



The **SENIOR PATTERN ASSOCIATION** *News Letter*

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Dedicated to the building, flying and competition of vintage Pattern aircraft

WEB SITE-<http://www.seniorpattern.com>

Mar/Apr 2004

Precision Aerobatics - like the “good-ole-days”

THE PRESIDENTS PERSPECTIVE



Mama Jane, Bruce and Steve man SPA tables at Perry, GA
Scott Anderson Photo - March 6, 2004

By the time this edition arrives in your mailbox, the “online” newsletter will have been posted and read by the E-Mail members many of whom have already taken full advantage of our early Spring, and emptied some model fuel jugs priming that new SPA model for flights at our contests soon.

The Trade show at Perry was HUGE and was so much fun seeing and “jawing” with so many friends we’ve met thru the hobby/sport down through the years. Some OTs from the pattern wars of yesteryear joined up with us and are going to enjoy SPA fun and fellowship starting this season.

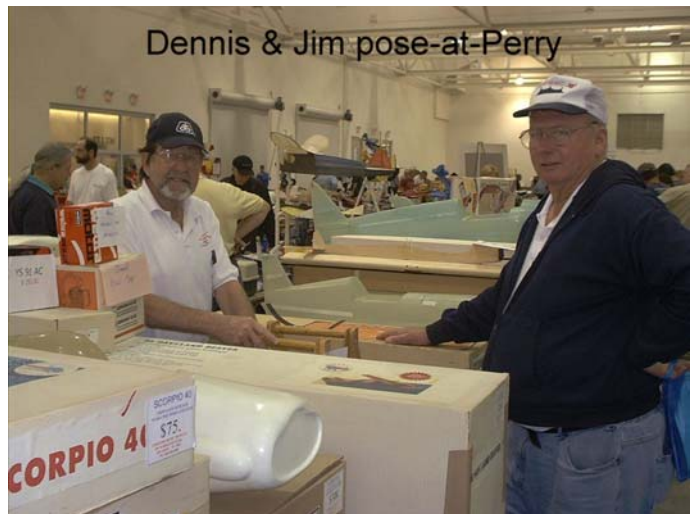
My thanks to former President Ron Reed for making the table arrangements, our always reliable Sec. Steve for the banner installation, forms, info packets and handsome Competitors Guides, etc. To Marty Barry who brought and displayed his Compensator (foreground in above picture), Ken and Nancy Nix for the Altair-S displayed along with a photo of his new Phantom-1. Nancy did all the driving and survived the 3 hour tie-up in Atlanta traffic in the Motor-home without uttering a single profane sentence.

It was such a joy to have located right next to the Zimpro Model tables and to have a good long visit with Dennis Hunt and Scott Anderson in between their answering the many questions from the numerous customers they served.



Marty and Steve greeted visitors to SPA tables at 2004 Perry Trade Show

Compensator (Marty’s now, bought from Mickey Walker who built it) a little better. Nose of Ken’s ALTAIR-S is just in front of Marty. Byrum wore shorts!



Dennis & Jim pose-at-Perry

Zimpro’s tables were just next door to the SPA tables . Mr. Hunts’ lovely Daddy Rabbit was displayed just beyond Marty’s model. Dennis and Scott served lots of folks there.

Looking forward to seeing and visiting with each of you at the season-opening contest in Cullman and the following contests on the circuit. Hope all goes better than you expected on your’ “new-project” trim flight.

Best wishes to all.....**Bruce Underwood**



From the keyboard of:

STEVE BYRUM

Secretary-Treasurer

The Southeast Model Show was a moderate success for SPA. Our tables were in a different building, so we probably missed some old friends. Participation was down a bit on the part of our membership. We usually have 6 to 8 planes where we only had 4 this year. The table was manned by Bruce and Jane Underwood, Ken and Nancy Nix, Marty Barry, and Steve Byrum, with occasional help from Dennis Hunt and Scott Anderson whose tables were adjacent to ours.

We recruited 4 new members. Jeff Owens lives in Tallahassee, FL and flies with Seminole R/C Club. Charley Achumbach lives in Duluth, GA and has no current club affiliation. Tommy McClellan lives in Birmingham, AL and flies with the Bama Flyers. Jon Lowe lives in Huntsville, AL and flies at RCRC.

Two stories came out of this recruitment effort. First, Tommy McClellan, after giving Bruce his dues, went across the room to a friend's table where he confessed his re-entry into pattern. The friend, seeing a window of opportunity, introduced Tommy to a complete, NIB (a very old box) Compensator kit at a price Tommy could not turn down.

Jon Lowe found an Intruder at a price he also could not refuse. Jon is the son of former AMA President Don Lowe. Jon works for the Army at Redstone Arsenal in Huntsville.

TOP NOTCH TROPHIES

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&
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By his own admission, Jon is a rocket scientist. Hmm. We'll keep an eye on him. Jon has also discovered the joys of having Dad as your caller. In a recent practice session, Jon, working on an AMA sequence, completed his center maneuver. As he approached the edge of the box, waiting for the call of the turn around, his caller gave a highly detailed critique of the maneuver just completed. The edge of the box came and went without the call of the turnaround. Dad's are great to have around. Callers should coach before the maneuver, then call the next one as soon as its' complete. They'll work it out just as all our other father-son teams have done.

Overall, a good time was had by all. Information was exchanged among members. Opinions were expressed over this year's changes by both current and former members. The show was a positive start to a new competition year.

STEVE

Contest Sked (on SPA Mail-list) as of March 20, 2004

Allen Worrest has updated the post to include the "SPA-like" contest in Waverly, NE ...on July 25. John Willmon will CD.....
(402)474-0801...web is:

www.acsmagnum.com/lsk <<http://www.acsmagnum.com/lsk>>

Subject: Contest SKED (Early line-up)

Here is the contest line-up as posted on the SPA Website at the moment. Those I am aware of at this point:

Cullman, AL April 24 & 25

Huntsville, AL May 15 & 16

Newport News, VA June 26 (*The Newport News RC club in Newport News, VA is hosting a senior pattern contest Saturday **June 26, 2004** at the Newport News RC Park in Newport News, VA. The event is open to all ages, 10% point reduction for non-SPA approved airframes. We will fly 4 rounds, trophies will be presented to 1st, 2nd and 3rd place finishers. We will fly the Novice and Sportsman classes only. Food is available within 5 minutes from the flying field.*)

Please visit the Newport News RC Park website at

<<http://www.newportnewsrcc.org/>> for directions to the field and information on the Senior Pattern Contest we're holding.)

Jerry McGhee AMA #9065

Contest Director mcghee66@aol.com <<mailto:mcghee66@aol.com>>

Lincoln Skyknights July 25 SPA patterns, any AMA legal airplane. See info at top of post.

Hotlanta, GA July 30 & 31 (Site says "last week-end in July") GA. guys, correct?

Knoxville, TN Sept. 18 & 19 (MASTERS)

Auburn, AL Oct. 2 & 3 (New site)

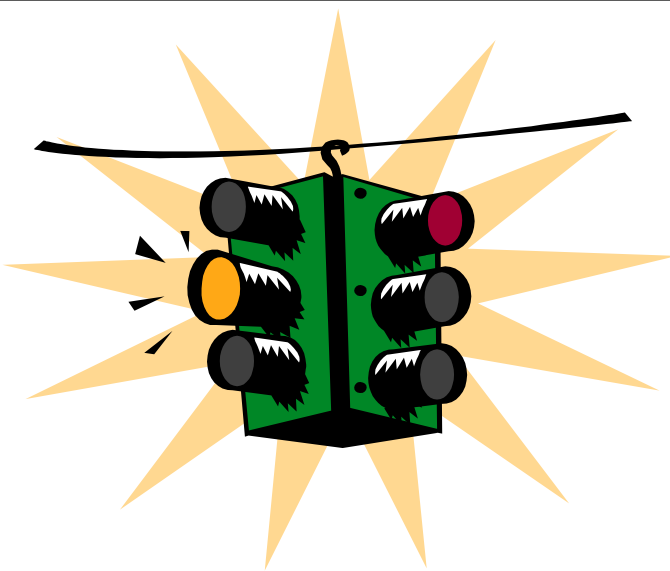
The Vintage RC Society has a great contest coming up on June 12, 2004 in Holly Springs, NC. Bob Harris has more info.

The VRCS website is:

www.vintagercsociety.org <<http://www.vintagercsociety.org>>.

For more info contact bharrisus3@cs.com

<<mailto:bharrisus3@cs.com>>



Reasons to quit Pattern

Do you sometimes say to yourself.....
 “Self, what the heck am I doing flying
 Precision Model Aircraft Aerobatics?”

This was the topic for a thread discussion
 recently on the NSRCA mail-list and the
 following TOP 10 REASONS TO QUIT,
 were posted by Mike Mueller:

Man there's more reasons to not start pattern than there are
 ones to quit.

When you look at it objectively you have to see that this deal
 is for a

very select group to start with. Top 10 reasons to not even
 attempt pattern.

- (10). *Too many scary and weird nerdy looking dudes.*
- (9). *No extra money because the wife decided to pay the
 rent this month.*
- (8). *The planes don't smoke.*
- (7). *Lack of buddy boxes at the contests for the drunk guys.*
- (6). *It's too judgmental*
- (5). *Conflicts with the Nascar races on Sundays*
- (4). *Golf*
- (3). *Fishing*
- (2). *The kids actually expect you to watch them grow up.*
- (1). *Burning 80 gallons a year practicing would hurt the
 ozone layer.*

Hmmm makes you think.

Mike

Mike Muellers' post to NSRCA mail list on 12-12-03
 (Reasons to QUIT PATTERN)

Nobody told Mike our SPA slogan for year 2004:
Accentuate the **POSITIVE** !

HUNTSVILLE'S RCRC ANNUAL TRADE SHOW & SWAP SHOP

March 20, 2004

Huntsville's annual Trade Show and “swap-meet” was really
 “up-to-snuff” this year with Tony Coberly and his RCRC
 clubmembers literally rolling out the *welcome-mat* for model
 builders, piddlers, craftsmen and “wannabees”.

The JAYCEE building was neatly arranged with both big
 commercial market tables as well as 75 or more personal dis-
 play tables of everything interesting to modelers and builders
 for the choosing. There were bargains galore and the beauty
 of buying there, there was NO city sales tax! This alone more
 than recouped the \$5.00 admission charge.



Robert Hodgdon & Sherwin Arculis—RCRC greeters



Jim Wray , Decatur, AL and Clark Newman of Birmingham,
 seasoned Pattern and fun-pilots renewed lots of good past
 memories with each other and patrons at their tables.

The RCRC website : Info, pics, events, maps, SPA flyers:

www.rocketcityrc.com

JG'S MODEL TOTER



Johns' "TOTER-1"

Making model supports are always fun projects for me. I started using PVC plumbing material in the late 80's, and found this material to be very durable, and easy to work with. It's also inexpensive due to mass manufacturing and cuts easily with a hacksaw. A bandsaw will cut thru it like butter and save you a pint of elbow grease.

We have a small SUV that I drive to the field, and I always wanted a support that would house both the fuse and wing of my pattern planes to increase space, and decrease hanger rash. This stand holds both SPA size models and AMA 2-meter birds. I spent more time designing it than building it and the pictures should give you a good idea of how I constructed it. If I've copied someone on this stand; I'm not aware of it, and apologize. I haven't seen one like this.

You should be able to make a stand like this for about \$15 including the glue and foam insulation. I use standard 1/2 inch PVC pipe and fittings for most of it with the 3 cross supports incorporating 3/4 inch pipe to increase strength. The ugly colored printing on the raw pipe is easily removed with acetone before assembly. Make sure you purchase "clear" PVC cement, and coat both pipe and fitting during final assembly. I always dry fit everything before gluing to make sure everything fits, and alignment is accurate. I purposely removed some of the foam insulation in the first picture so you can get a better idea of the construction.

You can build it any size you want, however, make sure your horizontal stabilizer has plenty of clear-

ance to the floor. The left side of the fuse on my stand is resting 17 inches from the floor. This height will accommodate most all pattern planes. If you don't fly 2-meter AMA size models you may want to make it a bit smaller. The distance between the 2 support assy. halves is 25 inches (3/4 pipe). This will give plenty of room for fixed landing gear to rest under the fuse. Make sure you add 3/4's of an inch to the pipe end that slides into a fitting. IE.....the total length of the 3/4 in. cross supports is 26 1/2 inches each. The wing support is wide enough to accept a pattern style one-piece wing including a wing bag. If you have 2 piece wings, make it doublewide. I just shove small blocks of packing foam around the fuse and wing to keep the plane from shifting when dodging a road pot hole or during hard braking.

If you decide to make one of these the following list of materials will help when you go to the hardware store. Both "Lowe's" and "Home Depot" have good PVC stocks. I usually have to go to more than one store to get enough of the correct fittings. The 1/2 X 3/4 tees are sometimes a little hard to find.

- 2 - 10 ft. sections of 1/2 in. pipe
- 1 - 10 ft. section of 3/4 in. pipe
- 10 - 1/2 in. tee fittings
- 6 - 1/2 X 3/4 in. tee fittings
- 4 - 1/2 in. end cap fittings
- 2 - 1/2 in. elbow fittings
- 1 - Small can of clear PVC cement
- 2 - 8 ft. sections of 1/2 in. foam pipe insulation

Note: If you can find THICK 1/2 in. insulation (about 2 1/4 in. O.D.)...It works well for the bottom cushions and stays put without needing tie straps.

Have FUN !!!.....It's easy and lasts forever.....See ya on the circuit.....John Gausby....SPA 181
humptybumpty@earthlink.net



Loaded with the DR ready for "easy-totin" to the field. -0- Neat winter project!

Bob Klineyoungs'
PHANTOM-1
featured in November 1973
R C Modeler Magazine



The above photo was lifted from the Plans section of the RC MODELER website. This beauty was designed and flown in the early 70's by the late Bob Klineyoung of the Rocket City RC Club in Huntsville, AL.

It has been listed from the "git-go" on the list of approved airplanes for SPA precision aerobatic competition.

Many-a-time in the "golden-era" of competition, the first friendly greeting and handshake on a Friday afternoon before a contest in the South was received from Mr. Bob Klineyoung of Huntsville, always one of the early arrivals, most-times on Friday afternoon.

Looking for some "variety" on the SPA pattern lines this coming season, I ordered plans for the PHANTOM-1 from Wayne Cartwright in New Zealand....these were the reprints from the RCM magazine article. At the same time, I had Wayne send me reprints of the articles on Chidgeys' original Tiger Tail, Denis Donahues' El Tigre, Whitleys' Daddy-Rabbit and another one or two. What pleasant memories came from just reading and re-reading those old magazine articles and eyeballing the mag size plans repros.

I obtained the full-size plans and with the "always nice and accommodating" Dennis Hunt, who has agreed to cut some wing and stab cores (beautiful)...am going to construct a PHANTOM-1 and hope to have it done in time for flying this season. Ken Nix is going to "test-hop" the ALTAIRE-S he got for Christmas soon as the weather breaks and hopes to alternate it with his and Little Joes' King Altaire on the circuit this season.

I was so in hopes of obtaining a good-deal of memorable info on the late Bob....and E-mailed several of his fellow flyers from the RCRC Club in Huntsville, AL....Dubby McGuire SPA # 204 who now lives in Owensboro, KY, Don Peck SPA # 183 in Huntsville and Robert Hodgdon, SPA # 174 in Madison, AL.

Robert shared the following with me via E-Mail:

After looking up Bob's death record in Maple Hill's Records Bob actually passed on March 21 1977. He rests in

Huntsville's Maple Hill Cemetery. He was 39 years of age. I don't know how much you know about Bob but he had an amputated leg below the knee as a result of being run over as a small child. He told me that he was riding his tricycle and a car whose driver did not see him ran over him and the result was the loss of his leg several inches above the ankle. He could not play any sports when he got older.

He always liked airplanes so he discovered modeling at an early age and like most of us it turned into a life long hobby. Bob left a son named Robert Klineyoung Jr. and a widow, Fay. You might note Bob worked for Marshall Space flight Center as "a professional Model Maker" He made the wind tunnel models of space craft as well as display model. I actually saw a photo of him working on what became our Space Shuttle. The photo was on the wall in his workshop.

I have many funny stories and great memories of Bob and modeling. Much to many to print in an email but here is one that to me is classic Bob. As you remember their was a large contingent of pattern flyers that were from Huntsville and RCRC in the Seventies and we were all at the Tullahoma, Tennessee contest and after a long weekend of battling it out and while we were waiting for the final contest results that were being tallied Bob took it upon him self to scrounge up a Cox .049 engine and attach it to his wooden leg. (Bobs' handicap never bothered him and he wore shorts at most of the hot summer contests exposing the prosthesis) Well he did this unknown to the rest of us that were congregated in and around the line of shade tents erected for the Huntsville crowd. Bob dutifully screwed said engine to the leg just below the knee and fueled it, then fired her up, then proceed to transverse the row of shade tents prompting everyone to score his maneuver. Ah such comic relief only Bob would think of that. It may have been one of those things you had to be there to fully understand but it really cracked everyone up for the rest of the day.

As I said before I entered the R/C part of the hobby at a young age and one of the great things is that all the older folks taught me so very much and now that I am an older folk (their age back then) sadly a lot of them are gone. Like you, the only thing I have is a ragged old copy of RCM that Bob and his Phantom were published in as well as a couple of photos of the Phantom II of his that I flew and great memories of a fine man. I will email you a photo of me in a couple of days for the article and anything else I can dig up. Also I am kicking myself now but I bought a lot of Bobs hobby stuff from Fay about a year after Bob died. Well that is all I have for now.

'Happy Landings—Robert

66" span, 750 sq. in., .60, 5 ch., built-up balsa, plywood, and foam core wing and stab, one sheet 35" x 56",
Designed and flown by Bob Klineyoung
Huntsville, AL
Featured in Nov. RC MODELER 1973



VEEP VOCALS

from

SPA Vice-President

Scott Sappington

Greetings All,

With the Perry show behind us it must mean the SPA contest season is upon us. Hopefully, the winter building season has been efficiently utilized and all of the test flights have gone well. I have had a few discussions with fellow members since the publication and implementation of the rules adjustments. As with anything else some comments were positive and some were negative. I accept that this was to be expected and I appreciate the feedback. I believe we all have a common goal and that is to see to it that SPA thrives as it was originally intended. Whether or not the current set of rules will aid in this process will depend on our PARTICIPATION and INPUT. The key is to come out and give this a try. I look forward to the open age category in Sportsman. I remember two years ago when the novice group had 10 -15 people competing. That was a blast!! One of the gentlemen I spoke with indicated that the current situation or environment had the potential to damage a 30+ year friendship. Folks, that is tragic. We really need to step back and realize what is important here. These contests are really about the fun, fellowship, good natured ribbing, and 30+ year friendships. It is time to get on with the fellowship that makes modeling so wonderful. As a group we have chosen to concentrate on pattern flying for vintage model aircraft. Let's get together this season and focus on that fellowship and building 30+ year friendships.

God Bless,

Scott

For LATEST updates and SPA bulletins and discussions join the SPA Mail-list through the SPA Website

<http://WWW.seniorpattern.com>

Tom Atkins' T 2 A



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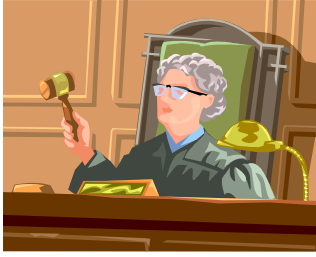
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This young man look familiar? What about the airplane? It's David Brown of Huntsville's RCRC club. PHANTOM design by Late Bob Klineyoung. Photo courtesy Don Peck.



JUDGING — 101

by

Tom Atkins, Sr.

Hi SPA'ers;

Malcolm Rutledge, Keith Watson, Mickey Walker and I will be collaborating on doing this column on judging. This is not a job to be taken lightly. We must all try to do the best possible judging when we are called on to do so. We must not allow the contestant judging at SPA contests to ever become suspect for any reason. If it does, our contest results have no validity and our event will suffer. To date everyone has done an exemplary job. Lets do it even better in the future.

We are going to deal with the maneuvers that will be flown this year. We will try to present exactly what the rules book tries to convey as to the maneuver descriptions. There will be an opinion only where there are contradictions or vague descriptions in the rules book.

The first maneuver we will deal with is the traffic pattern approach.

The traffic pattern approach is a rectangular flight path that puts the airplane in a landing position and configuration at its end. The maneuver begins over the center of the runway, or the landing circle, abeam the pilot. The airplane proceeds from this point on a straight track upwind until the first 90 degree track change (turn) is made. This turn should be made at a constant altitude and be done so that a track change of exactly 90 degrees is accomplished. The track (heading) should be maintained and altitude maintained constant throughout the turn and crosswind leg. The first crosswind leg terminates when the 90 degree track change (turn) is made to downwind leg.

The airplane track should change exactly 90 degrees and the altitude should be kept constant for the turn to downwind leg. The airplane may begin a descent as soon as the turn is complete.

The airplane track downwind should be perfectly straight and , if descent has begun, the descent rate should be uniform for the entire downwind leg. The track change to base leg, or the second crosswind leg, ends the downwind leg. If a descent was begun on downwind, the descent should be at a constant rate throughout the downwind leg and turn to base leg.

The turn to base leg should be done to accomplish a 90 degree track change and the track should be perfectly straight for the entire base leg. The base leg is where most pilots begin their descent. We believe the maneuver can be done more easily if the start of the descent is delayed until the turn to base leg is complete. The start of the track change to final ends the base leg.

The track change to final should be exactly 90 degrees and the rate of descent should be maintained throughout the turn. Upon rolling out of the turn, the airplane should be in a position on the extended runway centerline and at an altitude that will allow the airplane to descend at a uniform rate and arrive at the runway touchdown point. The airplane should maintain a constant descent rate and track for the entire final leg. The maneuver ends at an altitude of 6 feet, where the landing begins.

Please note that all the components of this maneuver are described as tracks. The heading of the airplane will vary, depending on wind conditions, but the track should form the perfect rectangle.

Downgrades should be made for: Maneuver not begun over the center of the runway or landing circle
Corners of the pattern not 90 degrees
Track of the legs do not form the desired rectangle
Altitude varies
After it is begun, the descent is not constant
Airplane porpoises in pitch, roll or yaw
The maneuver is a zero if the approach is not completed to the 6 foot altitude.

We hope this is helpful. If there are questions or comments, contact me at t2a@mindspring.com

Tom

Invite a “flying-Buddy” to join SPA
Membership Application on page 8

Senior Pattern Association Membership Application

Name _____ Date of Birth _____

Address _____ Phone () _____

City-State-Zip _____

AMA Number _____ Club affiliation _____

Membership Dues \$20.00 Make Check payable to Senior Pattern Association. Mail to:

Steve Byrum
1326 3rd St. SE
Cullman, Alabama 35055

Bruce Underwood
1412 Patterson Street
Guntersville, AL 35976

