



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 JAN-MAR 2022

*VINTAGE PATTERN FLYING FOR **ALL AGES!***

IN THIS ISSUE

GREETINGS FROM THE BOD.....Page 1
FROM THE PRESIDENT.....Page 2
BOD MEETING...ZOOM FORMAT.....Page 3
SPA FINANCIAL SUMMARY.....Page 3
SPA BOARD MEETING MINUTES.....Page 4
Tale of One Modeler Delving Into the Dark SidePages 5-6
(Jimmy Russell's Journey from Glo to Electric Power)
SPA EAST SCHEDULE.....Page 7
NEW EAST CONTEST VENUE.....Page 7
SPA WEST SCHEULE.....Page 8
TOWER HOBBY NEWS (Kaos ARF).....Page 8
NEW ARRIVALS: Dave Swanson's DADDY RABBIT.....Page 9
THE DADDY RABBIT IN SPA HISTORY.....Pages 10-11

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VICE PRESIDENT-

Frank Cox

WEBMASTER &

SEC/TREASURER-

Jim Johns

PAST PRESIDENTS-

Mickey Walker

Bruce Underwood

SPECIAL PROJECTS

Jamie Strong

APPOINTED-At large

Phil Spelt

ELECTED-

Scott Anderson-East

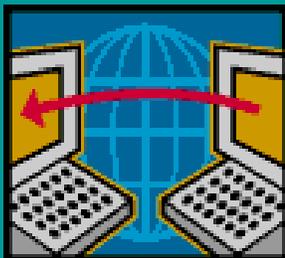
Chris Berardi -West

EDITOR-

Duane Wilson

avlwilson@charter.net

Greetings from your SPA Board



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.

This is what you get when you take an unannounced photo in the middle of a Board of Directors Zoom meeting right off the TV screen. Looking at the intent faces, I guess I should have told everyone to "smile" but we were too hard at work for the SPA membership to stop and smile. Inserted here are some appropriate virtual smiles to project the proper mood of the meeting. We were all smiling on the inside.



Bruce & Jane Underwood
TOP NOTCH TROPHIES
 2044 O'Brig Avenue
 Guntersville, Alabama

Work: 256.582.0606 Home: 256.582.3742
 Email: topnotchtrophies@bellsouth.net



FROM THE PRESIDENT-Jeff Owens

The weather is warming up and the winds are blowing. But even so, one can feel the excitement building for a new contest season! There is a lot for me to write about: the Board of Directors meeting, the Perry Swap Meet (aka Southeastern Model Show), and an impromptu fly-in at Mac Hodges' field. So lets get started!

Board of Directors Meeting – a few items came up, but nothing too controversial. It seems that during the last contest season **we had a few contestants sign up who were not SPA members**. The old rules stated that you must be a member of SPA to compete for points and trophies except in the Basic class where you could earn a certificate of participation. But sometimes a club member would like to participate in the local contest, but probably wouldn't travel to others that were further away. And we have had at least one case where a very well known pattern flyer was passing through and wanted to compete. So, the rules were modified a bit to address both of these situations. If you are not an SPA member you can still fly in an event and compete for a trophy. However, you will not earn season championship points. Thus, everyone can have a good time competing and those who are SPA members can accumulate points toward the season championship. It was felt that this would accommodate both types of cases.

The folks in the West Division are trying out a new class called the Masters class. While the details are still being worked out, a trial run last year seemed to work well. Basically, one can design your own pattern with the constraint that the K-factors would have to line up with those in the Expert pattern in order to allow the scoring program to work. This is rather similar to how things were done in The Masters AMA class back in the early 1980s. This was tried last year on a provisional basis and seemed to work well. This Masters class would be more advanced than the Expert/Sr. Expert classes. This might prompt some top fliers to move to this class, allowing folks in Advanced to consider the Expert class. Points in this new class will be accumulated and reported as for other classes. The feeling was that the West Division was to be congratulated for an innovative idea. I hope that it works well. In the East I fear that there are not enough Expert/Sr. Expert competitors to allow this idea to work, but perhaps this will change with time.

As discussed in my previous column, the Pattern Committee, chaired by Jimmy Russell, is hard at work coming up with the sequences for 2023-24. I am sure that more information will be forthcoming as they continue their endeavors.

One other small item was to clarify that 3-blade props are allowed. Several of us have been using these for years, but they were never mentioned in the rules. It is basically a case of "what is not prohibited is allowed."

Perry Show – several of us arrived on Thursday night so as to be able to set things up Friday morning. I brought our banner and my electric Curare. Norm Bonnette had his new UFO which sports a feathered bird-themed Monokote job – quite striking! Greg Hoke had a Kaos on display and Duane Wilson had an electric Dirty Birdy for sale. I think that the most asked question was how much I wanted for my electric Curare – it wasn't for sale! Several current and former SPA members stopped by and it was good to see everyone. As is usually the case, there were some good deals scored by folks, but mostly for smaller items. There were a few pattern planes there and those that were built went fast. The kits took longer, but some were sold. Quite a few Kaos ARFs were seen – some built and some still in the box. These did not last long. Friday was a busy day with a good crowd and lots of tables filled. Saturday started off briskly, but the crowd thinned out rather quickly. By 1:00 all the tables around us were empty, so we packed up too.

Hodges Field Informal Practice– after Perry, Lori and I repacked her RV and headed over to Hodges Field in Americus, Georgia joining several others who were already there - Dave and Peggy Phillips, Jim and Bobbie Johns, Norm Bonnette, Gordon Talbot, Jamie and Susie Strong, Terry Boston, and Tom Stennis. There was a direct crosswind and the sun caused a bit of a problem during portions of each day, but it felt good to get some practice in. I flew ten flights on Saturday afternoon and Sunday before we left at around 3:00. Saturday evening was fun with Mac flying his "ultralight", two paragliders in action, and continuing pattern practice. Plenty of action all around.

Jim Johns has posted some pictures of the Perry show and the get together at Mac's place. The first contest for each division will be in April, so the time is getting close. Time to get those batteries charged and get some practice in. They will be here before you know it!

Until next time,
 Jeff

Board of Directors Meeting 2022



We have found that the ZOOM meeting format works well when holding a meeting in these days of Covid-19, and high travel costs. The last time we held a face-to-face meeting the cost to find a suitable meeting room was way out of line, (not to mention hours of travel and a motel room for the night before). In fact, one year Ken Knotts actually flew to the meeting, thus setting the all-time personal expense record!!

Anyway, the Zoom meeting style has many benefits over the traditional meeting format, and is ideal for an organization like

SPA with two regions separated by hundreds of miles. This is, I believe the second time all attendees held the meeting this way. Three years ago the West members checked in via computer; that meeting gave us confidence to go all-virtual after that. This method is more flexible; flexible enough that for the first time, one of the attendees was able to attend from his hospital room! We thank you Frank for making the extra effort to be with us, and we're glad that hospital stay is behind you.

2021 SPA Executive Bank Account Summary - Last year

1/1/2021 through 12/31/2021

1/11/2022

Description	Memo	Category	Amount
INCOME			2,484.07
Other Inc	Perry show refund		55.92
PayPal Verification Income			0.23
SPA Income			2,398.22
Dues			2,192.22
2021			997.00
2022			199.68
2023			40.00
Life			955.54
Newsletter Ad			206.00
SPA Merchandise			29.70
EXPENSES			-1,697.04
PayPal Verification Expense			-0.23
SPA Expenses			-1,696.81
Annual Trophies			-236.00
Contest Expenses			-1,300.00
Merchandise For Resale			-51.60
Office Supplies			-43.21
Perry Show			-66.00
TRANSFERS			0.00
BancorpSouth SPA Checking			-4,779.90
FNB - closed 6-18-21	Change of account due to change of bank ownership		4,779.90
OVERALL TO...			787.03

Minutes of the 2022 SPA Board of Directors Meeting

January 22, 2022



The virtual meeting was called to order by President Jeff Owens at 10:08 a.m. EST on January 22-2022. Attending were BoD members President Jeff Owens, VP Frank Cox, Secretary Treasurer Jim Johns, East Rep Scott Anderson, West Rep Chris Berardi, CSP Jamie Strong, Member at Large Phil Spelt and Newsletter editor Duane Wilson. 2023-24

Pattern Committee Chairman Jimmy Russell was also in attendance.

Treasurer's Report: Jim Johns presented the Treasurer's Report. The SPA bank balance as of January 22, 2022 is \$5,573.71. The original report contained an error due to the change of bank ownership. This was corrected and a copy will be provided to the Board.

Membership Report: Jim Johns presented the membership report. As of January 22, we have 44 annual members and 60 Life members. This is well ahead of last year and has been positively affected by the reminder email the Secretary sent to members. There are 24 members from 2021 who have not yet paid their 2022 dues.

Membership Issues: Jim Johns reported on a concern regarding non-SPA members flying in contest in the past. After a lengthy discussion, it was decided to amend the SPA Competition

Guide to reflect a change to allow any AMA member to fly in our contest and receive trophies, but only SPA members will earn Annual Championship Points. The highest finishing SPA member will receive 1st place points, 2nd highest finishing SPA member will receive 2nd place points and so on. The Secretary was directed to make this change to the Competition Guide. The amended section of the Guide will be sent to the Board for approval. The points determination will be done by the secretary when they are recorded.

Contest Calendar: Jamie Strong reported that the East calendar is now complete. Scott reported on the new location for the East Masters in Morristown, TN. The Cherokee RC Club will be the host club and they are very excited to have us at their facility. Scott will check to see if we can get any hotel discounts. Jim reported that the West District contests are coming in slowly, and that he will continue to update the calendar as it comes in. Scott suggested that we use the SPA Facebook group to help promote our events.

Pattern Committee Report: Chairman Jimmy Russell reported on the 2023-24 Pattern Committee. Members Frank Cox and Scott Anderson will concentrate on Basic and Sportsman. Phil Spelt, Ken Knotts and Jerry Black will concentrate on Advanced Expert and Senior Expert classes. Jimmy also reported on the tools that are available to assist the committee members. Chris Berardi asked for clarification on how the Pattern Committee works. Jimmy addressed this issue. Chris then asked to be added to the committee – Jim will add him. Scott asked if a master list of maneuvers was available. Jeff commented that several lists exist, but they don't include which rule book they are taken from. This is a problem because the descriptions vary from rulebook to rulebook. Jeff cautioned the committee to be sure that the "ladder of succession" of maneuvers from class to class be followed.

Three Blade Props: An inquiry concerning the legality of 3-blade props was raised. Jeff stated that we should follow the NASCAR example – it's allowed if it's not specifically prohibited by the rules.

Proposed Masters Class: Pat Ensign proposed a new class called Masters. This class would allow each pilot to choose his own maneuvers for the pattern as long as the PACSS scoring program K-factor sequence is followed. It was tried last year in the West and there are several interested in flying it this year. Jim would keep points for Masters class. Phil asked where Masters would fit into our class schedule, and Jeff stated it would be above Expert.

Other Business: Frank Cox mentioned that his club has decided to raise their club dues from \$75 to \$100 and offer a \$25 discount if paid in January. It was discussed and decided that at SPA's dues level it wouldn't provide much of an incentive.

- Frank Cox reported that the West plans to allow pipes in all classes except Basic to attempt to increase participation.
- Chris discussed the FAA 400' altitude limitations for our models. They are having problems with this in the Dallas area. Chris stated that the Fort Worth Thunderbirds have been dealing with the FAA and should be one of the first clubs in the nation to be declared an FAA-recognized Identification Area (FRIA).
- Jimmy Russell reported that the Tower Hobbies Kaos 60 ARF is back in stock.

There being no further business, the meeting was adjourned at 11:37 a.m. EST.

Respectfully submitted

Jim Johns,

Secretary



Tale of One Modeler Delving Into the Dark Side By Jimmy Russell

I've always loved the smell, and tinkering with Glow engines. They say smell is a sense that can bring back strong feelings of nostalgia. When I returned to the hobby after a 10 year hiatus, that sweet smell of glow and castor took me back to my teens and my first successes in making a flying machine out of balsa, glue and Monokote. Even though Electric and Gas was increasing in popularity I was a glow holdout. When I joined SPA in '15, I was excited to see so many other glow heads. I never had much trouble with keeping one running and only did moderate tinkering and maintenance. Wrote it up to something so fun will take some effort. After all I still build my planes from that same balsa, glue and covering film. I fought through a couple recovering jobs, struggling to get the new film to stick to oily wood, not to mention a new plane that was probably the nicest I'd ever built was already showing wear and oil rot after just one season. I had also begun flying with Warren Oliver (a long time electric flier). I noticed his planes always looked pristine. One day I asked how old his primary SPA plane was. He responded 8 years! I was astounded. It looked brand new, and I had watched him fly it every time we got together that summer. Then and there I decided my next SPA plane would be electric. I built my CCK UFO electric. I polled all the electric fliers and installed a proven system. This consisted of a Cobra 4130 540kv motor, Talon 90 ESC and 6S 5500 packs. This worked very well and once I got used to the greater responsiveness of E power, I really liked it. A lot has been said of throttle management and the need to conserve the battery, but in my own experience, I flew it just like I did my 4stroke Daddy Rabbit. I used half throttle during turnarounds and full when doing maneuvers. I'll try to break down in detail some important aspects of electric flying techniques I've learned over time.

Battery Care

Lipos are great but they are a serious investment. Treat them correctly and they will give you hundreds of flights per pack. To fly electric while protecting your investment, 4 major rules must be foremost in your thinking at all times. If you follow these, you should be a happy Electric convert.

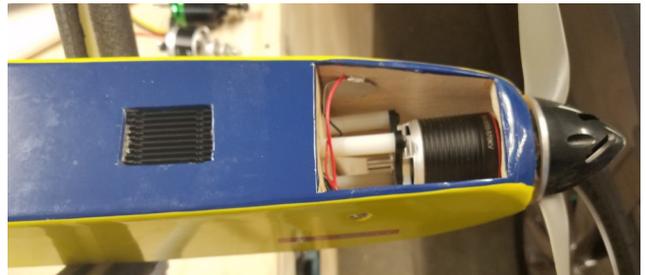
Don't charge them and leave them fully charged. Charge them, then fly or discharge back to storage level if not used. Storage level is around 3.8v per cell.

Don't leave them discharged after flying

Don't fly the pack till the ESC cuts or the plane gets sluggish. This usually corresponds to the battery being more than 80% used. Time your flights so there is at least more than 20% charge left on them. The battery may be slightly warm to the touch.

Don't let them get hot! Don't leave charged packs in a hot car. If you do, the best-case scenario will be that the pack will puff. In a worst-case scenario, you'd better have the fire department on "speed-dial"!

So this is my usual routine: I charge a couple packs before I head to the field, and charge others while I'm flying. If a flown pack comes in either under or over **3.85v per cell**, I let the charger bring it back to 3.85. Get a small battery checker. They are handy.



All chargers have a **storage charge** setting. Let it do what it's designed to do.

Thoughts About Motor/ESC (Speed Controller)

I'm not going to attempt to explain Ohms Law and the relationships between Amps, Volts, and Watts. It's simple, (really??-editor.) Google it for the details. There is nothing here about battery "C ratings", battery IR internal resistance, or bec vs Rx battery-which is better. I feel once your "in," you learn more as you go and you develop your own preferences. I sure did. So practically speaking, this is what works for our 60 size airframes:

KAOS THE LEGEND HAS RETURNED TO CONQUER YOUR SKIES

We've brought back and updated the original 1970 KAOS published in RCM.

Originally penned by Joe Bridi, this contest-winning design makes it easy to fly smooth, accurate maneuvers.

A thick symmetrical airfoil, double tapered wing and a long tail moment create a neutrally stable plane.

This uncomplicated, lightweight, easy to build, balsa/ply airframe features precision laser-cut parts that fit together quickly and accurately.

Our included wing jig helps you build a straighter, stronger wing.

Included name-brand USA hardware package.

SPA and VRCS Association legal design.

Additional information, photos and flight videos on our website.

SPAN: 59 in.
 AREA: 644 sq. in.
 WEIGHT: 6.5-8 lbs.
 POWER: .61 2-cycle glow or equivalent electric
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CONTINUED:

Electric motors have a **max watt and amp rating**. That is how much power the motor can handle. For 60-90 glow power we need a motor that can handle 1400watts, 6S, and around 60amps. Motors also have a KV rating that translates into what RPM the motor is designed to run at. **KV x Voltage = unloaded RPM the motor will turn**, so a 540kv x 22.2v (6s) = 11,988 unloaded RPM. After adding the prop, a 540-570kv will turn a **12x10 or 13x8 prop** in the mid 10k range, very much like a 90 class 4 stroke will.

Here are some motors that work well for our 6-8lb planes propped with 12x8 - 13x9 propellers:

Cobra 4130 540kv,
Badass 3530 570kv,
Scorpion 4020 540kv,
Dualsky 4120 560kv

We all use an 80-100amp ESC. That will give you a buffer which is easier on the ESC (you don't want the ESC to fail), and will make the system more robust.

Use a flight timer and land when it has expired. Since I know my system through experience, I know one or two more maneuvers is ok for my flying style, but until you have a reliable grasp on how much "juice" is "burned" during a typical flight, I would advise using a timer set to 5-7min and gauge the battery after the flight.

There is another big difference between glow and electric in how to set up an electric plane. **To make more power you increase the prop size.** The motor will try to turn its KV rating no matter what is attached to the front. Don't be surprised if you tach a 12x6, and it turns close to the same RPM that a 13x8 might. The difference is the **bigger prop is making the motor work harder**, which in turn pulls more Amps/Watts. This is where a Watt meter comes in handy. You plug it in between the battery and the ESC. You run the throttle to full, and it records the max Amps, Watts, and Voltage. With this added info you can be certain you aren't maxing out the motor or ESC ratings, as well as making sure you are within the prescribed SPA 1400W limit.

Are you considering converting an existing glow plane to Electric?? You ask, "is this a lot of work?" Well, you will need a tray to mount the battery, a hatch to get said battery in and out, and of course you must change the engine mount/cowl area. It takes some building skills. I did it once. I probably won't do it again, but where there's a will there's a way.

Well, there you go, my real-world field-tested thoughts, and what I've managed to learn since converting to Electric. At this point I doubt I will ever go back to glow for sport, competition or everyday flying. Now that I've learned how to set them up. I have yet to see a glow plane outperform one of my electrics. I've found that all of my E-planes can fly for 8min+ too; long enough to complete the pattern, plus a little more. Happy e-flying!

SPA East Schedule

Date	Event & Contest Director	Location
April 9-10	Prattville SPA Opener CD Jamie Strong	Prattville, AL
May 21-22	Ben Oliver Memorial SPA Contest CD Jimmy Russell	Knoxville, TN
NEW VENUE June 25-26	GAMARC's Duckworth- Deputy Field CD Greg Hoke	Fort Valley, GA
July 23-24	East-West Nationals CD Terry Boston	Memphis, TN
August 20-21	Mac Hodges CD Dave Phillips	Andersonville, GA
NEW DATE September 10-11	JCRC CD Jerry Black	Johnson City, TN
October 8-9	SPA East Masters CD Scott Anderson	Morristown, TN

June SPA East CMJ contest moved to NEW LOCATION

CD Greg Hoke has changed the location for the June SPA East contest from CMJ to the GAMARC's Duckworth-Deputy Field in Fort Valley, GA. GAMARC is the club that sponsors the Perry show, and Greg is this year's club President. We should have a flier out soon, but you can find more info on the field here:

<https://www.gamarc.com/flying-field>. If you read the club's field rules, you'll see that gas or glow engines are normally not allowed before noon on Sundays. However, Greg has arranged a dispensation to allow Gas or Glow after 10 a.m. Sunday on the contest weekend only.

Contest Flier: <https://seniorpattern.com/pdf/ContestFliers/2022/22GAMARC.pdf>

Here's an interactive Google Map to the field:

<https://www.google.com/maps/place/Deputy+Field/@32.5983663,-83.8508313,17z/data=!3m1!4b1!4m5!3m4!1s0x88f3ea270cda5c75:0x92732e5e7ff0c804!8m2!3d32.5983618!4d-83.8486426>.

SPA West Schedule

Date	Event & Contest	Location
April 23	West Opener @ Texas Wings CD Pat Ensign	Newark, TX
May 14	Thunderbirds SPA Spring Contest CD Ken Knotts	Benbrook, TX
June 4	Golden Triangle SPA CD Frank Cox	Grand Prairie, TX
July 23-24	East-West Nationals CD Terry Boston	Memphis, TN
Sept 10	Dallas RC Club SPA CD Chuck Lee	Segoville, TX
October 29-30	SPA West Championships CD Todd Blöse	Waco, TX

News From Tower Hobby

The Tower Hobbies Kaos 40 ARF is back in stock as of press time:

<https://www.towerhobbies.com/product/kaos-40-.40-.46-gp-55-arf/TOWA2052.html>

NEW ARRIVALS

News Flash from Illinois

From the SPA Facebook group, Dave Swanson has unveiled his new Daddy Rabbit 5, (1969 vintage, the standard Daddy Rabbit used

in mainline SPA competition), built from a Eureka Models short kit. It is powered by an OS .95 4-stroke and came in at 7 pounds "dry". Dave's model is the two-piece plug-in wing version, (it also comes in a 2-stroke and one-piece wing.) I've always felt the DR5 looks-wise is a bit "plain vanilla", but the right kind of finish really makes a huge difference as shown by Dave's model. Most of you have seen my two Rabbits, (or pictures of them), which I think make it look pretty good as well. (See next page.)

Dave wanted me to be sure to mention his RC Groups build thread on the DR in the Classic Pattern section. "I have always wanted a Daddy Rabbit due to it's well earned reputation in Senior Pattern Association circles as a good solid pattern plane." **Dave has promised to write an article about finishing wings using vacuum technology.**

Daddy Rabbit "5" Build - RC Groups

<https://www.rcgroups.com/forums/showthread.php?4037515-Daddy-Rabbit-5Build>



Update: (3/16/22) "First flight of the Daddy Rabbit today! It was a resounding success. I can already tell that this plane will improve my mediocre pattern flying skills all by itself. It tracks very well."



Another Daddy Rabbit discussed on the same forum is being refurbished by Edward Hitt from a well-worn Rabbit with 1500 flights, to a new and improved state-of-the-art version complete with retracts, tuned pipe "and all that jazz..." Webra 61...just to see how it does with all the fixin's". "It is without a doubt, one of the finest flying planes...I have owned, even with basic 4-channel, fixed gear, (and a), muffled .61-it's wonderful."

I have been a little surprised that nobody that I'm aware of has built a Rabbit in the West yet. Who will be the first one to build one and report back what they think?



Edward Hitt's Rabbit being restored.

The Daddy Rabbit in SPA History

Jim Whitley's 1969 vintage Daddy Rabbit-5 has played a major role as one of SPA's most popular models over the years. The original Daddy Rabbit plan was published in RC Modeler magazine, and although it was a good-flying plane, Whitley's improved 5th rendition of the Rabbit in 1969 was the one generally considered to fly best. Ed Hartley from Knoxville, an SPA leader at that time, took the (previously unpublished) Daddy Rabbit-5 plan drawn from an existing model to Whitley himself. It was officially approved and signed by him. That became the standard SPA plan for the Rabbit.

Though SPA has always been a more relaxed, fun form of competition, it was still (and remains), highly competitive. There has always been a quest for the best plane, best engine and so-forth- everyone agreed this was the best version of the design.

When I talk about SPA history, keep in mind that, for me at least, SPA history begins in 2005, (I **did attend** SPA's first event in 1992, joining at that contest, [technically making me an early member], but the first contest I flew in was in 2005....another story.)

SPA founder Mickey Walker was a major advocate for the Daddy Rabbit by the time I became involved in 2005. He scratch-built his models from the approved Hartley plan, and used a simple yet attractive patriotic-looking color scheme. Towards the end of his active participation in SPA events, he built five identical Rabbits the previous winter. I was fortunate enough to get the last one he built out of that build, and though it's a bit battered years later, I still have it and fly it regularly, (pictured next page).



Above: Dennis Hunt, (left) and Mickey Walker at the Knoxville contest in 2006.

Left: SPA founder Mickey Walker with his Daddy Rabbit-5 at the 20th Anniversary contest in 2012.

Another reason for the Daddy Rabbit's popularity could be found in the person of Dennis Hunt, another prominent figure within SPA from Knoxville. He was a long-time CD at the Knoxville contests, and the manufacturer of well-built models—most of them Daddy Rabbits.

Dennis produced a very nice Daddy Rabbit ARC for \$475, ready to cover. Much as Terry Boston builds many well-built aircraft ARCs for SPA members now, Dennis was the default provider of a great flying Rabbit that almost everybody tried flying one at one point or another. Pilots back then were just like pilots now; everyone was looking for the "perfect" combination of design, engine, prop, radio and fuel, and the Rabbit was the "hot" plane.

The Rabbit has flown as several versions, the original from the Hartley plans, Dennis's version enlarged 3%, (I don't know why he enlarged it, but for a while there was an unofficial so-called "3% Rule" advocated by Dennis.) I have both versions, and must admit the "Hunt Rabbit" does fly a bit better.) Later, Eric Nessler (an expert pilot) modified the plan a bit to create another version he unofficially dubbed the "Jack Rabbit", (I believe after his son.) Several other pilots have since built Eric's version from his plans. It has a more squared-off look with slightly more side area.

Below: Dennis Hunt and I pose before the first flight of my yellow Daddy Rabbit-5. Mine was one of the few "trike" versions he made. Also made a "swooping tail fin" mod at my request. It helps the "look" IMO.



Dennis passed away a few years ago, so there is no longer a ready source of finished ARCs, People interested in building one can use the original plans from the web site, then can then enlarge it 3% to make the Hunt version, or build from the Nessler plan. Another great choice is the Eureka short-kit that Dave Swanson used to build his.

The Daddy Rabbit flies consistently and predictably. As several of us said on the forum, the Rabbit is an "honest" plane, and if built straight, and balanced correctly, requires little in the way of corrections allowing you to focus on doing your maneuvers rather than worrying about any quirks the design may have and fighting with the plane.



Above: Former competitor Jim Rogers known for his nice finishes on his planes. Here he is posing with his Rabbit.

Left: This was the cover photo for my first Model Aviation article featuring SPA VP at the time Scott Sappington. He's posing with his (I believe), Hunt Rabbit at the 2005 Knoxville contest. I KNEW this picture could be a cover photo the second it was taken.

Below: My two Daddy Rabbits, a Mickey Walker build (Lt), and a Dennis Hunt version (Rt.) Love both of them. my Rabbits (and I), were featured in the "I Am the AMA" section of the November 2021 edition.

https://www.modelaviationdigital.com/modelaviation/november_2021/MobilePagedReplica.action?pm=1&folio=120#pg123



SENIOR PATTERN ASSOCIATION MEMBERSHIP APPLICATION

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