



# 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](http://www.seniorpattern.com) SEPT-OCT 2020

## *VINTAGE PATTERN FLYING FOR ALL AGES!*

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Frank Cox

#### WEBMASTER &

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Jim Johns

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Mickey Walker

Bruce Underwood

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Jamie Strong

#### APPOINTED-At large

Phil Spelt/Keith Watson

#### ELECTED-

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Chris Berardi -West

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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.



## SPA's Unofficial *"Cutest Couple"*



Jeff & Lori  
Celebrate  
Birthdays at  
CMJ Contest -  
Didn't ask  
Which One





## FROM THE PRESIDENT – Jeff Owens

**The West Championships** and the East Masters have now been completed and we can look back on a very strange year! Early on, a number of contests were cancelled. But with experience and utilizing appropriate social distancing it proved possible to hold some of the scheduled contests – four each in the East and West Divisions. All things considered, that sounds like a successful season to me. Of course, participation was reduced somewhat. Here is where having a one-day contest really helps as there are no Covid-related concerns with staying in a motel, eating out, etc. Contests that draw from a local crowd win out here. One-day contests are just not feasible if one has to drive 200 or more miles to compete. The attendance figures for this year – meaning the number of members who participated in at least one contest – are 26 for the West and 14 for the East for a total of 40. This is down from the mid-60s that have characterized SPA participation for the last few years and reflects the longer average driving distances and two-day nature of the contests in the East. Let us hope 2021 will see a return to more normal numbers!

One of the ongoing concerns for SPA is the average number of contestants per contest. This has seen modest increases in recent pre-pandemic years as noted in previous columns. However, in common with other pattern competition activities, this number is way down when compared to even a decade ago. CDs in the East and West have tried various attempts at increasing participation, primarily by offering additional classes with modified rules or by waving some aircraft requirements. To date, these attempts have had little noticeable effect, but new ideas are constantly being tried. Earlier this year the membership voted to allow the use of retracts in all classes above Novice in an attempt to increase interest on the part of those who have advocated their use for years. This does seem to go against the core idea of using simple airframes for SPA competition. But head-to-head comparisons using comparably equipped planes with or without retracts have shown that retracts provide little competitive benefit. Rather, once one has a light, straight, well-trimmed airplane it is pilot technique that provides the winning edge. The advantage of retracts is largely the “wow factor” in the mind of the pilot – they are cool to watch! Another attempt that has been tried at six contests in the East is allowing the use of pipes in a special class just for such equipped airplanes. However, this has resulted in only one additional contestant to the best of my recollection! That is in direct contrast to the seemingly endless discussions on the web about “allowing pipes.” Go figure. CDs in the West last year tried the idea of allowing recent ARFs that “look like” pattern planes from the 70s, as exemplified by the Phoenix Models Typhoon and Aurora. As was reported at the last Board of Directors meeting this attempt resulted in no new entrants. But maybe these attempts have to be extended over several seasons in order to see an effect. In this spirit, CDs in the West are allowing other types of models that “look like” pattern planes from the 70s, extending the previous idea from ARFs to scratch built models. See the article above by Vice President Frank Cox for more on this idea. In the end, all of these ideas have the goal of increasing participation, not giving someone an unfair advantage based on the equipment they are using and certainly not starting an “arms race.” As noted above, in the end it is the pilot that makes the difference. I include there the issues of preparation and practice. The best prepared pilots rarely have equipment problems and are able to put in consistently good flights throughout a contest. So here’s hoping that some of these ideas take hold and help boost participation! (Continued next Page)

## SOME CLARIFICATION

By Frank Cox

What does it mean to “Disregard the list”? The pilots and SPA have relied on the list of “Approved Aircraft” since its inception. But times have changed, and all things evolve. First, let’s get one thing straight– The “List” still exists and is used as a guide.

“As a guide”, All Contest Directors of the West Region have AGREED not to turn away any plane that is not on the “List”. As a method of increasing participation of SPA events, the CD’s have agreed that if a pilot shows up and wants to compete with a plane he designed, using the parameters of aircraft used in the 60’s or 70’s with an engine as outlined in the rules of SPA, he will not be turned away.

I don’t know, but maybe the competitors like the idea of only have 12 or 13 people show up at a contest. Maybe the lack of competition is a good idea for the competitors. It’s not for the clubs that host the events. We can’t go into the hole with expenses to hold an event. We must increase the numbers.

Why were there 50 to 60 competitors at each event in the 70’s? How did all those planes on “The List” come from the 60’s and 70’s. They came from the imagination of design, trial & error and competition.

We need new blood in SPA competition. Where are they? Flying Quad Copters (drones), and video games. But, there are some young people flying SPA and more that could be obtained by opening up and allowing for some design work. Look at the SAE events and all the college students getting into the act of design and competition.

However, you have a urge to design something different. For an example, let’s say that you like the Fuselage of the Dirty Birdi, but want the wing of a Kaos. Go for it. Or, you like the Kaos, but hate the square fuselage and you round it out with a turtle deck like a Super Lucky Fly. Go for it. If you are like me, I love the looks of the EU1-A. But would rather have one that is a little bit smaller so that a strong .65 would pull it with authority. As the original EU1-A needed a pipe to get it to speed. Go for it. The list is a guide as to what you can do.

As long as the plane looks like a pattern plane of the 60’s or 70’s you will be good to go. Let your imagination run, build a plane that you want to fly. Most every plane on the list was derived from a plane that came before it. The Dirty Birdi is an off spring of the Super Kaos, the Super Kaos is an off spring of the Kaos.

So the bottom line is, if you design a plane that is derived from one on the list, then build it and I hope to see it at my event. After all, inside of every block of balsa there is a plane wanting to get out.

This year marks the time for elections to fill the offices of President, Vice President, Secretary/Treasurer, and East and West Representative. The current occupants for the first four positions agreed to stand for election and there were no other nominations. Accordingly, they will continue in their present positions for the 2021-22 cycle. Pat Ensign, the current West Representative declined to run again and nominated Chris Berardi for this post. There were no other nominations, so Chris will be the new West Representative starting January 1, 2021. I would like to thank Pat for his service these past two cycles. He has been an able representative of the members in the West Division.

This being an election year, it is also the time to start a new two-year cycle for the maneuver sequences in each class. The Pattern Committee this year consisted of Jimmy Russell, Jim Johns, Pat Ensign, and myself. We solicited member input and the committee members received many opinions concerning the new sequences. As in previous years, one goal was to keep a modest increase in difficulty between classes so that transitions encountered as one "moves up" will not be too onerous. Some will say that this results in only modest changes in the lower two classes since some of the more challenging – some would say interesting – maneuvers are not encountered until one reaches the upper two classes. But this is part of the design. Each step up should bring new challenges that require mastering new skills. So, if you find that your current class is not sufficiently challenging, then that may be a sign that it is time to take the next step and move to a higher class! The new sequences, as proposed by the Pattern Committee and approved by the Board of Directors, are listed elsewhere in this issue of the Newsletter. Calling cards and a newly updated Competitors Guide will be posted on our website.

As this strange year wends its way to a close and the holiday season is fact approaching, here is wishing for a fulfilling and successful SPA season for 2021!

## 2021-2022 FINALIZED SCHEDULES

SPA Novice 2021-2022		K
1. Takeoff (U)	1	1
<i>(Downwind Trim Pass)</i>		
2. Straight Flight Out (U)	1	
3. Procedure Turn	2	
4. Straight Flight Back (D)	1	
5. Stall Turn (U)	2	
6. Immelmann Turn (U)	2	
7. 2 Inside Loops (U)	2	
8. 2 Horizontal Rolls (D)	2	
9. Reverse Cuban 8 (U)	2	
10. Straight Inverted Flight (D)	2	
<i>(Fly By For Landing - 2 Allowed)</i>		
11. Landing Perfection (U)	1	
Total K Factor		18

Notes:  
 \* No EXTRA Fly-bys allowed  
 \* Maneuvers flown out of sequence will be scored ZERO (0)

SPA Sportsman 2021-2022		K
1. Takeoff (U)	1	1
<i>(Downwind Trim Pass)</i>		
2. Double Stall Turn (U)	3	
3. Cuban 8 (D)	2	
4. Double Immelmann (U)	2	
5. 2 Point Roll (D)	2	
6. 3 Inside Loops (U)	2	
7. Slow Roll (D)	3	
8. 1 Reverse Outside Loop (U)	2	
9. 3 Horizontal Rolls (D)	3	
10. 180 Degree Turn (U)	3	
11. 3 Turn Spin (U)	2	
<i>(Fly By For Landing)</i>		
12. Landing Perfection (U)	1	
Total K Factor		26

Notes:  
 \* No EXTRA Fly-bys allowed  
 \* Maneuvers flown out of sequence will be scored ZERO (0)

SPA Advanced 2021-2022		K
1. Takeoff (U)	1	1
<i>(Downwind Trim Pass)</i>		
2. Figure 8 (U)	3	
3. Cuban 8 (D)	2	
4. Reverse Double Immelmann (U)	2	
5. 3 Horizontal Rolls (D)	3	
6. 3 Reverse Outside Loops (U)	3	
7. Slow Roll (D)	3	
8. Square Loop (U)	3	
9. 4 Point Roll (D)	4	
10. Top Hat (U)	3	
11. Knife Edge Flight (D)	3	
12. Vertical Roll (U)	3	
<i>(Fly By For Landing)</i>		
13. Landing Perfection (U)	1	
Total K Factor		34

Notes:  
 \* No EXTRA Fly-bys allowed  
 \* Maneuvers flown out of sequence will be scored ZERO (0)

SPA Expert/Senior Expert 2021-2022		K
<i>Use for Expert and Senior Expert</i>		
1. Takeoff (U)	1	1
<i>(Downwind Trim Pass)</i>		
2. Figure 8 with 1/4 Rolls (U)	5	
3. 2 Rolls Opposite Directions (D)	3	
4. Inverted Reverse Cuban 8 (U)	3	
5. Slow Roll (D)	3	
6. 3 Reverse Outside Loops (U)	3	
7. Reverse Knife Edge (D)	4	
8. Square Horizontal 8 (U)	4	
9. 8 Point Roll (D)	4	
10. Avalanche (U)	3	
11. Triangle Rolling Loop (D)	4	
12. Inverted 3 Turn Spin (U)	3	
<i>(Fly By For Landing)</i>		
13. Landing Perfection (U)	1	
Total K Factor		41

Notes:  
 \* No EXTRA Fly-bys allowed  
 \* Maneuvers flown out of sequence will be scored ZERO (0)

**The Pattern Committee** for the next 2-year cycle consists of selected volunteers Jimmy Russell, Jim Johns, Pat Ensign, and president Jeff Owens. They worked hard over weeks while sending emails back and forth with ideas, I was on the committee last time, and can assure you that there was probably a degree of haggling and horse trading back and forth before arriving at the final selections.

The pattern committee members represent both East and West with Pat being a strong advocate for the West. They polled the membership for input and those suggestions were incorporated whenever possible. They even went to the trouble of getting altitude measuring sensors for their test flights to check out the practicality of the proposed patterns in light of a possible 400-foot ceiling imposed on us for our contests. Most of the Western sites in particular may be vulnerable to the rule if passed. Should it actually come the law, the patterns will be reviewed.....*Duane Wilson*



**Bruce & Jane Underwood**

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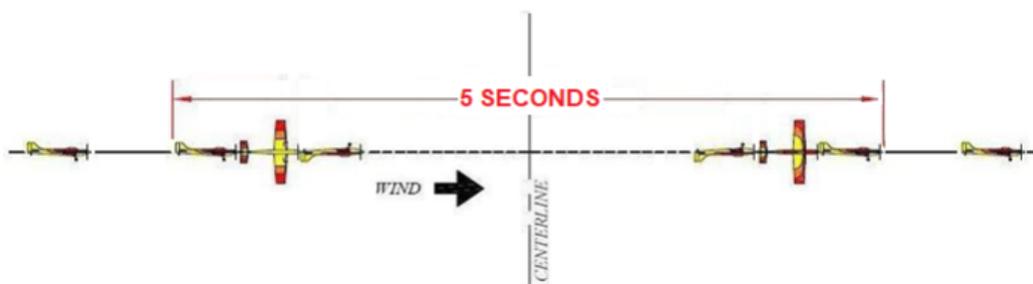


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### 2 POINT ROLL



1976-77 AMA K=2

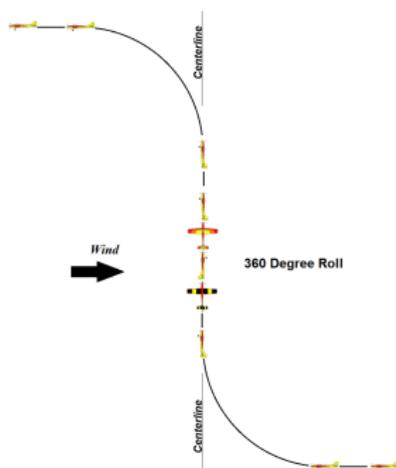
The model starts in level flight, then rolls one complete rotation, hesitating at the inverted position. During hesitation, wings shall be parallel to the horizon. Model shall finish the maneuver in level upright flight. Approximate time of the roll shall be 5 seconds.

Basically, maneuver could be described as straight inverted flight, with half rolls into and out of the inverted portion being performed in the same direction of rotation.

Downgrades:

1. Model not level at start.
2. Half-rolls more or less than 180°.
3. Model does not hesitate after first half roll.
4. Roll rate not constant during each half-roll.
5. Model takes less than 4 or more than 6 seconds to complete maneuver.
6. Model not level at finish of maneuver.
7. Model does not finish on same heading and altitude as entry.

### VERTICAL ROLL



1978-79 FAI K=3

Model pulls up and executes a 360 degree roll vertically upward and pushes over to finish in level flight.

Downgrades:

1. Model not vertical at start and finish of roll.
2. Roll not exactly 360 degrees.
3. Roll not vertical.
4. Roll rate not constant

## 2021-2022

This page shows the two new maneuvers for the next cycle to give you a visual look at them to aid in your practice.

The **2-Point Roll** on top is a brand new offering for SPORTSMAN, and for the first time ever, the **Vertical Roll** is intended for ADVANCED pilots as totally new for next season, (or now). It's always a good idea to "shake things up" some which also helps us develop new skills.

# *Return to Mac Hodges*

## The Contest That Almost Wasn't

Jamie Strong, Duane Wilson



(L-R Back row) Jerry Black, Gregg Hoke, Ken Vanden Bosch, Dave Phillips, Terry Boston, and Norman Bonnette  
(Front) Jeff Owens, and Jamie Strong. Notice how nicely the planes are arranged with only eight contestants!

**Starting in 2018**, through the single-handed efforts of Scott Anderson doing all the arranging and being the CD, we have had two enjoyable combined East-West events at the beautiful (and first-rate ) Clover Creek Aerodrome near Toone, Tennessee. With two successes behind us, Scott had scheduled a third annual event at Toone, but in the “year to beat all years”, it just wasn’t meant to be-the contest was cancelled due to Covid-19 concerns. This contest in particular, due to the long travel distances involved for almost all of us, relies on good attendance. It was felt that people wouldn’t feel comfortable traveling those kinds of distances when social gatherings of all sorts are under a pandemic cloud. Good, logical thinking, and 2020 has turned out to be less than a stellar year turn-out wise. There would be no “Shootout” this year with the next contest in the East more than a month away. Still for those intrepid souls willing to make the trek to Mac Hodges, it was an enjoyable event.

We settled into practice mode waiting for the next event when word came that Jamie Strong, Dave Phillips, and Jerry Black had gotten together and found a new venue to hold an “East” contest that same weekend at Mac Hodges place near Americus, Georgia. Mac’s used to be a regular stop on the contest circuit for many years, while he operated his hobby shop on the premises. Since closing, Mac’s was supposed to be an occasional, alternative site, but we’ve held two events there since so it’s been a fantastic “port in the storm” for SPA. Thanks again goes to Mac Hodges for the use of his field.

Even without a functioning hobby shop on site, Mac’s remains a very nice place to fly boasting a large, smooth grass field. There is also a pond on the far side of the field and I understand that Jerry Black, Dave, and Jeff help a “Wing Drag” competition in the pond without any incidents!

We arrived Thursday AM at Hodges for well needed pattern practicing. Got to say that Saturday was as good as it could Be, heavy cloud cover and a Gentle Breeze to boot. For those who missed it, missed a real Treat. We decided to run one flight line, and it ran like a Swiss watch. We flew the normal 4 rounds on Sat, and two rounds on Sunday. No mishaps, not even a prop was broken !!!!

Many thanks to Jamie Dave and Jerry for the effort to make the event happen and allow all of us to come together safely and enjoy classic pattern flying. A great contest throughout.

The Hodges contest was as good as any I've ever attended and was chock full of firsts, at least for me anyway! The weather was as good as it could be for Saturday with an overcast sky and a light breeze that helped keep the gnats at bay. Lol!  
(see the article "Bug Wars" July-August 2013, page 7),

<https://seniorpattern.com/nl/2013-07-08.pdf>

We had 10 pilots pre-register and 8 showed up to fly. Those 8 were a very energetic bunch and seemed to have a great time. We flew the normal 4 rounds on Saturday and 2 on Sunday as always. Greg Hoke broke out his Control line plane and began to wind it up! I tried to give it a go, but my sore neck stopped that. Another first for an SPA contest! We then moved on to a foam float plane of Greg's after the 4th round had ended. We all had a turn flying it off Mac's lake, (see photo next page-ed) and it was a lot of laughs as we tried to see who could drag a wing tip and not splash it!

Greg Hoke and Jamie Strong used retracts in the contest which



made it look like the old days with the gear up. I'm sure there will be more folks flying 'em like that soon.

Mac brought out his RV 8 on Sunday and left for a couple of hours. When he returned, he made a 180 mph low pass over the field that was "see the grin on his face low".

Another first for me - it was also the first time for Peggy and I to camp at a contest and it won't be the last. We enjoyed it very much and hope we can do it again soon .

I would like to pass along a special thanks to Mitch Robbins of Aero Composites for the Patrica kit and a nice box of T-shirts, golf shirt and ball caps. We did a draw for the kit and other goodies along with 60.00 Gas Money ! Funny story - Ken VandenBosch won the \$60, but he returned it to redraw where Debbie Hoke won it. Ken had already got his wish by winning the Patricia kit. Congratulations to both of them.

Jim Johns has done an outstanding job on placing (on the web site), captions on the pictures we took so you could get an idea of what a fun day it was!! Hope we can get back to normal as soon as possible - we miss our buds!



<b>Novice</b>	<b>1st</b>	<b>Norman Bonnette</b>
<b>Sportsman</b>	<b>1st</b>	<b>Ken VandenBosch</b>
<b>Advanced</b>	<b>1st</b>	<b>Terry Boston</b>
<b>Expert</b>	<b>1st</b>	<b>Greg Hoke</b>
	<b>2nd</b>	<b>Jamie Strong</b>
<b>Senior Expert</b>	<b>1st</b>	<b>Jerry Black</b>
	<b>2nd</b>	<b>Jeff Owens</b>
	<b>3rd</b>	<b>Dave Phillips</b>



Nice shot of Greg Hoke putting in another solid performance. Notice he's using the "sun dot" to good advantage



**Mitch Robbins of Aero Composites donated this nice kit**

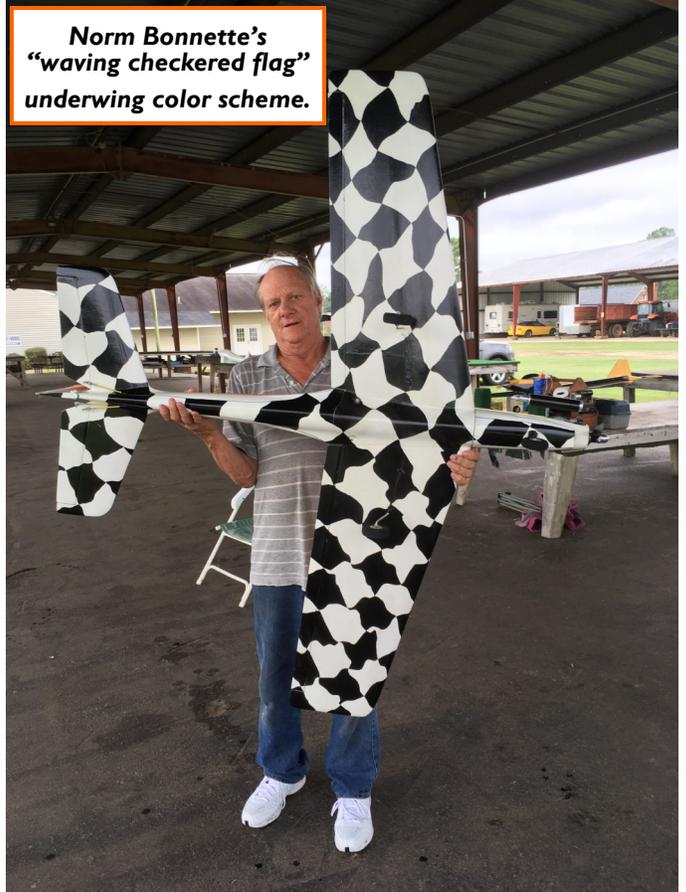


**Norm Bonnette's "waving checkered flag" underwing color scheme.**



**(Above) Extracurricular activities of a "wing-drag" competition at Mac's pond during spare time .**

**(Below) A picture featuring "Joe Boxer" with a couple random humans in the background.**



**The familiar Mac Hodges shelter area with garages in the rear. This has always been a very nice place to fly. We are fortunate that Mac has allowed us to use it for so many contests over the years.**

# CMJ HOBBIES September 19-20, 2020



## Roberta, Ga.



**The Pilots: (L-R) Joe Ryan, Norman Bonnette, Jamie Strong, Ken VandenBosch, CD Greg Hoke, Jerry Black, Dave Phillips & Jeff Owens**

**The faithful started gathering** Friday September 18, 2020 at the CMJ Hobbies flying field near Roberta, Ga. for some practice and catching up with friends. Right away things got interesting as Dave Philips had his throttle stick partially open – not enough to fly and too much to land. A fateful cartwheel in some tall grass took the nose off of his Ultimate Kaos. It turned out to be a bad receiver channel – but it took a lot of investigating to realize that. Undeterred, Dave reassembled the Kaos and had it airworthy by Friday evening. Jamie Strong had the canopy of his Komet depart the airframe for parts unknown which necessitated switching to a backup E Dirty Birdy. Numerous trips to the tall grass by several pilots failed to find the errant canopy. Dave Philips built another canopy for Jamie. After all that excitement those present were treated to a wonderful low country boil arranged by Debbie and Greg Hoke and cooked by Chuck of CMJ Hobbies. Wonderful food – and previous times with Duane and Penny's low country boil in Asheville came to mind.

It was good to gain a new member at this contest – Joe Ryan. He has a Curare at the finishing stage with the wing monokoted and the fuselage ready to paint. We look forward to seeing him at future contests down the road. Saturday dawned overcast and slightly on the cool side with a direct cross wind blowing in our faces from the east. The good news is that we didn't have to worry about facing the morning sun! Eight intrepid aviators signed up for the event - Norm Bonnette and Ken VandenBosch represented Novice and Sportsman while Greg Hoke, Jamie Strong, and Joe Ryan represented Expert and Senior Expert had Jerry Black, Jeff Owens, and Dave Philips. One flight line was all that was needed and the rounds went quickly. Not without some excitement, though. One Dirty Birdy (neither the pilot nor the owner will be named) met its demise when the wrong model was selected on the transmitter.

Meanwhile, Dave Philips had his Kaos back in the air. But becoming disoriented in an inverted three turn spin led to him pulling up when he recovered inverted with the resulting impact with terra firma being truly spectacular. That cat used the last of its nine lives. After two rounds we broke for lunch. Debbie Hoke and her daughter Debbie had prepared a surprise for Lori Bush who was celebrating her birthday on Saturday and for Jeff Owens whose birthday is September 23 (the same as Bobbie Johns). They presented us with cupcakes decorated as flowers for Lori and with handmade frosting airplanes for Jeff. Both were excellent and much appreciated. Two more rounds were flown after lunch and then a short shower called an end to the day's formal activities.

One of the great joys of having a contest at CMJ is the presence of a hobby shop on the field. Most of us made multiple trips to enjoy being in a well-stocked hobby shop – something that is all too rare these days.

Sunday dawned overcast with a temperature of 58 degrees and a 15 mph wind in our faces with higher gusts from time-to-time. Several pilots opted to sit out the remaining rounds as prudence dictated that their planes should remain safe on the ground. Four of the pilots did fly the remaining two rounds, however. Norm Bonnette suffered an engine flameout at an altitude of about 50 feet right after take-off. A gust caught him as he landed and his plane broke in half behind the wing - but it looks like it can be repaired.

Flying was complete by 11:00 and plaques were handed out. In the final analysis Norm took Novice and Ken took Sportsman. In Expert the finishing order of first through third was Greg, Joe, and Jamie while in Senior Expert it was Jerry, Jeff, and Dave.

Raffle prizes included three gallons of fuel and some ball caps and tee-shirts donated by Aero Composites. The big prize – also from Aero Composites – was a new UFO kit – fiberglass fuselage and foam wing and stab won by Joe Ryan. Many thanks to CD Greg Hoke for a well run contest and for the logistical support provided by Debbie Hoke and her daughter. If you haven't flown at CMJ you are missing a real treat – it is a great facility. I sure am looking forward to coming back next year!....Jeff Owens

CMJ Final Results			
Novice	1st	Norman Bonnette	4000
Sportsman	1st	Ken VandenBosch	4000
Expert	1st	Greg Hoke	4000
	2nd	Joe Ryan	3665
	3rd	Jamie Strong	3554
Senior Expert	1st	Jerry Black	4000
	2nd	Jeff Owens	3790
	3rd	Dave Phillips	1519



We are very distressed to see these pretty, great flying planes from the past couple years bite the dust. They will be missed.



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# Wichita Falls SPA

Sept 23, 2020

## 2020 Wichita Falls SPA Contest Recap

September 12, 2020

Saturday morning dawned with a promise for a good day in the toy airplane sector of the galaxy. Light winds and mild temps greeted us along with a little morning fog that dissipated by flight time. However, the sky was white all day, not blue, caused by the California wildfire smoke at 30,000 feet, helping to keep the morning sun out of our eyes and the UV sub-crispy.

The field was looking its best, thanks to the mowing and the recent rains turning the normal brown to green. Thirteen flyers showed, with two novice, no sportsman, five advanced, three expert, and three sr. expert.

Co-CD Pat Ensign started it off with a pilots meeting, followed by two rounds being completed by lunch. The Prime rib and Lobster was worth taking a break for (oh wait, it was burgers and hot links, but that's how good they were). Two more rounds in the afternoon were topped off by awards and buckets of raffle prizes, including two Super Kaos kits from Lazer Works, a local company.

The bragging rights go to:

Gene Roy, Novice  
Gary Alphin, Advanced  
Todd Blose, Expert  
Dave Dingman, Sr. Expert

There are more than usual THANKS this time around. BIGGEST Thanks to Co-CD Tony Breyen for jumping through hoops like a poodle in the circus to get the go-ahead from the City with the virus and all. He also did all the ground work including rounding up the door prizes. Thanks also to the entire club for all the help with lunch, registration, runners, field prep, and more. Also thanks to Paul and Jennifer Mayhan and Jason Nowicki for jumping in to do the scoring at a moment's notice. None of this could be possible without all of you.

It was a great day of fabulous food, frolicking fraulines, amazing acts of aeronautical acrobatics, earned egos, and escape from the world's problems.

Buzzardaire (Co-CD Pat Ensign)

**SPA**

**Wichita Falls 2020**

**SPA Novice Standings - Round 4 9-15-2020 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	Roy Rolla 1101116	2000.0000	1000.00*	1000.00*	0.00	0.00*	
2	Jason Nowicki 1184275	534.3228	534.32*	0.00	0.00*	0.00*	



Chris Berardi



Ernie Bernaldez

**SPA Advanced Standings - Round 4 9-15-2020**

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	2978.9473	870.33	1000.00*	1000.00*	978.94*	
2	Chris Berardi 250824	2919.7920	1000.00*	956.56	962.85*	956.93*	
3	Eddie Bernaldez 159402	2901.6510	903.73	970.07*	931.57*	1000.00*	
4	Max Blose 114	2727.4626	971.51*	849.42	862.17*	893.77*	
5	Paul Mayhan 891050	2445.5174	789.78*	937.25*	718.47*	0.00	



Max Blose

**SPA Expert Standings - Round 4 9-15-2020 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	Todd Blose 5405	2991.7695	1000.00*	991.76*	988.81	1000.00*	
2	Stephen Byrd 529245	2958.7837	950.21	1000.00*	1000.00*	958.78*	
3	Pat Ensign 41165	2825.7833	951.65*	928.66*	945.45*	908.10	



Stephen Byrd



Dave Dingman

**SPA Senior Expert Standings - Round 4 9-15-2020**

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	David Dingman 75189	3000.0000	1000.00*	1000.00*	1000.00*	978.75	
2	Danny Jackson 71793	2987.7074	873.64	998.44*	989.26*	1000.00*	
3	Ken Knotts 2591	2341.5014	787.72*	743.39*	627.77	810.38*	



Danny Jackson

# Waco, Tx SPA

By Todd Blose



## The Pilots

L-R: Bryan Byrd, Tommy Scarmardo, Todd Blose, Bob Petrinc, Danny Jackson, Max Blose, Wayne Galligan, Ken Knotts, Eddie Bernaldez, Adam Rush, Chris Berardi, Pat Ensign, Alan Schreiber, Gary Alphin & Bobby Zikes

## Heart of Texas Miniature

Aircraft club (HOTMAC) held their SPA pattern contest on October 3rd at the HOTMAC field at Speegleville park at Lake Waco. Wayne Galligan was the only camper we had at the field and got there Thursday evening to do some practicing and check out the field. The HOTMAC members worked Friday to get everything ready for Saturday and I worked with Pat Ensign to ensure we had everything in place for the contest.

Everyone started arriving around 7am Saturday morning and by 9:00 am registration and the pilots meeting was completed. Since everyone preregistered, I was able to have the flight lines and judging ready to go 1st thing. We started out with 1 flight line and I had

Novice setup to go last so they would not have as much of a problem with the sun. The 1st round took 2 1/2 hours and due to a hard stop at 11:45 We went ahead and broke for lunch. Max Blose was inducted into the AMA Hall of Fame so that presentation was done at lunch and we ran a little long. I will have more pics and info on Dad's HOF induction on a separate page. Once lunch was completed, we stayed with 1 line and planned to make a change after round 2. A big Thank you to Pat Ensign for working a way to start up 2 lines so we could get a total of 4 rounds in. The weather was great with sunshine temps in the 80's and winds around 10 mph all day.

We completed the 4th round around 5:30 pm later than what I was hoping but everyone was so understating wa glad to get 4 in. While Leslie Ensign was finishing up the scoring, we held a raffle for an Aero Composite Dirty Birdy and Chris Berardi was the lucky winner of the kit. Thanks again to Aero Composites for donating the Dirty Birdy kit -

<https://aerocompositesrc.com>

In Novice we had 2 new flyers and Adam Rush just started flying this year and won Novice! Alan Schreiber just built 2 new Curare's to start competing with and finished 2nd. It was great to see Bob Petrinc back flying pattern again and he finished 3rd.

Advanced had a great turnout with 6 competing. The top 3 guys had a close battle all day long with Gary Alphin 1st, Chris Berardi 2nd and Eddie Bernaldez 3rd.

Expert had 4 competing and sad for Pat Ensign as he lost his plane to radio failure starting the 3rd round so he was done for the day. Todd Blose 1st, Wayne Galligan 2nd and great to see Bryan Byrd back flying and ended up 3rd.

SR Expert had 3 competing with Danny Jackson 1st, Bobby Zikes his first contest of the year and placed 2nd with Ken Knotts 3rd. Ken lost his primary plane to the sun first round so he finished up with his backup Kaos.

I would like to send a special thanks Pat for his help and Leslie Ensign for taking care of the scoring and getting the plaques together. A big thanks goes out to the HOTMAC club for all the support and taking care of the burgers for lunch.

Looking forward to next year.....Todd Blose CD



**SPA**  
**Waco Area SPA 2020**  
**SPA Novice Standings - Round 4 10- 4-2020**

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

Pos.	Name AMA No.	Total Score	Round 1	Round 2	Round 3	Round 4	Round 5
1	Adam Rush 1211763	3000.0000	939.82	1000.00*	1000.00*	1000.00*	
2	Alan Schreiber 813465	2818.4202	952.21*	875.70	894.83*	971.37*	
3	Robert Petrinec 3532	1455.7438	1000.00*	455.74*	0.00	0.00*	

**SPA Advanced Standings - Round 4 10- 4-2020**

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

Pos.	Name AMA No.	Total Score	Round 1	Round 2	Round 3	Round 4	Round 5
1	Gary Alphin 6055	2981.8569	899.29	1000.00*	1000.00*	981.85*	
2	Chris Berardi 250824	2943.1859	1000.00*	960.03*	983.14*	894.34	
3	Eddie Bernaldez 159402	2924.4491	928.44*	996.00*	892.32	1000.00*	
4	Max Blose 114	2839.7339	782.68	995.00*	904.49*	940.23*	
5	Tommy Scarmardo 77400	2623.1901	869.25*	915.08*	286.51	838.84*	
6	Paul Mayhan 891050	2407.9560	712.01	809.19*	717.22*	881.53*	

**Waco Area SPA 2020**  
**SPA Expert Standings - Round 4 10- 4-2020**

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

Pos.	Name AMA No.	Total Score	Round 1	Round 2	Round 3	Round 4	Round 5
1	Todd Blose 5405	3000.0000	989.99	1000.00*	1000.00*	1000.00*	
2	Wayne Galligan 679374	2855.1326	946.39*	964.33*	856.64	944.40*	
3	Bryan Byrd 102179	2822.7913	876.34*	848.07	993.70*	952.74*	
4	Pat Ensign 41165	1966.6450	1000.00*	939.37*	27.27*	0.00	

**SPA Senior Expert Standings - Round 4 10- 4-2020**

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

Pos.	Name AMA No.	Total Score	Round 1	Round 2	Round 3	Round 4	Round 5
1	Danny Jackson 71793	3000.0000	1000.00*	1000.00*	997.73	1000.00*	
2	Bobby Zikes 1091	2786.4821	883.75*	775.39	1000.00*	902.72*	
3	Ken Knotts 2591	2364.4388	698.95*	754.64*	698.94	910.83*	

(Top to Bottom) Wayne Galligan as Rene Grebe holds. 2) Max Blose & Gary Alphin judge 3) Todd Blose flies Expert with Danny Jackson calling 4) (Smiling) Ken Knotts poses for the camera



# The 2020 East Masters

By Duane Wilson

Last week with the East “Masters” approaching, everyone was watching the weather. The forecast predictions were fantastic with expected temperatures in the low 70’s with winds at 5-10mph. However, even in these days of detailed computer models, the “science” is sometimes a little off. A strong cold front was plunging south with rain showers as we were on our way to Prattville, meaning cooler temps and resulting high winds weren’t far behind.

Friday afternoon was pleasant with temps in the low 70s, but a robust 90-degree crosswind was challenging the pilots for Friday practice. The sun is another problem at Prattville in the early morning, making “sundots” desirable. You think you can avoid the “small blinding circle”, but it’s amazing how the plane seems to seek it out more often than not. This was painfully demonstrated when Ken Blackwell flew through the sun in his first round flight. Seeing spots, nobody knew where the plane was until it crashed way behind the flight line on the opposite side of the highway!

Saturday began cool, with the wind steadily building up. By “wheels up”, the steady cross wind with gusts was back which of course tested the metal of the competing twelve pilots.

Starting with **NOVICE**, Norm Bonnette was in a class by himself, and put in increasingly better performances with each flight on Saturday. **SPORTSMAN** had Vic Koenig and Ken VandenBosch dueling it out. Unfortunately, after a good third round flight, Vic experienced a freak accident when he attempted to taxi his Phantom back. The plane suddenly veered off to the right (with what proved to be a buckled tail wheel), and hit a post, damaging both the wing and fuselage. The damage wasn’t severe, but it was bad enough to put his yellow/black/and white Phantom out of commission. Vic passed on his fourth round, but Jerry Black offered him his scratch-built Kaos to fly for the last two rounds, (see below). Meanwhile, Ken was putting in consistent flights with the Killer Kaos he won at an event last season. Terry Boston built the plane for him.

In **ADVANCED**, Ken Blackwell was out early as described above, and Jim Strong wasn’t able to compete due to a sudden stomach illness, so Terry Boston stood unopposed, but put in four flights on Saturday to make things official.

The real competition was in **EXPERT** and **SENIOR EXPERT** where there were more entrants. There were a total of six EXPERTS and SR. EXPERTs including Joe Ryan who is an AMA competition buddy of Greg Hoke. This was his second event. I think he may become a regular next season. Availability of retracts is a plus to attract AMA newcomers. He told me our smaller vintage planes are more of a challenge to fly—and challenge is good.

Late Saturday afternoon the wind died down, and there was a lot of practice after-hours going on. After some coaxing, Vic decided to accept Jerry’s offer to use his Kaos and had a practice flight. He took to the Kaos like a duck to water doing the maneuvers as well if not better than with his own plane. The problem was adjusting to the 2-stroke after years of instantaneous electric torque, but

Everyone was happy at how well he did right out of the box with an unfamiliar plane.

Sunday we were looking forward to more gentle winds as the effects of the cold front subsided—it didn’t happen. Winds that were supposed to be 7-8 mph were as strong or stronger than the day before with the American flags at each end of the flight line flapping straight out in the breeze. Norm in **NOVICE** elected not to fly because it wasn’t necessary (and it wasn’t enjoyable, plus it saved time.) Ken VandenBosch in **SPORTSMAN** felt the same until he learned that Vic wanted to make up ground with Jerry’s plane. However, the borrowed plane, strong cross-wind, and flying at an angle to the runway (due to the wind), was too much to overcome. Round 6 was scrubbed.

**EXPERTs** aren’t called “experts” for nothing, and handled the variable crosswinds with relative ease. Greg Hoke told me that they “...just enjoyed flying before the judges,” and flew all six rounds. Greg emerged at the top of the pile in **EXPERT**, while Jerry Black, (who didn’t fly rounds 5 & 6) took **SENIOR EXPERT**.

The raffle winner, (she did it again), was Peggy Phillips who won the very pretty Phoenix 7 (see her posing at right.) Points winners Norm Bonnette, Ken VandenBosch, Terry Boston, Greg Hoke, and Jerry Black received their award plaques, and Jerry Black took the Memorial Trophy based on his season points without a fly-off.

Jamie, as usual, ran a very well organized “no nonsense” contest. Without the usual scorer, they tabulated the “raw” scores (with only a calculator, paper and a pen), using even numbers from the judges, (no half-points.)

This Masters wouldn’t have happened without Gary Singleton’s tremendous support acting as scorer, he also provided nearly all the pictures you see here and on the website. We also can’t thank people like Jamie, Jerry Black, and Dave Phillips enough for all they did to make the 2020 East season a reality. The truth is this season would have been a total “bust”, without these key people, and the member support from their clubs. They deserve a resounding virtual “huzzah” from the SPA membership. Thank you all from the bottom of our “SPA hearts”<sup>15</sup>



Vic Koenig gives “thumbs up” with of Jerry Black’s Kaos



## Some East Masters Pictures



**L-R: Terry Boston, Greg Hoke, Jerry Black, Norman Bonnette, Dave Phillips, Jamie Strong, Jeff Owens, Joe Ryan, Ken Blackwell, Vic Koenig & Ken VandenBosch**



*(Left) Greg Hoke was flying an Utter Kaos originally built and flown by his Dad. The plane was passed down through the family until Greg got it. He ultimately put a smaller spinner on the front, then sanded the oil-soaked fuselage down to the spinner to reveal fresh balsa—it looks great and more sleek, better than the original! It was recovered so it looks like new. Greg makes this plane “dance”. It looks like it’s on rails! It’s a treat to watch it fly.*

*(Left) Norm Bonnette’s Killer Kaos “flapping in the breeze” —and a close-up on the stand. The bottom of the wing has a unique black and white pattern that he describes as a “waving checkered flag”*



*(Below) Terry Boston’s scratch-built Deception. He used KlassKote paint on a conventional balsa fuselage and foam wings. OS 65AX 2-stroke power*





# 2020 SPA West Championships

## October 24-25, Thunderbird Field



### The Pilots

**L-R: Bryan Byrd, Max Blose, Todd Blose, Adam Rush, Wayne Galligan, Gary Alphin, Paul Mayhan, Danny Jackson, Eddie Bernaldez, Pat Ensign, Chris Berardi, Ken Knotts, Stephen Byrd & Alan Schreiber**

**Sometimes we get lucky!** The Friday before the Championships started, a strong cold front hit in the morning with rain and a brisk north wind. On Saturday 14 pilots showed up for the competition on a cool morning with little to no



Sunday was a little warmer with a south wind and clear skies again. By the time flying was finished, clouds moved in and as we finished a light mist started falling progressing to rain later.

Flying started about 9:00 AM with pilots looking straight into the sun. Paul Mayhan lost his airplane in the sun and it was totally destroyed on impact.

Novice had two contestants with some very good flying for novices. Alan Schreiber flew a beautiful kit built Curare. In the end, Adam Rush prevailed winning five of the six rounds.

We had no Sportsman contestants and there were five contestants in Advanced. Chris Berardi placed first winning four of the six rounds with Max Blose winning one and Eddie Bernaldez winning the other. Gary Alphin didn't win a round but won second place with very consistent flying.



**Alan Schreiber**

**Adam Rush**



**Chris Berardi**

**Gary Alphin**

**Max Blose**

**Eddie Bernaldez**

**Paul Mayhan**

Expert class had some wonderful flying with Todd Blose winning five of the six rounds and Stephen Byrd the other. Stephen was second with Pat Ensign taking third. Bryan Byrd is just getting back into competition after several years and flew very well taking fourth. Wayne Galligan lost his airplane due to battery failure and took fifth.



**Todd Blose**



**Stephen Byrd  
and Easton**



**Par Ensign**



**Bryan Byrd**



**Wayne Galligan**

Senior Expert had two competitors, Danny Jackson and Ken Knotts. Danny won every round.



**Danny Jackson**



**Ken Knott**

SPA vice president Frank Cox Awarded the high points winners for the shortened year.

**Novice**



**Adam Rush**

**Sportsman**



**Nathan Haycock**

**Advanced**



**Chris Berardi**

**Expert**



**Todd Blose**

**Senior Expert**



**Danny Jackson**

The turnout was good, and the weather was almost perfect for the final SPA West contest of the year. We look forward to a more normal contest season next year.  
Ken Knotts

**SPA West Championships 2020**

**SPA Novice**

**Standings - Round 6**

**10-25-2020 Page: 1**

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

Pos.	Name	AMA No.	Total Score	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6
1	Adam Rush	1211763	4000.0000	1000.00*	1000.00*	1000.00*	1000.00*	964.08	1000.00
2	Alan Schreiber	813465	3786.3713	886.20*	743.10	969.07*	931.09*	1000.00*	859.15



**SPA Advanced**

**Standings - Round 6**

**10-25-2020 Page:**

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

Pos.	Name	AMA No.	Total Score	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6
1	Chris Berardi	250824	4000.0000	936.81	986.08	1000.00*	1000.00*	1000.00*	1000.00*
2	Gary Alphin	6055	3866.7730	948.84*	986.08*	979.24*	878.96	947.46	952.59*
3	Max Blose	114	3855.0956	1000.00*	945.32*	945.28	956.77*	952.99*	785.77
4	Eddie Bernaldez	159402	3771.8509	951.85*	1000.00*	893.39	920.26*	849.76	899.72*
5	Paul Mayhan	891050	36.1083	36.10*	0.00	0.00	0.00*	0.00*	0.00*

**SPA Expert**

**Standings - Round 6**

**10-25-2020 Page: 1**

The Scores for all contestants have been entered through Round 6  
These are the final standings at this time. \*\*\* Indicates score included in total.

Pos.	Name	AMA No.	Total Score	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6
1	Todd Blose	5405	4000.0000	1000.00	1000.00*	1000.00*	982.97	1000.00*	1000.00*
2	Stephen Byrd	529245	3940.9374	984.26*	917.18	988.26*	1000.00*	968.60*	939.80
3	Pat Ensign	41165	3893.2724	995.70*	952.77*	970.32*	974.46*	943.68	941.21
4	Bryan Byrd	102179	3868.0180	947.78	966.46*	915.11	971.63*	953.29*	976.62*
5	Wayne Galligan	679374	3111.5306	871.95*	857.63*	960.66*	421.27*	0.00	0.00

**SPA Senior Expert**

**Standings - Round 6**

**10-25-2020 Page:**

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

Pos.	Name	AMA No.	Total Score	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6
1	Danny Jackson	71793	4000.0000	1000.00	1000.00	1000.00*	1000.00*	1000.00*	1000.00*
2	Ken Knotts	2591	2987.4452	0.00	659.88*	795.30*	798.77*	733.48*	0.00



# **SPA Member Profile**

***David Moser from Clover Creek***



**Name/SPA Number: David Moser / 756**

**City/State: Toone, TN**

**Occupation/Former Occupation: Farm Manager  
@ Clover Creek Aerodrome/ HVAC Tech**

**Years in Model Aviation: 21**

**When did you join SPA: 2020**

**How did you find out about the SPA and why did you decide to join?: Scott Anderson introduced myself and a few others to SPA back in 2018**

**Are you or have you been a full-scale pilot? If so, when, where and what do you fly?: Unfortunately not, I am thinking of getting my Private Pilot this winter**

**Favorite pattern planes and why you like them: As of now the most impressive I've seen has been the Dirty Birdy and the Currare**

**Do you or have you competed in other organizations-have you gone to the NATs: I have been flying IMAC scale aerobatics since 1999 and have competed in over 15 NATS**

**Something others may not know about you (other or past hobbies and interests): I'm a big sports fanatic and really enjoy fishing**

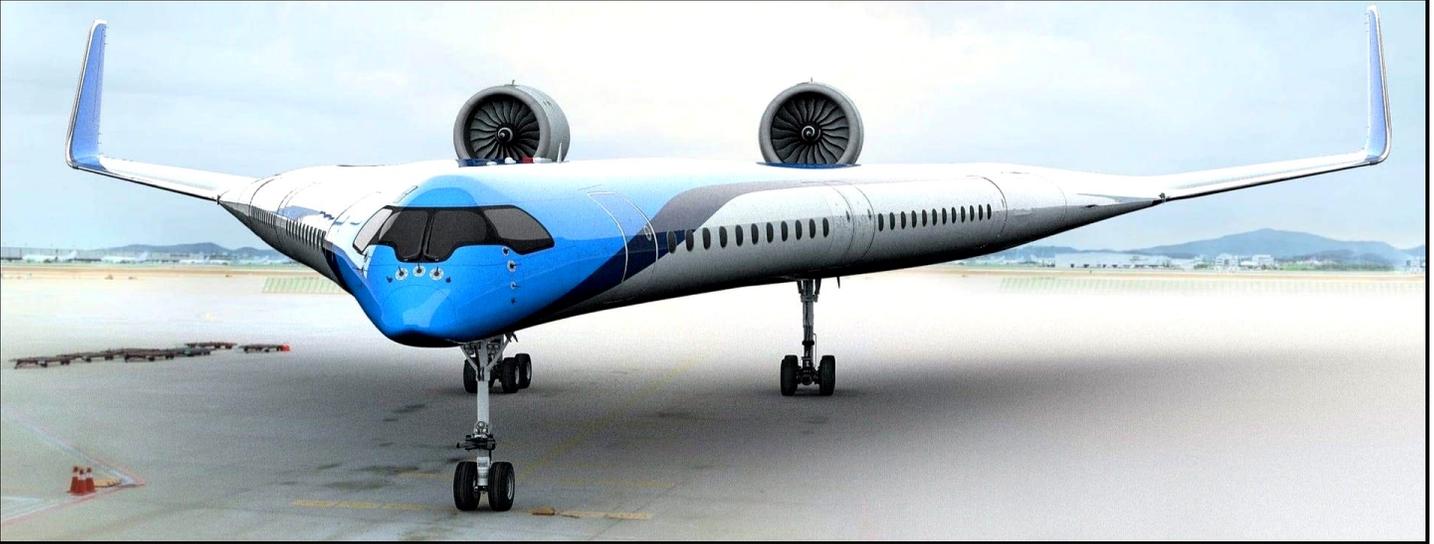
**Send an email to Duane Wilson. Be certain to attach this document to your email.**

**[avlwilsons@charter.net](mailto:avlwilsons@charter.net)**

## ***The Future of Aviation KLM's "Flying V" Concept Plane***

Check out the two links below to see progress of KLM's "Flying V" program. The including a currently flying R/C model of the prototype, (first link.) The second link talks about the project in more detail, and contains KLM's recycling and 3-D printing program.

Who knows if this concept or something like it will ever progress to the point of being the future of commercial aviation? There are other futuristic concepts out there including entries from Airbus called the Maveric [https://www.youtube.com/watch?v=ID7TY6\\_Oz8E](https://www.youtube.com/watch?v=ID7TY6_Oz8E) and Boeing. That comparison is below.



<https://youtu.be/MFoc8wbuasM>

This is the first vlog in a series that will explore the sustainability in aviation. I travelled to Amsterdam to learn how KLM is taking a leading role in creating a more sustainable future for aviation. In the video, I was shown how an airline can recycle plastic bottles onboard to create useful tools by 3D printing. I also learn about the challenge of developing sustainable aviation fuel. The KLM cabin crew showed me how they are recycling and reusing plastic materials in the food tray. A pilot also explained many ways they could reduce fuel burn. I travelled to the Technical University

of Delft to see the design of the Flying V, a futuristic V shape aircraft. I was shown the mock up model, which should have its first test flight later this year. I was also shown many interesting future cabin design ideas, such as a flat bed in economy and staggered seating.

[https://www.youtube.com/watch?v=cZJzD7bhE\\_Y&t=820s](https://www.youtube.com/watch?v=cZJzD7bhE_Y&t=820s)

### ***Flying V vs Maveric vs Boeing:***

<https://www.youtube.com/watch?v=X8FakuQF0hE>

<https://www.youtube.com/watch?v=tL5UYF8zJ1w>

## Max Blose AMA Hall of Fame



**Max Blose started building and flying** small stick planes in 1945 at the age of 10. He started a small club of 6 members in the basement of his parent's home in Indiana, for the fellowship of building and flying planes. In 1948, he became interested in flying control line models; both stunt and speed, and competed most in u-control stunt. In 1954, Max joined the U.S. Army; assigned to the 495th Missile Battery, stationed at Fort Bliss, TX. For 2 years, while at Fort Bliss he developed and tested the 'Nikie Ajax' Guided missiles.

After the Army, he married and moved to Dublin TX. where he was a Field engineer on German Klischograph and Hell Scanners for graphic arts, greeting cards, newspapers, (R/C Modeler) etc.

In 1959, Max started flying R/C aircraft with single channel

escapement. He built his first 2 radios, a 400 cycle tone on 6 meters, then later an analog proportional radio. During this time he also flew competition in pattern A, B, etc.

In 1961, Max and his Family moved to Hamilton TX., he continued to fly and promote r/c flying at the local airport. Max has an extensive background in electronics, so he was always looking for things to design and build other than airplanes. He would come up with things like field strength meters, wind meters and even air compressor's.

### **Magazine articles authored by Max Blose include:**

- R/C Modeler Annual, 1966: A onetime issue from RCM. The article was, "Transistor Field Strength Meter for Radio control".

- R/C Modeler, 1969: Pattern Airplane "Tarman", with full-page color picture of his wife Sally and plans were available from RCM.

- R/C Modeler, 1972: How to make an Air compressor from available parts.

In 1970, Max became a Contest Director and joined a small club in Waco and drove the 130 mile round trip once a month for the club meetings. He would make the trip whenever they held an event and most of the time would CD the contests.

In 1973, Max founded 'MALCO' with Leon York and produced r/c kits called Der-Flug a 40 size trainer, A-Tak that was a .40 size pattern type plane and the "Malco Eagle" 115/132 inch sailplane.

In 1974, Max realized that it would be hard to make a living in kit manufacturing; He went to work as a Product Manager for 'Marathon Battery Company' in charge of nickel-cadmium sealed cells and batteries, gaining even further experience that would help in Model Aeronautics.

Max and his family moved to Waco in 1975, to be closer to work and the club he had been involved with, for the past 5 years. After moving to Waco he took on the job of the Club's Newsletter Editor/Publisher and held this post for the next 27 years, not missing even a single month of publication.

In 1985, Max started 'B&P Associates' for the service, repair, and building of Nickel Cadmium battery packs for Radio Controlled Model Planes, X-Ray, Standby Batteries, and Full Scale Aircraft Batteries. At his leadership, B&P manufactured model kits such as "Perfection", "Associate", and "Association".

In 1987, Max developed a self-contained starter with an attached battery. This Starter Model immediately became popular with a great demand for its production. It remains popular amongst Modelers and is widely used in the Pattern community.

In 1991, He was appointed AMA District VIII Associate Vice President, following in the footsteps of Max's good friend Gil Horstman, who had transferred to Washington state. He faithfully held this position for 18 tireless years, serving the Central Texas Area, District VIII of the AMA; until stepping down in 2007. During his tenure as AVP for District VIII, he served under the leadership of no less than four District VIII Vice Presidents.

In 1993, he bought the 'Waco Hobby Stop', with the vision to try and revitalize it, for the benefit of the club in this area. Traditionally, hobby shops could not stay in business. However, with revenue from 'B&P Associates' would keep the 'Waco Hobby Stop' viable. Fortunately, it remains open and under the leadership of Max to this day and is patronized by Modelers from many Central Texas Cities, towns and Clubs.



After Max had his hobby shop doing well, he would close the shop on Wednesday's, in order for him to hold 'training days' at the flying field. Always wanting to help new pilots, he spent hours helping new people get into the hobby and learn to fly. For a total of 18 years over the span of many, Max held the position of President of 'Heart of Texas Miniature Aircraft Club' (HOTMAC). During this tenure, he was continuously active in the building of a majority of the HOTMAC flying field that is present today in Waco. Max was Contest Director at all pattern events held in Waco until 1989, when his son Todd took over. Max continued being the CD on several other events over the years at the Heart of Texas Miniature Aircraft Club. He was instrumental in securing the 'Greater Southwest Jet Rally' to be hosted annually by his club, the HOTMAC of Waco. This Jet Rally has grown to become one of the premier events of the Jet Community.

In 1995, the club field lease was in jeopardy; Max was instrumental, in having the lease transferred to the city of Waco. In doing so, it allowed the Club (HOTMAC) to retain the flying field and pay less for the yearly lease.

In 2005, Max, with a small group of former HOTMAC members, started a new R/C Club, the 'Texas Model Aeronautics Foundation (TMAF)'. The TMAF was started to ensure that anyone could learn to fly. Max also wanted to make sure that the Foundation would be involved with area schools, because he always believes that the kids will keep the hobby going and anyone that wanted to learn, should be given the

opportunity to learn! Under the leadership of Max and this small group, they were able to locate their club to an area that once served as an Army Airfield that was graciously leased to them by the City of Valley Mills, Texas. Max has envisioned the TMAF to be a premier Model Aeronautical facility.

In 2016 Max decided to retire and finally close down the Waco Hobby stop. This was a tuff decision since he supplied planes, cars and parts to not just the town of Waco but also surrounding towns and cities that did not have a hobby shop. He now is spending even more time flying and helping maintain the flying filed and finally taking vacations with his Wife of 59 years Sally Blose.

**Max over the years has received many awards for his contribution to the AMA and Model Aeronautics.**

- **1978 AMA 'Superior Service Award'**
- **1986 Dedication Award from HOTMAC for years served as President**
- **1988 Appreciation Award from HOTMAC for years of service as Newsletter editor.**
- **1988 through 1991 'Generous Support' award from R/C report**
- **1991 AMA 'Superior Service Award'**
- **1994 AMA 'Aero Honor Society Newsletter Award'**
- **1996 AMA 'Celebration of Eagles'**
- **1998 AMA 'Superior Service Award'**
- **2005 AMA 'Grand Event Award Make and Take'**
- **2007 AMA 'Distinguished Service Award'**
- **In 2017 Texas Model Aeronautics Foundation Club members named the TMAF Flying Field after Max as a show of appreciation for his lifelong efforts to the R/C hobby and the AMA.**

The bottom line is that Max Blose has spent the majority of his life instructing, building, exchanging ideas, and above all the promoting of Model Aviation and every aspect of it. I couldn't imagine Model Aeronautics without the great influence and experience that Max has imparted on all of us and this great hobby of Model Aeronautics.

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