



# 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.co](http://www.seniorpattern.co) WINTER-SPRING 2023

## *VINTAGE PATTERN FLYING FOR ALL AGES!*

### IN THIS ISSUE

ANNUAL BOARD OF DIRECTORS MEETING.....	Page 1
FROM THE PRESIDENT.....	Page 2
BOARD MEETING MINUTES.....	Page 3
FIRST LOOK AT EAST CONTESTS.....	Page 4
MEMBERSHIP UPDATE.....	Page 4
“MASTERS” EXPERIMENT EXPANDS TO THE EAST....	Pages 5-6
PERRY GEORGIA SWAP MEET.....	Page 7
NEW ARRIVALS.....	Pages 8-10

## Continued Evolution of SPA

### *The West’s Masters Class Expands to Both Regions For 2023 Trial*

*Eight members of the SPA Board of Directors, (L-R Duane Wilson, Jeff Owens, Terry Boston, Bruce Underwood, Jim Johns, Chris Berardi, Jamie Strong, and Frank Cox, [who isn’t having a V-8 moment]), met by Zoom call January 21st for the annual SPA Board Meeting...*



### OFFICERS

#### PRESIDENT-

Jeff Owens

#### VICE PRESIDENT-

Frank Cox

#### WEBMASTER &

#### SEC/TREASURER-

Jim Johns

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Mickey Walker

Bruce Underwood

#### SPECIAL PROJECTS

Jamie Strong

#### APPOINTED-At large

Phil Spelt

#### ELECTED-

Terry Boston-East

Chris Berardi -West

#### EDITOR-

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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.



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**FROM THE PRESIDENT-** *It is a new year and a new contest season.* That means it was time for our annual Board of Directors meeting, held on January 21, 2023 using Zoom. It was a pleasant two hours of discussion in preparation for the new season. The minutes, compiled by Jim Johns, are contained in this issue of the newsletter.

I first started competing in SPA in 2008. Since that time the top class in terms of difficulty has actually consisted of two parts: Expert and Senior Expert, the latter being reserved for those over 65 years of age. When compared with other pattern disciplines, having an age restriction creating two classes that use the same sequence is unusual. Both AMA Pattern and IMAC have classes that form a ladder of increasing complexity for the class structure with no restrictions on age.

By splitting the Expert class in two based on age we have encountered a situation where the top fliers end up in two separate classes. In fact, because of this the situation has sometimes arisen where a Sr. Expert pilot will choose to fly Expert in order to fly against competitors who have not yet reached 65.

During the past year the West Division has been conducting an experiment with a new Masters class that is designed to have a level of difficulty beyond that of Expert and for which there are no age restrictions. Our West Representative, Chris Berardi, has described this class in his article in this issue. This scheme has worked well for the West and has provided a five tiered structure of sequences: Basic, Sportsman, Advanced, Expert, and Masters. This certainly bears strong resemblance to the traditional structure in AMA Pattern. This class structure has a number of advantages over our current structure. It gives Expert class fliers another rung of difficulty designed to challenge and enable them to refine their pattern skills; by moving the top Expert fliers to the next class it levels the skill level amongst the remaining Expert fliers and also makes it less intimidating for fliers in the Advanced class to move to Expert. It provides another option for competitors who flew Sr. Expert to move down should they chose to do so since there are now four instead of three choices.

Adding another class given the number of competitors in Expert/Sr. Expert would result in there being too few contestants in the upper classes. Indeed, during the West's experiment there were no Sr. Expert class entries. Those who had flown in Sr. Expert either flew in the Masters class or chose one of the other classes such as Advanced class.

All of these points were discussed at length which is one reason that the BoD meeting stretched almost to two hours. In the end, it was felt that the introduction of the Masters class had sufficient advantages to warrant continuing to offer it in the West Division contests. This brings up a problematic point in that the class structure used in East and West competition would be different, making it difficult for those who attend contest in both regions and who fly in the upper classes. We are a national organization and all other competition classes sanctioned by AMA have uniform sets of rules that cover all divisions. No matter where you choose to fly AMA Pattern you can be assured that everyone is flying by the same set of rules. It seemed to me – and others on the Board – that such a uniform set of regulations would be desirable for SPA, as well. Accordingly, given the advantages of the five-tiered structure outlined above the Board decided this year to adopt the same scheme used last year in the West for competition in the East. Both regions will offer contests consisting of the five classes of Basic, Sportsman, Advanced, Expert, and Masters. The Masters sequence has been finalized by Pat Ensign and Todd Blose in the West with some contributions from Jim Johns and myself. Full sequences along with calling cards and an updated Competitors Guide are on the SPA web site.

What does this mean for competitors who flew in Sr. Expert in the East last year? I discussed this possibility with several of those in the East who would be affected (basically Jerry Black, Dave Phillips, myself, and Jamie Strong who became eligible for Sr. Expert) and found support for the idea. What about current Expert fliers? They can choose to fly Expert as before or move to Masters.

This revised class structure offers new opportunities for increased competition and more flexibility for competitors to choose the level of difficulty they feel most comfortable with. It is certainly a departure from past practices, but I feel that it offers a lot of advantages. I hope that you agree. Good luck to everyone in the coming season.....Jeff

# 2023 Senior Pattern Association

## Board of Directors Meeting

The annual meeting of the Board of Directors (BoD) of the Senior Pattern Association (SPA) via Zoom was called to order by President Jeff Owens at 10:09 a.m. EST on January 21, 2023. Others in attendance were Past President Bruce Underwood, Vice-President Frank Cox, Secretary/Treasurer Jim Johns, East Representative Terry Boston, West Representative Chris Berardi, Coordinator of Special Projects Jamie Strong and Newsletter Editor Duane Wilson.

The Treasurer's Report was presented by Jim Johns. 2022 Opening Balance was \$4,798.71, income was received was \$1,862.18 and expenses of \$2,320.33 were paid, leaving an ending balance of \$4,340.56.

The East District Contest Calendar was discussed by Jamie Strong. Chris Berardi reported that the West District Contest Calendar should be available very soon. It will be provided to the webmaster for inclusion on the SPA website.

Jim Johns proposed a wording change to the SPA Competition Guide, Section I, Point System, Paragraph I. Currently the procedure for determining the contest winner is described in a long, run-on sentence. Jim proposed reformatting this into a most readable bulleted list. Following concurrence from the Board, Jim was directed to make the change along with any reformatting required.

Jim Johns discussed changing the way Annual Point Championship points are calculated when non-members participate in an SPA contest. The SPA Competition Guide, Section I, Point System, Paragraph 3b) states:

***“Points will only be awarded to SPA members. The highest finishing SPA member in each class will be awarded 1st place points, the second highest finishing SPA member will be awarded 2nd place points, and so on. Points are awarded as follows.”***

As currently written, SPA members only receive points as if only SPA members competed. Jim proposed removing the second sentence from the above so that points are calculated including all who participated. The implications were discussed and the BoD voted to remove the second sentence and Jim was directed to make the change. Paragraph 3b) will now read:

***“Points will only be awarded to SPA members. Points are awarded as follows.”***

Jim discussed the 2023 Southeastern Model Show, commonly known as the Perry show. SPA will again have three table in the McGill Building, Tables M50-M52. This is adjacent to last year's location. Jim also mentioned that Dave Phillips is organizing a get together/camp in at Mac Hodges field in Andersonville, GA following the Perry show.

Jeff Owens presented a request from a SPA Facebook page reader requesting that SPA sponsor a Pattern Day Fly-a-Thon. He suggested that a date be picked. Flyers nationwide would fly their pattern planes that day and report their activity. The idea was discussed and it was decided not to sponsor this activity.

Jeff Owens mentioned that he had received a request from the new President of the NSRCA for an article about the SPA. Ideas were discussed and Duane Wilson volunteered to write a new article highlighting the recent changes within the SPA.

The Masters Class that was flown experimentally last year in the West District was discussed. The class was very successful in the West in 2022, so the BoD voted to implement the Masters Class in both the East and West for the 2023 competition season in place of the current Senior Expert class. Jeff and Jim will interface with West District Masters class advocates Pat Ensign and Todd Blose to finalize a pattern to be used by both districts for the 2023 Masters class. West Rep Chris Berardi will write an article about the class and Newsletter Editor Duane Wilson will publish the article in an upcoming special edition SPA newsletter. This subject will be revisited at the 2024 BoD meeting to determine whether to make the change permanent.

There being no further business, the meeting was adjourned at 11:52 a.m. EST.

Respectfully submitted,  
Jim Johns, Secretary

# TENTATIVE 2023 SPA EAST SCHEDULE

**Below is the original slide from the Board meeting presentation** as Jeff Owens presented Jamie's tentative contest schedule work to the BOD members. It's the tentative 2023 East schedule. **The West contest schedule is still being formulated at the time of this writing, and will be announced as soon as it's available.**

As always, we thank Jamie for his excellent work in trying his best to please everyone, while at the same time, avoiding conflicts with AMA contest dates. Jamie's job isn't easy, and we all know the pay isn't all that great.

**(Editor: About contest venues)** There were some complaints last season about back-to-back Tennessee contests. Please know that **Jamie has always strived to "mix up" contest venues to avoid two being back-to-back in the same state**, and (so far), in this 2023 tentative schedule, there are no back-to-back venues. That said, try as he might, there is always the possibility of event cancellations or rescheduling. There may be times when back to back contests in the same state, whether its Alabama, Tennessee, or elsewhere may be unavoidable.

Travel on the SPA circuit is a fact of life for those of us who attend a majority of contests in our respective regions. Some of us on the "outskirts" of SPA-land routinely must face long trips in order to enjoy getting together. Travel should be viewed as a "necessary evil" that in the end is well worth the effort.

SPA East Schedule					
Date	Event & Contest Director	Location	More Info	Register	Who's Coming?
TBD	2023 SPA Board of Directors Meeting	Virtual Zoom Meeting			
March 3-4	2023 Southeastern Model Show Georgia Nat'l Fairgrounds, McGill Bldg, Tables M50 - M52	Perry, GA	<a href="#">Website</a>		
April 15-16	Hodges SPA Contest Dave Phillips CD	Andersonville, GA		<a href="#">Register</a>	<a href="#">Who's Coming</a>
May 20-21	Memphis Prop Busters SPA Contest Terry Boston CD	Memphis, TN	<a href="#">Get Flier</a>	<a href="#">Register</a>	<a href="#">Who's Coming</a>
June 24-25	Johnson City RC SPA Contest Vic Koenig CD	Johnson City, TN		<a href="#">Register</a>	<a href="#">Who's Coming</a>
July	No Contest This Month				
Aug. 12-13	KCRC Jimmy Russell CD	Knoxville, TN		<a href="#">Register</a>	<a href="#">Who's Coming</a>
Sept. 16-17	Georgia Aircraft Modelers Greg Hoke CD	Warner Robins, GA		<a href="#">Re+</a>	<a href="#">Who's Coming</a>
Oct. 21-22	SPA East Masters	Patterson, AL		<a href="#">Regi</a>	<a href="#">Who's Coming</a>

Live Transcription (Closed Captioning) has been enabled  
Who can see this transcript?



## MEMBERSHIP (as of 1-21-2023)

### 33 RENEWALS-60 LIFE MEMBERS-45 NOT YET RENEWED

**This is the time of year to think about renewing your membership** with Jim Johns, (Jim's contact info is on the last page of this newsletter.) Membership is required in order to fly above BASIC class, so why not get that membership renewal out of the way sooner rather than later. You know you're going to fly this season, right?

If you fly in more than a couple events a year, and you know SPA is for you long-term, your best deal would be to consider making yearly renewals **a thing of the past** by getting a LIFE MEMBERSHIP. The cost of lifetime membership is on a sliding scale based on age and is the best value in the long run. I for one can tell you that it's a real convenience and nice feeling not to have to think about re-upping each year.

Jim will be posting membership cost details on the website for your consideration. If you're going to be flying next season, (most reading this now will be), why not get that out of the way now.



## **2023 Provisional Masters Class**

Chris Berardi  
mikadopilot@gmail.com

**You may think that change is** slow here in the Senior Patter Association, but change does and is happening. Think of it as an evolution rather than revolution, where change is embraced only after baby steps have become strides. One such evolution is the addition of another competition class, the Masters Class.

The possibility of having a new class wasn't born out of necessity, but out of interest in expanding our own capabilities and of introducing excitement. I'm sure all of you have, at some point, wondered whether to move up a class, perhaps after spending many a season flying with the same bunch of pilots, perhaps the same model at the same fields. Routine is satisfying in its own regard but every once in a while an irritant nags us to try and do something a little different.

And so it was with several of the West SPA conference pilots. After so many years of flying Expert or Senior Expert classes that nagging morphed into action right at the end of the 2021 season. The elementary question to be answered was, "what can we do to elevate our interest and offer a revitalized succession path for pilots in lower classes?"

The reason this question was asked has probably been noticed by yourself. Over the years pilots have generally migrated to the next higher class as their experience develops and they foster a more competitive nature. However, this natural shuffle to a higher order is untenable when, after so many years, the top classes are comprised of **unbeatable seasoned pilots.** Thus, moving into Sr. Expert or Expert doesn't provide the incentive and reward that prior class promotions provided.

And the same is true for those pilots flying in these upper classes. They too are looking for growth in ability and a renewed sense of accomplishment. By providing an additional class beyond Expert, the hope is that the logjam in lower classes, particularly Advanced, could be broken. You might say that progression in Expert leads to an opportunity for succession in Advanced and Sportsman classes.

As with any change, there are consequences. In this case, the Sr. Expert class flown in the West SPA conference had exactly zero competitors the entire 2022 season. There are other factors at play here too, so it isn't entirely due to the presence of the Masters class. For example, there were pilots who simply stepped back to Advanced; while others regardless of their age chose to fly in Expert. In the West SPA, historically there haven't been many competitors in Sr. Expert as the majority of 65+ pilots continued with the Expert class. Quite possibly because there were more entrants to compete with.

The initial concept of the Masters Class was to be a "roll-your-own" schedule. Each pilot was to select their own maneuvers for the contest from a pool of maneuvers each with a corresponding K-Factor (difficulty rating). In addition, the pool of maneuvers that sourced the regular SPA classes was expanded to adopt patterns flown much later than 1976. Again, the thinking here was to add a challenge and to ease the boredom of flying the same Expert maneuvers in a different order.

However, reality soon dispatched the roll-your-own schedule when it was realized that judging would be inordinately complex. Firstly, the pool of judges experienced enough to recognize, downgrade and score what would essentially be an ad hoc schedule is small. Secondly, there would not be a Judges Guide that could reference all the maneuvers given that the existing guide didn't cover the post 1976 era. Lastly, if you were the person scoring the contest, it would have been a lot of work to enter each competitors schedule into the scoring program before the first round. You could place a winning bet that few pilots would email their schedule well in advance of the contest for data entry: It's hard enough to get pilots to pre-register.

With a nip here and a tuck there, the notion of a Master Class morphed into a more traditional class. Pilots would all fly the same maneuvers with a focus on those with higher K-Factors, and some that weren't flown in the pre-1976 era. Those unfamiliar maneuvers were discussed during the pilot's meeting or prior to the class taking the flight line. Naturally, others expressed their interest and concerns outside of the contest circuit. Early on, most pilots recognized that giving seasoned Expert pilots a place to go would allow everyone to reconsider their own position. We also thought that the added complexity would appeal to the five AMA classes and FAI pilots - particularly the AMA Advanced and Masters classes.

## MASTERS CONTINUED...

**There** were still obstacles to overcome when we introduced this for the 2022 season. There were, and up till now, no maneuver descriptions, no judging guide and only a judge's experience for downgrading. We still had to hand write the maneuvers onto the score sheets but for the most part the scoring software managed adequately. And, nobody flew in Sr. Expert for the entire West SPA season.

After a year of running the Masters Class the outcome has been most positive. It appears to have furnished all that we expected and we are excited at the prospect of a general roll-out of this provisional class. In particular, a wider adoption in 2023 would allow the East SPA pilots to test this concept for themselves. Their experience should lead to valuable feedback to further shape what might become our quasi-professional class.

To kick this off in 2023, we have prepared an initial maneuver schedule which is presented in the accompanying table. It will be posted on our [seniorpattern.com](http://seniorpattern.com) website for all to review. In addition, maneuver descriptions are being written along with judging criteria to accompany those that have not been flown in SPA before.

The maneuvers as posted in this article need to be reviewed by the East SPA pilots. There is ample opportunity for all interested pilots to have a fly-through prior to the season and for their inputs to be collected and disseminated to the SPA membership. The premise is to agree on a common 2023 Masters Class schedule prior to the first contests in each region. Any input can be sent directly to the board or other pilots: I'm sure that it won't take long to exchange emails and get things rolling along.

Furthermore, the Sr. Expert Class will be suspended temporarily to promote growth in the Masters Class. It is anticipated that a number of current Expert pilots will draught into this new challenge meaning too few pilots to sustain both Sr. Expert and Expert classes.

We are anxiously awaiting the East SPAs considered opinions on what we are trying to achieve. There is time enough to incorporate revisions and establish consensus while allowing ample opportunity to practice. We think that introducing the Masters Class will incentivize all pilots regardless of current standing. It shows that our organization is thoughtful and dynamic enough to make changes, however slow or incremental. At the heart of this is our implicit desire to improve and enjoy our sport and hobby. You can do your part now; help disseminate this information, add your opinions built from experience, push us to take another step in our organization's evolution. I am certainly looking forward to flying Senior Pattern in 2023; with all that's changing it doesn't seem so "senior" after all!

SPA MASTERS 2023-2024		
		K
1	Takeoff (U)	1
	<i>(Downwind Trim Pass)</i>	
2	Figure M w/ 3/4 roll up, 1/4 roll down (U)	5
3	Two Rolls IN Opposite Directions (D)	3
4	Triangle Rolling Loop (U)	4
5	8 Point Roll (D)	4
6	Inverted Square Loop with 1/2 Rolls (U)	5
7	Reverse Point Roll (D)	4
8	Avalanche (U)	3
9	Reverse Knife Edge (D)	4
10	Vertical 4 Point (U)	4
11	Cuban 8 from the Top (D)	3
12	Inverted 3-Turn Spin (U)	3
13	Slow Roll (D)	3
14	Landing (U)	1
Notes:		Total K Factor 47
• No EXTRA Fly-bys allowed		
• Maneuvers flown out of sequence will be scored ZERO (0)		

**2023**  
**\*\* TRIAL \*\***  
**EAST/WEST**  
**MASTERS**  
**CALLING**  
**CARD**

# 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.

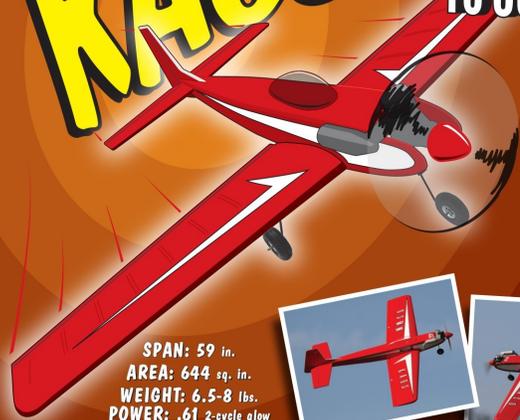
This uncomplicated, lightweight, easy to build, balsa/ply airframe features precision laser-cut parts that fit together quickly and accurately.

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  
RADIO: 4 ch.



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MORE INFO, PICS, AND VIDEOS HERE - [HTTP://WWW.OLDSCHOOLMODELS.COM/KAOS60.HTM](http://www.oldschoolmodels.com/kaos60.htm)

# Perry 2023

## March 3-4



**The first traditionally held event** following the annual BoD meeting has always been the **Southeastern Model Show, at Perry, Georgia right off I-75**, (aka Perry Show/Swap Meet.) This year it is on **March 3-4**, and SPA will again have three tables in the **McGill Building, (Tables M50-M52)**. This is basically right next to where we were last year.

“Perry” has always been the unofficial social kick-off for the upcoming season—a time for informally getting together after a few months apart and talking vintage competition, comparing notes, and swapping stories of past seasons. It’s a time to “run into” fellow modelers we haven’t seen in a while roaming the three buildings looking for those hidden bargains and rare finds that are invariably there waiting to be found, then discussing our finds later over dinner. It’s just nice to get together again, see what folks are building, and relax as we realize the next flying season isn’t really all that far away.

Of course, in addition to finding the “hidden gems among the rubble”, it’s a great time to check our own inventories of equipment at home and to sell those things that we know we’ll never be able to use or build. It’s a good way to pick up some money for things we no longer need.

Dave Phillips is organizing a get together/camp in at Mac Hodges field in Andersonville, GA following the Perry show. We hope to see many of you there!

# ***New Arrivals:***

## **Wayne Galligan- T2A Mk 1**

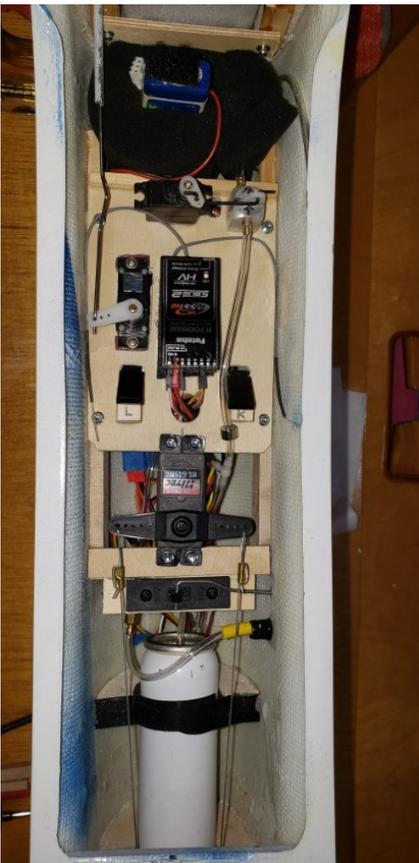
**I got this plane at** Todd Blöse's contest Oct 2021 in a raffle and the retracts at the Golden triangle contest last year. I haven't maiden it yet. Weather not conducive at this point and doesn't look good for the next couple of weeks. I like the overall lines myself and it reminds me of some of the more modern planes of the late 80's.

The Mac's muffler saves a 1/4lb vs the stock muffler. Sad though they aren't made any more and if your **ETREMELY** lucky (enough) to find one its gonna cost yah about \$90-\$100. Guys like the Jett muffler but those things weight more than a stock muffler. I like running my engine on a 13x7 with 20/20 Cool Power. Pulls strong but not screaming.

I included a couple photos of a paint issues I can point out to their rest of the group. Both the white and yellow I used are **Lusterkote** and the insignia blue is **Wings West 2 part paint**. Unbeknownst to me I used rubbing alcohol to clean the fuse after I color sanded and melted the blue. Fortunately, I was able to salvage as the blue color sanded off and I re-masked and sprayed the blue again. This time only used a damp cloth to clean the fuse. I then used the Spray Max 2K clearcoat, two parts clear in a spray can to finish covering the fuselage. The clear came out perfect and I highly recommend it as it was simple and easy to use without having to use a spray gun. The colors that you get from Wings West are matched to MonoKote making it easy match.

Equipment used O.S. .65AX with the Mac's lightweight muffler, HiTec servos and Spring Air retracts.







**Anatomy of a near disaster!!**



**Finished product**

(Left) “Oh\_\_\_”  
When this happens the first thing you do is find your home handy dandy defibrillator to get your heart back in rhythm. Then you pray and figure out how to fix it. Luckily this is Wayne’s plane and not mine because I wouldn’t know what to do other than “scream and sand”. He obviously worked out the problems because now it’s drop dead gorgeous!!



**Vic Koenig- 1973 Phantom**



One of our “Kings of electrics”, this is Vic’s latest of a series of Phantoms, a popular SPA plane over the years flown by many pilots.

**Original Phantom**



# SENIOR PATTERN ASSOCIATION MEMBERSHIP APPLICATION

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Street Address \_\_\_\_\_

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Date of Birth: \_\_\_\_ — \_\_\_\_ — \_\_\_\_ AMA Number \_\_\_\_\_

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

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85 Hodge Rd  
Dutton, AL 35744

