



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**

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VINTAGE PATTERN FLYING FOR ALL AGES!

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Check out Scott Anderson's new ad on page 2.
Ultimate/Killer Kaos, Deception, Tipo & More

**"There will be
fun a-plenty in"**

Happy New Year!

2020

"Sorry Bruce-Best I could Do"



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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FROM THE PRESIDENT - As I write this, the date is December 22, 2019. That means that it is likely that you will be reading this after Christmas, but maybe before New Year's. At any rate, let me take this opportunity to wish everyone in SPA-land a Merry Christmas and a Happy New Year! Not much has happened regarding SPA activities since my last column. Indeed, I haven't flown much since the Masters. But at this time of year we can begin making plans and looking forward to the next contest season. The tentative East Division contest schedule has been posted. We are still waiting on some information concerning the proposed

Masters contest in Toone in October. And a CD is needed for the opening contest in Jacksonville. Jamie Strong has been working hard to fit our contest schedule into those of the IMAC and NSRCA camps since we do have a number of members who fly in both of those events, in addition to SPA contests! Don't forget that the Perry Swap Meet aka the Southeastern Model Show is coming up on February 28 and 29, 2020. SPA will have several tables there. Also, the annual Board of Directors meeting is upcoming. Traditionally, this event is held in late January, although a specific date has yet to be set. Keep your eye on the contest calendar and Discussion List as the date of the BoD meeting will be posted there.

Speaking of the BoD meeting, I am working to set the agenda. There actually are rather few items to be discussed at this point. I did summarize the situation with the Memorial Trophy in my last column and this may be an item for discussion. If there are few items to discuss we may try to do this via email/video conference to save both time and money. On the other hand, if any of you have thoughts for things that should be discussed, please let me know. A full agenda will no doubt warrant a face-to-face meeting. That has always been for me a fun way to catch up with members and get ready for the new season. So please send me ideas for discussion and, if you are able, make plans to attend the meeting if you can – it is always open to all members. So, in closing, here's to a great new season of friendly SPA competition! Cheers! Jeff



EDITORIAL: Well, it's 2020 and we start another decade of SPA. Although we normally don't think very far into the future, I think it's a fair question to ask whether or not we will still be flying SPA as we enter 2030. Some of us might and many of us won't. The question is, "will we be successful as an organization in bringing new people into the fun of flying competitive "simple and inexpensive" single pass pattern of some sort, or will we and SPA pass into modeling history, having had our time in the sun, (or sweltering landfill heat)? Will those flying RC, (if the FAA doesn't kill us off) still be flying aerobatics that don't cost an "arm and a leg", or will we be moving on to something else? We'll see. At this point in my life I want to live each day as a gift from God. Personally I don't know how much longer I'll be able to be competitive? All I know is that for the past fifteen years, I've had the fun of getting to know and being with the greatest guys I've had the pleasure to meet. I enjoy hanging out, watching and judging about as much as the competition itself—and it's also less stressful and at times less frustrating.

One different approach we might consider to increase membership might be to **remember** all the many former SPAers we've flown with over the years, many of them moving on to what they thought were greener pastures—or perhaps during transitional times when electrics weren't allowed. Maybe they might respond positively to a fresh invite to come back and fly with us again. That's how Mickey got several of the pilots for the 20th Anniversary reunion—he contacted them and they came. We all know guys who used to routinely fly with us on the circuit, and these folks already know how much fun SPA can be. Think about it...

THE CULLMAN, ALABAMA CONTEST & STEVE BYRUM—END OF AN ERA?

Cullman ✈️
AEROMODELERS
Burdeshaw Field
Visitors Welcome
All AMA Rules Enforced

Back in 2018 the Cullman R/C club commemorated it's 20th straight year holding an SPA contest—quite a feat for sure. This past season we met once more for the twenty-first not knowing at the time that it would be the last time we'd have the sun rise directly in our faces, or see that familiar Burdeshaw Field Cullman sign that indicated that we were finally there.



It may be that the decision not to hold an event in 2020 is only a temporary decision for this **Steve Byrum in 2010** year or maybe a couple years, (we can always hope,) but in case it is permanent, I wanted you to know a little bit more about the Cullman contest's contribution to SPA history, and its regular CD Steve Byrum.

Those who have been members longer than I have, please correct me about any of details I may get wrong, but I think it's fair to say that Cullman was one of the three hubs of SPA activity for many years, the others being the Paulding County field near Atlanta where Chapter #1 was formed, and the KCRC field outside of Knoxville, Tennessee. The Masters (now the East Masters), and Memorial Trophy fly-off would take turns being staged in the state of one of these hubs each year.

The very first SPA contest was held near Atlanta in 1992. After that there were many contests held in Georgia, Tennessee, and in different cities in Alabama, but Cullman's first event in 1998 was the beginning of a 21 year run. From then on, we always knew that **Cullman, Atlanta, and Knoxville** would hold contests each year without fail, with other cities filling in the rest of the schedule. Now only Knoxville remains of the original primary sites. Cullman was a logical site for an SPA venue as there were a number of expert pattern fliers residing within easy driving distance of the area, including Sid Austin who owned a hobby shop in town. Sid was quite involved in the early years of SPA along with Steve Byrum.

Steve originally joined SPA in the early '90s, and became active as secretary-treasurer. He contributed articles to the newsletter, (including the one on the next page.) For you folks in the West Region who haven't had the pleasure of meeting him personally, Steve is a truly likeable guy who at the same time radiates an air of respect and authority without even trying; people naturally listen to and respect what he says. While he has been the sole CD for the Cullman contest for all of those twenty-one years, something that I think many of us may not realize is that he hasn't been able to personally participate, or travel to other events for at least half that time. Steve's work schedule made it impossible to even practice, still he continued to dedicate himself each year to stage the Cullman contests, (and often the Saturday evening get-togethers), while not flying himself.

On a personal note, at my request, Steve coordinated with several of the SPA wives to help stage a 60th birthday party for my wife Penny, (who had privately lamented to me that she had never had a birthday party just for her). Her birthday fell on that contest weekend. She will never forget that contest, or the fuss that was made over her. Thanks! Steve, hope to fly with you again when/if you retire some day. "May the force be with you".

Bobbi Johns, Lori Bush, Beverley Lubbe, and Steve made Penny feel like a "60 year old Princess"



Left: Penny's Cullman Birthday party 2017 Below: Steve in his circuit days at lower right as part of the "Fab Four". Joining Steve (clockwise) is Jerry Black, Bruce Underwood and Eric Nessler-2006



My apologies Steve for using and abusing this picture of you over the years each time you are featured, but frankly Steve, **it is the greatest picture of you ever taken**—that's what you get for "hamming" for the camera...Duane



EASY POINTS..... by: *Steve Byrum*

(Originally Mar-Apr 2007)

Many pilots give up points through carelessness when they are not being scored. This is very prevalent in Novice. It's still present in Sportsman, and is seen occasionally in Expert. **I'm referring to the trim pass and turnarounds.** Because we're not being scored, it's easy to relax and just flip the plane over. The result is often a completed turnaround which ends off the desired heading for the next maneuver or out of position otherwise.

The thought process goes something like —Ok, I'm headed back in, but it's at an angle so I'll roll just a little to fix that. Getting pretty close, so I'll call the maneuver. —Beginning Nowll. (Whoops, this

isn't going to be very pretty). Oh well, completell. What has happened is the pilot entered the maneuver **just a little off heading** which he has tried to correct by banking the plane a little until it's in the right place. What the judges saw was that the plane enters the maneuver off heading. **CHA-CHING**, ONE point gone. Oh no—wings aren't level.... **CHA-CHING**, another point gone. **You're already at 8 and really haven't done anything yet.** Things will likely get worse from here. By exit time, you're displeased with your effort, so you just call —complete" and get out of it headed toward the next turnaround. Your wings weren't level on exit. **CHA-CHING**. You were still off heading.

CHA-CHING. You got no better than 6 because of wasted points on entry and exit.

Take your time in the trim pass (throttle down to about 1/2 to 3/4-editor). Actually **look at the plane** to be sure it's in trim. **Do the turnaround ON PURPOSE.** By this I mean, **don't just let it happen.** Put the plane exactly where you want it. If you don't like the setup, **DO NOT CALL THE MANEUVER. As long as you haven't called the beginning of the maneuver, you can turnaround again.** Make sure you are **on the line you want at the heading and altitude you want with your wings level BEFORE you call the beginning of any maneuver.** Don't ask how I know this. BTW—Use an experienced caller to help with the setup, too.

Aviation 101: Aviation "Pearls" to Ponder Your During Quiet Moments

Originally Intended for Full Sized Aircraft, but it still holds true..*Courtesy Ed Lyerly*

- Flying is not dangerous - crashing is dangerous.
- If God meant man to fly, He'd have given him more money.
- A fool and his money are soon flying more airplane than he can handle.
- It's easy to make a small fortune in aviation. You start with a large fortune.
- It's better to be down here wishing you were up there, than up there wishing you were down here.
- Always remember you fly an airplane with your head, not your hands. Never let an airplane take you somewhere your brain didn't get to five seconds earlier.
- Speed is life, altitude is life insurance. No one has ever collided with the sky.
- The only time you have too much fuel is when you're on fire.
- You know you've landed with the wheels up when it takes full power to taxi.
- A male pilot is a confused soul who talks about women when he's flying, and about flying when he's with a woman.

***Choices, choices...* 2-Stroke vs 4-Stroke vs Electric**

The Pros and Cons of Each. Is there a “Best Choice” ?

By Duane Wilson *My thanks to Jimmy Russell, Vic Koenig and Jamie Strong*

As we look back in time to the mid-to-late 1900s, we realize that although life has become more convenient with all the new technology, it's also become far more complicated; we have choices to make now that we never had to concern ourselves with or even dreamed of in the past. “Back when” for example, there were only three major TV networks, (and if you go back far enough, they didn't even broadcast 24/7, (remember early risers looking at the test pattern until the day's programming began?) Now look at all the choices—so many channels, and streaming etc. that we don't even know what all the channels are.

**Restored original Merco .61
owned by former world
champ Tom Brett (1966)**



The same principle applies to today's R/C propulsion systems. What was once simply a choice between brands of 2-stroke glo engines, (if you're old enough you remember the ones like the Merco above, without mufflers-only baffles). Next came the 4-strokes, and now we have an explosion of greatly improved electric systems, and even the small 60-size gas engines to choose from. **Each propulsion system has its own advantages and disadvantages.** If one system had been clearly superior in all respects from the others, we'd all be using it, right? Instead we need to look at each of the different propulsion systems, at all the pros and cons associated with each, and decide on the system that **works best for us.** Since we all have priorities, and different likes and dislikes, we will probably never all come to the same conclusion as to what is best—it's only what is best for each of us individually.

This article will compare the pros and cons of each system as described by several accomplished SPA pilots, (and me), who have all started out with basic two stroke power-plants and have changed over and tried other methods over time. This group has, (at least for now,) focused on electric propulsion, while admitting that “burning electrons” isn't R/C Utopia—there are still some definite drawbacks. There is no conclusive answer to the question—it's more of a discussion. We welcome your input on the Discussion List to what we're saying here. What are YOUR pros and cons? **First the 2-Stroke-**The 2-stroke is the RC standard for our era of pattern aircraft. Nearly all of our SPA-legal planes were designed for a .61 two stroke, and that alone is a good enough reason for many to use this kind of powerplant today. The smell of the glo-exhaust, and the high-pitched whine of a smooth running 2-stroke just feels right and traditional. Compared to 4-strokes they are simpler in design and usually present with less mechanical problems. They are easier to maintain. Once you get the mixture and idle right, you're usually ready to go without a lot of muss and fuss, other than (of course), the glo residue common to all IC engines, which finds its way into places it shouldn't.

Continuing looking at the downside, sometimes bad things happen with IC engines, like leaking fuel tanks that can soak and weaken the firewall and the inside of the engine compartment, so fuel-proofing this area is a necessity. Oil residue as mentioned, also likes to seep under plastic covering material—such is life when using an IC engine.

2-strokes do not provide an immediate response to throttle input; there is a slight delay as they need to “spool up.” The pilot quickly adapts to and anticipates this and adds power before actually needed to allow for the delay, but other propulsion methods offer more immediate response to throttle stick input.

Common to any internal combustion engine is a high level of **vibration** that takes its toll on the airframe of a model, so planes with IC engines are generally built “beefier” (translated heavier), to better handle the vibration.

Finally, (but most important in today's world), the high RPMs produced by 2-strokes presents a huge problem associated with them, namely NOISE. Even muffled, a 2-stroke running full-bore (while it might sound great to us), often becomes an irritant to others who live within earshot and don't appreciate aerobatic pattern. They don't like the high-pitch drone of the 2-stroke. **More flying sites are lost to this one factor than any other.** SPA faced this problem head on around 1998 at Knoxville, (one of our primary contest sites), when the local club began receiving complaints from those living in the area.

Enter the 4-Stroke- In an effort to preserve the Knoxville contest venue and reduce noise, the use of 4-stroke engines (which tend to have a less annoying and lower pitched exhaust note), was proposed and eventually adopted. This caused an immediate rift within SPA as “purists” rebelled against using an engine that never was intended to be used in the original vintage aircraft. Others took to the new engine out of necessity and to try something new and different. They soon discovered that the 4-stroke had more advantages than simply a better noise profile. The 91 O.S. 4-stroke, (word quickly spread that this was the preferred setup), delivered greater torque for better vertical Performance, plus it was easy on fuel consumption. The response to throttle input was faster as well, and slowly, 4-strokes began to take over as people realized that overall performance was better than a .61 2-stroke.

On the negative side, the 4-strokes were much more complex engines with many more moving parts, in turn requiring more maintenance to keep them running their best. **They were great as long as they were running well,** but if not running optimally, flight performance suffered and flame-outs would mean the end of the round—bummer.

To be successful, we essentially need the engine in top condition all the time if at all possible. It really helps if you knew how to disassemble and perform mechanical work on the engine. Those not as mechanically inclined thankfully are often helped by friends who will do whatever needs to be done. I am of the latter group and I'm very grateful to those people who have helped me with my 4-strokes over the years, (you know who you are).

The 4-stroke is also several ounces heavier than the 2-stroke. This quickly led to modifications on the aircraft plan form which over time resulted in a whole "Pandora's Box" of aircraft mods that caused all kinds of strife over the years. The most common change done early on was to make the model about two inches longer to make up for the extra engine weight. Planes went from the conventional tricycle gear set ups as they were designed, to "tail-draggers" in order to save the weight of the nose wheel to counteract the additional engine weight.

The Modern Electric— Since we are all familiar with the relative advantages and drawbacks of IC engines, let's now focus more on modern, higher efficiency and capacity electric systems. The, (relatively speaking), "new kid on the block" is electric power or SPA size pattern planes. Of course, electric has been around for a while now for your smaller Park Flyers, but only over the past ten or so years has electric made major advances in performance for larger pattern models. I remember the first time I saw an electric powered full-size two-meter pattern plane demonstration at Joe Nall a number of years ago. The guy was putting on a great show when he suddenly landed and a couple guys raced toward the plane at full speed, tearing off the canopy and doing whatever else they could to cool the thing down. People kind of chuckled and joked about their being a few "bugs" that needed working out. But the die had been cast, and electric for the most part is now, if not the standard, fully accepted as a viable propulsion system for 2-meter AMA pattern, and if it's good for them, it ought to be good for us.

The person I remember as being one of the earliest to go "full bore" into electric was Ed Lyerly, (please read Ed's two excellent articles on electric power in the JAN-FEB 2013 and MAR-APR 2013 issues of the newsletter.) They were ahead of their time. The JAN-FEB issue in particular also contains great comments by then fledgling electric pilot Jamie Strong, with great contributions from electric "aces" Warren Oliver, and Vic Koenig. This information is just as valid now as it was then and answers many of questions potential electric newcomers might have now. Here is the link to the newsletter index and article: **INDEX** https://seniorpattern.com/NL_Index.html

JAN-FEB 2013 <https://seniorpattern.com/nl/2013-01-02.pdf>

Just as had happened with the addition of 4-strokes to SPA, another division within our ranks was caused by the addition of electrics. There was no equivalent standard, and of course, electric power was never seen back in the day. For one year, electrics were banned in competition as the BOD wrestled with what to do. Others wanted the freedom to try out the constantly improving technology and used huge props which outperformed glo setups. After that year of picking up the pieces and sorting things out, the BOD voted to again allow electric power and adopted Warren Oliver's recommendations for power and prop length. Limiting prop length limited the earlier advantage that electrics held over internal combustion engines.

Since then electrics have gained popularity within SPA, though today they are still outnumbered by conventional IC



engines (both 2 and 4-stroke), especially in the West where 2-strokes predominate. That said, life-long Expert 2-stroke and 4-stroke modeler Jamie Strong has totally gone over to the electric side, as has Vic Koenig, and more recently Jimmy Russell, (next page.) Some of us (like me), are sitting on the fence and toy with the idea of electric power out of curiosity. That of course is normal whenever something new comes along.

I personally have a couple models with an electric set-up, the most recent being my sixth King Altair, begun several years ago as an electric by my friend Kevin Clark who competed in SPA a while back as an Expert. Having flown several 4-stroke Kings in the past, I was looking forward to seeing how this plane would fly with an electric setup. Turns out it flies well for my type of flying, and I'm happy with it. Unfortunately, it's in "the shop" right now after my first solo "landing". I'm still learning to adjust to the differences in landing a plane with electric power. It somehow ended up landing upside down, (a first for me.) Not good, but I hope to do better this coming season.

Jimmy Russell also went the electric route with his Bridi UFO. He had an early mishap as well, but the rebuilt one is already up and flying. I don't know if he is fully committed to electric yet or not. Time will tell for both of us.

There are trade-offs with each type of propulsion and electric is no exception. So, what are the pros and cons of electric? Let's naturally start with the "pros". Most obvious is the almost total lack of noise because all you hear is



Ultra sleek Bridi UFO-Hobby Express kit



Cooling slots helpful for ESC and motor



Spacers for proper fit



Jimmy's very neat setup with Castle Talon 90 ESC and Cobra motor. Note simple external arming device

propwash and the whoosh of the plane going by. A field will never be lost due to noise complaints, (though in all honesty, the sound of the engine is part of the experience, and lack of flying noise is something to adapt to).

Vibration is a byproduct of the internal combustion engine, placing stress on the airframe and forcing you to build stronger with more reinforcements and greater weight. Less vibration with electrics allows you to save weight in the build, (but as you'll see later, you'll need every ounce you can save later on when you add the battery.)

While things can certainly go wrong with an electric set-up, there is less chance for mechanical failure (aka flame outs) caused by too rich or too lean fuel mixtures or dirt in the system; all these can be devastating in a contest situation ending a perfectly good round. Electric appears to be more reliable in general operation, though things can still go wrong with electric systems. Overall however, they tend to run more reliably over the long haul which can result in less lost rounds due to mechanical failure.

Other advantages—there is no problem with deteriorating glo plugs, or a changing C/G due to fuel being consumed and shifting within the plane, and of course, no oily residue to have to deal with at the end of the day. You also avoid the inevitable leaking tanks, fuel-soaked firewalls and engine compartments which require repair.

All this sounds pretty good so far, but there are significant inevitable negatives with electric with must be taken into account. Some of the following may just be a question of making common sense adjustments to your flying style, though they may present real deal-breakers depending on your point of view.

1) Properly discharging the battery for safe storage is essential; there is no saving a fully charged battery for next time. There is a certain danger associated with large LIPOs like the 6-S batteries we use. I know of one person who will not try electric for that very reason—he has either read of or heard of too many horror stories, If "armed", electrics can go to full power without intending it if a switch, or throttle stick is hit by mistake sending your plane flying across the basement, or into other planes at the field, not to mention what it can do to your fingers. This can't happen (as easily), with glo engines which require deliberate effort to start. You must develop an attitude of respect for any electric set-up. Leave props off while working at home, have an external arming switch to inactivate until needed, and routinely use it.

Just like when first learning to fly glo power, there is a learning curve for electric flight. In fact, the curve can seem steep at times, and if you're not an electrician by trade, there is what I would call a lot to learn. There is an "electric jargon" that takes time to learn. It takes time, (at least in my case), but you start with the basics about batteries, their properties, proper charging of them etc., and add more details over time through experience.

You must think in terms of the LIPO battery on board as your fuel, and 6-S batteries are **majorly heavy--heavier than glo fuel**. You need to use the smallest battery (i.e. smallest tank) possible to keep the plane in the weight range you want, (building light is important), yet with enough "juice" to complete the sequence of maneuvers in the flight. Therefore, the amount of **throttle input** used throughout the flight must be much more carefully managed with electric compared to glo (because batteries weight more than an extra ounce or two of fuel). You can't go roaring around the sky at full throttle doing huge turn-arounds. You must carefully manage your throttle throughout the flight if you're going to have enough power to make it to the end. Save full throttle for the verticals only, fly slower, and make smaller turnarounds. If you love the exhilaration of speed for speed's sake, we may have lost you already. To make matters a bit worse, the E-power available during the flight reduces by about 10-15% as the flight progresses, which isn't as noticeable in the lower classes but Advanced and Expert sequences are longer and more power hungry.

You buy all your fuel "up front" with electric power which is neither good or bad, but is a fact of life. There is a big investment up front. Batteries must be properly maintained and stored. If they are handled carelessly or dropped, (damaging the internal structure), they can easily cause a fire, (as in serious fire), or at the very least, battery life can be dramatically shortened if you don't learn and follow the rules. If there are back-to-back rounds, your batteries must already be pre-charged, (BTW-once charged, you must either use the battery in a flight or need to discharge the battery to the proper storage voltage as soon as possible. Leaving a battery fully charged will shorten their life and can be potentially dangerous. On the other hand, discharging the battery too much, either by flying too long, or not storing at the proper voltage either dramatically reduces the life of a battery (that costs well in excess of \$100) or makes the voltage irretrievably low and the battery totally useless. That's what battery maintenance is all about, and LIPOs are pretty unforgiving—you either play by their rules or you almost surely risk paying some kind of price.

TO BEC or NOT TO BEC?—Early on you had to have a battery to run the prop and a second battery for the receiver and servos. This added lots of weight.. Manufacturers later added a **Battery Elimination Circuit, (BEC)** to reduce the LIPO voltage to run the radio while powering the prop. Many BECs in larger ESCs contain a switching function between 5V to 6V depending on the servos you use-6v allows digital and more powerful servos associated more with SPA flying. The BEC eliminates all that extra battery weight which is a great advantage to save extra weight (that big 6S is plenty of weight by itself). The question we individually need to ask is whether or not to rely on the BEC that comes with the ESC. There are strong opinions on each side. Certainly for small Park Flyers the BEC makes total sense, but for larger, heavier aircraft (with our 6S LIPOs), weighing six to seven pounds, a few extra ounces for a redundant battery seems a small price to pay for added safety—the peace of mind is worth it for some. Relying on the ESC and built in BEC means that should something go "south", you are finished. I've personally heard enough stories of electricians with BEC only going in with unexplainable radio problems that at my stage of knowledge, I simply feel more comfortable with the redundant battery. All my LIPO powers is the motor. There are reports that some switching BECs can generate radio interference that may reduce range. ** I'd prefer not to take the risk, but other successful pilots have never had a problem. No reason to say more here—it's personal preference-no right or wrong.

I mentioned earlier that 4-strokes have a faster response to throttle stick input relative to a typical 2-stroke which tends to take a little time to "spool up". The electric gives an even more immediate response to throttle input, either up or down and nearly instantaneous. It slows down on a proverbial "dime" compared to IC engines which helps in the lower parts of loops to maintain a more constant speed. The response is also very pronounced on landing approaches where you can actually turn off the motor if the throttle is cut all the way. This takes some getting used to maintain throttle during landing, (please don't ask me how I know this).

So how do we choose between 2-strokes, 4-strokes, and electric? The good news is that there is no wrong answer; it's purely a case of personal taste as we weigh the pros and cons and determine what is most important to us. We tend to look around us to see what the other guy is doing, and sometimes we are intrigued enough to want to try it ourselves and see how it goes. We'll try something out and either stick with it, or go back to what we used before, already being familiar with its performance. Some have tried 4-strokes and gone back to 2-strokes just because of their greater simplicity and reliability. Some don't want to "mess" with high output LIPOs and the procedures needed to properly maintain them. Some like the response to stick input that one system delivers compared to another. Some don't like to clean off oily residue, and electric is where the "hi-techiness" is. I agree with both of Jimmy Russell's summary statements on the ultimate choice, "...coming out of the bottom of a Split-S wide open [electrics] don't give you that "rush..." and especially 2) I'm on the fence on what is the ultimate competition setup though I still think it's hard to beat a 90-95 4stroke [running at its best]. in a seven pound airplane with a 8-10 oz tank. I choose electric for the longevity of the airframe..." In my case I'm drawn toward greater reliability. What do you think?

New Arrivals: Keep 'em Coming



From Ken Vandenbosch—Ocala Florida area: This my new Killer Kaos. The plane is the Jimmy Russell version of the Kaos. I received the semi kit in a raffle at the Knoxville contest last May. Terry Boston attended the contest and took the kit back home and built the airframe for me. Terri is a master builder and he did a wonderful build of the plane. I covered the plane with MonoKote and installed the radio. I am looking forward to the first flight. Thanks Jimmy and Terry!

***Plane is powered by a Nova Rossi 57. The weight with radio and engine is a light 6.5 pounds.
Cute palm tree (editor)***

Another new Bootlegger from the Vic Koenig "Skunkworks"



It's just a tick under 7 pounds "all up weight" with Scorpion motor and Talon 90 ESC, wing tubes & battery. Three blade prop gives several ounces more pulling power

2020 SPA Contest Calendar

SPA East Schedule

Date	Event & Contest Director	Location
TBD	2020 SPA Board of Directors Mtg.	TBD
Feb 28-29	2019 Southeastern Model Show	Perry, GA
April 25-26	Prattville SPA J. Strong & L. Hill CDs	Prattville, AL
May 16-17	Ben Oliver Memorial Jimmy Russell CD	Knoxville, TN
June 27-28	Alabaster SPA Dave Phillips CD	Alabaster, AL
Sept 19-20	CMJ Roberta SPA Greg Hoke CD	Roberta, GA
TBD	2020 Masters/East-West Shootout Scott Anderson CD	Toone, TN

SPA West Schedule

Date	Event & Contest Director	Location
TBD	2020 SPA Board of Directors Meeting	TBD
April 18	Golden Triangle Frank Cox CD	Grand Prairie, TX
May 17	Buzzardaire Texas Wings Pat Ensign CD	Newark, TX
June 13	TDB	
June 27	Spring Make-Up Day	
Sept 6	TBD	
Oct 3	Waco Area SPA Todd Blose CD	Valley Mills, TX
TBD	2020 Masters/East-West Shootout Scott Anderson CD	Toone, TN
Oct 24-25	West Championships/Thunderbird Field Ken Knotts CD	Benbrook, TX

Inspirational Thought for the New Year

I dream of a world where chickens can cross the road without having their motives questioned



I know what you may be thinking right now; You say “what does this have to do with RC or precision Aerobatics?” The answer is “**nothing**”. In reality, this is a picture that hangs on the wall of our favorite pizza place, and I’ve always thought it was amusing and clever. I said to myself, “I’ll share it with you and hope you get a chuckle out of it.”

On second thought, the road might make a good runway—it certainly looks deserted enough. You can tie RC into almost anything if you try hard enough. Hope you feel inspired as we start 2020.



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