



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

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

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MAY/JUNE 2004

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

### THE PRESIDENTS PERSPECTIVE



Calling for Jack Dunn as he puts the King —Altaire through its’ routine at 2003 HOTLANTA.

(Photo by John Baxter—PCMA)

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GUNTERSVILLE,AL....This writing comes but 4 days after the “season-opening” contest in Cullman which is covered pretty much in detail on page 3 and in Steve’s column.

I have a tendency to look for little “sidelights” that serve as indicators of good growth for SPA in the future. Some of the most potent “fertilizer” for our Sport/Hobby are newcomers who participate in their initial SPA aerobatic contest.

I saw two RC pilots have one of the most delightful weekends of their modeling careers at the Cullman contest. I know it was a delight for them because they *told me so*.

These two entered their FIRST ever SPA contest and I asked them to allow this photo with their planes between rounds.



Jon Lowe and Jerry Woodard  
At SPA contest - Cullman, AL

On the left is Jon Lowe of Huntsville, Alabama. His bird is the World Models A6 INTRUDER powered by an OS 91 4S engine. Jon has purchased a PHOENIX kit, which was flown and designed by his dad, Don many years ago. He’s taking his time with the kit, meantime the ARF INTRUDER allows him to compete. He does very well, as you’ll note by his success in Cullman....reflects his “coachin” I think.

On the right is Jerry Woodard of Blountsville, Alabama. Jerry’s airplane is a Cermak JAVELIN and is powered by an OS 40 2S.

Jerry said its’ been his desire since he “soloed” to be able to fly those pretty maneuvers that the SPA patterns require.

Both these pilots did very well in their initial contest and have vowed to become active on the circuit this season. It’s a real joy to see new folks experience the fun and honest fellowship that pervades SPA aerobatic events.

Enjoy this good feature-packed edition of the newsletter. I have some good features in escrow for some future editions, one of which is one of the most complete “Trim-Charts” for an RC pattern ship I’ve seen recently. I haven’t yet gotten enough computer “savvy” to know how to reproduce it for the newsletter. But, like trying to master flying inverted the first few times...I’m going to keep trying til I eventually find the solution to printing it in an understandable and savable form.

Good luck to all at the practice field....see ya’ on the circuit!

*Bruce Underwood* SPA—15



# VEEP— VOCALS

by

*Scott Sappington*

Greetings,  
 What a wonderful time in Cullman!! Thanks again to Steve and to everyone who helped with this endeavor. The only negative comment regarding the entire weekend was the wind on Saturday. Other than trying to get my airplane on the ground the most challenging aspect of the weekend was trying to keep Jim Slocum's hat on his head without distracting his flight while I was calling his patterns. Congratulations to all of the winners in each of the classes. They each deserved the reward for showing the best flying skills for the weekend. More than that I believe congratulations are due to all who participated. The fellowship and fun competition are what I believe SPA is all about. It was a great start to the new season. For those of us who were able to attend talk it up among your friends and lets make Huntsville even better.

God Bless

Scott

## TOP NOTCH TROPHIES

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Trophies for all events

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**TNT for all your awards  
 &  
 Engraving**

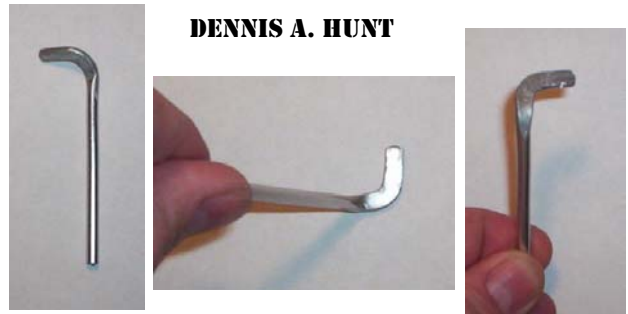
### Dennis Hunt of Zimpro Models reveals "hickey-tool" for use with Du-Bro Clevis (via E-Mail 03-28-04)

The magic tool that I use for the Dubro clevis was invented by a customer of mine about 40 years ago. Please bear with me while I tell the tale.

One day an elderly gentlemen came into my hobby shop. He was completely paralyzed on the right side and had to use his left hand to place the right hand on the counter. I remember that like it was yesterday. He came straight to the point and said he would like to fly U-Control. He was a bank manager but had had a stroke that forced him to retire. I tried very diplomatically to explain the U Control required a certain agility but he had the answer to that. He would build a gadget using an old bicycle that would allow him to control the airplane from outside the circle. I learned a great lesson from that old man. He built his gadget and flew the airplane and then went on to fly R/C. BY this time I realized you didn't tell Ted that he could not do something. I made a special leather harness and tray for him that held the TX strapped to his waist and held a single stick transmitter. He built the Das Mittel Stik trainer with one hand and his wife covered it with Monokote. I visited his workshop many times just to see the many gadgets that he made to hold bits firm on the work bench while he worked on them. Can you imagine planing a piece of balsa to make an aileron with one hand? Try it !!!

His trick to opening the clevis was an old key such as used on cupboard doors in the good old days. He would slide the flat end of the key into the clevis and turn it 90 degrees. The shaft of the key was parallel to the pushrod and the width of the flat end was ground down to the width required to get the pin of the clevis clear of the other face by the thickness of the nylon horn. The thickness of the tongue was sufficient to hold the clevis firmly attached to the key when rotated through a quarter turn. Then holding the other end of the key he would slide it over the horn, put the pin in the hole and rotate the key back. How about that!! . So what's so difficult for a guy with two hands. Sorry to be so long winded.

**DENNIS A. HUNT**



The above three photos of Dennis's "HICKEY-TOOL" taken by and shared with us by Scott Anderson.

## 9th Annual Cullman SPA Championships

**Cullman, Alabama.** April 25.....This weekend's "season-opener" SPA contest hosted by the Cullman Aeromodellers in Cullman was SUPER! As always, C A offered up not only the menu of fine accommodations but serious "side-dressing" as well.

ALL comments regarding the consolidation of age-groups in the SPORTSMAN class and the reversal to the original groupings in the Senior Class were **Positive**. As a result of the new groupings there were "contests" in every class. Each race for the hardware embellished with laughter, good-hearted competitiveness and a few...."I'll do better next times." The CD was overheard saying at the awards ceremony, "this has certainly been a help to the execution of a contest.....as a result of the changes, we're awarding through 5th place in EACH class".

CD Steve said he was aware of about 5 fliers who wanted to be participating but were have to be on CALL, or working or had commitments they couldn't shake away from. These folks were sorely missed and its' hoped we can "double-up" on the fellowship at Huntsville's SPA contest next month.

Most everything was smooth sailing for fliers preparing for the season-opener....but, as is the case with any endeavor worth its' salt.....there were a few negatives.....IE...1/2 half of the HOOTNANNY entertainment duo Friday night had to go and park his Compensator in a tall-tall oak squeezing in some last-minute practice.....and, rather than entertaining the gang at the *hootnanny*, spent hours Friday night, preparing his "back-up".....the New Orleanian with the "age-spots" on it. I'll not name the individual since he vows...."its' demeaning after having won the Memorial Trophy" at the Masters contest last year. Ken Nix crooned the night away at the Collins Kick-Off hootnanny Friday night, but did admit to his audience, "I miss my scheduled opening act"!

One of the highlights of the Cullman contest was the presentation of a special "thank you, Steve" engraved plaque. President Ken Hardin and Hobby Shop owner Sid Austin said the C A simply wanted Steve Byrum to have a permanent reminder of how grateful the club is for his devotion to the club and its' endeavors, especially the contests he directs. This presentation drew a loud ovation as Byrum humbly accepted. Pyramid Hobbies presented a High Point trophy to the flier in each class with the highest "rawscore" flight.

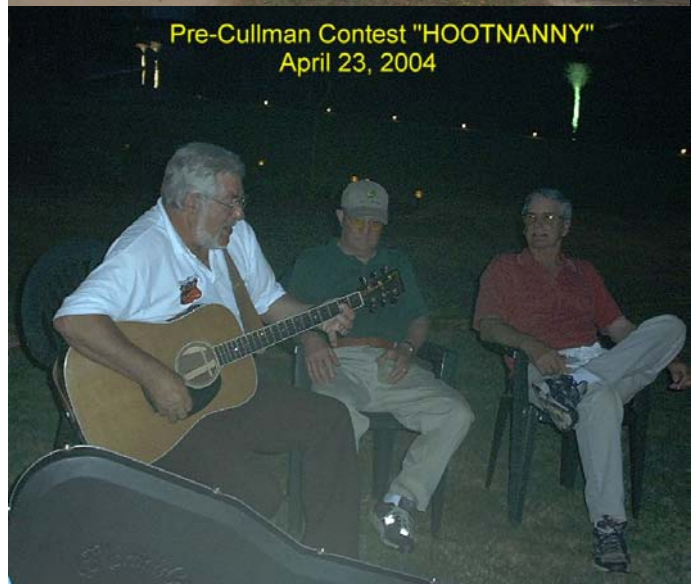
Jim Fuller of Cullman was the lucky winner of the 6 channel radio given in the raffle. It was one of the late model "goodies" from JR (as I recall).

I didn't mention the weather...because it was just delightful....pretty strong winds made for some good challenges on Saturday...and just a 20 minute or so rain delay on Sunday morning.

Thanks much, Cullman Aeromodellers, you've opened the curtain on what will probably be the most enjoyable season in SPA history. (At our age, EACH is the most enjoyable....agree?)



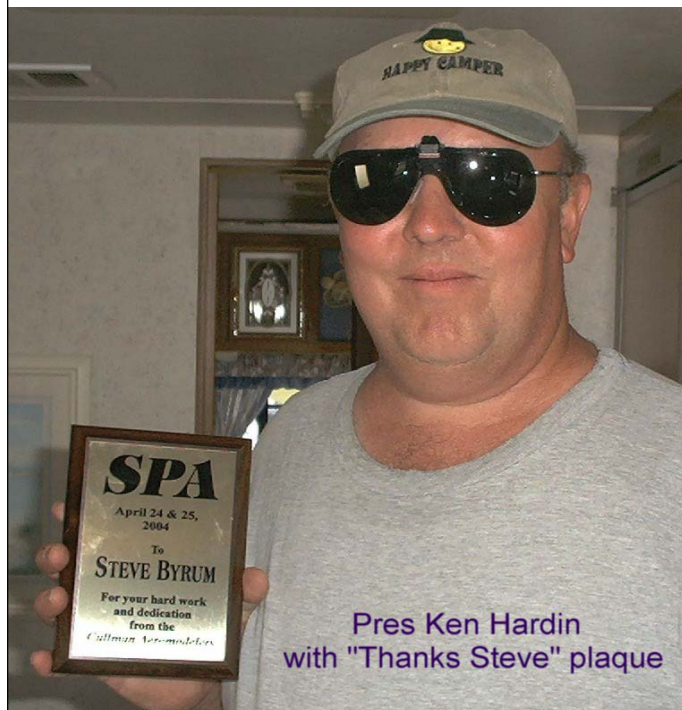
Cullman, AL APRIL 25, 2004



Ken Nix "pickin' and singin'" at the Friday night HOOTNANNY hosted by Bill Collins at his home on Guntersville Lake. Nix (with guitar and SPA shirt)...Collins in center, Jim Slocum on right. Note the reflections of the shoreline lights along the lakes edge just outside Collins' recently remodeled model—building shop which he laughingly calls his "doghouse".

On site grilled burgers and "dogs" were embellished with freshly sliced tomatoes, iceberg lettuce, chips galore and loads of beverage selections. YUM—YUM! Weather was perfect for hootin'.....nanny!

CULLMAN AEROMODELLERS  
say special thanks to  
**VETERAN "CD"**



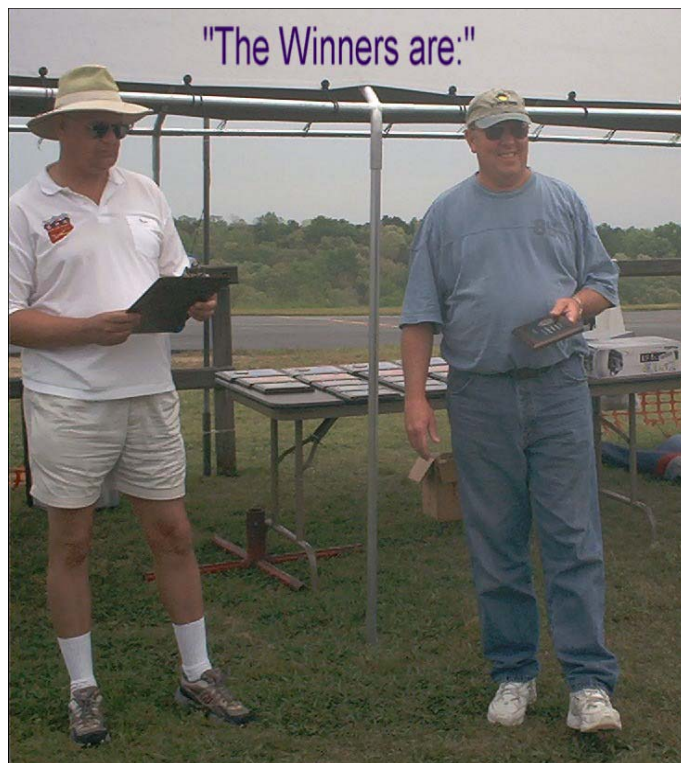
Pres Ken Hardin  
with "Thanks Steve" plaque

The 2004 Cullman SPA contest has come and gone without a hitch just like all of our previous contests. This is due mainly to **one** individual in the Cullman Aeromodelers Club. We always have plenty of help in putting on the contest but one individual stands out head and shoulders above the rest. This person is our Contest Director, Steve Byrum.

Steve has been the CD for our club for many years and has taken care of all of our SPA and AMA sanctioned events. He has also been the President of our club numerous times and has completed this task very well. He has also been the Secretary-Treasurer for the SPA for a number of years and must be doing a good job of this or we would be hearing someone complain. With his personal business and all this stuff with model airplane club / CD / SPA happenings, his plate stays full all the time and I don't see how he has time to go flying at all.

With all this in mind, at the end of our SPA contest we of the Cullman Aeromodelers presented Steve with a Plaque to try and show our appreciation for all his hard work. I know it is nothing more than a piece of wood and plastic with some writing on it, but it comes from the hearts of all of us here at the Cullman Aeromodelers. Without him we would not be able to have any contest here at Cullman. Thank you very much Steve

**KEN HARDIN**  
President—Cullman Aeromodelers



**Results - Cullman, AL April 24 & 25, 2004**

**NOVICE**

- |    |               |      |                  |
|----|---------------|------|------------------|
| 1. | Jon Lowe      | 4000 | Madison, AL      |
| 2. | Jerry Woodard | 3797 | Blountsville, AL |
| 3. | Rhea Starnes  | 3718 | Kingsport, TN    |
| 4. | Jim Slocum    | 3057 | Templeica, GA    |

**SPORTSMAN**

- |    |                  |      |                    |
|----|------------------|------|--------------------|
| 1. | Robbie Walker    | 4000 | Cullman, AL        |
| 2. | Richard Witt     | 3852 | Cullman, AL        |
| 3. | Ken Nix          | 3706 | Guntersville, AL   |
| 4. | Scott Sappington | 3493 | Dallas, GA         |
| 5. | Philip Spelt     | 3479 | Oliver Springs, TN |
| 6. | Jim Fuller       | 3412 | Quinton, AL        |

**Expert**

- |    |                |      |                  |
|----|----------------|------|------------------|
| 1. | Cass Underwood | 4000 | Guntersville, AL |
| 2. | Jamie Strong   | 3875 | Prattville, AL   |
| 3. | Randy Roberts  | 3749 | Cullman, AL      |
| 4. | Ken Hardin     | 3639 | Vinemont, AL     |
| 5. | Keith Watson   | 3631 | Marietta, GA     |
| 6. | Joseph Clemons | 3291 | McEwen, TN       |
| 7. | Steve Byrum    | 3253 | Cullman, AL      |

**Senior Expert**

- |    |                    |      |                  |
|----|--------------------|------|------------------|
| 1. | Bruce Underwood    | 4000 | Guntersville, AL |
| 2. | Ed Hartley         | 3851 | Knoxville, TN    |
| 3. | Dennis Hunt        | 3665 | Oak Ridge, TN    |
| 4. | Ralph Jones        | 3631 | Augusta, GA      |
| 5. | Darrell Kampschror | 3410 | Augusta, GA      |

**MODIFIED SPA CONTESTS THIS SEASON IN NORTHERN KANSAS AND SOUTHERN NEBRASKA**  
(FROM THE SPA MAIL-LIST)

This is to alert the folks in northern Kansas and southern Nebraska that are four one-day pattern contests scheduled in the area this year. All four will use the Senior Pattern Association novice, sportsman, and expert schedules but are open to any AMA member with a legal AMA aircraft. The same contests were held last year. If the past is any guide, these events will be fun, laid-back, with a lot of good food.

May 23, G.I. Modelers Association Pattern Contest, Grand Island, NE. Contact John Boord Sr. 308-382-7627, G.I. Modelers web site is: <http://www.futurehopes2000.com/gimodelers/GIMODELERSindex.htm>

June 27, Hastings Skylarks Pattern, Hastings, NE. Contact either Mark Bergt 402 364-2406 or John Van Brocklin 402 463-3436, Hastings Skylarks web site is <http://home.alltel.net/jv80816/sky/skylarks.htm>

July 25, Lincoln Sky Knights (Legacy) Pattern Contest, Lincoln, NE Contact John Willman 402-474-0801 LSK web site is [www.acsmagnum.com/lsk](http://www.acsmagnum.com/lsk)

October 3, Aurora, NE Use the G.I. Modelers contact and web site

Allan Worrest NSRCA 2854 SPA 201

*Editors note to Allan and the above sponsoring clubs:*  
Please appoint a member to shoot us some pictures at each of the contests and share with us all via the newsletter and the SPA mail-list. Will very much appreciate it.

**BEWARE—APC “white-spots”**

by: Keith Watson

APC props are among the best products we have available in our hobby. We tend to take their dependability for granted and run one until we change sizes or contact the ground and break the prop! Along with normal checking of the prop nut for security, take a second to examine the trailing edge along the first 1-2 inches from the center and if you see a tiny (1/16" or so) white spot, get rid of that prop immediately. This happened to me a couple of years ago and a blade came off in flight. The vibration shook the barrel out of the carb and easily could have ruined the bearings or loosened the firewall from the fuselage. You DON'T want this to happen!

**Keith**

**2004 SENIOR PATTERN CONTEST SCHEDULE**

May 15 & 16.....HUNTSVILLE, AL Ken Nix - CD

[d-n-rv@charter.net](mailto:d-n-rv@charter.net)

June 26.....NEWPORT NEWS, VA (Modified SPA) Jerry McGhee - CD

[Mcghee66@aol.com](mailto:Mcghee66@aol.com)

June 27...HASTINGS, NE (Modified SPA)

June 27, Hastings Skylarks Pattern, Hastings, NE. Contact either Mark Bergt 402 364-2406 or John Van Brocklin 402 463-3436, Hastings Skylarks web site is <http://home.alltel.net/jv80816/sky/skylarks.htm>

July 24 & 25...HOTLANTA, GA John Baxter - CD

[rjbaxter2@comcast.net](mailto:rjbaxter2@comcast.net)

July 25 WAVERLY, NE (Modified SPA) John Willmon - CD

(402) 474-0801

July 25, Lincoln Sky Knights (Legacy) Pattern Contest, Lincoln, NE Contact John Willman 402-474-0801 LSK web site is [www.acsmagnum.com/lsk](http://www.acsmagnum.com/lsk)

September 18 & 19 KNOXVILLE, TN SPA MASTERS Dennis Hunt - CD

[dehunt@nxs.net](mailto:dehunt@nxs.net)

October 3..AURORA, NE ( Modified SPA)

October 3, Aurora, NE Use the G.I. Modelers contact and web site

October 2 & 3...AUBURN, AL Rick Helmke - CD

[rick.h@charter.net](mailto:rick.h@charter.net)



Sid Austin shown with the four “high-point” trophies awarded at the Cullman contest April 24 & 25.

These special awards, compliments Sid’s Pyramid Hobby Shop, were given the flyer with the highest single (rawscore) flight within his classification.

Sid treasures like awards he won in his **first** contest in Ft. Walton, FL and the SPA contest in Huntsville last season.

**Tell a flying-buddy about SPA**

**Have him duplicate the application**

**for membership on page 8 and**

**send with his dues to Steve.**

**SPA PATTERN PILOTS**

**MAKE *SMOOTH* PASSES**



From the keyboard of

Sec / Treas

**STEVE BYRUM**

With my contest covered by Bruce, the results posted elsewhere in the Newsletter and on line, and the personal accolades from my club President, I find myself speechless . . . . . You know better than that! SPA is supposed to be known for laid-back competition, but the two contests so far this year have set new highs for laid-back. It's not that no one cared who won each class. In every class, competition has been fierce. Each pilot has flown the very best he could, and the result has been quite enjoyable. There has been NO BICKERING. The only thing close came during the first round in Huntsville. An Expert pilot (who shall remain nameless but is noted for his intensity) executed a 7 point roll. The judges scored the maneuver with a severe downgrade for the missing point as is stipulated in the Judges Guide (Pg 23 item 7.2). There was some discussion among others in the class as to whether the maneuver was unrecognizable and, therefore, should have been zeroed. When he became aware of the discussion, the nameless pilot went to the scorekeeper and requested the maneuver be zeroed to end the discussion. That's as close to controversy as we have come. Flying in all classes is noticeably improved in all classes. While the Novice class has been a bit smaller than the last several years, we are also missing that one truly scary Novice we seem to have each year (I remember when it was me). The result has been good friendly close competition.

The Class changes are a real break for CDs. Arranging judging is SOOOOO much easier. At both contests, we have successfully mixed Expert and Sportsman pilots to judge both Expert and Sportsman classes. About the hardest thing for a Sportsman pilot to judge in the Expert class is the 8 point roll. So far, they've all been able to count to 8 (or 7 . . . or 9) and recognized heading and altitude changes. Mixing pilots this way makes things so much smoother. We've also had minimal down

time, in spite of relatively low turnouts. In the past, I've always had a personal rule that, if I am working a contest, I don't fly if there are less than 20 or more than 30 pilots. In either case, I would be too busy to adequately execute my duties. Even with 16 at Huntsville, scoring and flying were not a problem (well, aside from my normal flying problems). When Bruce first proposed the age group changes, he did it with the intent to promote larger classes with more competition. I don't believe he could have anticipated how much these changes have loosened up the atmosphere.

Huntsville saw Bill Kite become the first Senior pilot to take advantage of his right to select the class he would fly. Bill chose Sportsman and scared h#\$( out of pilots a lot younger than him. Even Mr. Robby Walker commented that he was aware that Mr. Kite was right behind him for much of the contest. Great choice, Bill! We sure would like to see others follow your example. Buried in the details of the contest is the fact that CD Ken Nix won round 5 in Sportsman. Nice job, Ken.

At this point, only Hotlanta and the Masters in Knoxville remain. Both will be much larger contests. Both will test the system in new ways. LET THE FUN CONTINUE!

*Steve*



American and RCRC Flags at half-mast—tribute to servicepeople who have paid the supreme price for our freedom. Results and photos are displayed on Website now...to follow in the coming newsletter. (Editor)



## JUDGING— 101

by

**Tom Atkins, Sr.**

Hello SPA;

This month we are going to take a look at judging the takeoff and landing.

These two maneuvers share quite a few characteristics and are easy to deal with together.

The takeoff starts from a standstill. No creeping forward and no helper holding allowed. From the standstill, the airplane should accelerate gradually, with no push from the helper, maintain heading, lift off smoothly and establish a gentle climb. If the airplane jumps off the ground there should be a downgrade, and if the airplane touches the ground after initial liftoff, it should be downgraded. Any heading deviation or wing waggling are downgrades. A climb that is too steep and any deviation from heading and climb angle are causes for downgrade. The takeoff is complete at 6 feet of altitude and should be called "maneuver (takeoff) complete".

The landing begins at 6 feet of altitude during the descent and should be called "landing beginning now". From the beginning of the maneuver there should be a gentle, scale like descent to the runway. There should be no heading deviation or deviation from the descent angle. Wing waggling or pitching up and down are causes for downgrades. The airplane should be flared gently and the touchdown should be smooth with no bouncing. The maneuver ends after a 50 foot rollout and there should be no heading changes during the rollout. After 50 feet of rollout the maneuver should be called complete. Our rule book has an exception to the heading change during rollout downgrade, but that is an antique and is not used in the pattern we fly.

When judging these two maneuvers, you should look for the precision that you would expect if the airplane were placed on rails. From the time you

call the beginning of the maneuver till you call the end of the maneuver, there should be no change in the airplane's attitude other than the rotation for liftoff and the flare for landing. The airplane heading should not change unless you have to correct for weird winds. A lot of other things can happen, but they are all bad and are causes for downgrades.

These two maneuvers share the fact that the descriptions are very vague. How steep is a gentle climb or descent? The rules for these two maneuvers were written during the dark ages of rudder only escapement airplanes. The intent was to duplicate the character of full sized airplanes. What would have been a steep climb then would be a joke today. Compare a P-51 to an F-15. A bit of the judge's personal preference is unavoidable in deciding what is realistic. The only hope is that we are consistent from one contestant to the next. Consistency is the standard by which our activity lives or dies.

Till next time

**Tom**

**TOM ATKINS' T 2 A**



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## Senior Pattern Association Membership Application

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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**

