



# The *SENIOR PATTERN ASSOCIATION*

Official S I G (Special Interest Group) of AMA

**Dedicated to the Building, Flying and Competition of Vintage Pattern Model Aircraft**

SPA NEWSLETTER [www.seniorpattern.com](http://www.seniorpattern.com) JULY/AUG 2015

## *PRECISION AEROBATICS from PATTERN'S Golden Age*

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**FROM THE PRESIDENT-***The competition has sure been heating up* and I don't mean just the weather! It is true that the temps were high at the recent Cullman event, but some strategically timed rain showers helped moderate them somewhat. But what is really striking is how some of the contestants have really upped their game this year. Sportsman at Cullman was a real horse race right to the end of the 6<sup>th</sup> round. That made for some good theater for the other contestants and it

also made it more challenging – and fun – to judge that class.

Speaking of fun – that, camaraderie, and fellowship are the hallmarks of SPA events.

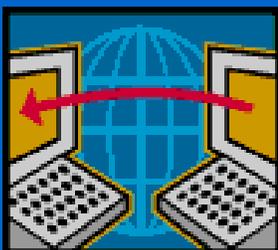
Our numbers are down a bit from prior years, at least in the East. A smaller contestant pool may make the rounds go more quickly, but we miss seeing our colleagues from years past. Changes in interests, health issues, and family priorities all play a role in this and sometimes they all line up to the point that we notice a lot of faces missing in the crowd. So, if there are some SPA members or former members at your field and they haven't

been attending lately, please encourage them to come back! We miss seeing our friends!

Of course, there is the issue of generating new members. The Chattanooga Radio Control Club recently held a one-day intro to pattern and had a great turnout. And earlier this year Mickey Walker arranged a one-day event at the PCMA field that drew about twenty contestants. These efforts represent what is needed to build up our lower classes – they are looking a bit thin as of late.

Rules, Rules, Rules – for the most part SPA doesn't have that many rules and that is a good thing. After all, the main rule should be to have fun! But here is a situation that should be looked at. In order to compete in any but the Intro class, one is supposed to be an SPA member. Occasionally it may happen that a local flyer may want to participate in their club's event, but they have no intention of travelling to other events, for one reason or another. \$20 seems a rather steep price to tack onto the event registration, given the intent of only flying in one contest. This situation may not arise very often, but when it does I don't want to discourage folks from flying. So, should we have a reduced "one-time" policy for non-SPA members who want to compete in their club's contest? Let me or another Board member know what you think about this.

Until next time – keep practicing! I hope to see all of you at a contest this season.



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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## Editorial—R/C Vintage Pattern in Europe...Duane Wilson



**We are not alone.** As we fly our SPA contests here in the “States”, we might simply assume that we are the only ones interested in vintage pattern, but I learned it’s not true. I just returned home from a very special trip—to Switzerland. Until very recently, I had never been very far away from the good old USA, but a couple months ago, I was offered the opportunity to research a possible future article on a very special vintage pattern aircraft, coupled with attending an annual vintage RC event near Zurich—it was a fantastic experience. The plane was 1962 world champion Tom Brett’s **TBX-1**, (see page 3—re-created by a Swiss builder on its 50th anniversary), and the event was the fifth annual “RetroDay”, held by a local Swiss model club. Who knows—there might be various forms of vintage flying all over the

world, but we usually don’t stop long enough to consider it!

Although the “fly-in” format of the event was closer to a VR/CS meet than a typical SPA contest, the planes would be very familiar to any SPA pilot. The aircraft list includes the Banshee, Blue Angel, Curare, Mach 1, Phoenix 7, and Vertigo. Older vintage “Antique”-legal models present included the Perigee, Taurus, Orion, and even an Astro Hog. Naturally there were some very cool Swiss models, most interesting to me were the Scorpion, the unique and shapely Matador, the Mescalero, and **Marabu** models, (see below). All of these would be SPA-legal if someone decided to build/fly one. I liked the Scorpion with its good looks and large wing area, while the Marabu was recently discussed by SPA president Jeff

Owens in an e-mail on the Discussion List:

**Sky Aviations of Germany will be offering several versions of the 1969/1971 World Champion Maribu as flown by Bruno Giezendanner. You can see these on their web site [www.classicpattern.com](http://www.classicpattern.com) They contacted me about including an SPA logo with each kit and I have sent them the graphics files to do so. They have an offer that includes electric retracts, one with no retracts and one ARC (ready to cover). I inquired about a fixed gear option for SPA and you can see the reply below, (they agreed). Be sure to mention that you are an SPA member if you order one. The shipping is much better than that for the Curare (about half what I paid.) The dollar/euro exchange rate is working in our favor at the moment. This offers a new opportunity for SPA members. Note that they have designed this plane for either electric or glo.**

I had chance to see several Marabu models fly, and I can tell you it flies very well. If you’re thinking of trying one, I would say “go for it”, based on how it looks in the air. I also had the opportunity to meet Bruno’s brother Emil who happens to be editor of the Swiss modeling magazine Modell Flugsport.

Finally, I met the owner, (Urs Leodolter), of “**Leomotion**” electric motors, (high quality, small, and lightweight). They appear to be 1st rate electric motors with worldwide distribution. If you give them your plane stats, he has a calculator that will match you with the right motor). Definitely worth a look!



*In typical SPA-West style, a group picture of planes and pilots is part of their tradition. It felt like a typical, (one day), get together of SPA pilots. The camaraderie of RC flying is the same that we experience in SPA. 23 pilots and over 40 models were there.*



*Swiss Marabu, (left front), and Scorpion, (red-black-white behind right), are both SPA-legal. Tom Brett’s TBX-1, (celebrating its 50th anniversary, see page 3), leads the way.*

# Tom Brett TBX-1 Flies Again for its 50th Anniversary —There is Nothing Else Like It— *...by Duane Wilson*



**Swiss TBX**  
July 11, 2015 Flight

**The second FAI World Championship** was won in England by Tom H Brett from St Clair Shores, Michigan in 1962. Like many other Navy, and full size aircraft pilots, he took a liking to R/C modeling, then progressed rapidly from a trainer, (that he designed himself), to the, (then new), AMA sport of precision aerobatics pattern, flying the “new” reed radios which used a toggle switch for each of the primary controls. In the span of only a couple years, by 1961, Tom had already designed and flown two different pattern models he named “Nimbus I and II”, and had written a construction article for American Modeler magazine on that plane. He qualified for the American world team in 1961. When the demanding vertical maneuvers for the 1962 “worlds” were announced, he designed and built a smaller version of the Nimbus specifically for that task.



**Tom Brett poses with Perigee in 1962**  
Note toggle switch reed transmitter

That plane was named Perigee, (and its sister ship, Apogee). After winning the “Worlds” in a “fly-off”, the Perigee was the subject of its own construction article, and was later kitted by Hal deBolt. **The Perigee was the best looking, sleekest aircraft around in 1962** with nice lines and a swooped fin, (see photo.)

Perigee now hangs in the AMA Museum in Muncie, next to Kazmirski’s Taurus.

Tom became president of the Detroit R/C club, (the same club my father belonged to). The club is one of the oldest, and was one of the best known R/C clubs of the era. It annually hosted the prestigious Great Lakes Invitational pattern contest that drew many of the best pilots nationally— names like Hal deBolt, Ed Kazmirski, Don Lowe, Jim Kirkland and many others. I saw them all fly there at my home field; this experience was the beginning of my interest in what later came to be known as “vintage” R/C pattern.

Tom was, and remained a “reed flyer”—that’s what he felt comfortable with. Flying precision pattern with reeds was an “art”, like playing the piano; it was much harder to be good at flying reeds than proportional. When the “new” proportional radios were introduced in the mid-60s, the reed radios just couldn’t match proportional’s ease of use and smoothness. By 1965, with R/C pattern growing rapidly, the new radios were taking over with 74% of the pilots at the 1965 NATs flying proportional. Knowing this, in 1965, (50 years ago), both Tom and, (1960 world champion), Ed Kazmirski focused their primary interest away from high-level competition, and toward designing **special airplanes** for the upcoming NATs. Tom was a meticulous designer and builder. A great deal of engineering went into his ultra futuristic design, which be called TBX-1. Brett’s TBX-1 won the design award that year, and predictably drew a great



**KAZMIRSKI & SIMLA—1965**

deal of attention to itself. From its highly swept wings with contoured wingtips, to the semi-symmetrical airfoil with washout, to the pressurized fuel system and header tank, and finally to the T-tail fuselage/stab, the TBX was, and still is a unique, (and very cool), design.

Meanwhile, Kazmirski designed and flew his revolutionary, eight-foot wingspan pattern plane



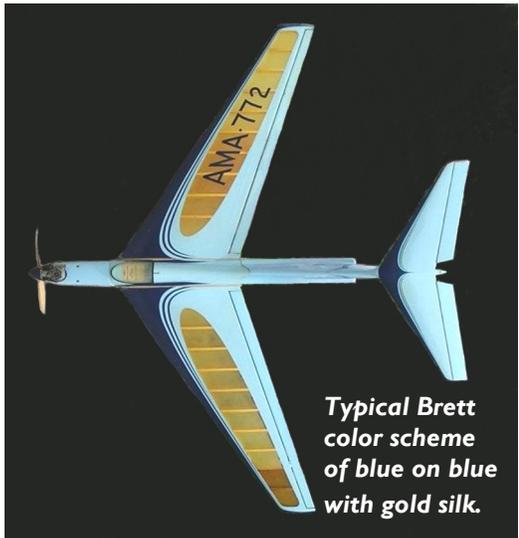
**HELEN BRETT & TBX—1965**

dubbed the Simla at the same 1965 NATs—a model that set the trend for all large-scale precision aerobatic planes to follow. It was especially remarkable when considering it flew on a .56/.61.

Though neither Kazmirski’s Simla or the TBX placed high in competition that year, each left its mark as something special. Each was featured in back-to-back rear covers of R/C Modeler magazine shortly after the NATs. Though both planes disappeared into history, they weren’t forgotten. Both proved memorable enough to be reborn **decades later**. The Simla was re-created in 2010, (3/2011 MA article), and the TBX this year, (see below). In the USA, we worked

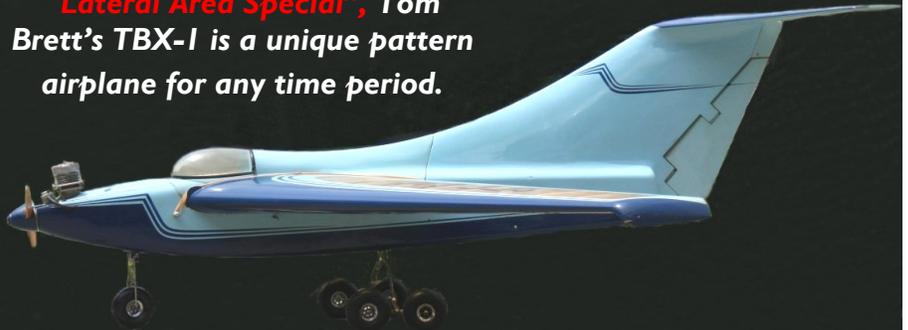
on an exact duplicate based on a faint, dark copy of the original plan, but progress slowed to a crawl as time went by.

Meanwhile, unknown to us, a gifted builder in Switzerland was working hard on a his own TBX replica. Talented, highly motivated, and determined, Guido Patroncini from Zurich, gathered information from my research presented in the **“Tom Brett Designs Update”** thread on R/C Universe, and used his own good judgment when necessary—he 3 was successful in creating the first TBX in fifty years, and keeping his finished product very close to the original design .



Typical Brett color scheme of blue on blue with gold silk.

Nicknamed at the time the "Lateral Area Special", Tom Brett's TBX-1 is a unique pattern airplane for any time period.



Side and top views of Tom Brett's original 1965 TBX-1. Original used rubber band wing hold-down, pressurized fuel system, and a lot of intricate, home-made hardware. The wheels pivot freely, and have working electric brakes.

While not having access to either the top or side view photos (above), or even exact dimensions, his calculations were still remarkably close. Learning about the Swiss TBX from a mutual friend this spring, I was stunned by his photos.

After writing to congratulate him on his work, I was invited to travel to Switzerland to study his plane, and watch it fly first-hand. As mentioned, while not an **exact reproduction** of the TBX, (the original still lives in Michigan), it is so close to the original that it takes a trained eye to tell them apart. It is a tremendous achievement.

The plane only had ONE flight when I first saw it. When I left it had four. A Swiss champion pilot friend of Guido's served as test pilot, then gave me his impressions of its flying characteristics. He put the plane through a variety of maneuvers—spins, inverted flight, stall turns, and so forth. We took lots of in-flight photos.

His initial impression is that TBX flies very well, and is quite stable with surprisingly good elevator response considering its location outside the prop-wash. A surprising find was that the TBX, (even with its unorthodox design and T-tail), rolls fantastically, (like an EU-1A). Like other **highly swept wing designs**, (like the Phoenix I or EU-1A), loops apparently require frequent rudder corrections to keep them on track, (note: Don Lowe chose to cut back dramatically

Guido Patroncini poses with his TBX—the 1st in 50 years.



Clear finish shows balsa grain/workmanship. He has also built all of Kazmirski's designs!

on the wing sweep in later versions of the Phoenix series). The elevator doesn't lose much effectiveness as the plane slows down on landing approach. TBX tends to land "nose-high", which is quite "cool" to watch.

I plan on writing an article on Tom Brett, the TBX-1 and the Swiss version of it flying fifty years after the original. It's a remarkable story.

Many vintage planes have a history if you look for it, but this plane is unlike any other. It would be a unique plane to take to the field. No formal plans yet, but maybe someday. It may not be highly competitive for SPA, but who cares!



Back cover RCM magazine, September 1965



Tom's wife Helen with preserved TBX-1 in near perfect condition. I first got to know Helen in 2009, and have visited again several times since then.

I regret that when I was 13 at the local field, I was too shy to attempt to talk to her or Tom, but Tom was always my "hero."



The engine is all for show. This baby is electric! Swiss made LEOMOTION-motor fits like a glove.



Landing nose-high on the "mains"

# BEN OLIVER MEMORIAL

KCRC

KNOX COUNTY RADIO CONTROL

Knoxville, Tn May 16th-17th



Well, another one is in the books!!! Warren Oliver & Phil Spelt held what we think was the 23rd KCRC SPA Pattern Contest. For the past few years, it has been the Ben Oliver Memorial Pattern Contest -- named after Warren Oliver's late father, Ben, who was an early SPA pilot.

Early in the week, "they" (those unknown faces at the weather bureau), were predicting 80% chance of thunderstorms on Saturday, and 60% on Sunday. Well, thankfully, "they" were wrong -- as is frequent!

After the pilot's meeting at 9am, with 19 registered pilots, wheels up occurred about 9:35, with Warren setting up the first round for all classes, and planning the judge assignments. We flew continuously, round following round, until mid-afternoon, when it began to sprinkle...then drizzle...and finally, actually rain for a total of about 45 minutes. With that interruption, some of our flying time went away. However, at the end of the afternoon, when it was time to start thinking about the great Calhoun's BBQ that evening, we had completed 4 rounds for the "lower" 3 classes, and 5 for the 2 Expert Classes.

The only mishap on Saturday was Greg Kieliszek's Dirty Birdy ARF, which got a bit wind-blown and hit the safety fence right in front of Dennis Sams, from the Tri-Cities Tn. area, who was flying Senior Expert at the time. Dennis and Mike (Sams, his brother and caller) were not injured -- Dennis was not even sure the wing had bumped him -- but nerves were seriously frazzled after afterward. Dennis re-flew the remainder of the round after he had settled down.

There were about 28 at Calhoun's for the evening dinner -- an annual tradition in Knoxville, with their award-winning BBQ, as well as other entrees equally as good.

Sunday dawned gray and sodden, (soggy)! It rained the entire 45-minute trip to the field. We sat in the pavilion and talked, sold door-prize tickets, and waited out the rain. When the rain let up, we finished the remaining rounds, with all classes getting a full 6 rounds in.

Bill Dodge, who "never wins anything", won the OS .95 4-stroke engine. This was the only prize we could come up with, as most manufacturers have ceased large donations to R/C events. All in all, everyone seemed pleased with the contest. It is in the books for another year!

Phil Spelt



John, (Daddy-O) & John III, (call me Tre`)  
Nessler and their secret weapons for 2015. Of  
course behind, (next to) every good man is a  
good woman—both named Mary, (remember  
“John loves to build”). Dad flies the Daddy  
Rabbit, and Tre` loves his Curare.

**SENIOR EXPERT**

Jerry Black	4000
Bruce Underwood	3680
Dennis Sams	3523
Russ Chiles	3405

**EXPERT**

John Nessler III	4000
Warren Oliver	3836
Ellis Newkirk	3727

**ADVANCED**

Bill Dodge	3999
John Nessler Jr.	3996
Phil Spelt	1806

**SPORTSMAN**

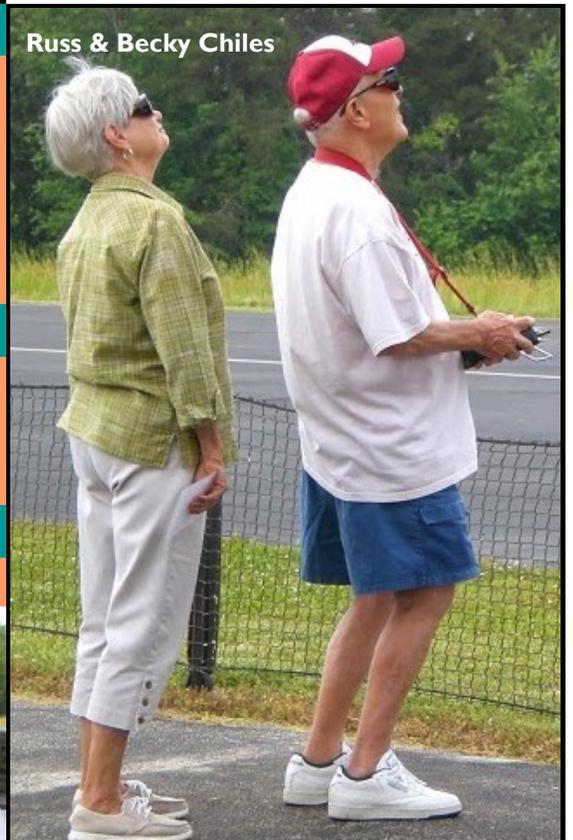
Scott Anderson	3982
Dan Dougherty	3874
Duane Wilson	3769
Greg Kieliszek	2391
Vic Koenig	2391

**NOVICE**

Les Smith	3995
John Davis	3690
Dan Toombs	3597

**INTRODUCTORY**

Greg Helms	4000
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Russ & Becky Chiles



I know it's a pic of me, but I really like this picture



CD Warren Oliver is either checking the flight order, or looking for his “glo driver”



Dan Toombs Intruder has Monokote missiles



From “Nooga” Greg Helms & John Davis



# Cass Underwood Memorial Pattern and Antique Contest.... June 19-21, 2015 Andersonville, GA

...by Jim Johns



**Another wonderful weekend** at Mac Hodges' beautiful facility in Andersonville, GA is in the books and it was a good one. Conditions were interesting - mostly sunny with a few clouds and variable winds 5-15 mph. There were no crashes this weekend, so no airplanes were taken home in pieces. Friday's festivities started with open practice and the Antique contest. Six brave souls tried their hand at the Antique patterns.

**Antique Sportsman:** - Charles Gray won with his 1966 Deb-N-Air, closely followed by Dan Dougherty flying a Daddy Rabbit.

**Antique Expert:** 1st - President Jeff Owens (Kwik-Fli ARF), 2nd - Ken Blackwell (Beachcomber), 3rd - Mike Kingery (Beachcomber), and 4th - Keith Watson (DD's Daddy Rabbit).

Ken shared the story of that Beachcomber with me. It originally belonged to Bruce Underwood which is OBVIOUS from the color scheme and is now owned by Charlie Johns. Ken and Mike borrowed it from Charlie just for this contest.

## Cass Underwood Memorial SPA Contest

**Thirteen contestants** travelled to Andersonville this weekend and were treated to a great SPA contest. CD Dan Dougherty and Chief Judge Scott Sappington kept things humming, while yours truly stepped in to assist with the score keeping. Pizza appeared just in time for Saturday lunch, so no one starved.

The wind varied from 5 to 15 mph - Saturday it was mainly right down the runway right to left, but Sunday it picked up a slight crosswind component that blew some folks in toward the flight line. The breeze made this old Kansas boy feel right at home, and also kept the sand gnats at bay.

Fred Robertson was the only entrant in **Novice**, flying his electric Killer Chaos. CD Dan told him at breakfast Sunday that if he kept his nose clean and flew well enough, he should be able to hold his position. Sure enough Fred did, and won his class.

**Sportsman** saw a good battle between four contestants, three of whom won at least one round. Roy Thompson won one round, and Doc Gray, flying much better since he switched over to a Dirty Birdy ARF, won two rounds to put up a strong fight and capture 2nd. CD Dan Dougherty won three rounds to scratch out the victory.

**Advanced** was hotly contested by six fliers. Newcomer Mike Kingery, an old AMA pattern flier from the 90s who lives near Ken Blackwell, was a welcome new addition to our ranks. He joined SPA this weekend and picked up four K's to secure the win in Advanced. He's going to be someone to watch out for this year. Chief Judge Scott Sappington won the other two rounds to garner 2nd Place, while Jim Johns put down some good flights late to grab 3rd Place from John Nessler Jr by a mere 5 points. Bill Dodge and Ken Blackwell kept us honest, though Ken suffered bearing problems in his OS 95 that sidelined him after the 2nd round.

We only had two contestants in **Expert**, but boy did they put on a clinic. Greg Hoke edged out John Nessler III by a mere 12.85 points out of 4,000 for the win.

The four old guys - the **Senior Experts** - flew well too. Jerry Black won all four rounds Saturday to secure the win, then sat out Sunday and helped judge. Pres. Jeff Owens finished a close 2nd, with Keith Watson placing 3rd. Russ Chiles had engine problems which caused him to flame out several times, dropping him to 4th.



Our host Mac Hodges treated us to an impromptu air show with his ultralight aircraft while the final scores were being tabulated Sunday afternoon. I don't know his ultralight is called, but it has a 2-stroke engine with a TUNED PIPE mounted above the wing. Boy, did that ever bring back good memories for me.

Trophies were awarded and raffle prizes were given away. Several SPA patches were won, but the BIG WINNER was Debbie Hoke, wife of Expert class flier Greg. She won **BOTH** major prizes - a laser cut plywood desktop CA bottle holder kit donated by Jim

Johns and a brand new OS 91 Surpass II engine. Such a deal!

Hugs, handshakes, and goodbyes were shared before everyone drove off toward their respective home fields. SPA is much more than just a competition organization - it's a family that gets together once a month during the summer. We just happen to bring pattern planes along and have a contest while we're at it. Come and join us - you'll be glad you did!

Jim Johns, Webmaster



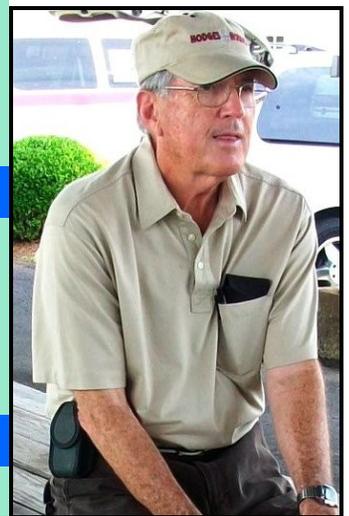
At dinner: BOD members Scott Sappington (middle) & Dan Dougherty, (right) with one of the original SPA members, Keith Watson. Dan was CD



SR. EXPERT	
Jerry Black	4000
Jeff Owens	3946
Keith Watson	3574
Russ Chiles	3355
EXPERT	
Greg Hoke	4000
John Nessler (Tre)	3987
ADVANCED	
Michael Kingery	4000
Scott Sappington	3930
Jim Johns	3778
John Nessler Jr	3773
Bill Dodge	3694
Ken Blackwell	1814
SPORTSMAN	
Dan Dougherty	3994
Charles Gray	3785
Roy Thompson	3780
Pete Coleman	1618
NOVICE	
Fred Robertson	4000



(Up) Greg and Debbie Hoke  
(Dn) Our host, Mac Hodges



## CLASS WINNERS/RAFFLE WINNER



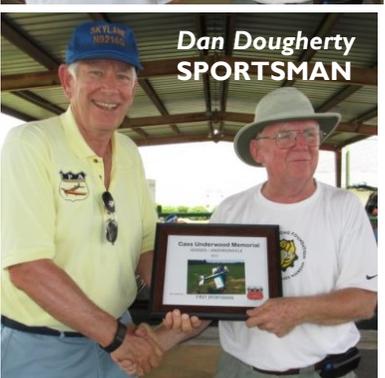
Jerry Black  
SR EXPERT



Greg Hoke  
EXPERT



New member Michael Kingery  
ADVANCED



Dan Dougherty  
SPORTSMAN



Fred Robertson  
NOVICE



Debbie Hoke wins engine

Dan was a busy dude as two separate events were held—the Antique flying on Friday evening, and the main contest Sat/Sun. Lots of awards went out the door. Photos of the pilots were part of each award, adding to the chance they will be proudly displayed. (I must admit, I tend to keep the awards with a photo—ed). The Hokes did very well, carting off both a 1st place award, and main raffle prize of a new OS 91 Surpass engine.

# Texas Wings SPA Contest

June 20, 2015



**The Texas Wings** contest had 16 registered pilots and the day began with overcast skies in the morning hiding the rising sun we would have looking directly into. Our event began with an 8:30 pilot meeting. We were greeted with light winds and cool temperatures (by Texas standards). While the temperature stayed pleasant (92 degrees), the wind kicked up to about 20 mph after lunch. Pat and Leslie Ensign cooked up a batch of delicious tacos for lunch.



We fueled our airplanes and flying began around 9:15. We managed to get in six rounds using two flight lines with the last flight landing around 6:00 pm. We lost a couple airplanes, one due to suspected radio/battery failure and the other a dead-stick going downwind at low altitude.

**Pat Ensign, right, flying a curare very well, won the EXPERT class.**



**Jonathan Efinger, right, with his Phoenix 7, commanded the ADVANCED class from the get go.**



**Bobby Zikes, right, from Temple TX, flying the Trouble Maker, won the SPORTSMAN class.**



**Tommy Scarmardo drove four hours from Houston, TX to Fly with us and took 1st place in NOVICE!**



Frank Cox, right won the INTRO Class, but lost a main gear. He landed safely on two wheels, but that ended his day of flying.

We had a great contest and good fellowship with all who attended. A special thanks to the Texas Wings members and the wives of the pilots who helped throughout the day. We could not have done this without them.

Each pilot received a gift just for flying with us. Greg Fierst, a novice pilot, won the raffle which was an Intruder ARF.

Congratulations to all the winners and thanks to all who attended. I look forward to seeing and flying with y'all in the future.

.....Tony Stelly



# Remaining 2015 SPA Contest Schedule

## 2015 SPA East Schedule

Date	Location	Contest Director
Aug 15-16	Hotlanta, Atlanta, GA	<a href="#">Dan Dougherty</a>
Sept 12-13	Asheville, NC (Pat Hagan Memorial)	<a href="#">Will Hicks</a>
Oct 3-4	East Masters, Chattanooga, TN	<a href="#">P J Wright</a>

## 2015 SPA West Schedule

Date	Location	Contest Director
Aug 22	Texas Wings #2	<a href="#">Pat Ensign</a>
Sept 26-27	West Open Championships Ft Worth, TX	<a href="#">Ken Knotts</a>

# Cullman

# 2015

by Bruce Underwood & Duane Wilson



CD Steve Byrum

**CULLMAN, AL....**The weekend of July 18 & 19 was about as hot as it ever gets here in Alabama...but thanks to the "on the field" AC, (in the form of friendly showers), and lots of electric fans (some used generators)..the show went on just as CD Steve Byrum directed. Byrum has shown his expertise in the contest-directing role many times at not only Burdeshaw Field but the three previous fields the Cullman Aeromodellers have had.

Model Aviation was huge in the Cullman area in the "golden-era" of SPA when the likes of Richard Witt, Steve Byrum, Chuck Mc Quaig, Dick Austin and others were VERY active.

This is one reason many of us present-day modelers enjoy flying with that good bunch. The contest's in the "golden-era" were the pre-turnaround genre, almost identical to those patterns we fly in SPA. Loads of sweat was offset with available water and Gatorade. Nary a case of dehydration as the club made ice cold waters available to the judges who really "took it in the face" during the earlier part of the morning since the flight line faces due East—a good way to get your eyeballs "poached". Just ask Dan Dougherty, who took on a whole new complexion by noon Saturday.

Friday afternoon was a great day for practice and many of the attendees took advantage of practice flights off the smooth, freshly mowed grass strip. Only one crash on Friday when Bill Dodge gave "up" on his triangle rolling loop and impacted "Terra Firma. Bruce Underwood caught the unmowed area just North of the runway on landing after round-1 on Saturday and almost re-kitted his Daddy-Rabbit. Fred Robertson caught a tree on the extreme South end with his electric powered bird on Sunday and after a good long hunt it was found, yep, in about 50 pieces.

Now for the Good stuff.....Just as Steve had intended, four rounds were completed on Saturday and two on Sunday. With 4 of 6 rounds tallied for the total scores by late afternoon, we were off to that great Bar-B-Q and steak restaurant, (The Brandin' Iron), at 7 on Saturday night for even more hydration and BBQ. Ken Blackwell "fessed-up" to me on Sunday that he didn't sleep well because he consumed so much good bar-b-q. A plea was voiced to Him, in the invocation, to perhaps provide some event that will cool us, and just like we folks of faith knew, He did, with about a 1/4 inch "Pop-up" shower about 2:35 PM that only halted flying for about 35 minutes, but dropped the temps by 15 to 20 degrees for a couple hours. All agreed, "this was as refreshing as a cool shower in an air-conditioned motel shower stall"!—well kind-of—the REAL MOTEL SHOWER afterward was greatly appreciated to lower "core temperatures".

Sunday morning, flying was halted for about another 35 minutes while another "pop-up" came and went. One of the advantages provided by this one was the accompanying clouds that allowed some comfortable flying while facing East. The wind on Sunday did a 180 between the two rounds and flight direction was opposite in round 6 than in 5. For the most part, note the shot of OLD GLORY, wind was almost non existent except for the little "pop-ups".

Competition was keen in **ADVANCED** and especially **SPORTSMAN** where three different people won rounds, and the lead changed places back and forth three times. In the end, years of experience and rock-steady nerves of the aforementioned Richard Witt proved to be too much when matched against the "youth and good looks", (editor—just kidding), of Duane and Dan, with Richard pulling out the victory in the final round by less than 8 points.

At the awards ceremony Sunday, Cullman Aeromodellers made the excellent selection of **Mr. Pete Coleman** of the PCMA club in the Atlanta, GA area as winner of the **Sportsmanship Award**. Steve explained that Pete was still recovering from "walking-pneumonia" but elected to "battle on" by participating and supporting the contest. As if the remnants of pneumonia wasn't enough of a problem, he was operating at a disadvantage by having to fly a repurchased Dirty Birdy he built seven years earlier. He only had time for four practice flights prior to the contest. At one point, Pete left during the rain delay to rest up, but was called on to return to finish his judging duties when the rain stopped...most appreciated and appropriate"! Congratulations Pete, we need more in our great sport like YOU!

Cullman aeromodellers, it is a joy to visit with you each year, our gratitude to you, President Lavell Thrasher and First Lady Jackie and your club members who made certain, we attendees had a most enjoyable weekend. As Steve commented in his awards ceremony, I realize it was extremely hot weather, but "it was cool for us to spend one weekend of 2015 with you stalwarts". He concluded, "we're already expecting good weather for next year". Many thanks for a memorable weekend.

PIO



Sportsmanship Award



Crash was Saturday, but wreck-age found Sunday. Pilot Fred Robertson still managed to smile.



Thank goodness for a well-equipped covered area with electric outlets for each pilot. Steve said to bring fans. We did & we're glad.



A couple of "friendly looking" judges, Jerry Black and President Jeff Owens.



## "HOT FUN IN THE SUMMERTIME /HIGHER"

Click on link: <https://www.youtube.com/watch?v=4B5EtjNNf60>

Remember Sly & the Family Stone? Well, we sure have "hot fun" and we sometimes fly "higher". Both songs are SPA-legal (1969)

Being cool: (Rt) The traditional "ice water towel" method. For those with more "style", we have the wet, blue "Endura Cools", worn wherever --use your imagination!!

### SENIOR EXPERT

Jerry Black	4000
Jeff Owens	3758
Dave Phillips	2757
Bruce Underwood	830

### EXPERT

John Nessler, (Tre`)	4000
Warren Oliver	3954

### ADVANCED

Scott Sappington	4000
Ken Blackwell	3937
John Nessler (Dad)	3911
Jim Johns	3702

### SPORTSMAN

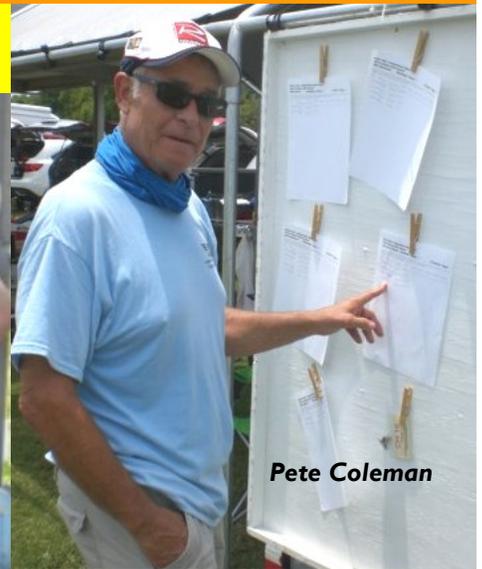
Richard Witt	3971
Duane Wilson	3962
Dan Dougherty	3901
Pete Coleman	3056

### NOVICE

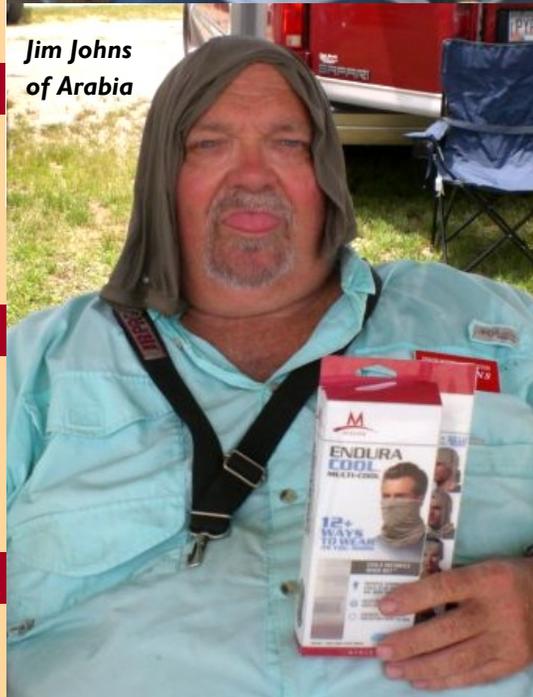
Tim Whitley	4000
Fred Robertson	3746



Your humble editor



Pete Coleman



Jim Johns of Arabia



Sean Robertson



Fred Robertson

# Chattanooga Training Day

The Chattanooga club has a tradition of thinking “out of the box,” and being proactive in the way they promote participation of new pilots. Part of



that innovation is their Pattern Training Day program for their club members, (or anyone else interested). Their training day gives interested pilots a chance to learn about flying the pattern, how a contest is run, what is expected of a contestant, and tips on what to do, rather than having to learn all that under the pressure of a contest environment. What a great idea! It makes sense, but it also requires extra planning and commitment to hold the extra event.

For this years', (the second) Training Day, seasoned SPA and CPA pilot Scott Anderson from the Knoxville club took the lead and worked with John Davis of the Chattanooga club. Like most of us did in our early days, (if we can remember back that far), John did it the “hard way” by jumping into the “deep end” a few years back.

He knows first hand what the new participant needs in order to be ready and confident. This helps the new NOVICES to enjoy their first contest more, and helps get them “on board”. For that reason, you can count on Chattanooga to have a relatively high number of INTRODUCTORY/NOVICE contestants in their events.

This is something we need to do all over “SPA-land”—to hold a training day a few weeks before their scheduled contest. It gives the “newbies” a chance to learn and practice. Way to go John and Scott! Duane

## Chattanooga Pattern Training Day

...By John Davis

On Saturday July 11 the Chattanooga Radio Control Club held an introduction to pattern flying event. This is the second year CRCC has held this event. A significant upgrade to the program was made this year with the addition of an experienced pattern flyer leading the program. Scott Anderson out of Knoxville led a discussion of airplane set up and trimming, a review of maneuvers described in handouts from the Senior Pattern Association web site, and flying best practices. Scott then flew his "Deception" pattern plane and demonstrated the SPA introductory and Novice class maneuvers. The comment heard from trainees was "oh that's what it should look like!". CRCC had 12 members in attendance with 8 prepared to fly. Four members flew a judged flight and received input after landing. As a plus Paul C provided burgers for lunch to add to the good time had by all.



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**We are in the middle of sunny summer—in the South. As part of our “enjoyment” of flying R/C pattern, we sometimes drive hundreds of miles to attend contests where we’re outdoors in the elements all day long. We willfully expose ourselves to the sun, the heat, and the humidity, (plus spinning propellers). Yes, “Lucky us!!” If that isn’t hard enough to understand, our wives, (bless their little hearts), voluntarily go with us, and often expose themselves to the same hazards!**  
**In this issue, former paramedic Scott Anderson presents his second installment of “Field First Aid” discussing the more common medical dangers we face while pursuing the joys of flying R/C pattern—heat related issues, cuts and lacerations. Read and take heed—this is information you can use!**

**First Aid Part 2 : Sun, Heat & Other Perils of SPA Contest Flying...by Scott Anderson**

We are entering the warmest part of the summer, and while we are enjoying our R/C airplanes, we encounter adverse weather conditions, and the potential of injury both at the field and when flying our planes. First, look at some heat emergencies, with progression from Heat Cramps, to Heat Exhaustion, and finally the most serious, Heat Stroke.



- **Heat Cramps -** Heat cramps are the first stage of a heat emergency. They usually happen in people who have been physically active in the heat, but they can occur without

activity. Heat cramps are especially prominent in the elderly and small children, overweight people, and people who have been drinking alcohol. The signs of heat cramps are muscle pain and tightness.

**Treatment -** Move the person to a cooler area, out of direct sun, gently massage the cramping muscle, encourage the person to stretch the muscle gently, offer cool water or sports drinks every 15 minutes.

- **Heat Exhaustion -** The signs and symptoms of heat exhaustion to watch for include: muscle cramps, dizziness, headache, irritability, extreme thirst, nausea or vomiting, pale skin, heavy sweating and fainting. Core body temperature is normally unaffected.

**Treatment -** Move the person to a cooler area, out of direct sun, loosen clothing, apply cool, wet towels to the face, neck, chest, and limbs, fan the person’s skin, offer cool water or sports drinks every 15 minutes. Do not allow the person to drink too fast.

- **Heatstroke – This is true emergency! Call 911**  
 In heatstroke, all the signs and symptoms of heat exhaustion may be present, plus: body temperature over 105 F, irrational behavior, confusion, rapid, shallow breathing, rapid, weak pulse, and even seizures and loss of consciousness. Sweating may or may not be present in heatstroke.

**Treatment - Heatstroke is a life-threatening emergency. Call 911 or go to an emergency room immediately.**

# Outdoor Heat Safety

## Top Tips to Stay Cool:

- 1.) Slow Down**  
Reduce, eliminate or reschedule outdoor activity.
- 2.) Dress for Summer**  
Wear lightweight, light-colored clothing.
- 3.) Drink Plenty of WATER**  
AVOID alcoholic/caffeinated fluids.
- 4.) Spend More Time in Air Conditioned Places**
- 5.) Don’t Get Too Much Sun!**  
Sunburn reduces the body’s ability to dissipate heat.

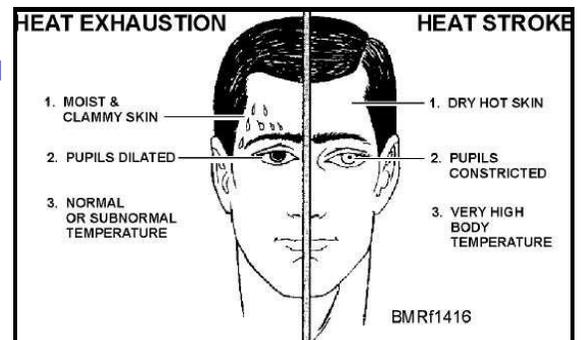


NOAA's National Weather Service  
Heat Index  
Temperature (°F)

	80	82	84	86	88	90	92	94	96	98	100	102	104	106	108	110
40	80	81	83	85	88	91	94	97	101	105	109	114	119	124	130	136
45	80	82	84	87	89	93	96	100	104	109	114	119	124	130	137	
50	81	83	85	88	91	95	99	103	108	113	118	124	131	137		
55	81	84	86	89	93	97	101	106	112	117	124	130	137			
60	82	84	88	91	95	100	105	110	116	123	129	137				
65	82	85	89	93	98	103	108	114	121	128	136					
70	83	86	90	95	100	105	112	119	126	134						
75	84	88	92	97	103	109	116	124	132							
80	84	89	94	100	106	113	121	129								
85	85	90	96	102	110	117	126	135								
90	86	91	98	105	113	122	131									
95	86	93	100	108	117	127										
100	87	95	103	112	121	132										

Likelihood of Heat Disorders with Prolonged Exposure or Strenuous Activity  
 Caution (Yellow) Extreme Caution (Orange) Danger (Red) Extreme Danger (Dark Red)

National Weather Service – Chicago, Illinois





## Call 911 if:

- A cut is bleeding severely
- Blood is spurting out
- Bleeding can't be stopped after 10 minutes of firm and steady pressure

**When do you call 911, and when do you take the patient to the ER yourself?**

This is a medical-legal issue. **911** should always be called if there is a large quantity of blood, and the bleeding can't be stopped. You need to know where the ambulance or fire department will be responding from. Taking the person to the ER yourself puts the liability on you if there is life-threatening bleed. If bleeding is controlled, that is another matter. Once when I, (Scott), took (a pilot) to the ER with an arterial bleed, I knew I could do it in 15 minutes, and the ambulance would take 30 minutes at that time of day. **I called the ER first.** When in doubt call **911**.

### Lacerations / Cuts:

So you are having a great flying day and you're drinking plenty of fluids! Your flying partner is starting his plane engine and then you see him grab his hand and you see blood, what do you do?

Apply direct pressure to the cut area, a towel or paper towel (clean) would work great. If you notice the blood is bright red and has a pulsating squirting that is a good indication of an arterial laceration, darker blood not pulsing is usually a venous, (vein) laceration. **Arterial lacerations are a true emergency.** So you have a clean towel on the laceration and you see the blood oozing thru. Do not remove to look at, just keep adding additional layers. Raise the hand above the head (above the heart), as this will help slow down the bleeding. Now say the laceration is in the forearm or elbow area and you notice the bleeding does not slow down. Add more dressing as well as adding a pressure point in the arm (diagram). The same can be done for a leg laceration - direct pressure and a pressure point. **Remember to NEVER remove a blood soaked dressing.** Keep adding to it. Removing a dressing after clotting has started will re-open the wound, that's why you add to it. Okay I have the dressing and bandage in place now what?

### Do I need stitches? (Field decision)

You need stitches in wounds that are more than 0.25 in. deep, that have jagged edges, or that gape open. Also, deep wounds that go down to the fat, muscle, bone, or other deep structures, deep wounds over a joint, (like on hands and fingers), or bleeding lasting greater than 15 minutes. **Stitches should be done within 6 hours of injury.**

So many of us might have been trained in the service or boy scouts about using tourniquets. The tourniquet controversy continues and only should be used as a last resort, **and only on arms and legs.** Generally speaking, tourniquets should be between 1 and 2 inches wide. Tourniquets on the leg will need to be narrower than those on the arm, due to the increased pressure necessary to stop blood flow in the leg. The potential for loss of limb is outweighed by the potential for loss of life. Tourniquets can be life-saving devices if used properly.

### Burns:

**There are several sources of burns; we are going to look at thermal burns (direct contact) and radiant burns (sun).**

**How are burns classified?** Burns are classified based upon their depth.

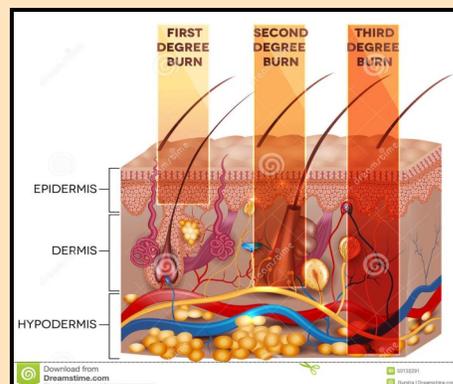
**1st degree burn** is superficial and causes local inflammation of the skin. Sunburns often are categorized as first degree burns. The inflammation is characterized by pain, redness, and a mild amount of swelling. The skin may be very tender to touch.

**2nd degree burns** are deeper and in addition to the pain, redness and inflammation, there is also blistering of the skin.

**3rd degree burns** are deeper still, involving all layers of the skin-in effect killing that area of skin. Because the nerves and blood vessels are damaged, third degree burns appear white and leathery and tend to be relatively painless. Call 911 - Burn penetrates all layers of skin, charred or leather looking with brown, white and black patches, has a blister larger than 2 inches, affects the hands, feet or genitals and if the person is an infant or a SENIOR.

**Treatment: 1<sup>st</sup> & 2<sup>nd</sup> Degree Burns**—STOP the burn and stop the persons contact with the burn source. Remove constrictive clothes and rings.

Use cool water or cool compress to stop the burn. Cover with clean, non - adhesive bandage or cloth. **DO NOT APPLY BUTTER OR OINTMENTS!** These hold the heat in and cause infection. **3<sup>rd</sup> Degree Call 911 right away!**



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Mail this form along with check/money order made out to The Senior Pattern Association for \$20.00 to: Eric Nessler 2080 Smokymill Rd. Dublin, Ohio 43016

Eric Nessler  
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Dublin, Ohio 43016

