



The *SENIOR PATTERN ASSOCIATION*

Official S I G (Special Interest Group) of AMA

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

SPA NEWSLETTER www.seniorpattern.com MAY-JULY 2019

VINTAGE PATTERN FLYING FOR ALL AGES!

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Vintage Sites (see below)**

'68 Vintage Video Posted By Gary Polinski L381 —Arizona



**At my LHS, the “guy” behind the counter never
looked like this!**

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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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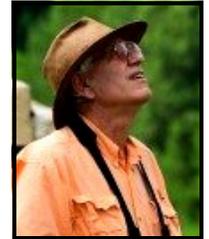


Jeff sporting baseball cap

FROM THE PRESIDENT – Jeff Owens

As I write this, there have been four contests in the East, two in the West, and the East-West Shootout is just two weeks away. This represents a great start to this year's contest schedule. Given the hot weather that we have been having and the great number of sunny days, I thought that I would relay to you a cautionary tale concerning some recent experiences I have had.

For years a baseball style cap was part of my usual flying gear. I used sunscreen sometimes – and sometimes not. Then three years ago I developed a melanoma skin cancer on my right ear. After the operation to remove the cancer – and seven lymph nodes as well – sunscreen and a broad-brimmed hat became part of my flying equipment. Then a few weeks ago the dermatologist did a biopsy on a spot on my left cheek which showed another melanoma. Too much staring up at the sky I guess. It took 7 ½ hours using the Mohs procedure to get it all. The following day the plastic surgeon used about 25 stitches to close the 3 inch scar on my face. Fortunately, he is a very talented surgeon, so I don't really look like a crewman from Pirates of the Caribbean! Don't be surprised if you see me wearing a full face sunshield (hockey mask ed.) at future contests! I mentioned this as a reminder that we all should pay attention to using sunscreen and wearing protective gear when staring into the sky for hours at a time.



Jeff with new and improved hat-Tilley?

Recently a fellow SPA member described to me the awful feeling of losing sight of his plane during a turnaround. As you pull up into the ½ reverse Cuban 8 that we usually use, the tail of the plane is pointed at the pilot more or less and the airplane can become very hard to see, especially under certain lighting conditions. After the ½ roll the plane is descending in the looping portion of the turnaround and could impact terra firma if visual contact with the plane is lost. Under these conditions I have found it useful to instead use a ½ Cuban 8 for the turnaround. Here the looping portion is done first and you usually have a better view of the wings as the plane starts coming back towards you instead of getting further away. This may help under challenging visual circumstances. The downside is that the time before the next maneuver is decreased and adjustments for placement of the airplane will be rushed. But you can always throttle back during the turnaround, thereby giving a bit more time.

Recently Bruce Underwood and Jim Johns have had back surgery. Thankfully both operations were successful and both are getting back up to speed, so to speak. I know I speak for all the membership when I say that we are looking forward to seeing them both back on the contest trail.



EDITORIAL—Winter activity in Summer?

We are in the midst of Summer, (Summertime and the livin' is easy-right?) Anyway, you can almost hear the hard practicing going on for the upcoming (2nd annual?) Shootout being held August 3-4 at the superb, manicured AMA training facility at Toone, Tn. As for me, I've been working harder than I've ever worked to try to make a good showing next time out. I can't promise it will make a noticeable difference, but if not, it won't be due to lack of practice.

Normally winter is the slowest time of the year newsletter-wise because of a lack of contests, but this year we're in the unusual situation where there hasn't been much going on overall, and *nothing at all in the month of July!* Because of all that, (and no submissions from the membership this time), the newsletter covers three months, and still may be a bit short, but that's okay.

At the Alabaster contest Garry Singleton, (a great flyer, and super nice guy), showed up with his camera and giant-telephoto lens instead of his plane, resulting in something special for those present—real nice action photos of the planes doing the patterns. Many of his pictures are good enough to enlarge and display.

Some are highlighted in this issue, and **all are available** on-line to enjoy. Hope to see you at Toone.

6th Annual SPA Golden Triangle Aerobatic Convention Grand Prairie, Tx.



June 8, 2019

Saturday, June 8th the Golden Triangle RC Club hosted it's 6th Annual SPA Aerobatic Convention. First thing, I want to thank all the Club members that participated and made the event the success that it was. Upon my arrival which was 0745 hrs, I found that Ben Bergman and Randy Mays had the generator up and running, and the grille set up. Several members were waiting to get started with the rest of the set up. Robert Wilson and Frank Flores got the coffee pot up and running so everyone could have coffee and donuts. John Nguyen and Jason Nowicki erected the canopies assisted by Pat Ensign and judges stations. The Club owes these members a debt of gratitude for their hard work and their contribution to the club. It's these members that puts the Golden Triangle Club on the map. Thanks guys, you deserve a big THANKS.

Ken Spears took the photos of the event and did a bang up job of it. Thanks Ken.

The weather was beautiful with light winds from the north which kept the temperatures in the 80s. There were moments of complete calm and then light gusts of 7 to 12 mph. Pat Ensign assisted with setting up the flight lines. We started with one flight line and got Senior Expert and Expert class out of the way, Then we went to two flights for the Novice, Sportsman and Advance classes. The flights lines went quick and we were able to get four flights in with two before lunch. After a short break for enjoying some very tasty Hamburgers, Potato Salad, Baked Beans with cookies for dessert. After lunch there were several people heard mentioning the need of naps. One pilot, Roy Rolla, lost his plane due to unknown circumstances. Other than that incident, everything went off with out any problems. Jason Wonicki was in charge of selling Raffle Tickets and he did a great job. The Tower Kaos 60 ARF was won by Wayne Galligan, the Mustang X, donated by Lazer Works, was won by Chris Berardi. A very special thanks goes out to our sponsors. The Competitors and Workers were truly excited about the items donated by ACP Composites, APC Props, Sig Manufacturing, Servo City, Sullivan Products, Tower Hobbies and Tru-Turn Spinners.



Leslie Ensign taught Jennifer the ropes in keeping the scoring. Jennifer and John did a great job!

Randy Mays and Mike Koenig manned the grille and served a great lunch of home made hamburgers, potato salad and baked beans.





Above, Frank Flores kept all the equipment working properly. (Rt) John Nguyen and Bob Smith admire Frank Cox's plane. In the background in the red shirt is Robert Wilson GTRCC's Safety Coordinator. All these gentlemen are instrumental both in the running of the club and the success of our SPA contest.



(Left) The CD Frank Cox is a busy fella. In the picture above he shares the scoring duties with Tommy Scamardo Wayne Galligan is at the controls as Chris Berardi calls and "spots". (Below left) Jason Nowicki, the club's newest member displays his NOVICE entry. He worked the event and flew in his first contest. He and John Nguyen stayed at the field and made sure that everything was put away and the trash was cleared. Thanks guys for the hard work. By the way, Jason finished by winning NOVICE

(Below right) Unusual trophies provided by Robert Oliveira and Rocker Tools.



SPA**6th Golden Triangle SPA****SPA Novice****Standings - Round 4****6- 8-2019 P**

There are Contestants with missing Score Records through Round 4
 These are NOT valid standings at this time.

| Pos. | Name | AMA No. | Total Score | Round 1 | Round 2 | Round 3 | Round 4 | Round |
|------|---------------|---------|-------------|----------|----------|----------|----------|-------|
| 1 | Jason Nowicki | 1184275 | 2750.8305 | 574.35 | 750.83* | 1000.00* | 1000.00* | |
| 2 | Bob Smith | 41352 | 2000.0000 | 1000.00* | 1000.00* | 0.00 | 0.00* | |
| 3 | Roy Rolla | 1101116 | 328.3697 | 275.21* | 53.15* | 0.00 | 0.00* | |

SPA Sportsman**Standings - Round 4****6- 8-2019**

There are Contestants with missing Score Records through Round 4
 These are NOT valid standings at this time.

| Pos. | Name | AMA No. | Total Score | Round 1 | Round 2 | Round 3 | Round 4 | Round |
|------|-------------|---------|-------------|----------|----------|----------|---------|-------|
| 1 | Paul Mayhan | 891050 | 3000.0000 | 1000.00* | 1000.00* | 1000.00* | 0.00 | |
| 2 | Frank Cox | 5810 | 797.4683 | 797.46* | 0.00 | 0.00* | 0.00* | |

SPA Advanced**Standings - Round 4****6- 8-2019**

There are Contestants with missing Score Records through Round 4
 These are NOT valid standings at this time.

| Pos. | Name | AMA No. | Total Score | Round 1 | Round 2 | Round 3 | Round 4 | Round |
|------|-----------------|---------|-------------|----------|----------|----------|----------|-------|
| 1 | Gary Alphin | 6055 | 3000.0000 | 902.46 | 1000.00* | 1000.00* | 1000.00* | |
| 2 | Tommy Scarmardo | 77400 | 2851.9633 | 1000.00* | 875.00* | 844.52 | 976.96* | |
| 3 | Chris Berardi | 250824 | 849.9727 | 295.35* | 554.62* | 0.00 | 0.00* | |

SPA Expert**Standings - Round 4****6- 8-2019 P**

There are Contestants with missing Score Records through Round 4
 These are NOT valid standings at this time.

| Pos. | Name | AMA No. | Total Score | Round 1 | Round 2 | Round 3 | Round 4 | Round |
|------|----------------|---------|-------------|----------|----------|----------|----------|-------|
| 1 | Wayne Galligan | 679374 | 2997.2202 | 1000.00* | 997.22* | 970.56 | 1000.00* | |
| 2 | Pat Ensign | 41165 | 2996.5517 | 993.72 | 1000.00* | 1000.00* | 996.55* | |
| 3 | David Dingman | 75189 | 2866.3907 | 927.52* | 906.87 | 967.83* | 971.03* | |

SPA Senior Expert Standings - Round 4**6- 8-2019**

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

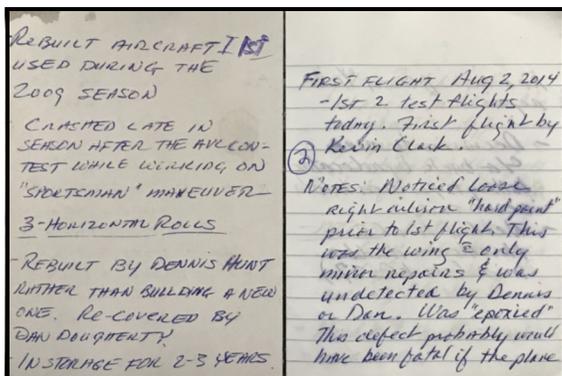
| Pos. | Name | AMA No. | Total Score | Round 1 | Round 2 | Round 3 | Round 4 | Round |
|------|-------------|---------|-------------|----------|----------|----------|----------|-------|
| 1 | Ken Knotts | 2591 | 3000.0000 | 1000.00* | 835.10 | 1000.00* | 1000.00* | |
| 2 | Bobby Zikes | 1091 | 2942.6337 | 852.38 | 1000.00* | 975.11* | 967.52* | |

Why Not Document It?

OR WHY KEEP A FLIGHT LOG??

At a contest a few years back, I noticed Jeff Owens (a pretty good pilot of both model and real aircraft), writing in a little book and asked him what he was doing. He replied he was writing in his flight log book for that model. At first it seemed to me that having to write in a book after each set of flights was a lot of effort, but at the same time, I could see it's value in being able to recall information about the plane, what was done to it, and in particular how many flights had been made on each plane. Many times I had wondered just how many flights I had on "X" plane, maybe it's 20, 50, or who knows, even 100—it was hard to be sure. To some people these kinds of things matter, and others could care less. I happen to be in the first group.

I decided to begin documenting my model's flights starting with my next new plane; in this case a mostly rebuilt **Dennis Hunt Daddy Rabbit**. [To back track for a bit of Daddy Rabbit trivia, (I believe) a Dennis Hunt Rabbit differs from the Jim Whitley approved DR 5 plan (originally obtained by Ed Hartley), primarily because it has been scaled up by 3%—the so-called 3% Rule. Why this was done I



can only speculate, but as someone currently flying both the original and Hunt versions, the resulting wingspan increase of 2", and overall slightly larger size of the Hunt Rabbit help it fly slightly better requiring less corrections, but that may also be due to other factors (possibly straighter build

of the jig-built Hunt Rabbit). Bottom line though, they both fly great now.

The first page of my "Hunt" Rabbit logbook

When Dennis originally built my Rabbit, I insisted on it having both a tricycle gear, (the only one I've ever seen built that way), and a modified tail fin. I got some push back on the second change, but things must have been slow at the time and Dennis grudgingly agreed to re-shape the fin giving it what I call a "swoop fin". I always felt the stock designed fin was awkward looking at best-ugly at worst. In order to spend \$\$\$\$ on his ARC, it had to look it's best. We made sure rudder/fin area was equal. When I eventually did repairs on my Walker-built Rabbit after a repairable hard landing, (on flight 22—I've never mastered landings), I incorporated the same fin on that plane as well.

I had flown the original Hunt Rabbit during the 2009 season and won enough contests to be obligated to move up from NOVICE. Shortly afterward, I lost it at the end of that season while practicing "Three Horizontal Rolls" for SPORTSMAN, (too many corrections at the wrong time and it "piled in" right in front of me). I asked Dennis to build me a new one, but he elected to rebuild what was left of the original fuselage while reusing the wing, stab, and fin.

My log book started with the first flight of the "new" rebuilt model in August 2014. Since then I have kept track of all the relevant facts-1) trim adjustments and what I was trying to do by making them 2) number of flights each day and the date, 3) the inevitable damage that occurred (always on landing), and the exact repairs that were made and when, and finally 4) documenting maintenance including a lot of engine troubles/swap outs, etc-really anything I want to keep.

It's interesting to know just how long I've been flying any given plane and when it was "maiden"—time flies when you're having fun. Because of the flight log, I have a pretty accurate flight count, and this particular plane (currently at 205), has more flights on it than any other plane I've flown thus far. 200 flights may not be that many for someone like Jeff, Jerry, Pat or Jamie, but for me it's a big deal!



I now keep separate logs on all my planes. I sometimes go over them like a diary, and relive certain flights, and where they were made. I see which plane I used in which contests and why, (even which plane I flew the most during a given season).

Look at this picture at left showing the legendary Ed Kazmirski **making notes in his log** at a Detroit Invitational in 1965. It confirms that keeping a log is beneficial—especially if you're competing. It puts us in good company. What seemed like a chore in the beginning I now look forward to when I get home each day—try it.

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My two Rabbits—a Dennis Hunt version above (after flight 203), and a Mickey Walker built Rabbit below. He built five models one winter and I was lucky to get #5. Used this one the last couple years.

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2019 Ben Oliver Memorial SPA Knoxville, TN May 18-19, 2019

By Jimmy Russell



L-R: Norman Bonnette, Terry Boston, Jim Strong, Jamie Strong, Duane Wilson, Dan Jackson, Les Smith, Scott Anderson, CD Jimmy Russell, Dave Phillips, Steve Drake, Phil Spelt, Ken VandenBosch, Jeff Owens, Vic Koenig and Jerry Black



Thursday afternoon had several SPA'ers already showing up to the field to set up camp and start practicing. Jimmy showed up to get some more trim flights on his new electric UFO. As the peanut gallery ohh and ahhed, he attempted a 4-point roll. During the inverted portion the motor died and controls froze. He said he was holding full down and full right as it flew a perfectly straight line into the trees. Jimmy emerged from the woods with what was left of the UFO. He kept his sense of humor saying to Jim Johns and Phil Spelt "you think it's still legal? I just clipped the wings a bit." Les Smith came all the way down from Michigan to fly with us again this year. Those same trees grabbed his Astrohog on Friday during a dead stick attempt. Both the UFO and Astrohog were retrieved by wonderful KCRC members and will fly another day.

Saturday morning rolled around and we had 16 registered pilots. A couple regulars were unable to make it. Bruce Underwood had to call off his first KCRC contest ever. We hope you get to feeling better Bruce! The real treat of the weekend was watching Jamie Strong coach Norm Bonnette flying a 47 year old Lou Andrews Aeromaster. Jamie would take the Aeromaster up, hand the controls to Norm and calmly talk him through every maneuver. Norm hailed from central Kentucky and had a smile on his face the entire weekend. We had 2 Novice, 6 Sportsman, 3 Advanced, 3 Expert and 2 Senior Expert contestants. Judges were at a premium due to large Sportsman class and few in the others. CD Jimmy Russell even stepped in to judge several rounds. A big thanks to Keith Watson who drove up from Atlanta and judged several rounds for us. We kept the flights going till 4pm and managed 4 rounds in each class on Saturday.

The only casualty during the contest was had by Dave Phillips with his new Killer Kaos. He experienced a dead stick and overshot the runway. His pretty yellow and black Kaos cartwheeled. He assured us it will be fixed soon. Since Advanced and Senior Expert were sewed up Saturday, we opted not to fly those classes Sunday. The forecast was supposed to be pretty windy around 11. Jimmy had both flight lines back in the air a tick past 9. We flew back to back expert rounds while Novices flew back to back on the other flight line to get their 6 in. Then he sent sportsman to the expert flight line for their 5th and 6th rounds. We cruised through the remaining rounds before noon. Once all the dust settled Dan Jackson took first with 4k in Novice followed by Norman Bonnette with 3365.

Sportsman was a real tight race with Scott Anderson squeaking out the win with 3940 followed closely by Ken VandenBosch with 3827 and Terry Boston in 3rd with 3758. Advanced had Jim Strong showing that he has it, and all that practicing really shows with 3k. Jimmy Russell wasn't far behind with 2960 and Phil Spelt back competing was having trouble keeping the canopy on his new Kaos and brought in 1564. In Expert it was Jerry Black putting on a clinic with 4k. Jamie Strong was close behind at 3914 with Steve Drake getting used to that new reverse point roll keeping them honest slightly behind at 3691 for 3rd. In Senior Expert Jeff Owens cruised to 1st with 3k. Dave Phillips was having engine and radio issues most of the contest but still put in a good showing.

Jimmy Russell had nice pile of goodies sponsors donated for the raffle. APC, Sullivan, Sig, Balsa USA, Performance Model Aviation and CCK/HobbyExpress all donated items. Lets keep these company's in mind and support them. They are all American and trying to keep our hobby alive. Just about everyone walked away with something. The grand prizes were 2 Killer/Ultimate Kaos short kits designed by Jimmy and cut by Mark Ackerman at CCK. These were won by Jim Johns and Ken VandenBosch. Thanks to everyone that came out to help.

It sure was a good one! If you missed it, you sure did! Hope to see you next year!

Jimmy Russell, CD **PHOTOS:** <https://seniorpattern.com/results/2019/KCRCResults.html#photos>

Alabaster 2019

By Dave Phillips
June 22-23, 2019



The Alabaster Pilots sent a Get Well card to Bruce Underwood and Jim Johns, both of whom are recovering from back surgery. L-R: Norman Bonnette, Jimmy Russell, Duane Wilson, Jeff Owens, Warren Oliver, Charie Johns, Fred Robertson, Sean Robertson, Ellis Newkirk, Dan Jackson, Anthony Blair and Bill Dodge. Holding the home-made sign as only they could do it - CD Dave Phillips' grand kids Maddie and Will

Well, the Alabaster SPA contest is in the books for this year, and we had some up and downs, as always, guess that's what drives a CD crazy. First of all the weather guessers were telling us temps were going to be in the mid 90s, with a heat index of 105 deg. with a small chance of rain. Turns out we had a nice cloud cover and a 5 to 7 mph wind that kept the day a little less than miserable!! The field was in great shape thanks to Danny for cutting it right before our contest and it was perfect !!

The pilots started coming in on Thursday, with Ellis Newkirk, Jerry Black, Jamie strong and Charlie Johns being some of the first to arrive. After a short hanger session with everybody doing the meet and greet thing, the airplanes came out and practice began.

Saturday morning started off with my wife Peggy getting everybody signed up, with a couple of very noticeable people missing, Bruce Underwood and Jim Johns, both recovering from surgeries. All the guys sent a heart warming hello and get well soon to them both. Registration goes very smoothly due to Peggy and her keeping everything organized, and I don't have a clue to what I would do with out her help. She is very good at taking money also! We had a total of 17 pilots which I thought was a great turn out for this time of year.

After a short Pilot's meeting to go over the necessary rules, the flight order was ready for the 9AM start as predicted. I found out something that may be helpful to other CDs I never once gave out the flight order as they all looked where they were on the board! We set the two flight lines up with Novice, Sportsman and Advanced on flight line one and Expert / Senior Expert on flight two. Don't know how or why but it went smooth as could be !! Great Job to all. We got in 4 rounds for the day as was expected and every one was tired and ready to take a break from the heat. As soon as we stopped flying, a monsoon moved in and washed out the rest of the day! We all blamed it on Warren Oliver as he as going to do some practice flying and had to land due to it raining!! Little did we know the flying was over, as Sunday came around with a 200 foot ceiling of fog and no wind. A couple of the guys went up to see how thick it was, and lost their plane at the top of a small loop. We waited around as long as we could, thinking it might clear. After looking at the weather radio from the airport telling us it was not going to lift right away. I then had to make a decision to call the contest! I know everybody came to fly but it just did not work out for us .

We had 4 contestants in Novice with Dan Jackson taking First Place followed by Dr. Fred Robertson in second, Anthony Blair in third, and second time participant Norm Bonnette in fourth. Unfortunately, both Norm and Anthony lost aircraft, Norm the day before the contest while practicing, and Anthony during the event. Both pressed on with backup planes, and ended up having a good competition.

Sportsman only had two contestants but was the closest battle on the board! Charlie Johns took first over Duane Wilson 2978 to 2975 for a total of 3 points separation.

| NOVICE | | EXPERT | |
|-----------------|------|---------------|------|
| Dan Jackson | 3000 | Jerry Black | 3000 |
| Fred Robertson | 2716 | Jamie Strong | 2934 |
| Anthony Blair | 2440 | Warren Oliver | 2884 |
| Norman Bonnette | 2373 | Steve Drake | 2782 |
| SPORTSMAN | | Ellis Newkirk | 2700 |
| | | SR EXPERT | |
| Charlie Johns | 2978 | Jeff Owens | 3000 |
| Duane Wilson | 2975 | Dave Phillips | 655 |
| ADVANCED | | | |
| Jimmy Russell | 3000 | | |
| Jim Strong | 2916 | | |
| Bill Dodge | 2809 | | |

The Advanced class had a total of three contestants with two of the young gun's going at it like they have in the last couple of contest ! Jimmy Russell won this time 3000 with Jim Strong in second at 2916 followed by Bill Dodge at 2808 !!

Expert was our largest class with a total of five contestants with Jerry Black taking the win 3000 to Jamie Strong a close second of 2934 and Warren Oliver in third at 2884. Steve Drake was fourth at 2782 followed by Ellis Newkirk at 2700. Good flying guys !

Senior Expert had three pilots entered with Jeff Owens taking the win with perfect scores across the board ! Your truly was in second with having everything under the sun go wrong - from the from half of my motor coming off to losing one aileron then the muffler coupling broke, and lost muffler pressure, engine died and a dead stick landing again. What can I say! Keith Watson signed up and did not fly, but we were very glad to see him and I hope he can get back to flying soon.

We had a couple of airplane kits along with some goodies from Sullivan, Sig and Balsa USA that Jimmy Russell had donated for us to give away! The two airplanes were won by Warren Oliver and Jim Strong!

With all of this being said I must bring up our two grandchildren Maddie and Will along with Anastasia (Anthony Blair's daughter) for all the help with running the score sheets ! They did a great job in-spite of the heat.

It was a fun event and I'm looking forward to next year! If ya didn't make it this time we will look for ya next year.

Dave Phillips, CD

SPA East Schedule

| Date | Event & Contest Director | Location |
|------------|---|-----------------|
| 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 |
|-----------|--|-------------------|
| 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 |

Alabaster Flights In Pictures

Garry Singleton has a nice SLR camera, and a great and impressive-looking telephoto lenses, plus he knows how to use them like a pro, (do you appreciate just how heavy those lenses are to hand-hold?) He took about a gazillion of the nicest pictures I've ever seen (many in-flight), at the Alabaster contest. They show just about everybody, their airplanes, and super nice, difficult to get action photos. The entire photo collection is at <http://www.fcflyers.com/2019junealabasterspa.html> I'm not sure if Garry took them all, but I've chosen a few of the best for the newsletter. Some demonstrate a typical flight sequence...



(Top) Jerry Black puts in another first-class flight with his Bootlegger. Jim Strong is featured (in the middle), with his Curare, and finally a collage of "Team Phillips" and their Killer Kaos.

Alabaster Photo Gallery Continued:



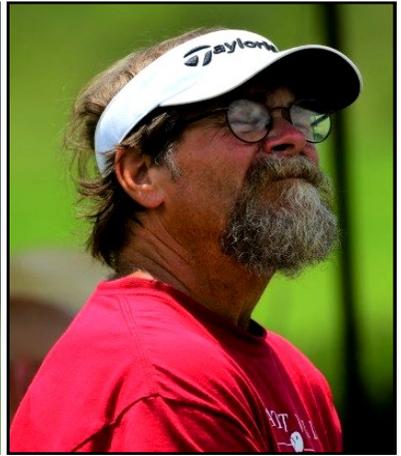
(Lt) Performing Point rolls, post-flight discussion below



A typical flight from start to finish:

Garry systematically captures just about everyone in a series of candid photos throughout the Alabaster contest. Each pilot no doubt enjoyed going through the slideshow while looking for their own flight action and close-up photos. It's rare to get such detailed and clear in-flight pictures. I, for one, plan on enlarging a couple of the pictures taken of my Rabbit for the office wall or maybe a small album.

At left we have SPA president Jeff Owens and Crew Chief Lori Bush as they fly one of Jeff's rounds off the nice Alabaster grass.



(Above) Jamie Strong is all business carrying Jim's Curare and later flying his own. (Below), The photos (that I love), prove 1) that I had at least one really nice take-off, and 2) at some point in the flight, my wings were level. It's a Mickey Walker built Daddy Rabbit, now with "swoop fin"



Pictures Continued



Dave's Grandkids are the best— Thanks Maddie



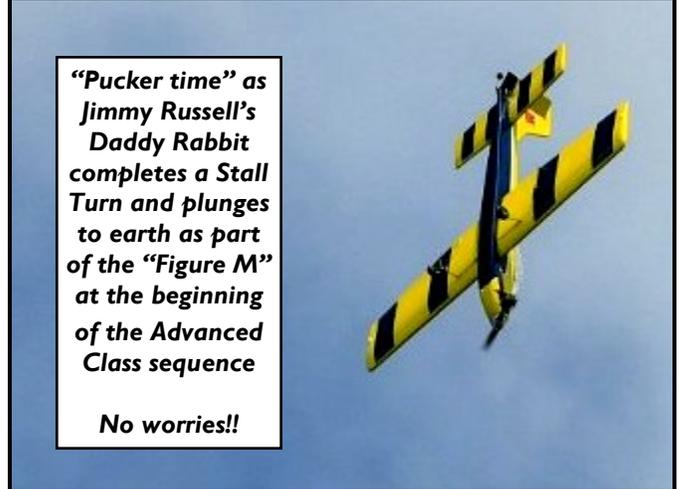
Norman Bonnette's Aeromaster & admirers



Jamie Strong and Charlie Johns



Joe Boxer and ??



"Pucker time" as Jimmy Russell's Daddy Rabbit completes a Stall Turn and plunges to earth as part of the "Figure M" at the beginning of the Advanced Class sequence

No worries!!



Say Hi to *Scott Wallace* SPA 140

Here are a couple photos of my latest SPA model you may be able to use in the newsletter. Bridi Dirty Birdy built from a Bluejay kit. OS 61SF and JR XG14 radio. Finish is silkspan and dope (Koverall on the wing) with automotive clear top coat. Weighs 6 3/4 pounds which I'm happy with. Flies great!

I'm in upstate NY and have tried to get SPA interest up here without luck, there are a lot of VRCS events which have similar rules & philosophies to SPA. **I have a growing fleet of SPA legal models** and will need to plan a trip to Knoxville sometime to compete (wish there was still an event in Asheville).

My dad was Hale Wallace who was a very well known flier in the 60's-70's and was a good friend of Mickey Walker.



Best Regards,
Scott Wallace
SPA 140

s.j.wallace13@gmail.com

New Arrivals from the SPA Maternity Ward

Vic Koenig— SPA East



Vic's color schemes and paint jobs are getting better all the time aren't they? Way to go Vic! Are you sure you want to risk this one?

If you have a "new arrival" at your house made out of balsa, plywood, fiberglass or related airplane stuff that you'd like to share with your SPA family, please drop me an email and enclose some nice pictures like this. All "baby pictures" of the airplane variety that I receive will be happily included in the following newsletter. After all, you've spent a lot of time and effort building it, (or paying for it), so why not show it off a bit.

BTW--Jimmy Russell
-if you'd like to send any "human type" new arrivals they can be featured as well.
Just a thought.

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