



SENIOR PATTERN ASSOCIATION

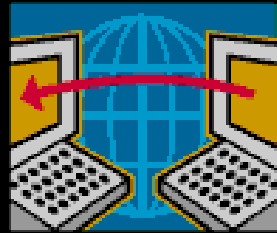
Official S I G (Special Interest Group) of AMA

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

SPA NEWSLETTER www.seniorpattern.com **NOV/DEC 2010**

SENIOR PATTERN PILOTS make SMOOTH PASSES !

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Mike Robinson
- FOUNDER EMERITUS-**
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- SPECIAL PROJECTS-**
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- APPOINTED-**
Phil Spelt
- 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...Bruce Underwood SPA LI5
Our slogan for this year has been "bettern' its' been in two thousand ten".
 It has been just that, a delightful year of contesting, fellowshiping and fun. Let me thank the members who have stepped up to volunteer their services as Vice-President. Messrs Arrieta, Owens and Sappington (in alphabetical order). Leadership in a national Association such as SPA is a "JOY" and is done simply for that reason.

You will find a campaign statement from each of them, in this edition of the newsletter. Please read thoroughly the statements of each of them, and if you desire further information, I'm sure they will welcome "direct" e-mails, phone calls or letters. I couldn't begin to issue "KUDOS" to the Board Members, the other officers who have assisted and directed each branch of the Association in 2010. I fear I'd overlook some individual and regret it forever. "THANKS ALL" for a great year. Please return your ballot and your "meager" dues payment in the SASE that Mike will provide as rapidly as possible as Mike Robinson (election tabulator) will tabulate at about 5 PM, Georgia time on the evening of Dec. 31, 2010.

Here's hoping you and your Family and Loved Ones experience the most pleasant Christmas ever and you're accurate in your selection of New Years resolutions. Let me challenge our membership to help me select a good slogan for 2011. One year we held a contest for this determination and if memory serves, Mr. Bill Marchant of the Paulding County Model Club in Georgia was the winner and was given the opportunity to sing the National Anthem at the first contest of the season. Not only will the winner of the slogan contest this year be given the same chance to sing, he'll receive a "personalized" name and number badge for his use at SPA functions in the future. I welcome your private e-mails with your suggested 2011 slogan to my private e-mail address during the month of January, 2011 up till my birthday, the 28th when a winner will be selected. Good luck!



Lots of stuff in the newsletter this edition, so coverage may be less detailed than usual. This is the "election special" with position statements from all three candidates for Vice President. Elections really matter--the VP could very well step in at a moment's notice. As editor, I get the chance to make a couple comments, so here we go. First, we should resist the temptation to turn the election into a popularity contest; carefully look at the candidate's stand on the issues, and as Bruce says, ask questions if necessary. Equally important is the candidate's dedication to the organization, as evidenced by their participation, leadership, and "people skills". Bruce, for example definitely has a "heart for SPA", and has literally sacrificed to be at nearly every contest no matter where. He is also a "shepherd" of sorts, looking out for the "flock" and taking newcomers under his wing to help make them feel part of the organization—in my opinion, a good example to follow.....Duane



Bruce & Jane Underwood

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CONTEST SCORES...& STATS

CHATTANOOGA

SR EXPERT

Ed Hartley	3962
Russ Chiles	3574
Julio Arrieta	3540
Dennis Hunt	3428
Bruce Underwood	3000
Ron Chidgey	2865

EXPERT

Jerry Black	4000
Jamie Strong	3917
John Nessler	3910
Jeff Hannah	3875
Jeff Owens	3751
Warren Oliver	3735
Scott Sappington	3597

SPORTSMAN

Mike Williams	4000
Rick Helmke	3802
Bob Wetzel	3754
Dave Phillips	3742
Jim Slocum	3739
Bill Dodge	3675
Skip Getelman	3490
Philo Spelt	3486
Don Eiler	3359
Ken Blackwell	2727
Bob Andrews	0

NOVICE

Dave Phillips III	3974
Charlie Johns	3863
Karl Gerth	3851
Dan Dougherty	3783
Frank Comer	3531
Ron Underwood	3514
Randy Cashon	3378



ALABASTER

SR EXPERT

Bruce Underwood	4000
Ron Chidgey	3924
Julio Arrieta	3748

EXPERT

Jeff Owens	4000
Mike Robinson	3674
Jamie Strong	0

SPORTSMAN

Rick Helmke	4000
Ken Blackwell	3914
Dave Phillips Jr	3824
Bill Dodge	3814
Bob Wetzel	3696
Skip Getelman	3422

NOVICE

Wieczorek	4000
Gary Singleton	3949
Karl Gerth	3921
David Phillips III	3890
Ron Underwood	3710
Dan Dougherty	3676
Will Blackwell	3438
Joe Grant	3427
Frank Comer	3310



2010 POINTS TOTALS

COMPILED BY PHIL SPELT —For individual point totals, check the SPA website home page. Here are the "point totals" and "fly-off" winners:

SR EXPERT

- 1) Bruce Underwood
- 2) Ed Hartley

EXPERT

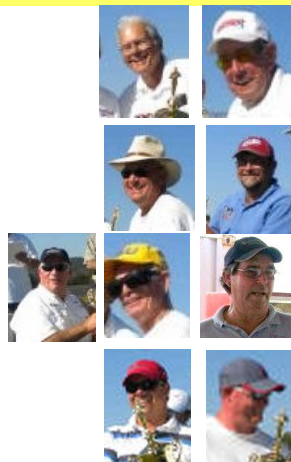
- 1) Jerry Black
- 2) Jamie Strong

SPORTSMAN

- 1) Mike Williams
- 2) Bill Dodge
- 3) Dave Phillips Jr (tied for 2nd)

NOVICE (NO fly off)

- 1) Michael Wieczorek
- 2) David Phillips III



☆☆ MASTERS ☆☆

SR EXPERT

Bruce Underwood	4000
Ed Hartley	3777
Julio Arrieta	3341

EXPERT

Jamie Strong	4000
Jerry Black	3908
Ellis Newkirk	3826
Warren Oliver	3695
Scott Sappington	3662
Mike Robinson	3465

SPORTSMAN

Mike Williams	4000
Rick Helmke	3914
Bill Dodge	3753
Dave Phillips Jr	3669
Scott Anderson	3583
Don Eiler	3485
Phil Spelt	3347
Dennis Sams	1795

NOVICE

Mike Wiecznek	3988
Dave Phillips III	3939
Karl Gerth	3916
Dan Dougherty	3733
Charlie Johns	3702
Ron Underwood	3480
Joe Grant	3476
Dan Toombs	3397
Ken Antos	3035
Vic Koenig	2821
Rhea Starnes	2337
Jake May	0

Alabaster 2010

September 18-19, 2010

Can't allow a terrific picture like this to sit in Bruce's files—welcome PILOTS to ALABASTER, ALABAMA !!

Mike Williams and the Alabaster RC Club....."10"

Whew.....Who would have thunk 98 degrees on Sept. 19 ? This early FALL weather with humid temps....didn't deter a "determined" CD (Mike Williams) and that GREAT Alabaster Club from hosting a delightful weekend with more KUDOS than you can shake a stick at to them for their gracious hospitality.

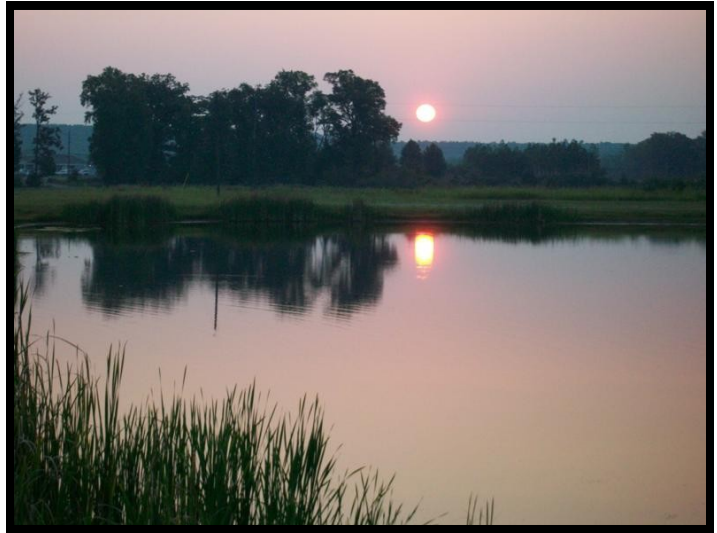
Mike Williams ran the show better than a "3-legged" human could have. Dave Phillips, who had been the CD for the past events here.....said "Mike said he could ramrod this event from his "scooter" and with the help of his family and his "club-family" it was "smooth-sailin". Everything went like "clockwork" with the announced 4 rounds on Saturday, a great gathering at the Olive Garden on Saturday evening, two rounds on Sunday...loads of laughs, fellowship, competition right on schedule.

Naturally, mishaps occur at events like this and some did here, Mrs. Bob Andrews sprained BOTH ankles dismounting their motor home steps, which had collided with some low hanging something in a nearby Wally-world parking lot totally destroying the air conditioning unit on its' top. Friday afternoon, a sudden thunderstorm destroyed their sun tent....what with these omens of what the luck might hold for the weekend, compounded by Bob's recent medical problem, the Andrews decided to return home and dear friend Charlie Johns, (Bob's flying friend and traveling companion, elected to accompany them back to Brewton and assist with solace and companionship at a time it was certainly needed and appreciated. Bob and family were named personally in our prayer opening the event.

Jamie Strong, while flying prior to Saturday mornings start, lost his famed Jim Strong constructed Daddy Rabbit, when the transmitter evidently went on strike. Even the engine was destroyed when it went in full bore. Jamie, maintained his most pleasant disposition and worked and judged and assisted like a full-fledged Alabaster RC club member.

Even though Mike Williams (CD'd rather than flying), Jamie lost his bird, Bob Andrews and Charlie Johns didn't fly), 23 stalwart SPA pilots participated in the competition. Just a delightful number to insure precise scheduling. Contestants had a full 2 hours to cool off, shower and report to the Olive Garden for the Italian feast. Yummy Italian dishes and wonderful surroundings.

At the awards ceremony....Mike at the outset recognized and presented the SPORTSMANSHIP award to Danny



McDevitt, whom Mike praised to no end for his dedication to the fight against a recent "armyworm" infestation at the flying sight and his appearance EVERY day for two weeks prior to the contest nurturing the hybrid Bermuda sod which looked GREAT. McDevitt thanked other clubbers for their input to his "war" on the armyworms. Every club needs a McDevitt!!!!

Raffle winners of the very nice prizes were:

Ken Scott donated HOBBICO flight box.....Mama" Jane U.

Mike Williams donated HELI fuel.....Wilton Hodges

Another gallon of MW donated HELI fuel.....Othea Sanders

CD donated World Models A6 INTRUDER ARF ...Foster Tate

Thunder Tiger .91 4 Stroke engine NIB.....Julio Arrietta

Ron and Betty Jo Chidgey celebrated their 58th Wedding Anniversary Sunday Sept. 19th, 2010. Whatta couple!

Alabaster's contest welcomed a 1st timer contestant (for SPA)....12 year old Will Blackwell who boasts of his well known Granddaddy Ken Blackwell of Enterprise, Alabama. Will flew a Graupner Kwik-Fly III with his "Granpappy" right by his side and what a pleasant sight to see this couple flying SPA competition together. This event featured competitors ranging in age from pre-teens to mid 80's. Cd Mike W. proved, "this game is for any modeler, any age".

Alabaster, thank you for the hospitality, the thoughtfulness (Ice water coolers) for judges, coffee and doughnuts each morning, and scorekeeper exceptional, Jill Wetzel, added, for the running promptly of the scores from each flightline. Jill provided large prints of each individual round as well as round-total scores.

Mike concluded Sunday with an invitation to all RC modelers to join us in SPA activity, "it's not only a family affair, it's a HOOT" You could have heard the "amens" 23 miles North of the field in Birmingham.

Chattanooga (LOCATION x 3 in MID SPA-LAND)

Chattanooga, TN.....The initial Chattanooga contest with our beloved Sec/Tres as it's "straw boss" last year was hugely successful, but this year was the "epitome" of a delightful SPA contest weekend. 34 of the most talented RC pilots in the country participated in 5 rounds of efficient performance and loads of fun and fellowship. Loads of Gatorade and water were consumed and some signs of dizzy-headiness and limited energy were overcome by consumption of same and application of ice water soaked terry cloths. Sun Tents lined further than the total length of the runway, some had electric fans under the tents and sometimes some would take advantage of air conditioned motor homes and A-liner campers with AC.

Paul C. Wright, CRCC President and his membership flanked CD Robinson on every request, generously accented with the famed Chattanooga hospitality. (One of the club members is also named Paul Wright, his middle initial is J.). Note, PJ was one of the two "first-timers" to enter an SPA contest. It is so consoling to meet and fly with NEW folks in an SPA event.

Most all went very well with a couple exceptions, I am aware of, Mr. Pete Coleman's Daddy-Rabbit I developed it's own sense of direction and collided with one of the "ready-tables" along the runway, Dan Dougherty had it repaired by the beginning of the next round never missing a single flight and flew it to a 9th place finish in the Novice Class. Vic Koenig had posted two 1K's in the first two rounds but the 3rd round was NOT a charm for him as his beautiful Dirty Birdy lost it's hearing and flew off on it's own, smacking into terra firma in the yard of resident nearby. Fortunately, Vic had his name, phone number etc. in the model, the finders called his home in Kingsport, TN and informed his spouse of the location, and the searchers drove right to the home and recovered most of the remains. That posting of ones name, address, phone, etc. is something we used to do in the free flight days.....glad Vic did this. The "loss of signal" remains a mystery at time of this writing.

With storms threatening Mike called Saturday flying with most having flown round 3, off for a refreshing shower and to the "soiree" at the City Cafe. Many were unable to be served at the famous City Cafe for the "backlog" of hungry customers, however 37 of us were, and about 20 others went to another good cafe for a Saturday night feast and story telling session. The Pattern Committee of Strong, Owens and Chiles met in a motel room till 10 PM and are almost complete on the patterns for the coming 2 year cycle starting the first of 2011. These guys have taken ALL the numerous suggestions that have been solicited and submitted and are just "polishing" the finished patterns to be released, probably prior to the MASTERS in October, perhaps, first on this list.

My thanks to Mr. Matt Lea, Assistant to Mayor Littlefield who worked with "Mama Jane" at Top Notch Trophies for his input to the special awards she constructed for this event. The extra high resolution Chattanooga Seal was prepared especially for inclusion on this set of awards by the Mayors office. She and Assistant Mayor Lea, "declared, these are awards I think the winners will proudly display on their trophy wills for a long time to come". The seal is wrapped in Tennessee Orange by request of city officials.

CD Mike just couldn't thank his helpers enough...beginning with the "official runner", Linda Owens of Tallahassee, FL (Mrs. Jeff) who, despite the heat personally ran the score sheets from the flight lines to scorekeeper Jerilyn Robinson who rapidly and accurately entered and produced individual round score sheets which Linda, for the most part, hand delivered to each pilot just shortly after the completion of a round, by class. The individual round scores were color-coordinated, in Tennessee orange. What attention to detail by this team of scorekeeper, runner, CD and their helpers. Linda won the most deserved award (IMHO), the SPORTSMANSHIP AWARD!

Two rounds on Sunday were culminated with a delightful awards ceremony and raffle and folks were "on the road" by 2 PM with so many fond memories of this weekend that'll be relived over and over. Raffle winners are: Battery fans: Rick Helmke, Bob Wetzell, Mike Robinson and Mrs. Dave Phillips. A Deception short kit donated by Scott Anderson of Performance Aviation: Sammy Hamrick. A World Models A6 Intruder kit donated by Mr. Ed Lyerly: Rick Helmke, OS 91 4S engine: Warren Oliver.

CD Mike, CRCC, the weekend with you folks was a TREASURE. SPA PIO—Bruce Underwood



...Bruce Underwood photo



Mike Robinson
Photos

VICE PRESIDENTIAL CANDIDATE STATEMENTS

JULIO ARRIETA



After reflecting a great deal on the organization, its purpose and its future, I feel that a change in leadership is necessary. The organizations ability to engage with a wider audience within the club, such as the introductory levels of Beginner and Sportsman is handicapped unless those at the forefront are representative of this group. Our message can get lost unless we can "speak" our listener's language. More importantly, our club has members from several surrounding states; by electing/appointing members from other states we can expand our reach. Without continued growth through new membership we will not be able to sustain and preserve our club.

It is my firm belief that all SPA leaders should actively participate in the SPA by attending all meetings to get first-hand feedback from club members. As your SPA Vice President, you will know that you have the ear of your leadership team. Bring me your ideas and concerns and I will be your champion to effect change.

I will practice a form of leadership where transparency will have the highest priority. As your representative, I will make sure you are kept informed on what's going on, what's being presented and what's being achieved. In fact, you have my commitment that there will be no secret meetings or decisions without membership participation as I believe members should be given the opportunity to participate in all discussions, providing input, suggestions, etc., on all decisions impacting the SPA.

With 27 years of leadership and management experience through the military; 17 years of higher education professorship and upper management at a college and over 40 years of modeling and flying experience, I believe I can provide the skills, commitment and high level of customer service necessary to take the SPA into the future.

Vote for me. I can assure you that you will not be disappointed.

JEFF OWENS



Aviation has been a part of my life for as long as I can remember. I started by building plastic models and then balsawood free flight models. Later came U-control models which kindled an interest in precision aerobatics. I started flying RC in 1970. My instructor flew pattern with a bright red Banshee and I knew that one day I wanted to fly like he did.

I moved to Tallahassee in 1976, where I am a Physics Professor at Florida State University. In the late 70s many club members flew pattern and I built a Cutlass Supreme as my first pattern plane. My first contest was the 1979 Kirkland Memorial in Fort Walton Beach. I was hooked! I progressed through the classes and was flying FAI by 1985. I continued through the Turnaround transition and flew contests until 1990. I participated in the 1989 FAI Team Selection competition in Pensacola.

I have many fond memories of flying in pattern contests. This led me to join SPA one year at the Perry, Georgia swap meet. In 2007 I started SPA competition with a new Cutlass Supreme. I have enjoyed the high level of camaraderie and friendship that SPA competition provides.

I have tried to give back to organizations I have belonged to by serving in whatever capacity I could. In the 1980s we had an organization called the Florida Pattern Association. We had about 150 members and sponsored a point championship much as SPA does. I served a two-year term as President/Secretary/Treasurer/Newsletter editor (we only had one officer). I have also served terms as President, Vice President, Secretary-Treasurer (twice), Newsletter editor (numerous times for a total of about 8 years), and webmaster (for 7 years) in the Seminole RC Club.

I have enjoyed my experiences in SPA competition and I want to give back something to the organization. That is why I volunteered to run for Vice President and I feel that my experience in the leadership positions mentioned above qualifies me for this office. These are exciting times for SPA. More new versions of old favorite models are becoming available each year. Interest in SPA activities is spreading around the country. As an organization grows it will tend to attract new members with diverse views and interests. It is important that we not lose sight of the original goals of SPA – RC pattern using simple airframes and based on center-judged maneuvers without turnarounds and without an aerobatic box. At the same time, it is important not to lose sight of the wonderful contest experiences and personal friendships that come with participation in SPA. After all, while we take our competition seriously, it is also supposed to be fun! It will be a challenge to help SPA grow without letting it lose its essential character that has brought us to where we are today. I look forward to having the opportunity to serve this great organization.

SCOTT SAPPINGTON



I have had the privilege of holding this office since 2004. In that time the Senior Pattern Association has, in my view, grown from a regional organization to a national organization. New chapters were started in the east, mid- west and pacific north -west. I believe that we can become stronger in these areas as well as others through improved communication. I will advocate a column in the news letter from these chapter coordinators concerning the specific activities in these centers. Further, I believe that the membership needs a stronger voice in the management of this organization. For the last six years the membership has not had a clear voice in the decision process. I would propose that each board member be assigned to a specific area of responsibility along contest site locations so that there would be a clear line of communication from the membership to the officers and the Board of Directors. This process would allow communication interchange. Issues that require a By-Laws change or Rules of Competition change should require a two thirds majority vote of the membership. Throughout the years I have directed several contest directly as well as assisted with others. I strongly hold to the vision of what the Senior Pattern Association was founded upon. We do not need to progress past the January 01, 1976 date for airframes and maneuvers as currently stated in our rules. Unless there is a major change in the availability of currently used power plants or fuel availability, I do not see the need to move away from the current choice of up to .61 non tuned pipe two stroke or .91 four stroke engines. I am not opposed to establishing an electric division similar to how we have the antique division in operation should the membership desire that option. I am opposed to the head to head competition of glow vs. electric in SPA. There are other organizations in the pattern community that allow this should that be your individual desire. We have an outstanding organization and I believe over time things can be incorporated to make us even stronger through collective participation. I would appreciate your vote to continue to build the Senior Pattern Association into an even stronger organization.

DON'T FORGET

TO VOTE 5



Masters Mystique Revealed

PIO Bruce Underwood

The mystic of the MASTERS was revealed the weekend of October 9 & 10 in Knoxville, TN. It is shrouded in good old-fashioned ROCKY-TOP hospitality. Dennis, Ed and Phil, surrounded by Joel, KCRC club members and wives, really hosted a "tip-top" Tennessee event, make no mistake about that. Ask anyone who attended, they'll confirm the previous claim.

I am aware of NO crashes, just a couple of bad landings. Probably the worst happening was Russ Chiles bringing the MEMORIAL TROPHY and planning to practice on Friday when "in-flew-inza". Seriously, he and Becky had to return home for health care for Russ as he burned with fever, while shaking with chills, a sure sign of the flu. Hope it is a "short-lived" bout, Russ.

A "highlight" was the chance to see up close that beautiful SIMLA that Duane Wilson constructed in conjunction with his national magazine project on it. (see page 7-Ed). Many thanks for the "actual viewing" of that lovely SIMLA Duane.

5 full rounds and "fly-offs" for an excellent event. Beautiful Eagle awards were presented at the annual MASTERS banquet on Saturday night at the China Buffet in Oak Ridge. What close competition.....with 5 judges, High and LOW tossed out, the pressure couldn't be greater but these guys dealt with it nicely. Look at these scores, SPORTSMAN...Dave Phillips 890, Mike Williams 901. EXPERT...Jamie Strong 1187.5, Jerry Black 1202.5. Check the scores in the regular competition to see just how close Strong and Black were all weekend. Mike Williams loaned Jamie his 2 stroke powered Compensator and Strong showed his expertise with any model placed in his capable hands. (Two sticks yet).

The MEMORIAL TROPHY will reside in Julio A. B. Arrieta's home near Augusta, GA for the coming year. Arrieta outscored Dennis Hunt (who was kind enough to assemble his airplane and participate) 958 to 842. Julio's lifelong love, Petra, with relatives, was notified via cell phone within minutes of the presentation. Tears of JOY flowed as Julio expressed appreciation to all, especially his loved one.

The patterns for the coming 2 year cycle were passed out at the banquet (which was provided by KCRC with the modest entry fee) and a drawing held for \$50.00 gas money. Jerilyn Robinson drew from the pilot's raffle, and a huge "that's ME" was heard from Mike Robinson. He yelled "thanks honey"!

A gigantic raffle preceded the awards on Sunday, here are the lucky winners:

Mike Miller - Aurora 9 radio, HITEC hats and T-Shirts.
Ed Hartley - World models A-6 Intruder ARF
Ken Antos, Mike Robinson, Jerry Black, Mike Sams—Fuel
Ellis Newkirk - Radio South radio repair certificate

Warren Oliver - Sukhoi Electric ARF airplane
Mike Miller - Mach 1 kit.
Mike Sams - Radio South Gift Certificate

Beautiful "shadowbox" photo 8 X 10's were given winners in each class, plus, KCRC awarded EVERY entrant a nice "shadowbox" as a memento of having attended and flown in the 2010 MASTERS. Not only was the National Points Champ in each category given a huge victory cup but the "runner-up" received a slightly smaller version of same.

Nothing was spared by KCRC.....since it was a bit late ending (after all, 5 rounds, fly-off's and the "cherry" on top of the regular 2010 season, KCRC provided all-beef hotdogs and hamburgers and drinks at their expense on Sunday. The delicious Subway's on Saturday with drink and chips was a modest \$5 paid with the entry fee.

The culminating award....the beautiful "rotary-engraved" SPA SPORTSMANSHIP award was presented to a most deserving KCRC member, Mr. Joel Hebert who has entered scores, posted them promptly, for years at KCRC events. Joel has performed the NATIONAL ANTHEM for us for years, solo, however a bad cold prevented his doing so this year. We held prayer just under the American flag which flew all weekend and thanked HIM for our blessings.

KCRC, Dennis, Ed, Phil, Joel and you others, you made our trip to the MASTERS one of the highlights of our 2010 season. Course all the events at "Rocky-Top" are super, but this one should merit you guys and gals a SUPERMAN or SUPER-WOMAN cape. The memories are indeed PRECIOUS!



Bruce awards Joel Hebert sportsmanship honors—a perennial unsung hero. at KCRC



What a friendly group of guys!! How could they possibly intimidate anyone??



Memorial trophy winner for 2010 Julio Arrieta



Some of the beautiful Masters trophies—WOAH!!



NO PRESSURE-RIGHT?? You can't see behind you, but you FEEL THEM—ALL FIVE JUDGES!!!



**Not competitive for SPA competition—but
who cares!!!—By Duane Wilson**

Ed Kazmirski's *Simla*

Take a look at the back cover of your latest model magazine and there will be a full page ad from a prominent R/C modeling company. Little did the writers of a certain modeling ad that appeared in August 1965 realize that 45 years later, future modelers would be hanging on every word of that ad in an effort to get every last shred of information available about Ed Kazmirski's Simla. For a long time, the World Engines ad contained virtually everything known about Ed's final, large-scale masterpiece. Actually, there was an amazing amount of Simla information packed into that 119-word description including data on the meaning of its name, wingspan, weight, (both with and without fuel), dihedral settings, aileron width, (both initial and modified), airfoil type, plug-in wings, adjustable incidence, stab span, and even a brief flight description—truly



Ellis Newkirk, Warren Oliver & Jerry Black pose with the first 102" Simla in 45 years at the KCRC Masters

amazing. Still, for all the information it contained, there still wasn't nearly enough for a serious effort to reproduce the plane. It is one thing to want to reconstruct the Simla when looking at that beautiful photo, and quite another thing to be able to do it. The Simla story can best be described as a mystery or puzzle to be solved, but without enough clues to make it a reality. The few dimensions given in the description were great, but we needed plans, sketches, or at least good top and side view photos in order to make those measurements meaningful when trying to figure out scores of other measurements that were required to build an accurate model.

Photos would certainly help, but there were only two available photos—both contained in the ad, and both of them were unusable due to camera angle distortion. Some new information trickled in thanks to the help of team members overseas (with excellent foreign model magazine archives). We learned there were other brief accounts, (and photos) from foreign publications providing some information about the engine compartment and the original plug-in wing method used by Ed.

A few additional photos came in showing Ed and the Simla at the 1965 NATS—each and every picture was valuable because each showed the Simla from a different angle; combining all the photos gave a more complete picture of the plane's overall look. Still we had only a half-dozen photos, and very little in-depth description.

The project to recreate an accurate Simla was still out of reach—until March 2009 when our big break came -- seven 3X3 black and white photos from Ed's estate. Of those, we got a "semi- side-view", and what proved to be the key--a nearly perfect top view! Though there would still need to be some educated guesswork on the fuselage, we finally had just enough of the evidence we needed. We would soon have all the ingredients to make this dream a reality. As Jeff Petroski said in April of 2009, "It looks like this assembly of internationals is on the verge of bringing a great RC mystery to life..." It looks like we have. **(Check out the February or March issue of Model Aviation for construction article)**

****Vintage Radio Control Society Update - Bob Noll, VR/CS President****

I'd like to take this opportunity to tell you more about the Pattern category at VR/CS events. The VR/CS By-Laws contain a statement state about competition as follows – "The VR/CS shall encourage low intensity competition in the areas closely associated with VR/CS roots, i.e. Class I (rudder only), Class II (rudder and elevator) and Class III (rudder, elevator and aileron) in local, regional or overseas events. Concours and Scale competition should also be encouraged." The founders of VR/CS realized that competition was the prime ingredient in the development of our plane designs and equipment. The original By-Laws talked only about pattern competition but recent changes included Scale and Concours competition.

There are three pattern classes recognized for VR/CS competition as indicated:

Note: Throttle control is permitted in all classes.

- A. **Class I (Port):** Planes controlled about the Yaw axis, by rudder control only. No auxiliary aerodynamic controls are permitted (flaps, spoilers, etc.); no auxiliary non-flight controls are permitted (brakes, steer able wheels, etc.)
- B. **Class II (McEntee):** Planes controlled about the Yaw and Pitch axis, by rudder and elevator control only. Auxiliary non-flight controls (brakes, steer able wheels, etc.) are permitted without limitation. Auxiliary flight controls (flaps, spoilers, etc.) are not permitted.
- C. **Class III (Brooke):** Planes controlled about the Yaw, Pitch and Roll axis, by rudder, elevator and aileron control, with no limitations or restrictions on primary aerodynamic controls, auxiliary aerodynamic controls or auxiliary non-flight controls.

Class I is named after one of the top Class I pilots in the 50's, Jack Port, who's Hi-Q design won him numerous trophies. Class II is named after Howard McEntee, who excelled in Class II with his single channel system he called "Kickin Duck". Class III is named after Ralph Brooke who was a top "Multi" pilot in the 60's with his Crusader design and who was on several of the first USA international teams.

Visit the VR/CS web site at www.vintagercsociety.org to see the maneuver schedules for these three classes. Thanks to Duane Wilson and the SPA for allowing me to tell you more about the Vintage RC Society. 7

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