



# 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) NOV-DEC 2020

## *VINTAGE PATTERN FLYING FOR ALL AGES!*

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## *Pushing the Envelope in 1963*



**Tom Brett's 1963  
Cirrus**

**1962 World Champion sets out to design a state-of-the-art aircraft for proportional systems and retracts**



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 –Jeff Owens**

In my last column I summarized the highlights of what has certainly been a challenging year. Although the number of contests was reduced and the participation was, as well, we nevertheless had a reasonably successful year. With the advent of several approved COVID 19 vaccines we can start to look towards a more normal year. And this next one will see some new developments. The new sequences for 2021-22 were published in the last newsletter. And the membership approved a motion allowing the use of retracts in all classes above Novice. I know that some members who had been flying with retracts extended were quite happy to be able to suck up the gear!

Also, Tower Hobbies has the Kaos 60 ARF back in stock. The price today (12/17/2020) is \$164.99 which seems like a good deal. Speaking of ARFs, I recently received a Curare ARF from Germany. I have enjoyed flying my first one with fixed gear and an OS 55AX. But the new one will have electric retracts and be electric powered. I am looking forward to the comparison between the two!

We are at the start of the two year pattern sequence/election cycle. This year the current slate of officers was unopposed, so they will continue with one change – Pat Ensign chose not to serve a second term as the West Representative and has been replaced by Chris Berardi. Welcome aboard, Chris!

As is usual this time of year we will be holding a Board of Directors meeting in January 2021. This time, however, it will be a Zoom meeting. At least that will cut out my 700 mile round trip for the traditional face-to-face meeting that usually lasts less than two hours! If you have any concerns that you feel should be addressed by the Board, please let your Representative know or you can contact me.

Here's wishing you and yours a wonderful Christmas Season. May all your projects enjoy a timely completion and many successful flights. Until Next time,-Jeff



**FROM THE EDITOR– Duane Wilson**

I'm sure you will join me in saying a deserved "good riddance" to 2020. Though there is nothing magical about January 1st 2021, it's comforting to think that 2021 has an excellent chance of being better than 2020, at least we certainly hope so.....therefore "Happy 2021 to all."

Starting back in 2006, I've been fortunate enough to have had six previous articles accepted by **Model Aviation** about the fascinating subjects of vintage pattern and SPA; the last was in the NOV 2016 issue.

A couple years back I was honored to be given (not one), but four pattern models designed and flown by my hero growing up, Tom Brett, winner of the second FAI World Championships in England. My last article was about his TBX.

I am currently immersed in writing a 2nd Brett article, this one about the plane he designed immediately after (1963) winning the World Championships-Tom called it "Cirrus" after the high, wispy cloud. Like many early pattern planes, there was an interesting history associated with its design and features. The 1st draft of the article is included for you to review. After his win, (flying reeds), Tom plunged fully into his next project as the modeling world watched, collaborating with fellow American team member Don Brown, who flew a proportional system he designed himself. When designing Cirrus, Tom included, (to my knowledge), the very first commercially available retractable landing gear. In doing this, he effectively helped establish the basic formula for pattern planes for the next twenty years. Proportional and retracts later became routine, but in 1963 Cirrus was **either the first, or one of the very first** pattern planes specifically designed for both.

There is a second small, companion article showcasing the very early Quadruplex system Tom tested, with a web link to an excellent background article comparing that system to other early proportional radios.

Remember, this is the first draft. Publication, (if it gets published) is months away. I'd appreciate your feedback directly to my email if I got something wrong so constructive criticism is welcome. Enjoy.

# Tom Brett's 1963 Cirrus

## PUSHING THE ENVELOPE IN PATTERN'S EARLY DAYS

Tom Brett displays his state-of-the-art Cirrus prior to initial flight. Huge early proportional Tx. All radios sport a colored ribbon to show frequency, (also handy wind direction guide)



**ARTICLE DRAFT** *It's the summer of 1962*, and after a tense, dramatic "fly-off" with Britain's Harry Brooks, you've been declared the second FAI World Champion, the first having been America's Ed Kazmirski two years earlier, (*Kaz* M.A. August 2010.) You are on top of the RC modeling competitive world. Your sleek Perigee design (now in the AMA museum), will soon be offered by a top kit manufacturer, and a construction article written for *American Modeler* magazine is scheduled to be published. As the days, then weeks pass, euphoria and satisfaction turn to wondering, "where do I go from here?"

All of us flying RC should have some sense of RC history, of knowing how we got from where we were, to where we are now. To do that, let's go back and relive a period of RC aerobatic, (pattern) history when it was in its infancy. Stop for a second, putting the present and all its technology aside. We will use our combined imaginations to transport ourselves back to 1963. That's a year *before* the Beatles came to America. Be sure to keep that year 1963 in mind because many important advances in RC were just around the corner, but hadn't arrived yet. These were the pioneering days of RC, and no one yet knew what the future held.

In the late 1950s, the reed radio came on the scene with its transmitter toggle switches for each control surface and servo operation that was all-or-nothing. Practically speaking, this was the

dawn of RC. Prior to "reeds", just keeping planes aloft and flying in a semi-controlled way for even a short period was considered "successful" flying. Early escapements and "Galloping Ghost", (picture continuous and wildly fluttering control surfaces at full travel), radios didn't prove all that attractive or reliable as ways to fly.

With reeds, controlled flight became possible for a wider modeling public, but it wasn't intuitive and certainly didn't feel natural. Flying "multi-channel" reeds was a learned skill. It was a challenge for newcomers to just keep their trainers in the air; even experienced flyers tended to "jerk" their planes off the ground and around the sky. Only the most skilled could fly aerobatics smoothly with reeds, and Tom Brett, as the 1962 World Champion, proved to be best of the best that year.

Reeds ushered in rapid RC growth during the early 60s. The fledgling modeling industry quickly followed with an explosion of continually better radios, engines, and a wide variety of modeling accessories. Reed radios would rule the radio market

for a short time, (into the mid-1960s), but a new era of flying was at the doorstep as proportional radios were about to come of age. That's an important part of this story.

Tom poses next to the original 65" wing version of Cirrus



As part of the American team in 1962, Don Brown competed with an improved, refined version of the "Galloping Ghost"—a fully proportional control system of his own design he called Quadruplex. At one point he was actually leading with the new radio before experiencing flight-ending engine trouble, but his skill with his Quadruplex was impressive enough for him to finish fifth in spite of that setback.

Although a dedicated reed flyer, Tom was intrigued with the new radio and recognized that proportional could become the future of radio control. Collaborating with Don Brown, he determined that his next and most ambitious pattern project would be flown with the new proportional radio.

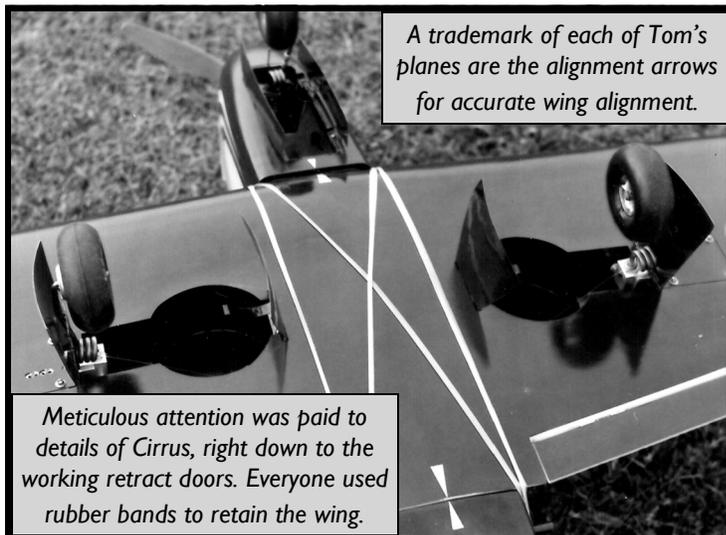
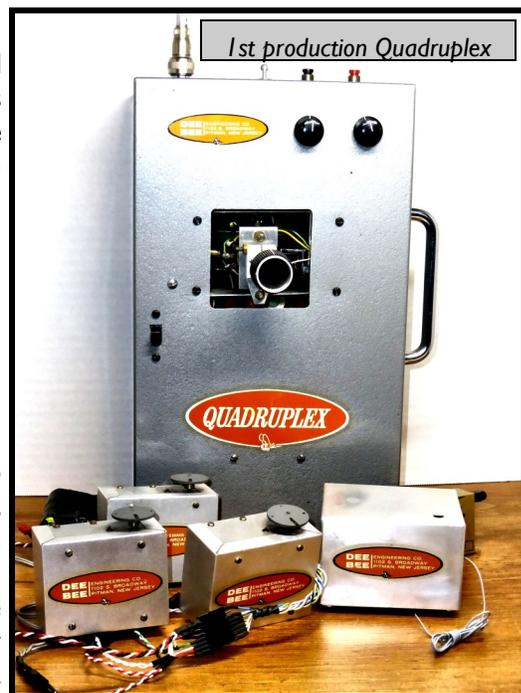
As an extra "wow factor" he incorporated into the design something unheard of in modeling at that time, a newly introduced retractable landing gear by fellow pattern pioneer and manufacturer, Hal de Bolt.

Tom's influence within the RC pattern community as World Champ focused added attention upon his upcoming project for 1963 named Cirrus, (after a wispy, fast-moving, upper-level cloud). Cirrus was intended to push the technology envelope for pattern aircraft of the future, and was several years ahead of its time. It was one of, if not the first pattern plane to use both proportional radio and retracts, (the tuned pipe came later.) Whether or not he fully realized it at the time, Tom hit upon the successful formula that would set the standard for the next twenty-five

years. In hindsight, we now know that proportional control would be commonplace by 1965, (with 74% of America's best competitors using them at the '65 NATS). Retracts would also be standard at the highest levels of competition by 1970, **but in 1963, both were novelties and unproven technologies.**

As a master builder, Tom lavished his engineering skill and time into the designing and building of Cirrus. He paid careful attention to the smallest details, even engineering working doors for the retracts. Like many pattern planes intended for serious competition, Cirrus was equipped with electric brakes.

Because of their bulk and weight, placement of the equipment was critical when planning the design. The metal encased radio components and retracts were huge



and heavy compared to modern day. In spite of Cirrus's balsa being carefully selected, and the airframe itself weighing in at only 3 pounds 2.6 ounces, the radio equipment, and particularly the retracts and required batteries, pushed the overall weight of Cirrus to just under eight pounds!

With our current, nearly unlimited choices for glo and electric power, it's difficult to imagine the relatively anemic power choices available in early 1963. Similar to radio and retract progress, in only three more years, the much stronger .61 2-stroke engine, (produced by several manufacturers), would become the established standard for RC pattern—but again, not in 1963. Tom determined the overall best, most powerful RC engine

available was the .49 Merco, (made in England), but good performance in a heavy model was a lot to ask of any .49 engine. Predictably, vertical performance during aerobatics would be limited, but again, sheer performance wasn't the primary objective. Cirrus was first and foremost a test aircraft for the (at that time), latest technology.

When completed in March of that year, Tom's sleek Cirrus was arguably the "coolest", and most advanced pattern model of the year. Tom's typical "blue on blue" paint scheme with stylish gold silk over the wing open areas created a strikingly handsome aircraft.

## FLYING CIRRUS

After much final checking and taxiing, Cirrus made its maiden flight in the early spring of 1963. According to Helen, Tom's wife, (and still his number one cheerleader after fifty years), *"he did the pre-flight check and taxied around quite a bit getting the feel of the controls. ...it moved out well on take-off and lifted nicely. Tom was never one to rush a plane into the air, (he) liked a lot of ground speed..."*

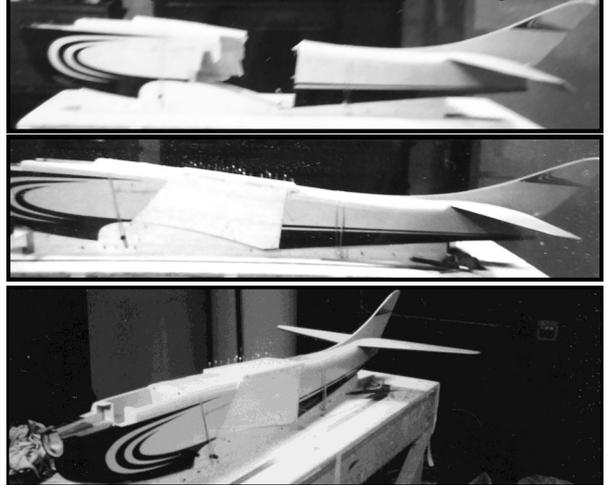
Unfortunately, Tom's early enthusiasm was short lived as the flying of Cirrus was plagued with technical problems and disappointments. Early on he experienced intermittent radio problems, usually at critical times at low altitude, such as on landing approach. After just a few flights, Cirrus crashed on final approach, splitting the fuselage in half.

Although the Quadruplex system was touted in its ads for being one of the more reliable radios at the time, Tom's



Aftermath of early Cirrus crash and repair process.

Meticulous repair-Note steps made to ensure alignment



prototype seemed to be jinxed. Over the course of 1963-64, the radio was returned three times and the transmitter was replaced once. After that

first major crash Tom received the following apologetic letter from Don Brown:

*Dear Tom:*

*I've returned your system in good working order. You are absolutely correct about the transmitter not functioning properly. It had developed a problem in its blocking oscillator circuit. This is the first time. I've seen this condition exist. The most expedient solution was to set it aside and send you a new transmitter. The outfit you have now has been thoroughly checked out and I'm sure will exhibit no peculiarities...*

*Of all the outfits I wanted to work properly yours had to act up. Well, I guess the radio god got to it. Perhaps I'll make a sacrificial offering to him by burning that transmitter.*

After time for repairs, Cirrus was back in the air. Helen's brief comment after the repair *"After repairs to the broken fuse he had some good flights, 5 to ten minutes or more just getting used to the system, (he) made nice take-offs and smooth landings, nothing fancy...had several short flights, no maneuvers or tricks, and safe landings..."*

When he originally built Cirrus, Tom cut two sets of parts. After the crash and repair he built the second fuselage, and this time used a larger 850 square inch wing designed months later, (original was 700). His new wing sported a new, lower AMA number given to him by AMA when he was presented with the FAI world championship trophy. The "850 wing" was huge for the time with a 74-inch wingspan. No documentation exists explaining the larger wing, but we can speculate that Tom wanted better glide characteristics (for a heavier plane), on landing.



I'll-fated 2nd Cirrus with 74" 850 sq. in. wing lasted two days

The completely new second plane was ready by late in the season. It would be nice to say that all troubles were over, but the new plane lasted only two days—can you identify? *"On day one, (he) did the pre-flight check, taxied around a bit and made a very short flight. On day two, took off and flew a bit but made a cartwheel landing, totaling the second plane. We never discussed (the) cause of the crash, but we thought, (I thought), it was due to another equipment malfunction. We drove all the way home in complete silence. In Oct after the crash of the new plane he flew the original again, did a series of rolls for the first time, still getting used to the response of the system. He never voiced concerns of handling or power."*



Many ooohs and aaaahs from Toledo onlookers as Tom demonstrates the new concept of retractable landing gear at the annual Weak Signals show. Tom's 1962 world champion Perigee design in the foreground was a popular plane to build back then. It was built by a fellow club member and displayed next to Tom's Cirrus. Notice all the suit coats and ties at the show.

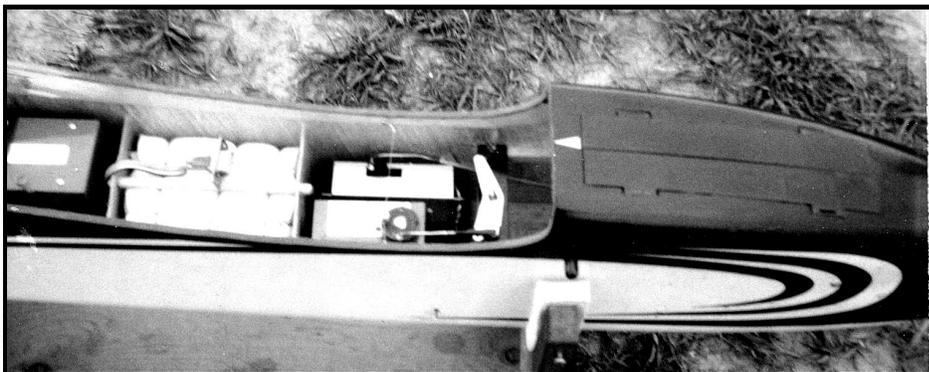
That winter, Tom built a second 850 square inch wing for the upcoming 1964 Weak Signals Toledo show held in late winter, (proving the larger, 74-inch wing was indeed an improvement over the original.) He reused the original repaired fuselage from the previous season. At Toledo, the de Bolt retractable gear remained a real crowd pleaser and still a major novelty for most people, attracting lots of interest from the Toledo attendees as seen in this picture appearing in the national Radio Control News newsletter.

After Toledo '64, Cirrus was flown in a more aggressive way to test its capabilities. Asked about how well Cirrus performed maneuvers, Helen replied:  
*He did some loops, slow rolls and Cuban Eights...I couldn't judge if it was underperforming and he didn't say anything about being too disappointed in the performance".*

Cirrus flew uneventfully for the rest of the 1964 season to see what it could do, but by late in the flying year, Tom's interest was already focusing on his next project. He was already doing pencil sketches of the futuristic swept-wing TBX-1 that would compete in the 1965 NATs and win an award for best design, (Tom Brett's TBX MA Nov 2016).

*"He never regretted the time spent on the project. (He) Found out he didn't care for that system".*

For Tom, the Cirrus proved to be a one-time experiment in early proportional. Already an expert with reeds, he simply was happier flying his trusty reed radio.



Typically neat but cramped radio compartment shows receiver at back, (elevator servo next to it is hidden). Batteries for the radio and retracts are near the C/G at center, with throttle and rudder servos up front. Barely noticeable is the pull-pull rudder setup which uses fishing line through narrow aluminum conduits along the fuselage sides. Line passes at the back of the wheel. The home-made aluminum horn for the steerable nose wheel is linked to the side of the servo wheel. Note arrows to "center" the wing.

# THE REST OF THE STORY



Although it didn't prove to be famous in terms of winning contests, Cirrus was a significant step on the road to what pattern would eventually become. At the end of the 1964 season, Cirrus was retired.

Having already been a world champion, Tom's interests evolved from top level competition to innovative design projects like the award-winning TBX pictured here. He and Helen would leave RC in 1966, moving on to fly full-size planes together. Though proud of his RC achievements, all his RC goals had been met. The models were carefully stored away and would remain untouched for decades.

I knew of Tom and Helen, but as just one of many young people in the crowd in 1964, they didn't know me. However, after many years in 2009, circumstances led me to personally meet Helen. Returning to my roots, I studied Tom's RC career, and of course, admired Tom's models. When Helen later downsized, I was honored to be given four of Tom's planes, all of them flyable but two essentially unknown. One of those was Cirrus.



The exact same model, but an updated and improved Cirrus revisits the Toledo show 55 years later while displaying its history.

(L) Helen Brett poses with Cirrus in 1963, (Rt) she proudly displays her scrapbook of Tom's RC career achievements she's documented.

Eventually I discovered its place in history, and with Helen's blessing, the decision was made to refurbish and fly it. Only a handful of people had even heard of Cirrus, and it was unsatisfying gathering dust. A second factor was the attraction I've always had for larger vintage pattern models; I was intrigued with the "large Perigee" aspect of Cirrus and wanted to see it fly.

Helen has worked with me as a major source for this story. I couldn't have done this without her help. The remembrances and personal pictures displayed here come from her extensive memory and scrapbook of Tom's RC career. I feel Helen truly embodies the ideal of a supportive RC wife. Like many couples, they did everything together.

## THE RESTORATION

Only two of the original de Bolt gear remained, the third was torn off back in 1964 after a final hard landing. What to do? My first thought when beginning the upgrade was to replace the ancient retracts with fixed gear while making minimal changes before flying, but then I thought of the 1985



OS AX55 fits perfectly on the original mounting plate. The aluminum ring at front retains the cowl with only two visible screws.

movie *Back to The Future*, (a favorite of mine). In the movie, the De Lorean time machine travels 30 years into the future, returning as a **flying car that runs on nuclear fusion!** I thought to myself, "why make changes to Tom's



Formed aluminum tray keeps engine oil from seeping into the retract area below.

original concept? Why not give Cirrus the *Back to the Future* De Lorean treatment?", in this case with **shock-absorbing retracts, a modern radio, and a more powerful OS 55AX engine (that just happened to fit perfectly into the existing engine space).** I wanted to see how Cirrus would perform by making the above equipment upgrades. Just doing that should help Cirrus fly much better, with greater reliability and greatly reduced weight.

The concept of updating the vintage retracts with modern ones proved easier said than done. They didn't just fall in place, particularly the nose wheel. Helen had told me earlier that Cirrus was literally engineered around the radio and landing gear. This became immediately obvious when I took a good look at it. I wanted to do this upgrade well and needed help in the form of Ed Gonzalez, a friend with more retract experience than me. He was unfamiliar with Tom and his designs, but quickly turned from a neutral advisor to a committed team member and new Brett admirer. It was interesting to watch Ed as day by day, he developed a greater appreciation for Tom's exquisite workmanship.

Team member Ed Gonzalez gives the "thumbs up" as we work on fitting the new retracts.



Vintage de Bolt retract sits snug under the engine mounting plate as Tom installed it 55 years earlier



Finally removed...due to its thin metal guard, the de Bolt nose wheel retract itself is clean. Note large pneumatic wheel.



Each alteration we made challenged us to do the best job we possibly could, as if Tom was right there with us supervising.

We dedicated many evenings to rework the nose area that needed a total reconfiguration to accept the new nose gear. The old de Bolt gear was buried deep within the nose, using a different mounting method, and last touched by Tom decades ago. Just removing it required some thought.



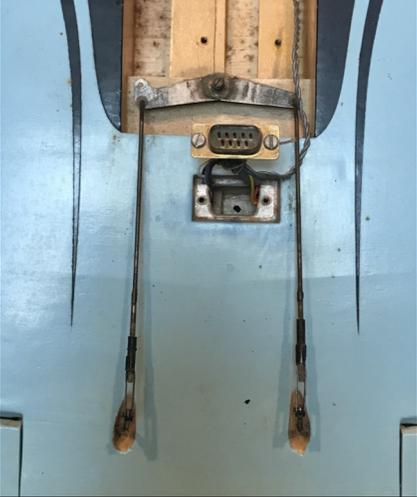
One of Tom's original home-made pull-pull bellcranks before cleaning

The new nose wheel not only had to fit, it had to retract smoothly without hanging up while being steerable at the same time. We finally were successful in mounting the nose gear, then adapting it to Tom's existing pull-pull set-up; the new nose wheel was in place and working well.

The rest of the upgrade was relatively easy as I adhered as closely as possible to Tom's original installation, but with smaller, more efficient replacements. When possible I adapted Tom's hand-made hardware and pushrods for reuse.

About everyone used a single aileron servo in the 60s. Tom preferred a bellcrank link to the servo

The newly refurbished Cirrus has current equipment from nearly 60 years after its original unveiling. It's the version of Cirrus that Tom could only have dreamed of flying back in 1963. Tom's "Dream Machine", now weighs in at only **6 pounds 8.7 ounces** dry weight, a full **21 ounces less** than he had to contend with while using the less powerful Merco .49. The "Back to the Future Cirrus" is now reality; after decades of waiting, it is nearly ready to finally demonstrate its full potential. Final touches are being made to prepare it for spreading its wings once more, maybe sometime this spring.



Close-up of home-made pull-pull rudder horns before and after removal. Fishing line used-spring adjusts tension.



Like the Movie, To Be Continued...



# Early Proportional Don Brown's *Quadruplex*



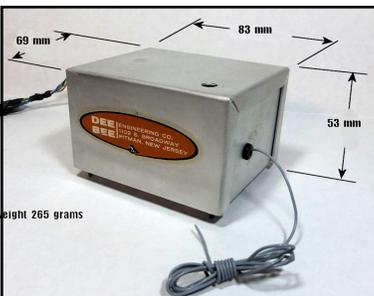
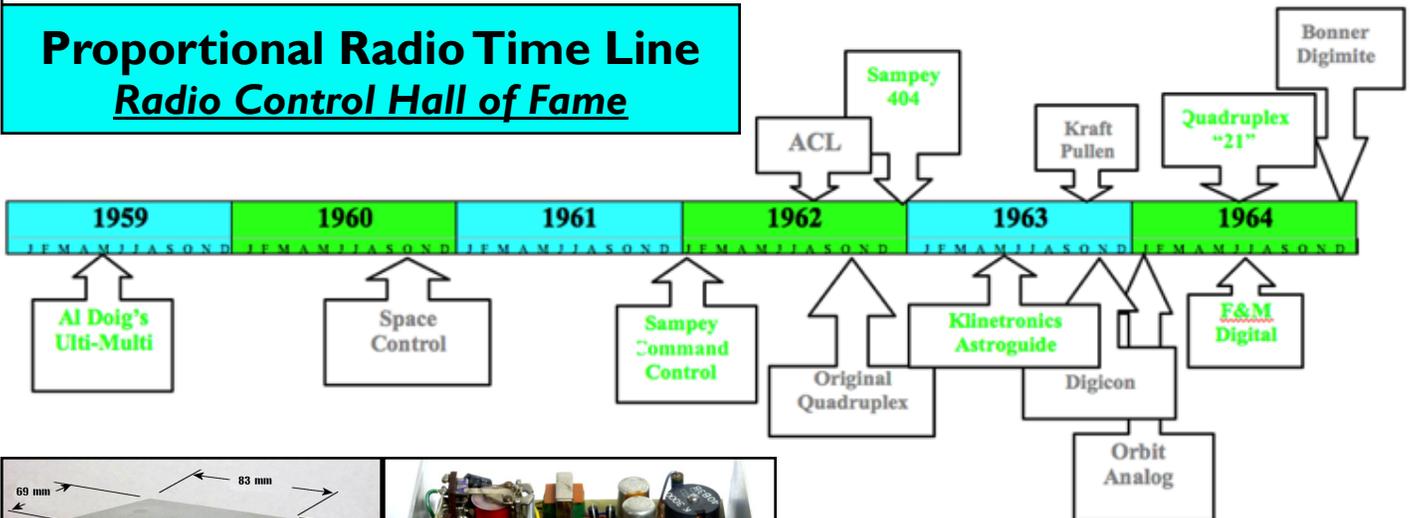
The original Quadruplex system tested by Tom Brett and sold in 1963

While discussing early proportional radios we will focus on the early Quadruplex system that Tom used and tested in 1963 when flying his Cirrus. As you can see in the time line below, the Dee Bee Quadruplex was not the first proportional radio introduced, (being part of the American team, Don waited until after the World Championships in August 1962.) At the time, it was considered by modeling media to be the best combination of cost and reliability. For an interesting in-depth review, please refer to the excellent history of the Quadruplex series of radios in the following article from the [Radio Control Hall of Fame website](http://Radio Control Hall of Fame website):

[\*Radio Control Manufacturer: Quadruplex - History \(rchalloffame.org\)\*](http://Radio Control Manufacturer: Quadruplex - History (rchalloffame.org))

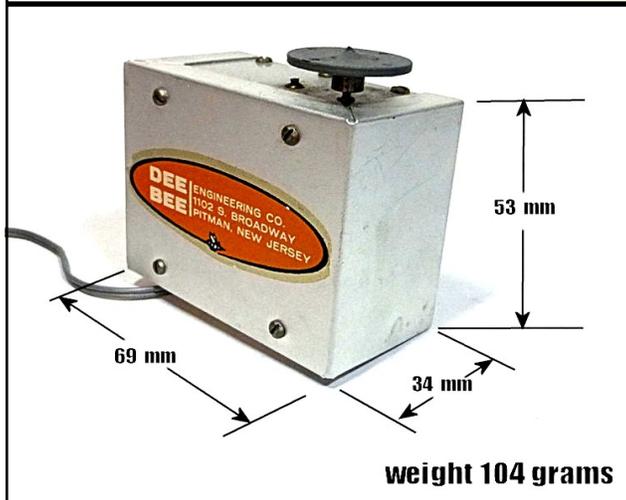
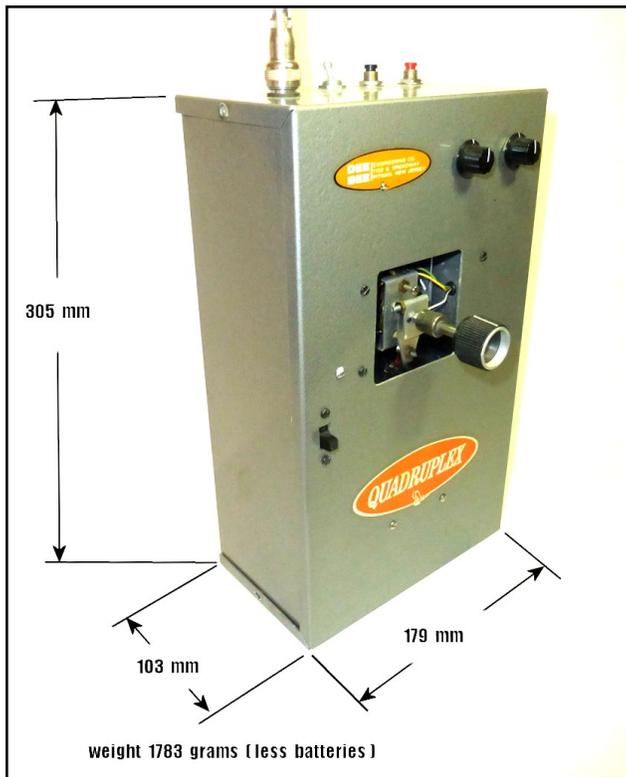
Our mental frame of mind is still fixed upon late 1962-1963 and what was available back then. Most manufacturer's best radios were still reed systems. Proportional radios, (with control surface movement directly related to stick travel), were just beginning to be introduced into a reed dominated market. We now know proportional would eventually become the standard and a major advancement in RC by the mid-60s, but back then it was not the obvious heir apparent to reeds.

## Proportional Radio Time Line Radio Control Hall of Fame



We have it relatively easy now with our modern 2.4 GHz radios, but for a moment, try to imagine your radio set-up without SERVO REVERSING, and ADJUSTABLE SERVO TRAVEL, then picture flying without DUAL RATES and EXPO! Early proportional was basic bare bones, with no frills.

The earliest proportional systems were much more exacting to set up. Careful attention needed to be paid to mechanical linkages to get the desired control throws. Of course, there were no extra channels to play with, no talking transmitters, no stabilizing gyros and other flight aids—not even training “buddy boxes”. Although we take all of these features (and more) for granted now, sixty years ago, modelers had none of that, yet they were happy. It was what it was, and nobody dreamed of what form RC's future would take. It was a time of rapid leaps of technology with systems getting better seemingly every few months, (similar to the way our smart phones change now.)



the perceived negatives including the servo jitter, but in doing so, the newest CL5 model lost both the cost and airborne weight advantages it had over the competition. In addition, Quadruplex offered only a single stick version at a time when two stick radios were on the rise.

The new and attractive west coast products from Kraft, Orbit, and PCS, made a very competitive market nearly impossible. The end came in 1966 when PCS released its feedback system for only \$299. In spite of Maynard Hill setting both world distance and speed records with a Quadruplex, Brown decided it was time to develop a new market by producing an early version of the modern ARF.

For a first-hand sense of this period of RC history, check out the RCM, (Radio Control Modeler) review articles for Quadruplex radios:

[Dee Bee Quadruplex 21 - RCM Oct 64.pdf \(vintagercfiles.com\)](#)

[Quadruplex CL5 - RCM July 65.pdf \(vintagercfiles.com\)](#)

I hope you have enjoyed our trip back into RC history. When I "snap my fingers" you will be back in the present, and will remember everything. My thanks to Tom Mavratic for his valuable help with this article

Regardless of brand, original proportional equipment was large, bulky, and heavy. Tom's early Quadruplex airborne components weighed 22.7 ounces with another 13 ounces for the batteries, (combined for radio and retracts). A later version would boast of an airborne weight of only 21 ounces. According to original literature, the transmitter weighed 6 pounds 10 ounces complete with antenna.

Don Brown hand-built his prototype Quadruplex transmitter and receiver in the cellar of his house in early 1962. Operating system details are beyond the scope of this discussion, (and my knowledge,) but for now, let's say that the early Quadruplex was a more refined version the very early "Galloping Ghost" type of pulse control system, (picture all control surfaces continually flopping up and down or side to side at full travel). Surfaces would immediately start wriggling as soon as the system was turned on-bad for battery drain, but also generating a lot of snarky comments at the field. It was natural enough to make the comparison between the Galloping Ghost and a wounded animal, with comments like "Don't touch it - it ain't dead yet", or "shoot it and put it out of its misery." Though the gyrations didn't negatively affect the smoothness of the plane in the air, many didn't consider this to be "true proportional".

The original Quadruplex displayed much less movement, more like an exaggerated tremor, and supporters pointed to its proven reliability and lower cost. This was arguably true when it was first introduced but over time as the competition improved, Don found his pulse-related system was not the standard the public wanted.

In 1965 a totally new and final version of the Quadruplex was introduced and was well received by the modeling magazines. It abandoned pulse technology and addressed many of



**The last Quadruplex, the CL5**

# **TENTATIVE**

## **2021 SPA Contest Calendar**

DATES SUBJECT TO CHANGES BASED ON CONFLICTS WITH OTHER EVENTS

Contact CSP [Jamie Strong](#) with changes or concerns then send information to Webmaster [Jim Johns](#) to be posted.

### **SPA East Schedule**

<b>Date</b>	<b>Event &amp; Contest Director</b>	<b>Location</b>
TBD	2021 SPA Board of Directors Meeting	Virtual Skype Meeting
Feb 26-27	2021 Southeastern Model Show Georgia Nat'l Fairgrounds, Perry, GA	Perry, GA
Apr 10-11	Prattville SPA Contest <a href="#">Jamie Strong CD</a>	Prattville, AL
May 15-16	KCRC Ben Oliver Memorial <a href="#">Jimmy Russell CD</a>	Knoxville, TN
June 12-13	Mac Hodges SPA Contest <a href="#">Dave Phillips CD</a>	Andersonville, GA
August 7-8	East West Shootout <a href="#">Scott Anderson CD</a>	Toone, TN
<b>TENTATIVE</b> Sept 18-19	South Georgia SPA <a href="#">Greg Hoke CD</a>	TBD
Oct 2-3	SPA East Masters <a href="#">Jerry Black CD</a>	TBD

### **SPA West Schedule**

<b>Date</b>	<b>Event &amp; Contest Director</b>	<b>Location</b>
TBD	2020 SPA Board of Directors Meeting	Virtual Skype Meeting
April 24	Spring Opener @ Ft. Worth Thunderbirds <a href="#">Ken Knotts</a> & <a href="#">Gary Alphin</a> CDs	Benbrook, TX
May 15	Buzzardaire/Texas Wings <a href="#">Pat Ensign CD</a>	Newark, TX
June 19	Golden Triangle <a href="#">Frank Cox CD</a>	Grand Prairie, TX
August 7-8	East West Shootout <a href="#">Scott Anderson CD</a>	Toone, TN
Sept 11	Wichita Falls <a href="#">Tony Breyen</a> & <a href="#">Pat Ensign</a> CDs	Wichita Falls, TX
Oct 23	West Championships @ HOTMAC <a href="#">Todd Blose CD</a>	Waco, TX

# New Arrivals for 2021

## Jimmy Russell's Custom Dirty Birdy



- **Rudder and Fin** are just straightened for looks. I didn't like the raked forward look of the DB rudder. Fin and Rudder are built up and sheeting as opposed to the 3/8 thick balsa provided in the kit. It still looks very Dirty Birdy'ish IMO.
- Balsa Dirty Birdy built from the BlueJay kit I won at my first SPA contest, Knoxville '16
- E powered with taildragger E retracts and lights.
- Motor: BadAss 3530 570kv
- ESC: Hobbywing FunFly 80
- Promodeler Digital Coreless Micro Servos
- Finish: HobbyKing Film
- RTF weight: 6.75lbs
- Airframe no battery: 5lbs 2oz



# **12 Things to Ponder At Year End 2020**

**Here are 12 things to reflect upon as we look back at 2020  
And as we look forward to face the new year!**

**2020—one of the most horrible years of our lifetime:**

- 1. The dumbest thing I ever bought was a 2020 planner*
- 2. I was so bored I called Jake from State Farm just to talk to someone. He asked me what I was wearing.*
- 3. 2019: Stay away from negative people. 2020: Stay away from positive people.*
- 4. The world has turned upside down. Old folks are sneaking out of the house & their kids are yelling at them to stay indoors!*
- 5. This morning I saw a neighbor talking to her dog. It was obvious she thought her dog understood her. I came into my house & told my cat. We laughed a lot.*
- 6. Every few days try your jeans on just to make sure they fit. Pajamas will have you believe all is well in the kingdom.*
- 7. Does anyone know if we can take showers yet or should we just keep washing our hands?*
- 8. This virus has done what no woman has been able to do. Cancel sports, shut down all bars & keep men at home!*
- 9. I never thought the comment, “I wouldn’t touch him/her with a 6-foot pole” would become a national policy, but here we are!*
- 10. I need to practice social-distancing from the refrigerator. (Suggestion-place a dot on the floor 6’ from the refrigerator. Then put a note on the door of the fridge that says “anything you can reach from there you can eat...” Borrowed the idea from the same family member.)*
- 11. hope the weather is good tomorrow for my trip to the Backyard. I’m getting tired of the Living Room.*
- 12. Never in a million years could I have imagined I would go up to a bank teller wearing a mask & ask for money.*

**Happy Planning for the coming New Year!**

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Telephone (\_\_\_\_) \_\_\_\_\_ E-Mail \_\_\_\_\_

Mail this form along with check/money order made out to The Senior Pattern Association for \$20.00 to:  
Jim Johns 85 Hodge Rd. Dutton, AL 35744

Jim Johns  
85 Hodge Rd  
Dutton, AL 35744

