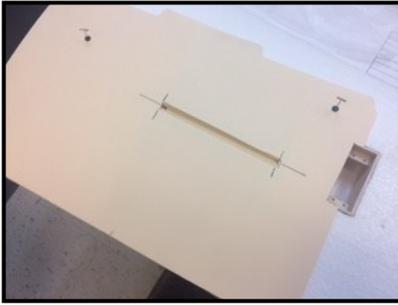
Using a formed wire and the soldering gun cut a groove in the **TOP** of the wing from the servo box area to the root with the help of a guide. →



← Next make a cap from soft balsa to cover the slot that was just cut. This step will keep the sheeting from sagging into the slot. Now glue in the servo boxes and the slot covers with Titebond or epoxy. When dry sand flush with the core surface. Be careful not to sand into the foam.

Test fit the servos and leads. →





← Before starting the sheeting, make a template of the location of the servo boxes and landing gear slot from an old file folder.

Cap the wing tip with a piece of 1/16" balsa and sand to shape. The reason for this will become evident later on. →



Wing Sheeting



← Most kits and plans will tell you to glue a bunch of sheets together and make a diagonal cut to fit the wing. But I feel that by doing this you would end up with end grain trying to conform to the shape of the leading edge especially on a wing with a tapered leading edge. The way I have done it for a number of years is to run a sheet parallel to both the leading and trailing edges. Use softer sheets for the L.E. and a bit harder for the T.E. The center is completed by running sheets parallel to the trailing edge for the top skin and parallel to the leading edge on the bottom skin. This cross graining gives you a ply wood effect and helps prevent warping.



When gluing the sheets together be sure to trim the edge of the sheets and edge sand them before gluing. →

I use Gorilla glue to attach the skins to the cores. Spread the glue sparingly on the balsa skins only. Here are my steps.

- Vacuum the cores to remove debris and dust.
- Glue TOP skin on first. Add the top shuck and pin in place through the shucks, sheeting and into the core with T pins so nothing shifts.
- Flip the wing over. Glue in the landing gear block and supports with Gorilla glue then glue on the bottom skin, add the shuck and pin in place.
- Weight it down and let it dry overnight.
- I do each wing half separately instead of stacking two together.

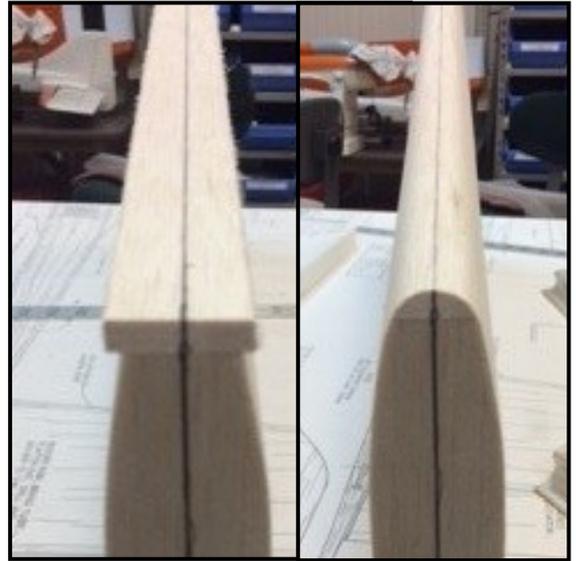
NOTE: Be sure that you have a flat surface to work on. →

I have a bench with a 1/2" thick glass surface. Then I place a piece of 1/4" glass on top of the core sandwich with lots of weight. I have gathered steel blocks over the years that I use for weight.



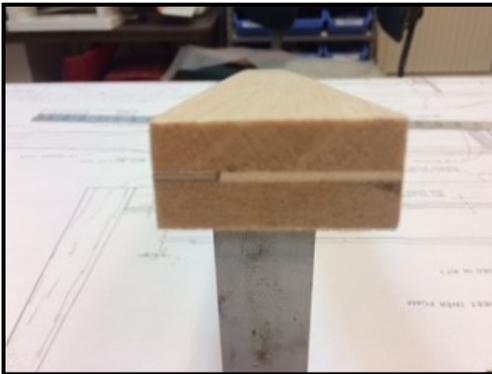
Trim the sheeting to the cores. Glue on the leading and trailing edge stock. I use Titebond but epoxy is good too. Wipe off any excess glue and hold everything in place with masking tape while it dries.

When the glue is dry, sand LE & TE flush with the root and tip of the wing. Now draw a center line on the root and tip, and then transfer it to the leading and trailing edges. These center lines help in a number of ways; first they will help when shaping the leading edge and second they give you a straight line on the trailing edge to locate the aileron hinges. →



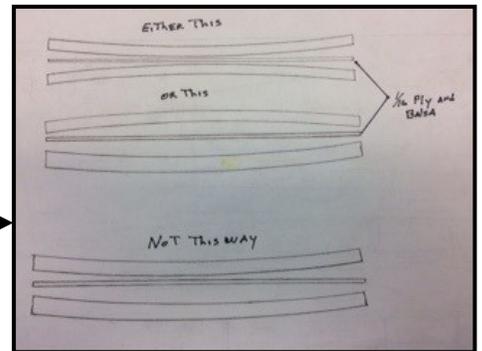
Now that part is done and it's time to make the ailerons. Measure the

thickness of the trailing edge. Let's say that it's 1/2"; cut four pieces of 1/4" balsa wider and longer than the finished size. Cut a piece of 1/16" ply about 1/2" wide the same length as the balsa stock you cut. Now is the time to use some of the small pieces of 1/16" balsa left over from the wing skins. Cut the pieces so that the → grain runs 90° (Perpendicular) to the aileron hinge line.



← On a flat surface, glue this entire sandwich together at one time using Sig polyester glass resin or slow curing (30 minute) epoxy and add weight. Trim to width, making sure the balsa side is square.

NOTE: if the wood is bowed, put the bowed pieces opposite each other when assembling the aileron - see drawing at right. This will result in a flat aileron. →



← Most models don't have full length ailerons, so mark the location of the area that will become part of the wing. Glue balsa side of that area to the trailing edge and tack glue the aileron area. Use the center lines to align it. Use a block plane and sanding block to shape the aileron. Do not cut aileron free yet.

Now lay up the wing tips using a 1/16" bass wood core. The basswood is cut to be a → guide for later hollowing the completed tip. Glue together - thick CA works well here.

← Tack glue the wing tip to the wing using the center lines as guides and shape. Break tips off and hollow out. Glue tips to the wing with thin CA.



Cut the aileron free and trim to get proper spacing. Locate and cut hinge slots in wing and ailerons. Shape aileron leading edge chamfer. To keep a nice sharp edge, cap the ends of the ailerons with 1/32" bass wood.

Using the template that you made earlier, remove the sheeting from the servo boxes and landing gear area on the bottom of the wing. Don't forget to notch the groove for the servo leads to exit on the top of the wing. →



← Sand the root to obtain the proper dihedral angle. Glue wing halves together with epoxy. Check the alignment both visually using the center lines and with an incidence meter to ensure that the incidence of both wings is the same. When cured, sand the root area to smooth out any mismatch in the sheeting. Next reinforce with fiberglass cloth. Instead of one piece, I use two pieces overlapping them in the center by about 1". Sand smooth and fill any small nicks with filler and sand out. If all looks good you're ready to cover.

Picture This-Pattern Pioneer Jimmy Grier



How would you feel if you were the person holding the camera as this plane is barreling your way inverted at pattern speeds? The pilot was the talented Jimmy Grier from "the gang" from Chicago, and the time was the mid 60s. Jimmy will be the first in a series of profiles of pattern pioneers from yesteryear that I'd like to include in upcoming newsletters. If any of you would like to submit a profile of a favorite of yours, please contact me. I'd love to include them in the series. (editor-My personal heroes Tom & Helen Brett are in the background of the insert picture presenting Jimmy's awards.)

SPA East Schedule

Date	Event & Contest Director	Location
May 18-19	Ben Oliver Memorial SPA Jimmy Russell CD	Knoxville, TN
June 22-23	Alabaster SPA Dave Phillips CD	Alabaster, AL
Aug 3-4	2nd Annual SPA East-West Shootout Scott Anderson CD	Toone, TN
Sept 21-22	Chattanooga RC Club SPA Jim Johns & Jamie Strong CDs	Chattanooga, TN
Oct 12-13	East Masters Steve Byrum CD	Cullman, AL

SPA West Schedule

Date	Event & Contest Director	Location
May 18	Golden Triangle Frank Cox CD	Grand Prairie, TX
June 8	Greater Southwest Wayne Galligan CD	Ft Worth, TX
June 29	Spring Rain Date if needed	
Aug 3-4	2nd Annual SPA East-West Shootout Scott Anderson CD	Toone, TN
Sept 7	Wichita Falls RC Club Bob Redmon CD	Wichita Falls, TX
Sept 21	Waco Area SPA Todd Blose CD	Valley Mills, TX
Oct 5	Ft Worth Thunderbirds SPA Gary Alphin CD	Benbrook, TX
Oct 26-27	West Championships Ken Knotts CD	Benbrook, TX

Two Admirers Contend For “Miss Norway”

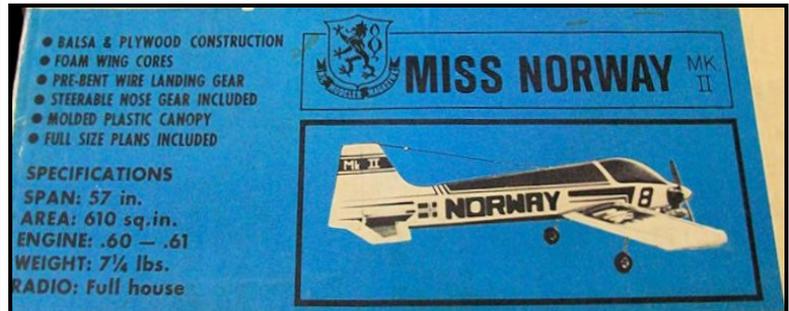
<https://www.youtube.com/watch?v=ojCikl9npJQ>

Who Will “Git Her Done”?

“I’ll Be Around”...Click on song ↑

This, is our fork in the road,
 Love's last episode,
 There's nowhere to go, oh no.....
 Jeff made his choice, now it's up to me,
 To bow out gracefully,
 Though she (M.N.) holds the key, but “Jeffy”!!!,
 Whenever you sell her, I'll be there,
 If you need a buyer, I'll be there,
 Whenever you need me, I'll be there,
 I'll be around

Please refer to the MAR-APR 2015 and SEPT-OCT 2017 issues of the newsletter for the background story...



No, we’re not talking about a beauty queen from Oslo in the Miss Universe pageant, we’re talking about an even more special Miss Norway; a petite, beautiful lady made of balsa and plywood who comes in a box. She was designed by Ernst Totland (naturally from Norway.) *The story of this particular Miss Norway began in 2015.* This Miss Norway kit dated back to 1976: How do I know it was made in 1976 you might ask? Because of the newspaper wadding inside the box to protect the goodies inside. It’s from a Mason City, Iowa newspaper with a 1976 date on the pages, (love the ads from that period), but I digress.



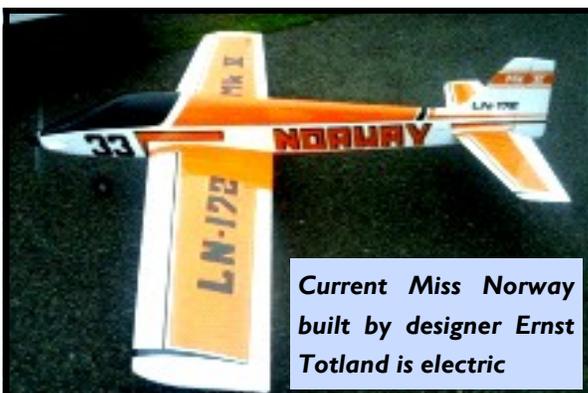
EXCHANGE CEREMONIES

(Lt.) I felt lucky to be able to buy Miss Norway from Jeff. Our money exchange is shown at left. (Rt.) Fast forward 4 years and M.N. is no closer to being built. A 2nd ceremonial money exchange photo was taken. The following pages show that Jeff definitely has no intention of selling her back to me in 2023!



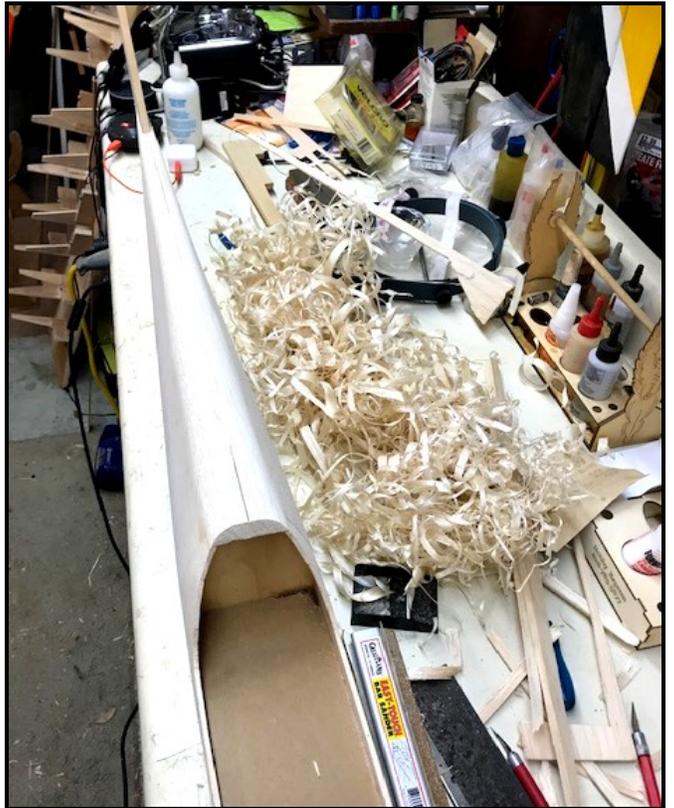
My personal interest in the plane goes way back to the **1974 RCM Flight Training Course II**, which greatly influenced my love of aerobatics. I’d recommend you get a copy if you’re lucky enough to run across one in your travels. I still have my original, and I found a second at Perry a while back in much better condition.

When I learned that Jeff found a Miss Norway kit at Perry, (a plane I had never seen only read about and admired), I had a nostalgic meltdown. Since my 20s I had always thought of the Miss Norway as a cool plane. Loved the large, distinctive canopy. Jeff had no plans to immediately build it so he let me have the kit for a quick profit. He later told me he regretted letting her get away, so four years later, when she was still in my list of kits to build, I asked if he’d like to buy her back, and he acted quickly to reacquire the Miss Norway. In spite of my love for the design for nostalgic reasons, she just isn’t quite the plane that I’d like to fly for SPA, so this year at Perry with mixed feelings I sold her back. I had more kits on hand than I could possibly build. I needed to find a good home for these kits I liked, but probably would never get around to building. If someone really wanted them, it’s better to get them out there in public and built.



Jeff thought it might be a nice idea to repeat the money exchange photo going the other way. Looks like from the photo, I’m wearing the same SPA shirt I had on in 2015. It’s one of my newer ones!

Jeff seems to have acted quite decisively about this project hasn't he, (he certainly doesn't appear to want to give her up and sell her back to me any time soon). Note he is using the Ron Chidgey fuselage jig he picked up from me at the Perry show. Between you and me (don't tell him about this), I think I'll let him finish it, then "make him an offer he can't refuse" Duane (Note the organized shop)



NEW PLANES ON THE CIRCUIT

Like newborns out of maternity wards, each new plane that emerges from the shops of SPA pilots should be celebrated. Many of us still build, (at least some of our planes), and there is a lot of work and time that goes into each new creation. If you (from the East or West), are the “proud father” of a “newly delivered” aircraft ready to campaign on the circuit, let me know and we’ll feature it in the next newsletter..... Editor



This month we start with Jim Johns’ recently “maiden” Terry Boston-built Daddy Rabbit. Power is from an OS FS-95V swinging an APC 13.5x9N prop on Cool Power 20% Pro Pattern fuel. All up weight is 7# 9 oz.



**Jim’s favorite colors
Yellow, Red & Black**

“UFO” *Seen near Knoxville*



SPA's first-ever UFO sighting was reported in the skies near Knoxville, Tn on the afternoon of April 28, 2019. The nearly silent, bright yellow UFO was doing single pass precision aerobatics for several minutes. Upon landing the object was positively identified as a newly minted, super-cool **Bridi UFO**.

After much work, time, and anticipation, Jimmy Russell was finally “ready to roll” and boldly went straight to the KCRC field to test-hop his new “pride and joy”. Early reports are that the aircraft’s first flights were quite successful—a bit nose-heavy, but a little tinkering will remedy that.

It’s always nice to get those first couple flights under your belt before serious trimming. Many congratulations Jimmy!!



If you have a newly “maiden” bird you’d like to share with the SPA flying family, please drop me some pictures and comments so everyone can share in the good news!!

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