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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 MAY/JUNE 2016

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

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Remembering Dennis Hunt

June 24, 1927—May 5, 2016

Lifetime "modler" (the British spelling) Dennis Hunt, a true English gentleman, passed into eternity at 12:15 am on May 15, 2016, at Harriman Medical Center in Harriman, Tennessee. He has left a large legacy of aeromodeling accomplishments, many in Rhodesia (Zimbabwe), where he lived after World War II, and many more in East Tennessee and around this country.

Dennis Alfred George Hunt was born in Bristol, England. He joined the British Navy in 1944. Later, he worked as a teenager in the concrete boat-building pits along the Thames River II in London, where his father was an engineer. His father's company, Costains, built many of the air strips in England during World War II. Sometime after moving to Rhodesia with his father in 1947, Dennis got involved in model airplanes, and in 1960 opened Southern Cross Hobby House. He was an early radio control pilot, concentrating in aerobatics. Via letter and telephone, Dennis came to know Ed Kazmirski, a Hall of Fame modeler and designer, builder and pilot of two landmark pattern models – the Orion and the Taurus. Dennis had built his own Taurus from hand-drawn plans and notes from Ed. In 1962, Dennis brought "Kaz" to Africa for three weeks while touring the continent with aerobatics demonstrations and contests.

Over the years, Dennis had several model airplane factories, first in Zimbabwe and then in Oak Ridge, Tennessee. Dennis left Zimbabwe shortly after the transition from Rhodesia, and joined his brother in Knoxville, TN, in 1984. At this point, Dennis joined KCRC. During his time in Oak Ridge, Dennis designed and built the roof joists on the pit shelter at KCRC. He was an early and significant contributor to the **Senior Pattern Association**, a group founded to fly pattern the way it was flown during what many consider pattern's "Golden Era", through 1975. His Daddy Rabbit short kits and almost-ready-to-fly (ARF) planes are still very popular in the SPA. He and a friend in the South African Air Force (Richard Brand) also marketed the Panzer.

Dennis was preceded in death by his wife of many decades, Margaret. They had three children, daughter Anne, son Barry, and late daughter Linda. Anne and Barry still live in the Harare area of Zimbabwe. Dennis also has a grandson, Michael Stern, living in London, who is a world champion radio control discus glider competitor.

Dennis Hunt has left a great modeling legacy. He was a gentleman and a very knowledgeable aeronautics engineer. Many aeromodelers have learned a lot from Dennis. RIP, my Friend.

Submitted by Phil Spelt |



FROM THE PRESIDENT-The 2016 contest season is off to a great start with three contests each in the East and West divisions. And there is a lot of flying left on the schedule! Nevertheless, it is not too early to think about next year as this is both an election year and the second year of our two year rules cycle. The new Pattern Committee is being chaired by me with Jim Johns and Greg Hoke as members. Phil Spelt is also in the mix as he will continue his excellent work with the Competitor's Guide. If you have a favorite maneuver – or one that you hate and would like removed – please convey your thoughts to any or all of the Committee members. I can't promise that all suggestions will be included, but we shall do our best to come up with some new and interesting schedules.

In our continuing quest to increase participation there have been some comments about the Introductory class. It seems that some potential participants who have experience in other areas of R/C see this class as being too simple. As a reminder, one can fly any plane in the Introductory class as long as it has a 72 inch wingspan or less and the engine/motor fits within our rules. One gets a certificate of participation, but no trophy and you do not need to be an SPA member. We used to have this scheme in Novice before there was an Introductory class. But that was a time when the Novice class was the largest and SPA members objected to competing against experienced flyers using non-SPA planes. The solution was the Introductory class. But now we are having a hard time filling the lower classes. And the Introductory class has only been used by a handful of pilots in the past two years. Has the time come to scrap the Introductory class and revert to the old scheme in Novice? I'd love to hear your ideas pro or con. We need to do something to increase the participation in the lower classes. Right now Senior Expert is our largest class with little participation at the Expert level. And two of the remaining Experts will be moving to Senior Expert within two years!

Regarding the election of officers, the positions to be filled are President, Vice President, Secretary/Treasurer, and one member of the Board of Directors. I will run again for President. Current Vice President Ken Knotts is not seeking re-election and I thank him for his two years of service in that position. Secretary/Treasurer Eric Nessler will also not be running for re-election and he too deserves our thanks for his years of service in that position. Keith Watson has kindly agreed to be a candidate for that position. The current elected Board member is Scott Sappington who has also agreed to run. Therefore, we have at least one candidate for each position except Vice President. So, if you are interested in running for any position, please let me or any other Board member know.

Hello, SPA family...CD Larry Hill

Well, the SPA Cass Underwood-Ken Scott 2016 SPA season kickoff is officially in the books of Fountain City Flyers club in Prattville, AL. It was a pleasure to have hosted such a great fun time with friends and SPA family.

One of the oldest truisms is "there isn't much we can do about the weather". Another old saying goes, "if you are given lemons, make lemonade" and we certainly did just that. We did have a couple bad mishaps , as well as a few smaller ones. Charlie Johns crashed his favorite Compensator , and Mr. Bruce lost his old trusty Tiger Tail. But Charlie pulled out his **Astro Hog**, (whoa Nellie ed.), and got back into the thick of things, while Mr. Bruce got into the judges seat and did his part to keep the contest moving.

Thanks again for letting us at FCF share our field and hard work with our SPA friends. Next time we'll have a cross runway cut. You'll need to earn those 10's on take off and landings.

Jamie Strong...I would like to thank everyone who came out this weekend and braved the direct crosswinds of 12-14 mph sustained, 20 plus gust, and all the havoc it caused. Just can't call the weather, but the appreciation of us at FCF says a big THANKS. We hope the fellowshipping, food and visiting our quaint little town somehow helped make up for it, and trumped out the weather conditions we endured.

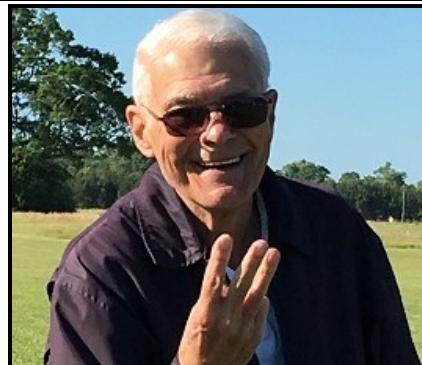
Also a **Big Thanks** and hello to one of our newer SPA members, Ken Vandenbosch who came all the way from his new home in Ocala Fl. To attend his first SPA contest! He's a pattern flyer from back in the good ole days up in the Battle Creek, Michigan area, and flew the planes we fly now in the real time frame it was done.

Thanks guys, SO MUCH from the bottom of my heart for coming! Till next time take care.

Prattville 2016



-Not for the faint of heart



Here's one of my Favorite pics of the weekend. Bruce has had a tough spring this year by losing, (count them), 3 models in quick succession. It'll be okay Bruce-just keep on flyin.'

By Jim Johns...It was chilly, overcast and windy when Bobbie and I arrived at the FCF field Thursday afternoon. The only folks there were two club members who had just finished mowing the field. It looked GREAT! Friday's weather was a carbon copy of Thursday, but several folks showed up at the field anyway. CD Larry Hill, Jamie Strong, Tom Stennis, Bruce Underwood and a few others arrived at various times. Greg and Debbie Hoke brought their travel trailer and gorgeous new Dodge Ram puller, and Charlie Johns arrived with his new travel trailer as well. Most of us spent the day out in the elements, while the wives were wise enough to visit together while staying out of the weather. We finally called it a day around 4 p.m. and headed for our warm motels and hot food.

Saturday was a third repeat performance by the weather gods - chilly and overcast with a 10-15 mph crosswind directly in our faces with gusts to 20 mph. CD Larry Hill, Ray Kunert and other FCF club members got everything set up, while Garry Singleton and I handled registration. The pilots meeting was held, and Larry announced a few special rules due to the weather. I know major wind conditions are common for you guys in SPA West, but we here in Dixie aren't as well equipped to handle them. 1) Only one flight line due to the limited turnout. 2) Takeoffs and Landings scored a 10 unless the airplane was broken. 3) Takeoff from the runway, fly the pattern at a 90° angle before **attempting** a safe landing on the runway. Good luck, and "may the force be with you!"

Aviation-like behavior commenced shortly thereafter, but disaster struck on the second flight of the day. Bruce Underwood took off with his faithful old Tiger Tail and was trying to adjust his elevator trim when he accidentally turned his transmitter off. The results were devastating, and the remains fit into a trash bag after Bruce stripped off all the reusable parts. Unfortunately, this was the 3rd airplane he had lost since the end of last season. Other damages included:

- **Charlie Johns caught a wingtip of his Compensator in the tall grass breaking the fuselage in half.**
- **Jamie Strong and Ken Vandenbosch both suffered landing gear failures.**
- **Assorted other nicks, bumps, bruises and scratches to aircraft and egos.**

Through all the carnage, we continued until four rounds were completed, then we recuperated at the Fantail Seafood Buffet.

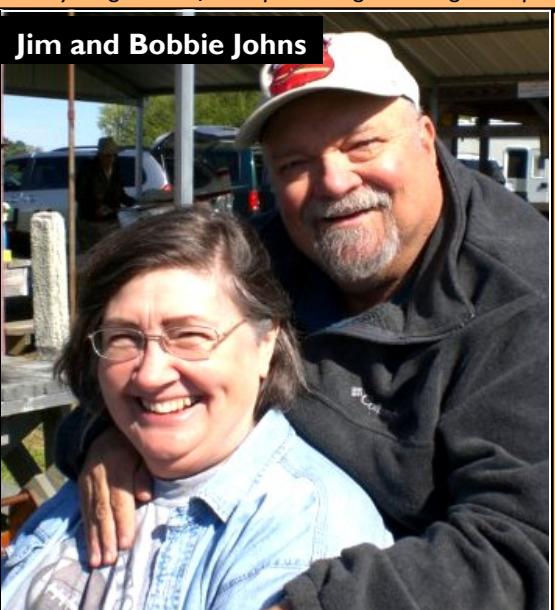
Sunday was much like Saturday, except for brilliant sunshine and blue skies. Two more rounds were successfully completed without further aircraft damage and the trophies were presented. Larry Hill was the only entrant in Novice, but elected not to fly. Sportsman featured a spirited battle, with all four contestants winning at least one round. Charles Gray emerged the victor, with Duane Wilson, Charlie Johns and Ken Vandenbosch in hot pursuit. Jim Johns was the only entrant in Advanced, so he elected to fly only one flight and then concentrated on the scoring duties and "jawboning". In Expert, Jamie Strong won the first round, but sustained landing gear damage and elected to spend his time in the judging chair instead of flying. Greg Hoke then put on a clinic of great flying to take the win. President Jeff Owens flew his 35 year old Deception to the win in Senior Expert class with Keith Watson close on his heels. Dave Phillips kept them honest taking 3rd, and I documented Bruce's problems earlier.

In conclusion, I must comment on the excellent turnout of the wonderful ladies of SPA. These women frequently follow their men to many strange and inhospitable places, and they are the backbone of SPA. Quite honestly, I couldn't do this without my wife Bobbie. L-R: Lori Bush, Bobbie Johns, Debbie Hoke, Penny Wilson, Jane Underwood and Peggy Phillips. Ann Johns had yet to emerge from her camper when this photo was taken.

Many thanks and kudos to Larry Hill, Jamie Strong and the



Please remember Peggy Phillips, (far right) in your thoughts and prayers as she faces cancer treatment in the weeks to come. She was recently diagnosed after experiencing recurring back pain.

SPORTSMAN	SR. EXPERT	Jim and Bobbie Johns
Charles Gray 3849	Jeff Owens 4000	
Duane Wilson 3764	Keith Watson 3909	
Charlie Johns 3650	Dave Phillips 3260	
Ken Vandenbosch 2641	Bruce Underwood 29	

ADVANCED

Jim Johns 1000	
-----------------------	--

EXPERT

Greg Hoke 4000	
Jamie Strong 1000	

(RT) My pattern mentor Ken Vandenbosch from 30 years ago in Michigan. We reunited at Prattville. We haven't changed a bit have we?

TEAM WORK



TEAM JOHNS



Fort Worth THUNDERBIRDS



Wow, what a beautiful day for our SPA contest. Winds were light, sun was bright and 16 modelers showed up to show their skills at pattern flying. The future looks bright when you have two pilots under 18 flying and winning their class. Joshua Tamez, 13, flew in his first SPA contest in the Intro class and performed very well. He is building a Kaos 40 to compete in future SPA contest.

Grant Schroeder moved up to Advanced this year and ran away with the gold.

Here is something we seldom see. No wind at all during setup and pilots meeting. That soon changed and we had a pleasant breeze of about 10 MPH the rest of the day. Contest Director Gary Alphin decided we could utilize 2 flight lines and there was at least one airplane in the air most of the day. Pilots got 5 rounds in and there was no crashes at all. The Advanced class had 3 consecutive dead stick landings and some were wondering what happened to our air!

Our two Novice pilots had a real shoot-out with Greg Fierst and Frank Cox taking turns winning rounds. Greg finally prevailed in a very close race.

Sportsman class had 6 pilots with 3 winning at least one round. Bernie Olson won this class flying his beautiful Tiger Tail. Tommy Scarmardo took second place with an engine that refused to run well the entire flight. It seemed to lean out and surge but Tommy stayed with it and put in some good rounds. Bernie and third place winner Gary Nelson actually tied for top spot in the third round. Paul

Mayhan won the last round and came in fourth followed by Steve Ehlers and Gerry Stanford.

Grant Schroeder took first place in Advanced with a new Intruder and a terrific color scheme. He only won 4 of the 5 rounds because his engine died on the first maneuver in round 3. Tony Stelly took second with some solid flying. Gary Alphin took third with a dead stick on 2 of his rounds.

Chris Berardi took fourth because he also had serious engine problems all day. Chris came in second in the last round when he finally got a good motor performance.

Perennial Expert winner Pat Ensign again took the top spot flying Curare over second place winner Bill Vogeley with Ken Knotts taking third. Pat won every round with Bill and Ken barely getting into the 89% category.

It was a great day for flying with some very good pilots.

There was not a single crash all day! We are looking forward to the next contest at Golden Triangle put on by Frank Cox on May 21.



Pat Ensign



Joshua Tamez



Bernie Olson



Grant Schroeder



Greg Fierst smooth take-off



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Introducing
"Miss May"
Beth Carver

Move over "Mr. May". Ten years after Scott became "coverboy" of the May 2006 issue of MA, the lovely model to the left, Beth Carver, displays Scott's latest Daddy Rabbit. This picture taken at Knoxville (like Scott's picture was) makes her "Miss May" of 2016. Without disrespect intended toward Scott and his Mr. May status, she really does add something special to the frame that Scott can't.. Could they someday be Mr. & Mrs. May?

Ben Oliver Memorial

Knoxville, TN, May 21 & 22, 2016 – The Knox County R/C Society, Inc., held its 24th annual SPA pattern contest on the

third weekend in May. With 16 initial registrants, the Ben Oliver Memorial Pattern Contest was shaping up to be a busy weekend. Kevin Clark, the only Expert entry, had to work that Saturday, so 15 participants (plus the two co-CDs, Phil Spelt and Warren Oliver) were set to contend for the plaques, which were designed and made by CD Phil Spelt. The weather for Friday afternoon practice and Saturday's opening four rounds was cool, overcast and windy. There were no practicing pilots on Friday. There was fog, in the form of low-flying clouds, hanging over the river on both sides of the runway, which delayed the start of flying. Saturday after registration and the pilots' meeting, the first round finally began about 9:55. There were two short sprinkle delays during the morning, and the skies were ragged and windy all day.

Throughout the morning Saturday, I would get an "I felt a raindrop" report or someone would come up with a handheld device showing the big storm coming over the field "in about 5 minutes." As the rounds progressed, the storms never materialized. Winds were quite gusty,

but flights continued until the last of the round 4 pilots landed about 4:45 in the afternoon, which left plenty of time for everyone to get ready for the Saturday night meal together.

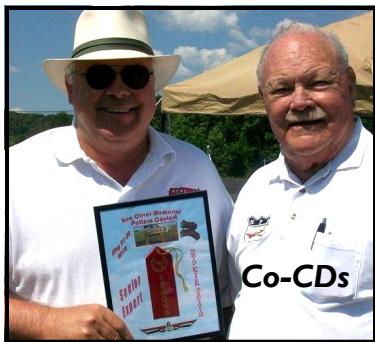
There was one "accident" on Saturday. CD Phil Spelt forgot to roll out of the Reverse Outside Loops maneuver before pulling up elevator. Of course, this action resulted in his Dirty Birdy ARF heading toward "premature impact with terrain" (as the Air Force calls it) at full throttle. The results were not pretty, unless you like a totally destroyed airplane. Otherwise, the contest went on without incident – oh, an occasional propeller strike, but no real damage to anything. There were 6 KCRCers flying in this contest. Warren Oliver flew Senior Expert, Bill Dodge and Phil Spelt flew Advanced, and Jimmy Russell, Dan Toombs and Dave Johnson filled out the Novice class.

Sunday morning dawned cool, bright and sunny, despite the weather forecast. The final two rounds went without a hitch, with the last plane landing about 11:45. While our longtime scorekeeper, Joel Hebert, tallied the last round and the final standings, our contestants cleaned up and packed up to leave. The awards were given out and we proceeded to the drawing. We had bought a new NovaRossi R60F, and Warren Oliver donated a Dirty Birdy kit from Blue Bird models. The winning tickets were drawn by Shannon Russell, Jimmy's new bride. Shannon was totally embarrassed when she drew her husband's name first, but the drawing was totally on the up and up.

The DB kit went home with Jimmy. The second ticket put the NovaRossi engine into Scott Sappington's hands.

Overall, the Ben Oliver Memorial Pattern Contest was a success, despite the threat of bad weather. After lots of "Thank you's" all around, the crowd got ready to head home around 1:00pm

on Sunday afternoon. I want to express my thanks to all who came from around the SPA East, and especially to the KCRC members who worked hard to prepare the field and help with the contest. I think we have brought 3 new SPA pilots (well, 2 new and one returning after a number of seasons) into the fold. As of this writing, KCRC is planning a Pattern Clinic with demonstrations and coaching on SPA maneuvers for clubs around the east Tennessee area. We hope to introduce the fun of SPA pattern to other new aerobatic flyers. This was proposed by our Club President. I will keep the SPA folks up to date on our progress.



David Johnson displays
Daddy Rabbit

SENIOR EXPERT

Jerry Black	4000
Warren Oliver	3925
Jeff Owens	3840
Bruce Underwood	3746
Keith Watson	3413
Dennis Sams	1158
ADVANCED	
Scott Sappington	4000
Bill Dodge	3623
Jim Johns	3271
Phil Spelt	954

SPORTSMAN

Scott Anderson	3993
Dan Dougherty	3897
Duane Wilson	3696
Vic Koenig	1663
NOVICE	
Jimmy Russell	4000
Dan Toombs	3837
David Johnson	3299

(Left below) Talented Novices from the local club seem to have caught the “pattern fever” we all have. They are all progressing rapidly and hopefully are on their way to being regulars on the SPA circuit.
(Rt) Co-CD Warren Oliver managed things in his own relaxed way.
(Right) The Sams boys wave as they sit behind this year’s Daddy Rabbit entry. Dennis is in the very competitive “Sr. Expert” class and had to drop out due to (I think), due to engine problems.



Jimmy Russell



Dan Toombs



David Johnson



Knoxville shelter and “Command Center”

**KNOXVILLE FLIGHT LINE**

Golden Triangle 3rd Annual SPA West Event

by Franklyne Cox
(Ace Reporter & Good Guy...ed.)



On May 21st, Golden Triangle RC Club held our 3rd Annual SPA Aerobatic Convention at Jim Fulton Field. We had 16 pilots which included two new pilots in the Intro Class. We were able to get in four rounds due to some computer problems in which Ken Knotts was able to get it sorted out and got the computer up and running. Gary Alpin did his usual great job of assisting and setting up the judging.

We started using one flight line, but changed to two flight lines due to the late start. Craig Long kept the ready boxes full so we didn't have much down time.

The two new competitors in Intro Class did really well and I am sure they will be back. One member of the club that was assisting in it's operation stated that he was going to try making a contest. Gene Roy and Barnard Kainerstorker appeared to be having a good time. Both had experience pilots guiding them through the maneuvers and giving them tips to improve. Allowing the Intro Class to enter without paying any fees seemed to work in attracting a few more members.



CD Frank Cox and scorekeeper Pat Stubblefield take turns at the computer to keep things movin'

In Novice, Greg Fierst put up a good fight to maintain a solid lead over Frank Cox beating him by only 110 points. Keep up the good work Greg. Frank is not going to let you have it so easy next month. Bernie Olson walked away with Sportsman only giving up 161 points to Tony Scarmardo and Steve Ehlers right on Tony's "six". In Advanced Class, Grant Schroeder collected a perfect score, with Tony Stelly and Bobby Zikes pushing him hard. They all three had some great flights. Tony has shown some great improvement and it appears that there will be a continuing battle between the three. Pat Ensign walked off with a perfect score beating out Mark Ehlers ever so slightly.

I want to thank all the sponsors of this event. Tower Hobbies, Tru-Turn Products, Servo City, APC, Master Air Screw, and Laser Works. These people

donated some very nice prizes for the Pilots and Workers. I also want to thank our club members that put forth a 100 % effort in making this event possible. And I really want to thank all the contestants that supported our club. Thanks very muchFrank Cox Contest Director



(Top L) Ken Knotts and Gary Alpin, (back to camera) are very polished at running SPA West contests. (Left) Every good contest looks out for the needs of the contestants, and the Golden Triangle club is no exception with the club members pitching-in and supporting the event. (Right) Flying phenom Grant Schroeder moves from Sportsman to Advanced this year without missing a beat. He's flying a custom, ultra-snazzy looking color scheme Intruder. Watch out Pat Ensign and Mark Ehlers in EXPERT !!

OS GT15 & GGT15 Gas Engine Summary

Almost two years ago, SPA member Gary Polinski from Mesa Arizona approached the Board of Directors with a proposal to allow the (then) new OS GT15 gas-powered engine to be legal. What was especially intriguing about the proposal, (and made it impossible to ignore), was that he did all the necessary background work, and provided research data for the BOD to review, including videos of flights in his King Altair test plane, and engine RPM performance. Shortly thereafter, the OS GT 15 was legal.



Since then OS has come out with the GGT15 glow version.

I know of at least three of our members, (Gary, Ken Knotts, and the newest, Kevin Clark) who have plunked down the \$349 or so dollars for the GT15, (the glow version GGT15 now retails at \$369). I've asked these guys for their impressions of the OS gas engines, and we appreciate their helpful responses. I'll include my own initial, unscientific impressions as an interested observer.

I also recently had the chance to be there when Kevin "maidened" his newest plane—interestingly, like Gary's, a King Altair. (translated a large plane.) **Let's start with the sound of the engine.** The GT15 has a different, yet very nice sound to it, seeming to me like a kind-of cross between a 2-stroke and 4-stroke. It sounds closer to a 2-stroke, but seems more refined and definitely quieter. If you like the sound of a 2-stroke but would prefer a more tame-sounding exhaust note, then this is your engine. I personally really liked it. The GT15's sound was easy on the ear—and the ears of any home-owners nearby.

Weight. Everybody mentions the weight problem of the heavier gas engine.

The general consensus is that the newer **GLOW** version, (that doesn't need

the added ignition module and separate battery), is the preferred way to go.

Kevin Clark-The OS GT15 has excellent consistency and it just sips on gas. (12oz tank can easily do the Expert Routine twice with plenty to spare). I flew the King Altair gas for three 15 minute flights each. It had almost 1/2 tank left each time and it is only a 12oz tank. Once broken in some **I switched to a gallon of 91 octane and put in less oil-down to the minimum.** I was very surprised when it jumped up to about 11,000 RPM. The verticals improved greatly. I flew the square loop with half rolls over and over. It did not have the sag that it had (before) at the 11,000 RPM with regular gas. Strong and consistent motor. I am very impressed with the performance considering it is not even fully broken in.

Ken Knotts-I put the OS 15cc gas engine on a Great Planes ARF Dirty Birdy. The engine with muffler and ignition module weighs in at just under 32 oz. The 65AX is about 23 oz. All this weight was in the nose which meant I had to add weight to the tail to get it to balance, I mean a lot of weight. I think the total weight of the airplane was over 8 1/2 lbs. The power of the engine was OK but the added weight took its toll on wing loading. I noticed it most on knife edge and slow rolls. The Dirty Birdy would hold not knife edge at all. The demise of the airplane came when I was doing all I could to get it to knife edge and it was sinking toward the trees near the end of the runway. I had full left rudder and decided I needed to roll quickly to level the wings and pull up immediately. Left rudder, left aileron and up elevator equals snap roll! And it did. It snapped to inverted and caught the top of a tree-down it went at full throttle. If I had built an airplane and was able to move the engine rearward slightly, I could have saved a lot of the weight and had a decent flying airplane. The engine performed very well after an initial problem with an in-line filter. Good luck with yours!

Gary Polinski-I think if I had to do it all over I would have got the GGT.15 that has the glow plug but runs on gasoline. All the specifications are the same as per O.S.GT15. I say this because of weight saving and space not used by the electronic ignition system and the extra battery. The reason I did not go with the GGT.15 is it was not out when I got mine. I used the 13.5x9 N APC pattern prop and it pulled the large King Altair just fine. Vertical was not unlimited but you could do a nice stall turn. No loss of power in loops; I still pulled back on the throttle at the top to keep speed down.

To compare with traditional glow-powered engines, let me say the clean up is so minor it made my day. There was not a ton of oil dripping off my plane—that alone made it worth it. Then the sound is different than 2 stroke and 4stroke. I don't have a Db meter but it was the quietest engine at our field, which can be beneficial when it comes to field retention. The only thing I had a problem with was the needle valve moved so easy I had to be careful when wiping it down and transporting it. There isn't much sound change when moving the needle, and believe me you can move it a lot and not notice a RPM change. This is the first engine I ever had to use a tach to tune.

Now that I have used the gas engine, I will not go back to glow. The engine is higher priced, (than a 2-stroke), but the fuel savings will quickly offset that. I have a Dirty Birdy .60 from Blue Jay that will get the glow plug version GGT .15.

Links: http://www.towerhobbies.com/products/os_engines/osmg1513.html
http://www.towerhobbies.com/products/os_engines/osmg1515.html

<https://www.youtube.com/watch?v=yO2mrSaO9v0&list=UUbm3ywnOuj-S3La3UZrFTbA>



Silver Anniversary!

SPA Celebrates 25 Years!

1991-2016



CHATTANOOGA 2016.....A 25th Anniversary is affectionately referred

to as a couples' SILVER one. Silver is known for its brilliance and value. These were indeed two virtues that gleamed with their "brilliance" and "value", the weekend just past in Choo-Choo city Tennessee.

At the initial arrival Friday afternoon and the smiling (slightly sunburned) faces of CD Scott Anderson, his co-workers of the CCRC and the "prep squad".... to the numerous "thanks for coming", "drive carefully" and similar disembarking remarks, it was evident a lot of planning and effort had been put into this weekend of silver anniversary SPA celebration.

To us regulars, the initial eye-catching improvement was the field improvement. As most modelers who fly off of "land-fill" runways are aware, it's almost impossible to maintain a level foundation because of the displacement of the foundation in that sort of environ. Believe it or not, this runway, (reportedly six hundred by a hundred feet), was as level as any parking lot in existence, maybe more so. The 20 or 30 foot shoulders had just been "grassed" and covered with a laying of wheat straw and it was evident that had been just before the last shower as a footprint could be spotted dried into the surface ever so many feet apart.

A club officer gave us the story of the recent model port improvements....some of the runway, maybe 40% had simply disappeared in a "gullywisher" when the "public works department" of the city of Chattanooga was kind enough to not only fix the damaged area, but rebirth the entire runway area maybe 20 feet deep with stone and chert foundation prior to resurfacing with the asphalt of "road-thickness". You just don't often see a more perfect runway construction project.

At the conclusion of the Pilot's Briefing on Saturday morning, our group bowed for a word of thanks to "the CHIEF" for our blessings and a special "plea" was voiced by Scott Sappington, for a dearly beloved member of our lovely wives, girlfriends and special lady-friends, anticipating major surgery soon in Alabama. Mr. & Mrs. Dave Phillips, Sr were unable to attend with Mrs. Phillips making preparations for this procedure this next week. We all just seemed to feel HIM assuring us, "Peggy will get My attention and is going to be well, soon"!"

Very evident was the participation of all 3 of the rookie SPA Pilots from the prior month's contest in Knoxville, TN. These guys are fast learners and it is obvious they are on their way to perfecting those patterns. The Introductory class was won by Mr. Neal Robinson of the CRCC and, based on his enjoyment of this event, he will probably become a "regular" at SPA events.

After a day of flying (4 rounds as planned), Anderson and the club reserved a nice meeting room at Western Sizzlin Steakhouse in nearby East Ridge for an evening of excellent food, association and "remembering" in keeping with the 25th Anniversary theme. He even arranged a "slide show" that would repeat about 100 or so photos of SPA history on a mounted TV during the meal and get-together. The Club officers, and Scott introduced some local stalwarts, then our own Jeff Owens gave a few remarks. Jeff encouraged all to promote every facet of our organization, especially with emphasis on our fine [Discussion List](#) and [Website](#) maintained and improved upon by Jim Johns, and available in so many different ways to assist in the promotion of the Association.

All six scheduled rounds were flown right on schedule and as far as your reporter knows, any damage with very minimal. We really owe a special "vote of thanks" to Mr. Greg Hoke of Warner Robins, GA.....who flew one round to make it official then volunteered to judge ALL the other rounds on the right flight line....ALL weekend. This is an example of "going the extra mile."

Let's get to the "fun" stuff on Sunday. The sponsors (many awards and winners), were so greatly appreciated and included:

Servo Mounting Screws (Several winners)

TOWER Hobbies \$25 Gift Certificates (Jeff Owens., Jim Johns, and Bill Dodge)

TRU-TURN \$25 Gift Certificates (Debbie Hoke, Neal Robinson)

BALSA USA \$25 wood Certificates (Warren Oliver and the club chef)

CHATTANOOGA RC CLUB Rossi 2-stroke ENGINE (Missy Varner)

HOBBYTOWN CHATTANOOGA A Gallon of Fuel (Harold (CRCC), David Johnson, Dale Wooten, Duane Wilson)

CLUB & Others KAOS ARF (Richard Henley)

Let me conclude with a special word about the ladies-there; must have been a near record turnout! I don't know of another association like ours where the ladies have such a delightful time with each others fellowship. There were so many photos taken from different angles and cameras that the ladies must have felt like professional models in a "photoshoot." There were so many good shots of the ladies enjoying whatever story was being shared at the moment. I think Charlie Johns capped it well when he declared. "just this season, of all these wedded years together, I just discovered Miss Ann's talent of calling maneuvers this season".

Charlie summed it for all us male-types who can never sum up our gratitude for the assistance from the fair gender.

Much obliged Scott and CCRC for the polish you folks applied and "spit-shined" this past weekend for the SPA's



SPECIAL 25 YEAR LOGO



Let's hear it for our SPA Ladies !!

Yup, let's hear it for our wonderful companions through life who let us "play" with our airplanes! Penny likes to remind me, (especially around other women), that we pilots are really "boys with their toys!" Maybe yes maybe no, but whatever they may call us, or may secretly think about our airplane activities, they are for the most part good-natured about it, and understand that what we do is basically harmless. Not only do they let us get together, (and don't forget all the practice sessions at home plus all the time spent building and fiddling), more and more of them are actually coming out on the contest circuit to the glorified landfills we call "the field" and sharing the experience with us. We are seeing many more pilots with their wives or significant others as a TEAM, where she becomes both the crew chief and caller. Meanwhile, the ladies enjoy their own bonding friendships fashioned over time, while we do our thing. SPA East or West-it's the same!

We may not say it enough, but we truly enjoy you taking a genuine interest, (we think) in our hobby. I hear Charlie Johns "discovered" what a fantastic caller wife Ann is—if only he could have known earlier!

This day there were so many cameras going off in succession that these ladies were probably seeing spots and feeling like fashion models. It was good to get so many together in one place for these pictures—and in less than perfect weather, (did I mention it was hot)? Note that Beth Carver was absent from this photo, but is featured above calling for Scott. You ladies add so much to the fun of the contest weekend by making our events "family time".



INTRODUCTORY	ADVANCED
Neal Robinson	4000
NOVICE	Scott Sappington 4000
Dan Toombs	3936
Jimmy Russell	3925
David Johnson	3604
SPORTSMAN	SR EXPERT
Dan Dougherty	3939
Charlie Johns	3816
Duane Wilson	3792
Charles Gray	3580
Vic Koenig (DNF)	3000
Scott Anderson (DNF)	157
JUDGES	SCORERS
Jim Johns	3834
Bill Dodge	3635
EXPERT	
Greg Hoke	1000
AMERICAN PILOT ASSOCIATION	AMERICAN PILOT ASSOCIATION
Warren Oliver	4000
Jeff Owens	3907
Dennis Sams	3756
Bruce Underwood	3710
Keith Watson	3391
Russ Chiles (DNF)	1640



After dinner, CD Scott Anderson discusses certificate for the "SPA Brick" at AMA H.Q. in Muncie, Indiana

SPA East Schedule

Date	Location	Contest Director
July 9-10	Cullman, AL	Steve Byrum CD
Aug 6-7	CMJ Hobbies Roberta, GA	Dan Dougherty CD
Aug 27-28	Prattville, AL	Larry Hill, CD
Sept 24-25	Alabaster, AL	SPA East Masters Dave Phillips CD

SPA West Schedule

Date	Location	Contest Director
Sept 10	Newark, TX	Buzzardaire 1 Day Pat Ensign CD
Oct 15-16	Ft Worth, TX	SPA West Open Championships Ken Knotts CD

Thunderbirds- **Texas Wings Contest Results 6-18-2016**



INTRODUCTORY		ADVANCED		The first Senior Expert class competition in SPA West history was held this past weekend. The SR. EXPERT class has become a place of keen competition out East, and with only a 21 point gap between first and second, I see the beginnings of the same thing in the west. At the time of this writing, the official report of all the ins and outs of the contest haven't been completed, but it will be on the website soon. While I'm "editorializing" about things in the WEST, I'd appreciate it if you'd please send me your WEST-related news to include in future issues of the newsletter. Remember, SPA is one big happy family of "radio-active" pilots!	
Class	Pilot	Score	Class	Pilot	Score
Gene Roy	3000		Grant Schroeder	4000	
NOVICE			Chris Berardi	3510	
Greg Fierst	2807		Anthony Stelly	3476	
Frank Cox	2616		Bobby Zikes	3453	
SPORTSMAN			Gary Alphin	3343	
Tommy Scarmardo	3999		EXPERT		
Bernie Olson	3794		Pat Ensign	4000	
Paul Mayhan	3538		SR. EXPERT		
Gerry Stanford	3312		Robert Redmon	3995	
Steve Ehlers	3200		Ken Knotts	3974	

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