



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-JUNE 2020

VINTAGE PATTERN FLYING FOR ALL AGES!

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VICE PRESIDENT-

Frank Cox

WEBMASTER &

SEC/TREASURER-

Jim Johns

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Mickey Walker

Bruce Underwood

SPECIAL PROJECTS

Jamie Strong

APPOINTED-At large

Phil Spelt/Keith Watson

ELECTED-

Scott Anderson-East

Pat Ensign -West

EDITOR-

Duane Wilson

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**Historic Air Shows Over Major Cities
Blue Angels & Thunderbirds Fly Together**

<https://www.youtube.com/watch?v=IjESy0CnYPw>

This has been a most unusual SPA season during a most unusual time! If someone had told me on March 1st that the country could come to a virtual standstill based on medical advice of epidemiologists, I wouldn't have believed it possible. But it was possible! In the course of a few days, most of the familiar social activities we've known our whole lives were gone, with only designated "critical services" allowed. In the end this probably saved lives and was necessary, but it's been a trying time for everyone-and traumatic for many.

Now, as society begins to open up, we know we're still not out of the woods-not yet.

If however you look hard, *there are a few "silver linings"* amidst all the uncertainty of the times. For example, where else would you see the Blue Angels and Thunderbirds flying together all over the country, or see famous musicians performing music on Facebook from their living rooms. We're also seeing the insides of a lot of famous people's homes.

So what do we in SPA do? You know what many of our members did—they built. In an ironic twist, the best way to use our time constructively was to "construct" another new project, and (fortunately?), building planes takes time to construct and finish—a lot of time, so "lucky us", that we had the perfect way to while away a few months, and now we have many "new arrivals" to display. With the shutdown, the only "news" to discuss are the shiny new aircraft that are now slowly making their way to a flying field near you. They will eventually be unleashed to compete when the contest season finally resumes as we adjust with masks and "social distancing." Some members sent me info on their new arrivals and others presented here I lifted from the **SPA Facebook Group**. If you aren't already a member, the group is a good way to take the daily "pulse" of our members.



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



Bruce & Jane Underwood

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FROM THE PRESIDENT – Jeff Owens

The 2020 season has turned out to be nothing like it was supposed to be! The COVID-19 pandemic put everything on hold, as one can see from the number of cancelled contests. That means that pattern activity has largely been limited to building, as Editor Duane Williams describes elsewhere in this issue. Referring back to the Jan-Feb 2020 column, there was a discussion of various types of rules utilized around the world for competition with classic pattern planes. Certainly, members of SPA have struggled to come up with ideas that would help stem or reverse the drop-off in attendance seen over the past few years at all types of pattern competition. One such proposal, put forward by Vice-President Frank Cox, is to allow the use of retracts as an option in all classes above Novice. This is seen as a way of attracting more contestants, some of whom fondly remember the fun of seeing a plane flying with retracts. Since it would be a major change to SPA rules, it was decided to have the membership vote on it. In order to allow time for debate it was decided by the Board of Directors to have the vote in June 2020. Of course, with the cancellation of so many contests there have been few opportunities for competitors to discuss the issue in person. The Discussion List has also been eerily quiet these days, as well. Stay tuned, as this matter will be discussed and a vote will be scheduled soon.

We are in the second year of our two-year election cycle. That means that the three Officer positions (President, Vice-President, and Secretary/Treasurer) will be up for a vote later this year, so be thinking of candidates to nominate. It also means that a new set of pattern sequences will need to draw up, although we really haven't flown the current sequences for the full two years.

My pattern flying has been limited to my Real Flight simulator. The county is moving our field to make way for an NCAA cross country facility. They are creating a new field for us, installing electricity, and building a new pavilion – essentially recreating what we had built in the old location. The new field has been leveled and filled (360 dump truck loads of dirt), seeded and fertilized using the same mix they use on the athletic fields, top dressed with more soil and loads of sand, and checked with a laser to ensure that it is level. Quite an undertaking! However, this all takes time. And the bids were held up for awhile on the pavilion. Everything is in progress now, so we'll have a great site "soon"; I look forward to getting back in the air with my newly completed Daddy Rabbit.

I was packing up the SPA display at the end of the 2019 Perry show when an exhibitor stopped by with what he said was a Super Luck Fly deluxe kit. He was selling it for \$25, but had no takers. He didn't want to take it home, so he gave it to me. Fast forward to the present. It turned out to be a Little Super Luck Fly – the 40 sized version. It has a 57 inch wingspan so I thought it might be just right for one of my OS 55 AX engines. I started building it – really almost just assembling as the wings are sheeted with a type of thin plywood and the fuselage was mostly assembled including a ply covering to the foam turtle deck. It came time to cut slots for the fixed gear wood mounts and then install them. For decades I have done this using various forms of flexible silicone sealer in order to provide a bit of shock absorbing so that the hardwood blocks wouldn't rip out of the foam. I have used a product called "Shoe Goo" for this with good results. I went back to working on the fuselage after I had installed the blocks. When I checked back a few days later I was horrified to see that the blocks fell out of the wing and that the foam had been eaten away in large areas of both halves of the wings! Whatever type of foam was used, it was definitely not compatible with Shoe Goo!! Fortunately, I had some blocks of foam that I could cut up and wedge into the gaping holes. I then reinstalled the landing gear blocks with epoxy and reinforced the area around each block with fiberglass cloth and epoxy. What a mess! The plane is now nearly ready for Monokote. But first, I have to move everything out of each room in my house as I am having the wall-to-wall carpet replaced with hardwood flooring. What a project! Among other things, my Lionel train layout had to be taken apart and packed away. And my building/Monokote room has to be cleared out, as well. The installers will be here in about a week, so, with Lori's help, I am packing, sorting, and moving stuff. It will be like dominoes – move all the boxes and furniture out of one room, install the flooring, move stuff back and empty the next room, etc. When it is all over I look forward to maybe getting in some stick time at the new field.



RETRACTS OR NO?

*As an active SPA member, an author of articles on SPA, and a Board of Directors member for over ten years, I have many times felt duty-bound to explain SPA rules to others, (usually from outside of SPA.) I've defended the rules upon which SPA was founded, and why those rules helped make the Senior Pattern Association the success it has been. I wish I had a nickel for each complaint made on the issue of why SPA hasn't allowed RETRACTS or TUNED PIPES at its events. Years ago I spent a "fun" evening at the first (combined) BPA/SPA pattern meet with diehard retract flyers defending SPA to them. The argument was, if we would loosen our rules, more would come—back then these objections were mostly a smokescreen—they weren't going to come regardless. Now, reality is causing us to seriously reexamine the retract situation as times are changing with less early pattern pilots. It is apparent that turnout has decreased over the past few years. There are many causes, with retracts and pipes being just two of them. To be proactive, **several East and all West CDs** allowed retracts in EXPERT CLASS as an experiment over the 2019 season. The results are inconclusive, but the developing trend is toward less restrictive rules.*

*At the last BOD annual meeting in January, a proposal was made to **eliminate the "no-retracts" rule in all classes except NOVICE** (as AMA did back then), to make retracts a non-issue. Many former pattern pilots who post on the SPA Facebook page routinely install retracts in their planes and want to use them. Simplifying rules may be perceived as being more open and welcoming. In the end, we need to reach out to the remaining pool of pattern pilots, not only flying EXPERT, but **ALL CLASSES**—but is this the right way to do it? Another important consideration—we want to do everything possible to **UNIFY SPA EAST and WEST** so the regions are not operating under separate rules. A lack of unity leads to division - counter to what we're trying to achieve.*

Since the proposed rule change is such a major revision to established SPA rules dating back to its founding, it was decided that the entire membership should vote on this issue, so what follows is a presentation of the case FOR and AGAINST changing the rule. After reading these PROs and CONs position statements Jim Johns will arrange a vote of the membership.....Duane Wilson-editor



We Now Need Retracts as an Option

Frank Cox– SPA Vice-President

I was a pattern flier way back when it first stated. I remember when the Taurus was the greatest pattern plane of all time, and ***AMA pattern was the only game in town*** besides sport flying. I've seen the pattern world grow from those beginnings to its hey day, but increasingly, many forces are eroding our pattern base as modelers now have multiple competition options to chose from, (i.e. choices in competitive aerobatics include AMA pattern, IMAC, helicopters, jets etc.), all competing with us for people.

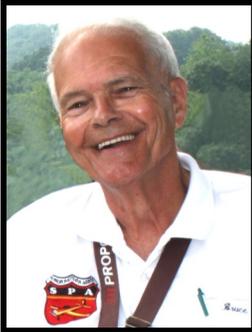
To bring back the pattern fliers no longer attending, while attracting new people, and maintaining current membership, we must offer more. The same restrictive rules that leveled the playing field early in SPA's history have been recently hurting us. People want freedom of choice, (within engine and size limits) in the planes they fly, and the option for retracts—that's what many flew in the 70s, Pilots designed their own planes and thank goodness they did because look at the planes we have now. There were no rules about design, retracts, or pipes, only the engine size limitation. The available pool of pattern fliers today routinely flew that way; that's what made pattern great back in the 70s. I have noticed an uptick of guys bragging about the plane they just built. Three or Four years ago this was something rarely heard. People have broadened their horizons on different planes to build—a little experimenting is going on, for many that's part of the fun.

Realistically, ENGINE SIZE is the single most accepted limitation that everyone will readily accept, again because our prospective contestants come from the era when the .61 2-stroke was the limit set by AMA.

That said, any self designs, must be in the vintage-style genre, (not a present, state-of-the-art, computer-designed ARF).

SPA has a reputation (by some prospective fliers), of being a rules-heavy and restrictive organization—those rules conflict with what many former pattern pilots fly. Let's remove the most restrictive rules while preserving the essence of non-turnaround, single pass competition of .60-size, vintage style era planes.

In summation, I feel the need to allow increased freedom of choice in what the membership flies. We certainly respect Mickey and the original intent of the rules, but in modern times, we need to do ***something, anything we can,*** to bolster the SPA rolls and participation. I've seen many people on our SPA Facebook group building otherwise legal planes with retracts-some with pipes, (though it's not my intention to include pipes in this proposal, I know that some events allow both). I'm afraid we will cease to be a viable organization if we can't field more contestants at our contests. It's not worth the trouble of the CD and the host club to hold contests with a handful of people. In the future we may end up only having "fun-flys."



***KEEP THE PRESENT RULES...
SPA Retracts Rules In Effect
Since Our 1992 Founding
Bruce Underwood SPA L15 Past President***

Active members and especially officers are genuinely concerned about the diminishing number of participants at SPA contests. This is a growing concern, I've noticed, in organized model events of ALL types, not only SPA, Pylon racing, Free Flight, AMA pattern,

Our Directors are considering, as are the aforementioned other groups with possible modifications of rules and regulations that'll, perhaps, serve as a "magnet" drawing other participants. One of our Board Members avowed at our annual meeting this year that "if SPA would allow retractable landing gear in all it's classes above NOVICE, this might solve the problem". The Board agreed to allow his proposal to be voted upon soon.

As one of the two "original" Board Members still active, I asked the other, Keith Watson, "Keith, I said, as the other original Founder still active, how do you feel about allowing retracts in SPA aircraft?" He thought awhile, then replied "I don't think much of it, since, when Mickey founded the SPA, he wanted to keep the costs of participating models within the reach of most any RC modeler and retracts were not necessary for excellent performance of an RC airplane, but just an expensive (for most) addition".

As I recall the founding and organizational gatherings prior to establishing our association, Watson's remarks were "right-on-the-money. SPA sought models of like composition, inexpensive structures that most any RC'er could afford to build with like power with our winners determined by the skill and performance talents of the pilots.

The Director proposing the addition has had his ear bent by a couple suggesting "if you'd allow retracts on SPA planes, ole so-&-so that flies AMA and his friend would probably fly SPA with that airplane".

For years now, several CD's (who retain the option) have opted to allow modelers to fly in SPA contests with airplanes with retracts just left down. Very few takers. Several years ago, Steve Byrum, Cullman, Alabama CD held an OPEN class for later model airplanes than SPA recognizes and with retracts to participate. Only two takers, Eric and John Nessler. They both flew the next several years with approved SPA planes and no retracts. Unfortunately, they are among the numbers of our "regulars" who've had "family-matters" and other things lead to their not flying SPA pattern regularly.

Mama Nature and her natural "aging-process" is another element leading to the diminishing number of SPA pilots. Why do you think these teenage video game whiz kids do so well in RC pattern? I'm glad you asked; it's called reflexes, and keen eyesight. Sometimes the spirit is willing, but the flesh is weak. You really have to "have it all together" physically to be able to compete at a high level.

We all know that the consistent class winners in our SPA events have been those pilots who've practiced the most, burned the most fuel and do it on a consistent basis. My humble opinion is "these are the pilots that will continue to win because they are willing to pay the price". It's just unfortunate, in my humble opinion, that our current generation has evolved into an "instant-gratification" bunch who has the "wherewith" to go to the hobby store, buy a Chinese or Japanese built model with all the goodies on it, (like retracts)...and go right to the field from the store and fly it. The "scratch-builders" are talking about the "good-ole-days" from their recliners at the Senior Centers.

I intend to vote "against" the proposal to allow retracts simply because I don't think they'll enhance participant numbers.....but, if YOU think it will help motivate more contestants let your vote count.

Best wishes to ALL for a successful 2020 at the flying field. So far (June 8, 2020) our local field is COVID-19 free. Here's hoping yours' is as well.

SPA

WORKSHOP

Look for an Explosion of "New Arrivals"

Well, what do people do when they're "locked down" at home due to conditions beyond their control? Better let me rephrase that-what do **SPA** people do? Well of course, they build-a lot! Chances are there's going to be an "explosion" of new arrivals when the season finally resumes. This newsletter will be heavy with pictures and descriptions of them. I'm sure there are more, but these pictures are a summary of the work from those who sent info to me, plus a few pictures I lifted from the **SPA Facebook Group**....ENJOY!!



Here are photos of my build and the finished product.
Eye-catching color scheme (ed.)

- Built from the original Kirkland plans 1970 and magazine article from Model Airplane News.
- Ribs, wing jig and formers were laser cut by a local guy.
- Dual elevator pushrods, pull pull rudder, dual aileron servo's.
- O.S. .65AX 13x8 Zoar wooden prop.
- Tail dragger landing gear.
- 5.75 lbs all up weight.
- All Mono Kote... no paint except for the cockpit detail.

Wayne Galligan



Kirkland (Original) Intruder





Reidar Johansson...Miss Norway(s)



Interest in SPA extends to The shores of Norway. In spite of the distances involved, Reidar has been following SPA for some time and has contributed to the newsletter in the past.

Keep in mind that our president Jeff Owens and I have had an ongoing admiration for the Miss Norway since it first appeared in the R/C Modeler **FLIGHT TRAINING COURSE II** back in 1974. As has been featured in earlier newsletters, Jeff is in the process of finally building the Miss Norway kit he first found at the Perry, Ga. show a few years ago, I'm looking forward to getting his impressions of how it flies whenever it's ready!



About my build. By Reidar Johansson

Number 1. is built just like the plan of the MK-II model with no changes.

Number 2. I had to do something with the engine mount so the engine header could clear the nose leg. The pipe located under the fuse looks much nicer.

The engine is mounted about 12 degrees from straight down to the left side, seen from behind. So behind the engine, it's really crowded with nose gear steering, throttle wire and fuel filling, fuel ventilation and the header, but it works. I have used pull-pull on the rudder, and on elevator I have used dual elevator bellcranks; it works fine and is easy to adjust elevators inline. You can see where the battery is. The OS Hanno is heavier than the Kraft engine including



silencer. The tuned pipe is more or less around CG, so the CG is spot on in both planes without any lead for balancing.

The fuselage is covered with glass fibre cloth and painted. Tail and wing are covered with Oracover film. (made in Germany.) Weight of models: No. 1 2830 gr, (5 lb 14 oz), and No. 2 3020 gr, (6 lbs 5oz.) wings 490 gr. (16.3 oz)

Reidar answers some questions below in a mini e-mail interview:

1) Why do you like the Miss Norway and want to build them—any personal reasons in your background, and do you know the original designer? Have you flown with him? How well do you know him?

I wanted to build 2 Miss Norways because I love classic pattern . It has been my wish for many years to build this model that my friend Ernst Totland designed in the '70s. I have known him since 1970, he was a member of our club, Forus RC klubb www.forusrc.no until he moved to Sweden as an Aircraft Engineer at SAAB Aircraft.

2) What are the flight characteristics of the MN? Tell me anything you'd like me to know about how it flies. How many MN have you built.

As I have not flown my models yet, I do not have any knowledge of how it flies. (good luck—editor)

3) Have you ever experimented with the wingspan or fuselage length to see what differences it might make? I've sometimes considered adding a little more wing area and a couple inches more length?

No information here as I have no experience.

3) Anything else you might like people to know about the Miss Norway?

Another club member has also built 2 Miss Norways and they are great flyers.



Mike Clements

Finishing Up the Arrow



Frank Cox- "New/Old" Tower Kaos 60

My Tower Kaos 60 that I obtained from another SPA member is recovered and trimmed with Super Monokote. Powered by O.S.MAX .65 AX and guided by the hand of God, (editor-God would get all 10s), and a Taranis X9D 16 channel radio. The up and coming model is my Granddaughter Zoey.

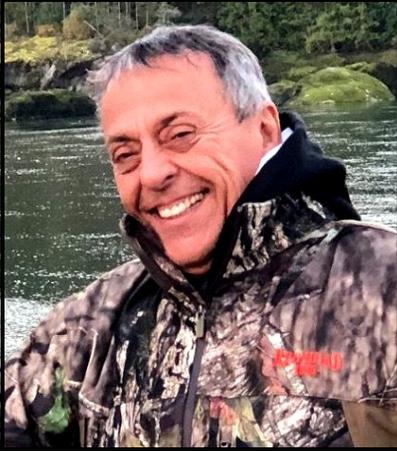
(ed-picture is really of Zoey posing with "some plane", but don't tell Frank).



Yes, that IS a **FOUR DIGIT AMA NUMBER** OS Max 65AX, Taranis



Roger Henault –Calgary, Alberta Canada



Sig Kougar In “Snowbird” Graphics



My 1st cousin Ray Henault was the chief of military staff for the Canadian Air Force. He flew with the Snowbirds and was the inspiration for this project. The Sig Kougar kit was built basically per plan and was finished with “ZPOXY.” The fuse and wings are glassed. I used 3/4 oz cloth and applied 2 coats of ZPOXY.

For paint I used Dupli-Color sandable Primer 2 coats sanding between

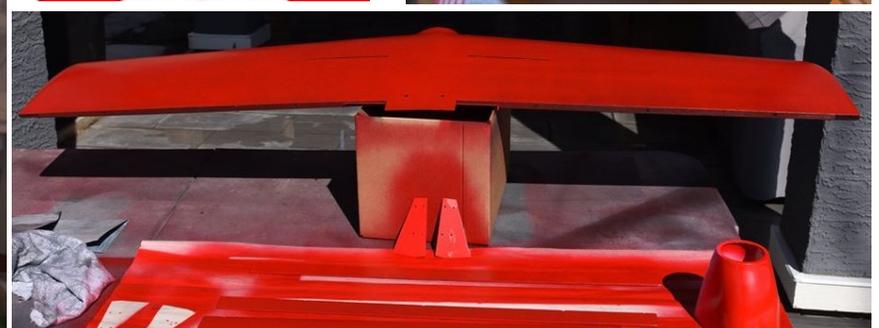
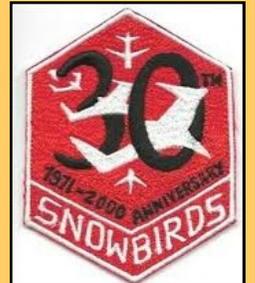
coats. For the Color I used Dupli Color for the red and white-again 2 coats for each. Light sanding between coats as well. These paints are automotive paints found in Canadian Tire. Cali Graphics provided the high quality Snowbird decals. Took a while to get them.

We could use some SPA activity in Canada—how ‘bout it Roger?



This classic short-coupled Sig aerobat and sport favorite isn’t seen much on the SPA contest circuit, but everyone agrees it’s a “cool” looking little

plane, especially when done in **Canadian Snowbird Aerobatic Team** colors.





Norm Bonnette's Cutlass

Norm's at it again, this time he's building a new Cutlass. This is the guy who first joined SPA by (not totally) flying his original Aeromaster Bipe, (Jamie took off and landed for him.) People might have thought "here's a guy without a lot of confidence..." Well, that was last year and now is now! Norm's Cutlass joins his "fleet" of brand new planes--**Phoenix 8**, and **Killer Kaos**, (I think that's all), and Norm's ready for action! He's "chompin' at the bit" for SPA competition!

Norm reports that he just "maiden'd" his **Killer Kaos** last week and has begun his fine tuning trim flights. He "just flew it around" on the first flight, then added in a couple maneuvers before landing—reports it flies great!!

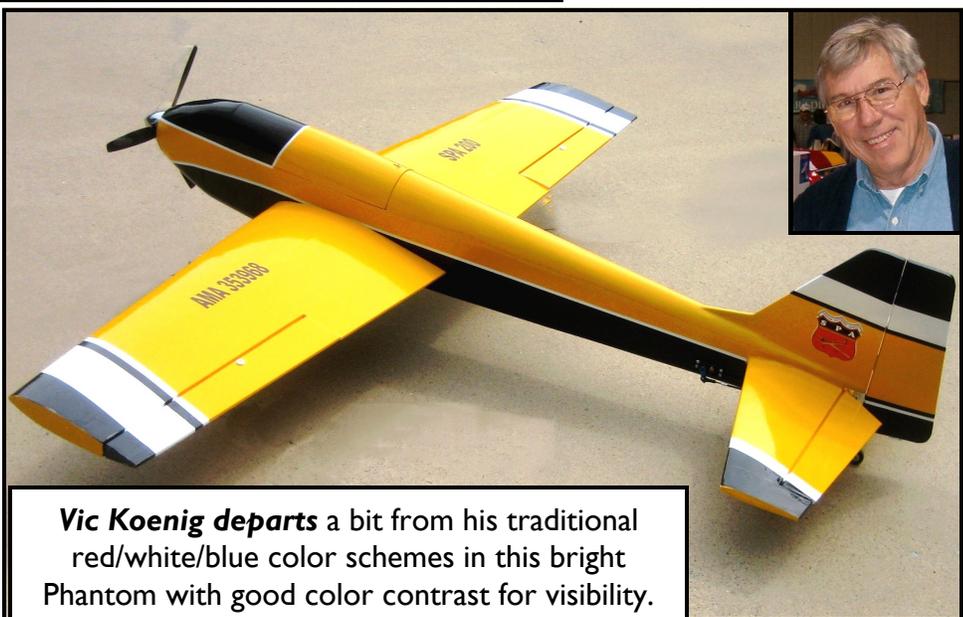


Skyglass Fabrication Kit

Bold, unique color scheme stands out from the rest.

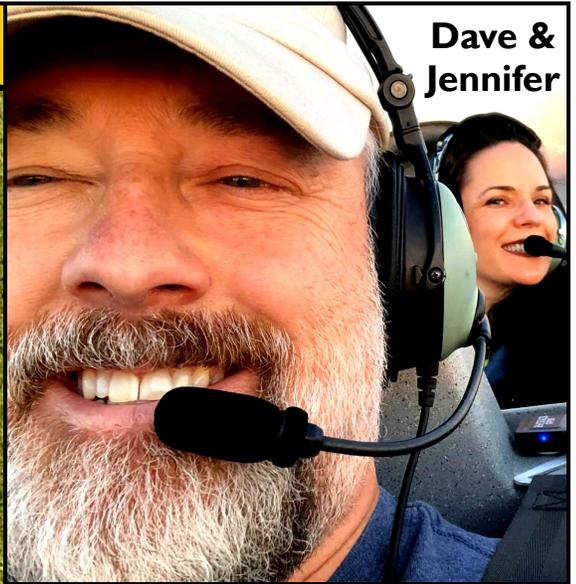


Vic Koenig Phantom



Vic Koenig departs a bit from his traditional red/white/blue color schemes in this bright Phantom with good color contrast for visibility.

Dave Anderson-Ultimate Kaos



Dave & Jennifer

Two good flights at TX Wings this morning. She flies much better than the pilot! The .65AX pulls well. A little coupling in knife edge with right rudder, no coupling with left. CG seems good so far.

Ultimate Kaos 60 from a Lazer Works Short Kit. She came out 6.5 pounds with a .65AX. Spektrum guidance for good measure...

I chose the Ultimate Kaos 1) because I love the Kaos series, especially the Ultimate, and 2) because an old NSRCA article recommended it! The Ultimate was started in early 2018 and tinkered with off and on for over two years. I used a Lazer Works short kit which is pretty good, but I did have to make one correction to the position of the wing mount dowel. I told Ed at Lazerworks who said he would look into it. You can find the Ultimate Kaos on the "misc" page towards the bottom. lazer-works.com

I equipped mine with an OS .65AX (replacing the rear bearing as many folks have recommended), turning an APC 11x8 prop. I have flown it twice as of this writing and initial assessments are that she has plenty of power for large loops and extended verticals. I can see why this engine is recommended so highly. Control is provided via a new Spektrum iX12 transmitter which is very nice. I have JR servos all-around and a 2-cell A123 battery pack from Radical RC. Covering is a mix of Ultracote and Monokote. The canopy matches the plans version and came from Park Flyer Plastics. A Rhom-air retract system is also installed.

I haven't yet started the trimming process. The first two flights were about checking the CG. She came out very nose heavy and if doing it again, I'd either shorten the nose a little or put the elevator and rudder servos in the tail.



SPA Facebook Humor From Scott Anderson





**LATE
BREAKING
NEWS!!!**

Far from Turning to the “Dark Side”, Ken has “seen the light”, and is Experimenting with electric propulsion in his latest bird, a Curare precisely built by Richard Byrd. “I wish I could fly as well as he can build and cover. I have 6 flights on it and still working to get the throws and expo set”.

Flies great... Ken



Ken Knotts- Curare



Left: “Plunging to Earth” (hopefully on purpose), during one of Ken’s first six flights of his new Curare. Electric flying is a different experience from glo. First, it demands close throttle management throughout the entire flight. Electric also has its rewards including the ability to slow down quickly, manage maneuver speed, and of course, increased reliability and no clean-up. **Below:** Ken landing a bit long, but nicely. Let everyone know how you like or dislike the “dark side”.



SPA East Schedule

Date	Event & Contest Director	Location	More Info
July 18-19	Johnson City RC East Tennessee Jerry Black CD	Kingsport, TN	Get Flier
Aug 15-16	2020 East-West Shootout Scott Anderson CD	Toone, TN	
Sept 19-20	CMJ Roberta SPA Greg Hoke CD	Roberta, GA	
Oct 17-18	2020 East Masters Jamie Strong CD	Prattville, AL	

SPA West Schedule

Date	Event & Contest Director	Location	More Info
NEW DATE June 27	Greater Southwest Aero Modelers Wayne Glligan & Paul Mayhan CDs	Ft Worth, TX	Get Flier
Aug 15-16	East-West Shootout Scott Anderson CD	Toone, TN	
Sept 12	Wichita Falls R/C Club Tony Breyen & Pat Ensign CDs	Wichita Falls, TX	
Oct 3	Waco Area SPA Todd Blose CD	Valley Mills, TX	Get Flier
Oct 24-25	West Championships Thunderbird Field Ken Knotts CD	Benbrook, TX	Get Flier



Straight Flight Out...Procedure Turn... Etcetera & So Forth.....

By Jamie Strong

Things to work on to get your best scores on the Straight flight out, Procedure turn and Straight flight back in Novice.

The best way to achieve the best scores is to start by building the best maneuver foundation possible. This is how I approach the setting up of each maneuver—not the only way, just the way it works best for me.

1. Start out after takeoff that lifts from the ground at a rate of climb of no more than 3 feet per second to ensure a nice gentle rise from the ground, then a turnaround of your choice (I prefer a semi procedure turn with the throttle low to medium to cool the motor), power up to your maneuvering speed on your “free pass” and trim your plane to your most commonly used maneuvering speed, WOT (Wide Open Throttle), is not usually your best maneuvering speed. JMO suggestion: If that speed is easily attained, you can practice your weakest downwind maneuver on the free pass. Not true in AMA now (just one of the many differences between SPA, and current AMA judging, (FYI).

2. Come out of either a split S or a nice semi reasonable procedure turn while working on your alignment and tracking all the way to the beginning of your straight flight out. Concentration should really be kicking in as you come out of the turn establishing the best track possible. Keep in mind track across the ground is what the judges are looking for, not the nose position, and should not be down graded if the model is tracking consistently straight with its heading.

3. Wing bobble due to wind is NOT a deduction, but the lack of an immediate input is. If a plane drops a wing tip and continues on that line of a wing down for more than a second or two, then it becomes a slight downgrade.

4. I think that calling all 3 maneuvers as one in the beginning is the best approach to this maneuver because it gives you complete attention to your flying rather than calling 3 separate maneuvers. Obviously anyone can see where one starts and the other ends, so there’s no need to call all 3 separately. JMO

5. The Procedure Turn is a “toughy” to master. It requires constant motion; there should be no flat spots or big changes of bank angle once the turn begins. The only “flat” areas are the 50 feet prior to entry and 50 foot completion before entering Straight Flight Back. The maneuver begins with a nice smooth 90 degree turn, **(not 100 or 110*)**, while reducing or adding power *depending if your turning into a headwind or tailwind*. If you’re turning into a headwind, you may need to increase your power to make your size as symmetrical as possible, then reducing it on the backside of the turn. A flat horizontal half loop is what your looking for, with starting and finish points leading to the same spot.

6. Altitude is another key in this maneuver. You are supposed to begin and end the maneuver at the same altitude. It is readily recognized by the judges when doing the Straight Flight Back if the altitude is different than your Straight Flight Out. Work on entering and exiting the Procedure Turn at the same altitude.

7. Straight flight back should end at the runways end, and in some cases slightly before, pilots choice, but certainly at least 30-40 degrees from the pilots center, no reason to be judged longer.

Jamie...Grand Dad, Honey doer, then SPA ,CSP Chairman)

Video Links:

Some of the All Time Greats of Pattern

https://www.youtube.com/watch?v=60NYhU7kq8E&feature=player_embedded

1971 FAI Pattern Championship Doylestown PA

<https://www.youtube.com/watch?v=58W9fjVmcsc>

1975 World Championships

<http://www.youtube.com/watch?v=YkbwksqIRdk&feature=related>

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