



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

OFFICERS

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Jeff Owens

VICE PRESIDENT-

Frank Cox

WEBMASTER &

SEC/TREASURER-

Jim Johns

PAST PRESIDENTS-

Mickey Walker

Bruce Underwood

SPECIAL PROJECTS

Jamie Strong

APPOINTED-At large

Phil Spelt

ELECTED-

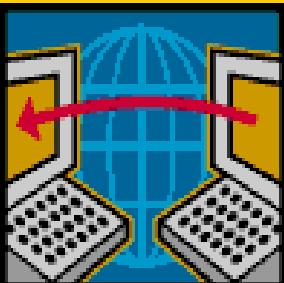
Terry Boston-East

Chris Berardi -West

EDITOR-

Duane Wilson

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Join our Discussion list from within the webpage or inform any officer and we'll "sign you up". It's like a gigantic Mailing-list, but at NO CHARGE. A service

to membership and potentials from SPA.

SPA NEWSLETTER www.seniorpattern.com

FALL 2022

VINTAGE PATTERN FLYING FOR ALL AGES!

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Moments in SPA History



JIM IVEY DEFIES "KILLERTREES"

The year was 2005 at our longest running contest venue. Knoxville, Tn. If you haven't been to Knoxville, it is beautiful site with a gorgeous mountain backdrop. It is also potentially hazardous to unwary pilots who don't know the tricks for lining up with the runway as they approach on final. Adding to the danger, each end of the asphalt runway quickly drops off, plus trees create unseen vortices capable of all manner of evil to a plane if the wind is strong enough, and "unfriendly" trees tend to "jump out" at aircraft as they land. It's part of the "fun" of flying at the KCRC field. Certain trees are infamous for snagging aircraft that stray too close.

During an approach in 2005, Jim Ivey was landing his Daddy Rabbit when suddenly everyone froze in place as they heard the unmistakable sickening "swoosh" of his plane contacting branches as it went into the trees. Everybody immediately looked up, knowing what had happened, then watched in amazement as Ivey's plane came out the other side, seemingly unscathed. When he landed we again stared as we saw several twigs and leaves stuck in the gaps of his ailerons and rudder, otherwise no damage. I had my camera with me. Don't try this at home, or anywhere else).



FROM THE PRESIDENT -Jeff Owens

Another season of competition has come to a close and thoughts will be turning to holiday celebrations and the building of new models for next year's contests. Looking over the contest record for the past year shows that we had 47 pilots who flew in at least one contest – 27 in the East Division and 20 in the West. That total is down from pre-pandemic levels in the mid-60s, so we have a way to go to get back up to our previous level. But there is good news in that we saw increased participation in the Basic class and some of these pilots may be moving to the Sportsman class next year.

In an effort to make more ARF models available there have been some changes to the Approved Airplane List. The Board of Directors approved all ARF versions of "Stick-type" models, i.e., Ugly Stick, Ultra Stick, etc. Secondly, the BoD approved the use of the Phoenix Aurora and Typhoon ARFs. These are 50 sized models that are reminiscent of classic pattern designs.

Elsewhere in this issue Duane Wilson has summarized the activities of the Pattern Committee and the new sequences for the 2023-24 contest seasons. I wish to extend my thanks to Jimmy Russell for chairing the committee as well as to all the committee members for the efforts that they put into developing these sequences.

This was also an election year, although with only one candidate each for the elected positions there was no need for an election. All the officers remain the same except that Terry Boston will take over for Scott Anderson as the East Representative. Terry is a master craftsman as well as a dedicated competitor in the Advanced class and he is a welcome addition to the BoD. And I would also like to thank Scott for his service as the East Representative.

This column is shorter than usual due to the difficulty of typing following surgery on my right hand (not model related!) Thankfully the stitches will be removed in a week and the bulky splint removed.

Until Next Time,
Jeff (AKA "The Claw")



Let's Get the Jump on 2023 Membership

Current SPA Membership as of November 26, 2022 2022 Members - 73....Life Members - 60.....Total Members - 133

Since the newsletter will be published less often, it never too early to post a reminder to pilots that the 2023 flying season is only a few months away. Membership is required in order to fly above BASIC class, so why not get that membership renewal out of the way sooner rather than later.

If you fly in more than a couple events a year, and you know SPA is for you long-term, you might consider making yearly renewals a thing of the past by getting a LIFE MEMBERSHIP. The cost of lifetime membership is on a sliding scale based on age and is the best value in the long run. I for one can tell you that it's a real convenience and nice feeling not to have to think about re-upping each year.

Jim will be posting membership cost details on the website for your consideration. If you're going to be flying next season, (most reading this now will be), why not get that out of the way now. Jim's contact information is on the last page of this newsletter.



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EDITORIAL— Hello SPAers. A few months ago with mixed emotions, I informed President Jeff Owens that after twelve years, (MAR-APR 2010 to JAN-FEB 2022), I've done the newsletter long enough. While I always try to do the best newsletter I can, maybe a fresh approach by someone else with a different vision would be a good thing for SPA. The invitation still stands if one of our members out there feels the "call", and would like to take over. I promise I will work with you just like Bruce Underwood, (former NL editor) worked with me until I got my "editor's legs." In the meantime, Jeff and I have agreed that I will periodically continue with the newsletter PRN (as needed, as they say in the medical trade). That said, I told Jeff I wanted to produce the newsletter in a revised format that is more appropriate for the current times.

The SPA newsletters of the past not only covered SPA news, but also each contest in detail, complete with selected photos, (both East and West), and scores, the future contest schedules and various other content routinely found on the SPA web site. For a couple reasons, this no longer makes sense because of the great way Jim Johns manages the site, and innovations he has incorporated to improve it. In short, he produces the best website we've ever had in SPA history—much more comprehensive than ever before. He takes the write-ups from the contest CDs, and posts them along with a COMPLETE set of photos, (often with full captions). These contests are all archived and indexed for easy retrieval, along with the photos. Most of the SPA "news" is right there on the cover page to click on. To a large extent, everything you need to know is right there and neatly organized, and without you having to go anywhere else to find it. If you haven't thanked Jim lately for his efforts on the website, you should.

To produce the newsletter, I found myself going to the website and duplicating Jim's work, making it more of a **summary of the past** than a newsletter. Bottom line, over time the newsletter has become less relevant, but still is tedious and very labor intensive to produce. I don't just "dash off" the newsletter, I rewrite it and edit it multiple times, then sent it over to "the ultimate proofreader", Jim Johns. He invariably sends it back for me to correct and so on. All this takes time and effort, but that's what you should expect in a newsletter.

Though we're blessed with a wonderful web site, there still remains some value in having a newsletter. As an organization, we need to document and reference what we're doing over time. There are changes in rules, bylaws, and leadership personnel. There are times when the membership may enjoy and benefit from **feature stories**, either by myself or others. These are not found on the website.

So to summarize, rather than routinely duplicating Jim's excellent work in the newsletter as a summary, I'd like to take the newsletter in a different direction—to feature original content not routinely found on the website. The newsletter can also serve to refocus attention on important issues while emphasizing, and reminding members of necessary information such as rule changes, elections, renewing memberships, and whatever else the leadership feels is important or needed for us to keep in mind.

Until a new editor comes forward, (and perhaps afterwards), the newsletter will come out less frequently and as needed as events warrant. Some of the best material in past newsletters has been articles submitted by you, the members; examples were articles on electric flight, special pattern planes and their histories, "how-to" articles, building techniques, member profiles, and "new arrivals", that sort of thing. I will continue to rely on you to send me material you think others might enjoy for inclusion in the newsletter.

Don't worry about being a literary genius—this isn't Shakespeare, plus I edit and fill out the text (with your approval), before it's released. Keep in mind this is a newsletter to be enjoyed by your fellow members.

I am always interested in opinions and editorials from the membership on various issues facing SPA in the future—*please keep it civil*. Let me know and we'll talk about how to get something included.

All the best as you build your entries for next year's competition. Hope you had a blessed Thanksgiving, and I wish you a Merry Christmas, and a Happy New Year of flying SPA. Duane Wilson, (editor)

KAOS

**THE LEGEND HAS RETURNED
TO CONQUER YOUR SKIES**



SPAN: 59 in.
AREA: 644 sq. in.
WEIGHT: 6.5-8 lbs.
POWER: .61 2-cycle glow or equivalent electric
RADIO: 4 ch.



We've brought back and updated the original 1970 KAOS published in RCM.

Originally penned by Joe Bridi, this contest-winning design makes it easy to fly smooth, accurate maneuvers.

A thick symmetrical airfoil, double tapered wing and a long tail moment create a neutrally stable plane.

This uncomplicated, lightweight, easy to build, balsa/ply airframe features precision laser-cut parts that fit together quickly and accurately.

Our included wing jig helps you build a straighter, stronger wing.

Included name-brand USA hardware package.

SPA and VRCS Association legal design.

Additional information, photos and flight videos on our website.

Let's Build Something.
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MORE INFO, PICS, AND VIDEOS HERE - [HTTP://WWW.OLDSCHOOLMODELS.COM/KAOS60.HTM](http://www.oldschoolmodels.com/kaos60.htm)

New SPA East Representative Terry Boston & thanks to Scott



Scott (L) and Terry Boston at the 2019 SPA Shootout

The election of a new East representative was scheduled for this fall between present East rep Scott Anderson and Terry Boston. When he learned that Terry would be running, we were advised by Scott that he would bow out in favor of Terry, automatically making him our next East representative.

Before turning to Terry, let me first discuss Scott and his contributions to SPA during his tenure as BOD member. Scott, has not only been active in SPA, he has been heavily involved in AMA leadership for some time. He has been an innovative, out-of-the-box thinker, often suggesting new ways to increase our membership. He's also been an extremely well organized, no nonsense CD in many like clockwork, and were well known for fantastic and numerous raffle prizes. I don't know how he did it, but nobody asked questions.

Through his AMA connections, Scott was single-handedly responsible for the great success of our two East-West Shootouts (held in 2018 and 2019,) at the beautiful, (and I mean "worth driving to" beautiful), Clover Creek Aerodrome in western Tennessee. It is one of the finest venues we've ever staged a contest.

Briefly, Scott was also instrumental in setting up a booth at Toledo one year, suggesting an SPA brick at AMA headquarters in Muncie, Indiana as well as keeping us informed of AMA changes and how they'd affect us. As if all of this wasn't enough, he started the very popular SPA Facebook group, (more about that later.) We can certainly understand why Scott decided to withdraw from the election in favor of a quality candidate.

Terry Boston will be a first rate addition to the BOD. How do I know, you ask? Because of his dedication to SPA. It's one thing to be a member and quite another to be a BOD member. One thing I've learned over time, being a BOD member isn't all "power & fame", (smile), often it's a thankless job that frequently requires a time commitment. People may feel appreciation for a job well done, but often don't express it. What's more likely to be expressed are gripes and personal preferences members want included in the rules, bylaws or maneuvers. Good BOD members are "servants" of the membership rather than the other way around. SPA is a PRIORITY in their lives. They ATTEND MOST CONTESTS, which demonstrates their dedication in both time and traveling to events. Terry lives far away from the center of SPA activity, yet he is usually there despite the distance.

Terry is also a prolific builder and has built planes for a reasonable price for many of the East pilots, as well as restoration, and his work is first class. We whole-heartedly welcome Terry Boston to the SPA board!



Scott and Jeff discussing details at the 2018 SPA Shootout

2023-2024 APPROVED PATTERN CYCLE CHANGES

The following is the report of the Pattern Committee to the SPA Board of Directors for the upcoming 2023-2024 cycle. Jimmy Russell served as Chairman of an unusually large committee this cycle consisting of Scott Anderson, Phil Spelt, Jerry Black, Ken Knotts, Frank Cox, Dave Phillips and Terry Boston. As a new twist, the reasoning behind the selections are included for you information.

Here are the 23-24 patterns as compiled by the committee. I really pushed for committee members to not only think of what they wished to see in the patterns but also get suggestions from their peers, and really focus on the below and above ladder steps the patterns would provide. So here is a summary of the "whys" the patterns are what they are:

BASIC:

- Straight Flight, procedure, Straight Flight back.. Is really good at teaching to fly a parallel line in the maneuver area, but most dont like it, and is awkward to call.
- We replaced it with Flat 8 and Straight flight back.. This is something most should be able to do.. and if not they need to practice right and left turns again. Teaches position, centering, holding bank angle, hold altitude and projecting where the airplane is going to end up.. All good pattern flying building blocks.
- Reverse Cuban - Standard Cuban 8.. Just a change.. people have mixed opinions on which is easier..

SPORTSMAN:

- 2 point roll change to inverted flight. There was much confusion on the 2 point as it was very similar to straight inverted flight anyway. This was pulled into sportsman to lower the step up from basic.
- Cobra with 1/2 rolls replaced slow roll. To add some variety as the slow roll had been a constant for many years.. Cobra with 1/2's teaches pulling before center to project the apex center on top, centering half rolls on straight segments and starts to introduce the pucker factor (I'll speak to later) of pointing the airplane in a down attitude and rolling..(Step into Advanced)
- 180 Degree turn.. we all determined this is an excellent ice breaker for the pucker factor 2nd half of the Top Hat in Advanced. (Step into Advanced.)

ADVANCED:

- Figure M. step up from double stall turn.. Teaches projecting and the pushing outside and using rudder looking on the bottom of the plane (inverted) for both of the stall turns. Provides step into Expert
- 3 outside loops from top.. Popular Demand. Opinions vary on difficulty.. If you are here.. get used to that pucker.. That's what separates the higher class from the lower..
- Running 8.. It's looping segments.. Stringing together an inside and outside loop. Centering and projecting. shouldn't be a difficult step from a competent Sportsman.
- Rest is run of the mill Advanced.. Preparing for Expert with a mix of straight segments, rolls and looping segments.

Expert:

I'll preface this with it should be hard.. We really can't sugar coat this step..It's the top step where you have to let go of the handrail.

- A lot of the usual expert.. With more of a focus on flow and difficulty.
- The first half of the sequence has a more graceful feel with looping segments and slow roll.. A lot of those dreaded pucker pushes from up high (this is Expert for a reason)..
- 2nd half tightens up with maneuvers containing straight segments, centered rolls, difficult point rolls and the inverted 3 turn spin.
- Reverse top hat.. check those wing bolts and hope your fiberglassed the center of the wing. Might need to increase your aileron throw too.. Because that 1st half roll goes so slow with the plane diving straight down. Then you have to stick a straight segment after the roll!

The prototype calling cards for the next, ('23-'24) cycle. Calling cards will be available to download from the web site very soon.

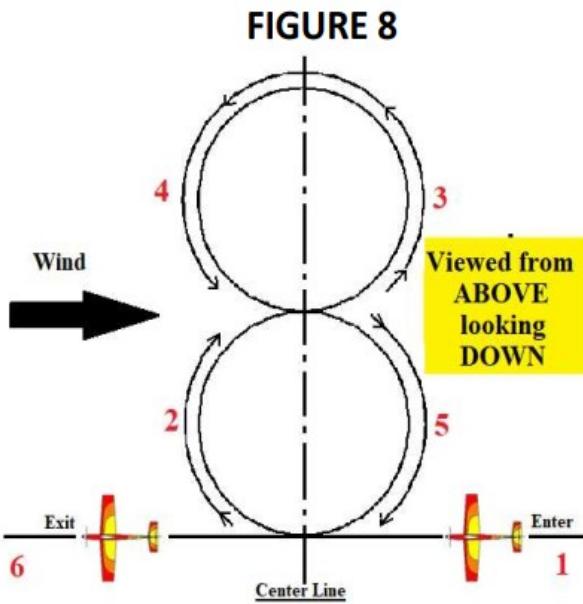
Below: The diagram of the new Figure Eight (flown horizontally)! After at least 17 years of "Straight Flight Out, Procedure Turn-Straight Flight Back", it will be nice to call out something new!

SPA Basic 2023-2024	
1. Takeoff (U)	K 1 <i>(Downwind Trim Pass)</i>
2. Figure 8 (U)	2
3. Straight Flight Back (D)	1
4. Stall Turn (U)	2
5. Immelmann Turn (U)	2
6. 2 Inside Loops (U)	2
7. 2 Horizontal Rolls (D)	2
8. Cuban 8 (U)	2
9. Straight Inverted Flight (D)	2 <i>(Fly By For Landing - 2 Allowed)</i>
10. Landing Perfection (U)	1
Total K Factor 17	
Notes: • No EXTRA Fly-bys allowed • Maneuvers flown out of sequence will be scored ZERO (0)	

SPA Advanced 2023-2024	
1. Takeoff (U)	K 1 <i>(Downwind Trim Pass)</i>
2. Figure M (U)	3
3. 3 Outside Loops from the Top (D)	2
4. Double Immelmann (U)	2
5. 4 Point Roll (D)	4
6. Running 8 (U)	2
7. 3 Horizontal Rolls (D)	3
8. Square Loop (U)	3
9. Slow Roll (D)	3
10. Cobra Roll with ½ Rolls (U)	2
11. Reverse Cuban 8 (D)	2
12. 3 Turn Spin (U)	2 <i>(Fly By For Landing)</i>
13. Landing Perfection (U)	1
Total K Factor 30	
Notes: • No EXTRA Fly-bys allowed • Maneuvers flown out of sequence will be scored ZERO (0)	

SPA Sportsman 2023-2024	
1. Takeoff (U)	K 1 <i>(Downwind Trim Pass)</i>
2. Double Stall Turn (U)	3
3. Cuban 8 (D)	2
4. Double Immelmann (U)	2
5. Straight Inverted Flight (D)	2
6. 3 Inside Loops (U)	2
7. Cobra Roll with ½ Rolls (U)	2
8. 1 Reverse Outside Loop (U)	2
9. 3 Horizontal Rolls (D)	3
10. 180 Degree Turn (U)	3
11. 3 Turn Spin (U)	2 <i>(Fly By For Landing)</i>
12. Landing Perfection (U)	1
Total K Factor 25	
Notes: • No EXTRA Fly-bys allowed • Maneuvers flown out of sequence will be scored ZERO (0)	

SPA Expert/Senior Expert 2023-2024	
1. Takeoff (U)	K 1 <i>(Downwind Trim Pass)</i>
2. Figure M with ¼ Rolls (U)	5
3. 3 Outside Loops from the Top (D)	2
4. Reverse Double Immelmann (U)	2
5. Slow Roll (D)	3
6. Running 8 (U)	2
7. Revere Point Roll (D)	4
8. Square Loop with ½ Rolls (U)	5
9. Triangle Rolling Loop (D)	4
10. Reverse Top Hat (U)	4
11. 8 Point Roll (D)	4
12. Inverted 3 Turn Spin (U)	3 <i>(Fly By for Landing)</i>
13. Landing Perfection (U)	1
Total K Factor 40	
Notes: • No EXTRA Fly-bys allowed • Maneuvers flown out of sequence will be scored ZERO (0)	



1974-75 AMA K=2

The plane performs a horizontal upright Figure 8 – i.e. model performs ½ circle away from the spectators, turns and performs a full circle in the opposite direction, then turns and completes another ½ circle in the original direction. The figure shall be perpendicular to the flight line and flown AWAY from the spectators. i.e. the base of the 8 is over the runway and the first turn is made to the left or right, whichever takes it away from the spectators. Maneuver is finished on the same heading as its entry.

Brief History of Our SPA Presidents



**The Presidents— Bruce Underwood (left),
and Jeff Owens at Prattville, AL East finale**

Being SPA president isn't all power, prestige, and glory; most of the times it's a thankless job with lots of problems to solve, fires to put out, and egos to sooth. Four men have had the "pleasure" and responsibility of being SPA president since its founding in 1991, Mickey Walker, Ron Reed, Bruce Underwood, and current president Jeff Owens. Dedication, (I'd go so far as to say sacrifice), to SPA is the single greatest characteristic of all SPA presidents.

Mickey (no longer competing but an SPA icon), came up with the concept of flying vintage planes executing single-pass maneuvers like the old days. Another critical facet of SPA he introduced emphasized a "simple, fun, and inexpensive" philosophy of competition to avoid the "technology creep" that eventually caused AMA to lose the average modeler. To do that, Mickey deliberately limited technology by banning unnecessary performance improvements such as tuned pipes and retracts, keeping things basic and keeping costs low. [We have since liberalized the original rules to expand membership as retract prices came down, and we've added electrics as they became more popular.]

When Mickey stepped down, Ron Reed became president with help from Bruce Underwood who became newsletter editor. I met Ron at a couple of events; he was losing eyesight and unfortunately stopped flying shortly thereafter. (No picture available.)

Bruce Underwood was president of SPA throughout its greatest growth years, starting around 2000 through 2014, Bruce had a way of taking the "newbies" "under his wing", and making them feel special. His dedication to the organization was continually demonstrated by his unmatched attendance record at nearly every event held during his presidency. He tirelessly dedicated himself to SPA.

Jeff Owens took over for Bruce in January 2015, and has led us through thick and thin ever since. Jeff led the regional expansion of SPA by being co-developer of the "regional" plan that formed the SPA-West region. Living in Florida, he has routinely traveled the greatest distances to attend as many contests as humanly possible, (including the Shootouts in Toone-between the regions), so they can meet and fly together. He has had to deal with the most changes (by far), in the rules and bylaws.

This is by necessity, a short summary of our presidential history. Much more could be listed for the accomplishments of each of the men discussed here, but limited space, (and my history knowledge), makes this a brief summary only.



Ron Reed



Mickey at 20th anniversary

2022 Georgetown AeroModelers SPA Contest

I saw this on the SPA Face Book page and wanted to share it with the membership.(Editor) If you have Face Book and aren't a SPA Facebook Group member, it would be a good idea to join the group to get great features like this, and many comments from the SPA regulars who have already joined.

Now if you've ever wondered what you'd see if you were in the cockpit of your model, this video depicts it better than anything else I've seen. Because this was his first time, he flew the **BASIC** pattern, (although you can clearly see he is ready for a higher class.) The **BASIC** maneuvers are well flown and easy to recognize. A captivating video-thanks to Drew Walker and Keith Whitehead—possible future members?

Keith Whitehead and I met up with some of our flying buddies from the Dallas club, Wes Lewis and Chuck Lee. We joined them at the Georgetown Aeromodelers Club and participated in some awesome precision flying [at the SPA contest there]. Looking forward to flying with these guys again. Keith was the one flying in the video, He and I were both Guests of Chuck and Wes whom are members who we know [from] other flying events. Keith was flying the Basic pattern and we are both looking at maybe joining next year.



The Pilots

L-R: Ken Knotts, CD Rene Grebe, Bob Petrinec, Keith Whitehead, Richard Isgrigg, Andrew Walker, Pat Ensign, Chuck Lee, Gary Kropat, Danny Jackson, Howard Moore (squatting), Wes Lewis, Bobby Zikes, Max Blose & Wayne Galligan

The weather forecast was for light winds and hot temperatures. Pat Ensign had asked me to be early at the field. Leslie Ensign loaned me the scoring computer, since she did not know if they were coming to the contest. I could not master the program and fortunately they came and she did the scoring. She was doing the paper work before 8 AM. The first 2 participants to show at the field were 2 first time flyers from San Antonio. The opportunity to "fly what you have" in Basic really helps to bring new blood to SPA.

We had 5 flyers in Basic, only Bob Petrinec flew a legal Kaos 60 electric. 1st place Howard Moore, flew his own design, small version of a Stick. We also had our local FPV flyer try his hand at the Basic SPA pattern. He did OK but needs help to do the maneuvers in the right place. We did not have enough judges to run 2 lines so it took all day to finish 4 rounds.

Everybody seems to enjoy the event, and Pat Ensign walked away with the Dirty Birdi that was raffled thanks to Aerocomposite generosity.

Rene Grebe, CD

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SENIOR PATTERN ASSOCIATION MEMBERSHIP APPLICATION

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Date of Birth: _____ — _____ — _____ **AMA Number** _____

Telephone (____) _____ **E-Mail** _____

Mail this form along with check/money order made out to The Senior Pattern Association for \$20.00 to:
Jim Johns 85 Hodge Rd. Dutton, AL 35744

**Jim Johns
85 Hodge Rd
Dutton, AL 35744**

