

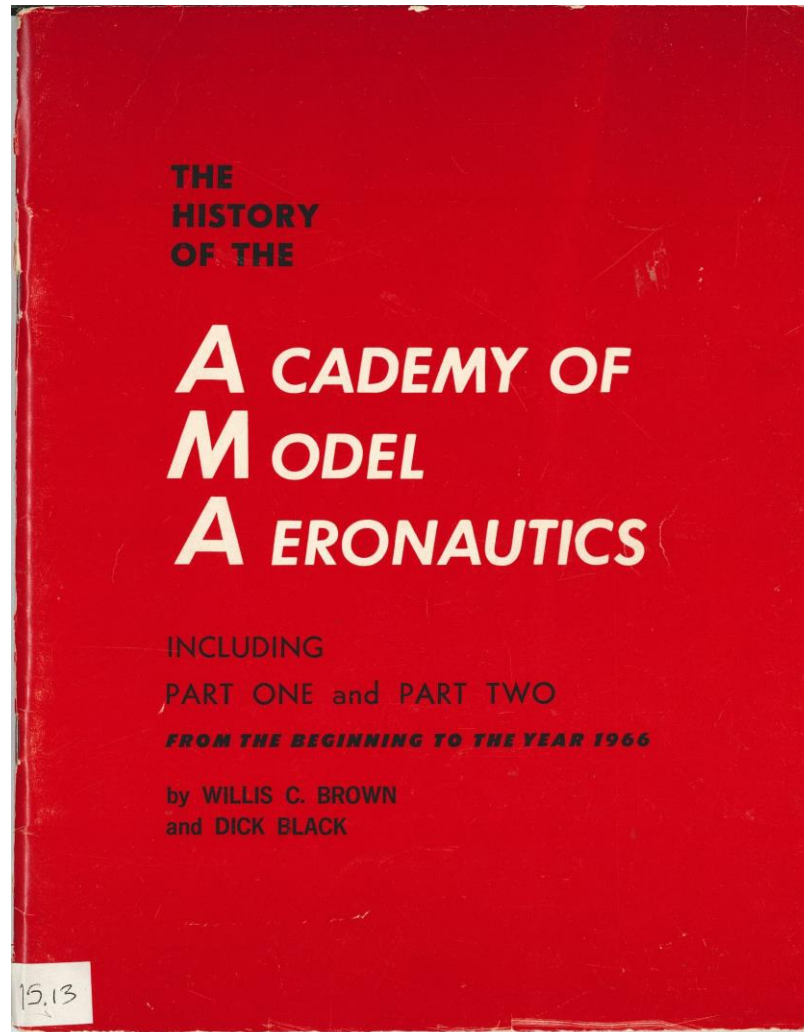


The AMA History Project Presents:
**THE HISTORY OF THE
ACADEMY OF MODEL AERONAUTICS**
Since 1936



Written by WCB & DB (1966); Reformatted by JS (2017-2018)

The book, The History of the Academy of Model Aeronautics, including Part One and Part Two from the Beginning to the Year 1966, by Willis C. Brown and Dick Black, was published by the AMA in 1966, coinciding with the AMA's 50th anniversary. We recreated that book here, with slight edits and adaptations for readability, continuity, and searchability.



-----End Cover/Page 1-----



Without Walt Billett's persistent involvement of the Flying 8-Ball Club, it might have ceased to exist long ago. The fun and fund-raising club was formed in 1946 to promote model aviation and the Academy of Model Aeronautics. Walt also worked for years to get this history of AMA produced. Without his untiring efforts, including most of the type setting, this book may never have been published. Through the 8-Ball Club and this history, Walt Billett has earned the recognition he often sought for others.



Award of the Walt Billett 8-Ball Living Cap is a highlight of the 8-Ball fun activities. The big cap, sure to evoke a smile from anyone who sees it, was created from galvanized wash tub, loose guttering downspout, baking pans, and various other plumbing paraphernalia. Recipients usually have been hobby industry, Navy or AMA people who have made outstanding contributions in model aviation. Trophy shown with winner Commander Paul Beyer (L) and Admiral George Koch.

**The History of the
Academy of Model Aeronautics**

Part One

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Birth of the Academy of Model Aeronautics History

It all happened at Glenview Naval Air Station during the Nats of 1962 when Walt Billett spied on the wall in a ready room of the hangar a piece of paper 11 x 17. It was a chart of the Base giving all the details of command from the Commander down and details of procedure.

“Just the thing the Academy needs to inform its members and acquaint them with procedure,” said Walt. “The Bylaws at a glance. Nobody reads them and here is the answer.”

On application to the commander to remove it, permission was given and Walt had the nucleus of the History of the Academy of Model Aeronautics in his pocket.

Well, it’s been a battle ever since. First thing was to find a capable and willing writer. Finally after consulting with Russ Nichols, Russ came up with Willis Brown in 1963, the first AMA President.

Well this idea of a Chart of the Academy to be bound in the center of *Model Aviation* (the Academy publication) like Topsy, just grew and grew and grew. It grew into a history with the chart as the last page.

Actually Russ had commissioned Willis to put a history together a couple of years earlier than this but the project was only a general and undefined effort until Billett gave it some impetus.

In the meantime Walt had printed a small prospectus or dummy of the History showing the makeup. It was to be 5 ½ x 8 ½ in order to bind into *Model Aviation*, which was small at that time. Size was eventually changed to 8 ½ x 11 to conform to later size of *MA* - approximately 32 to 48 pages as originally planned.

These dummies were sent to quite a list of the Old Timers with an explanation of what we were trying to do and a request that they come through with a complete written collection of Academy doings as they remembered. Well, this was quite a disappointment so far as quantity was concerned, but did produce some very good stories to turn over to Willis. Walt had to write some of them 3 or 4 times to get results but we are very thankful to those who took the time and made the effort to help make our History more complete. Credits to those individuals are given, with thanks, at the beginning of this history.

Willis Brown put in over 300 hours of direct labor on the history, many more on general research. He began at a leisurely pace in 1960, accelerated considerably under Billett's urging from 1962 through 1965. The job of completing Brown's effort - that of carrying the history from the early days of model aviation through the start of World War II - was expedited in late 1965 by the direct cooperation of AMA headquarters. Until that time, Willis did all work alone including all typing. When it became obvious that the bare writing job was about done, headquarters pitched in with final typing and production of duplicate copies. This enabled the job to go to the printer at last.

And who was the first to get type set on the project? It was Walt himself. Billett had many years of printing business experience and also had access to a print shop he had previously owned. Walt was able to work spare time, often at night. So Walt not only provided inspiration for the project he also got it into being.

But it took even more. Somebody had to go out and raise the money that was needed to cover printing costs and also reimbursement for the authors. It took a long time, covering many years of behind the scenes wheeling and dealing at many Nationals and Chicago Trade Shows. In early 1966, having gotten a few partial history copies in bound form, Walt talked himself out of the hospital just long enough to get to the Trade Show with sample copies and another round of seeking sponsorships. Obviously, if any one man is to be credited with the AMA history job, Billett is that man. This is his monument to a dedicated dream.

Taking up where Willis Brown left off, Dick Black was brought into the history picture by John Worth in late 1965. Headquarters files of postwar material were made available and the second phase of the history project was begun. It soon became obvious that this job would be tougher than the first. Many more years of history were involved, with many more intricate details of AMA operation involved, many more achievements and many new personalities. The job will never end - we hope - and it will go on to record many more fascinating years of Academy progress.

John Worth, Executive Director
of the Academy of Model Aeronautics

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Origin and Chronology of Presidents

Academy of Model Aeronautics

Frank Zaic says that the movement for an organization like the Academy began in 1932 when Lieut. H. W. Alden and William R. Enyart started the Junior membership plan of the National Aeronautics Association. Frank is alone in placing the date that early. In 1934, the Akron Technical Conference following the Nationals came up with the idea of a separate organization to be run “of, by and for” the model experts. There is general agreement on this date but the meeting could not agree on a name.

In 1935, at Detroit, the name “American Academy of Model Aeronautics” was accepted by the Nationals Conference. *[HP editors’ note: The first name of the organization has also appeared in other documents as “American Academy for Model Aeronautics”]* It was decided to name Provisional Officers and Committees at the 1936 Nationals Conference. This was done in Detroit in 1936. The names and offices are listed in Vol. I No. 2, August 1936 issue of *Model Aviation*. These Officials were to run the Academy until an election could be held that would be more representative of the membership than the National Conference. The same Officers and Committees were elected by mail ballot in December 1936 to serve for the calendar year 1937. Thus the Academy came into active being in 1936.

Chronology of Presidents

- | | | | |
|-----|-----|---|--------------------------------------|
| No. | 1. | Willis C. Brown, elected to serve for 1936 by Council | |
| | | Willis C. Brown, elected to serve for 1937 by membership ballot | |
| | 2. | Albert L. Lewis..... | 1938 by membership for calendar year |
| | 3. | Edward Roberts..... | 1939..... through 1942 |
| | 4. | Irwin G. Ohlsson..... | 1943..... through 1946 |
| | 5. | Everett N. Angus..... | 1947..... through 1948 |
| | 6. | C. O. Wright..... | 1949..... through 1950 |
| | 7. | Kenneth Held..... | 1951 |
| | 8. | Frank B. Bushey..... | 1952 |
| | 9. | Keith H. Storey..... | 1953..... through 1956 |
| | 10. | Claude McCullough..... | 1957..... through 1958 |
| | 10. | Walter A. Good, PhD..... | 1959..... through 1960 |
| | 11. | Peter J. Sotich..... | 1961..... through 1962 |
| | 12. | John Worth..... | 1963 through Jan. 1964 |
| | 13. | Maynard Hill..... | Feb 1964 through Dec. 1964 |
| | 14. | Howard E. Johnson..... | 1965-1966* through Dec. 1966 |

*2 year terms initiated in 1965

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Credits, with Thanks

It was a great pleasure to receive from Philip Zecchitella, Editor of 1936 *Model Airplane Yearbook*, permission to quote from his very excellent book which is now one of many valuable collectors' items. For Business reasons, Phil shortened his last name to "Tell" and we hear that he is doing more than "all right" in his own business.

To Al Lewis we all owe a debt of gratitude, not only for the resources he has made available, but also for the hard work he and the Headquarters Staff performed [on] behalf of our great sport when he was President of AMA, and also later when he was Executive Director of AMA.

When Everett N. Angus became President of AMA, he brought to the difficult postwar years a wealth of practical experience as a club leader and as a staff member of AMA Headquarters. His cooperation and resource material furnished at this time is typical of his interest in the promotion of model aeronautics, and his willingness to be helpful.

To Charles Hampson Grant we owe more than can be expressed here. As Editor of *Model Airplane News*, he was a leader. He focused attention on learning the factors contributing to the art of designing model planes, then testing them in competition. Always a supporter of the early Academy, his letters have been very helpful to the Historian.

Carl Goldberg dug through his old clippings and was very cooperative in making available information on the early days.

The Polk Brothers have helped make available early information. They were especially valuable in re-contacting Phil Zecchitella.

C. O. Wright is well known as a "doer" and when asked for historic material concerning his term of office as President, he came up with the impressive facts for use in the chapter covering postwar Academy activities.

Walt Billett is major domo of the effort to get the story of the birth and early days, of the Academy into *Model Aviation*. He also provided valuable material on the Sixteenth Nationals in 1947.

Frank Zaic not only provided much of his early recollections of the Academy and its growth, but gave original newspaper articles concerning early Nationals. Frank was a member of the first Executive Committee and has a personal remembrance of early AMA problems.

Gordon Light lives and works in the Washington, D.C. area and has been most generous with recollections of the early days which he was able to verify from his scrapbook.

Walt Good likewise lives and works in this area, and from his scrapbook was able to provide accurate information, particularly regarding radio-controlled model aircraft events.

Russell Nichols, former AMA Executive Director, John Worth present Executive Director, Frank Ehling, 'Technical Director and William Winter, Editor of AMA's monthly magazine *Model Aviation*, have all cooperated in making this historic sketch as complete as it is. The staff of NAA, especially William (Bill) McCracken with his excellent memory, has been most helpful.

Early Presidents

Willis C. Brown, President No. 1 of the American Academy of [for] Model Aeronautics appointed with other officers and committee members by the Council in July 1936 to serve until first election in December. Elected to serve as President January 1937 to December 1937. (Formerly Director of Jordan Marsh-Boston Traveler Junior Aviation League.) The following is extracted with permission from *Model Aircraft Yearbook*, 1936, by Philip Zecchitella.

“Became interested in subject of model airplanes between period of 1909 and 1911 at which time Wright Brothers were thrilling young America with glider and experimental plane flights. In 1911 formed Independent Aero Club with several cronies. What it was independent of nobody knew because it was the only club of its kind within the knowledge of its charter members. Spent sleepless nights in developing a marvelous organization to embrace all the youth of the home town. A hand printing press was purchased and printed fliers announced stupendous fact i.e. formation of Independent Aero Club. Populace did not seem much impressed and club died natural death. Its few members were never the less undaunted and continued model flying experiments. His first model was copy of Bleriot's monoplane with framework of chestnut strips glued together and wound with thread. Then covered with silk from an old umbrella and powered with several rubber strands knotted together. It presented formidable appearance but was particularly outstanding in complete lack of good flying qualities. Next few years devoted to coating proverbial bread with jam. Organized the Roslindale Aero Club, in Roslindale, MA. At this time Jordan Marsh and newspaper Boston Traveler decided to co-sponsor model flying organization to be known as Jordan Marsh-Boston Traveler Junior Aviation League. (1929) League bounced into husky individual. Burden of details fell upon H. Russell Clement and himself. League initial meeting was attended by 1200 enthusiastic cherubs from Boston and vicinity. First capacity in league was that of Chief Instructor. Later appointed to League Director. Is glider fan. League successfully constructed Baker-McMillan secondary. Another development was well known Boston point system for model competition. Has been much copied by other organizations. Club has weekly news sheet, *Wing Overs*, edited by mad genius Al Lewis. Personal statistics: is now director of training for Jordan Marsh Company. Manages to keep an eye on the League. Ambition has been to give youngsters interested in model flying game an opportunity to express themselves and develop along lines which were denied him in his earlier days due to lack of some older interested party. Is member of NAA Model Airplane Committee. Attends all National Meets. Saw him at St. Louis, flying indoor microfilm job. On every flight model would catch in ceiling lights. Must have been a hundred ceiling lights in the Olympia Auditorium that day. Finally model got well into some time on a flight in which it evaded lights. But no soap. Motorstick snapped.”

Phil had a wonderful style of writing. It's too bad he decided to become a millionaire (?) manufacturer as President of his own Company instead of a writer. Incidentally although on one flight a motorstick did snap on launching, the best flight of 14 minutes 13 seconds placed Willis 6th in the Open Class Indoor Hand Launch Stick event in the 1935 Nationals and the plane landed in the balcony.

“Brown got his B.A. in Education from Boston University and devoted the greater part of 40 years to teaching, supervising etc. in the field of Industrial Arts or Vocational Education. Because of his youth aviation experience he served as Specialist for Aviation Education for the U.S. Office of Education, Washington, D.C. When he retired in 1960 he was Specialist for Aerospace Education. In 1955, he was awarded the Frank G. Brewer trophy for outstanding service in the field of youth aviation education. In retirement now at his home in Bethesda, Maryland, he serves as Treasurer of two organizations and does some magazine writing as well as serving as Historian for the Academy of Model Aeronautics.

“**Albert L. Lewis**, President No. 2 of the American Academy of Model Aeronautics elected to serve from January 1, 1938 to December 31, 1938. At that time he was Editor of *Wing Overs*, weekly publication of the Jordan Marsh-Boston Traveler Junior Aviation League and member of the advertising department of Jordan Marsh Company.

“Motivated by the enthusiasm and admiration that followed the famous Lindbergh flight in 1927,

...

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Above: Al Lewis, at the microphone, announcing model meet in New England during the thirties, later on he was president and then executive director of AMA.

Left: Willis Snow, first AMA president and AMA historian, with indoor model which placed him 6th in 1935 Nationals at St. Louis. Right time was 14 min., 13 sec.



Frank Zalc (L) was presented with the Paul Tissotier Diploma in 1955 as recognition for outstanding efforts in fostering international aero-modeling. Presentation made in conjunction with the General Conference of the Fédération Aéronautique Internationale at Vienna, Austria, by Dr. Drimmel, Austrian Federal Minister.

“Al” Lewis as he is known to his myriad of friends lost no time in joining the newly organized Junior Aviation League of Boston in 1929. He was attending, and graduated from Somerville High School, in Massachusetts. Few people know of Al’s early model plane interests. He was one of the top builders of those exact and beautiful “flying scale models” in the Boston area. This specialty was soon complemented by his growing interest in writing. He wrote for his High School publication, he wrote, wrote, wrote, and soon took over the Editorship of the Junior Aviation League publication *Wing Overs* when its previous editor John Bartol went to Annapolis to train for a career in the U.S. Navy. Al’s free-wheeling style of writing soon became well known nationally in the famous *Daily Blurb* issued for banquet distribution in Boston and at the Nationals. The 1939 Nationals *Daily Blurb* looked like a commercial job with improved layout and better lettering techniques etc. The editors that year were Al Lewis, Avrum Zier and John Kubilis. Al now worked in the Advertising and Sales Promotion Department of the Jordan Marsh Company, department store of Boston, where he did routine advertising work, running the Junior Aviation League’s program of events and writing the newspaper publicity to help Gunnar Munnick who followed Willis Brown as League Director. How Al found time to attend classes in Journalism at Boston University evenings is hard to understand. This was in addition to doing freelance writing for the Christian Science Monitor and other periodicals such as the Boston Herald-Traveler. He was Editor of *Model Aviation* in 1937 which held the Academy together. His first real opportunity came about when he attended the First Technical Conference of the Academy in Washington, D.C. in March 1938. In Al’s words: “Bill Enyart (NAA Contest Committee Chairman) had me fly down from Boston, on an airline ‘space available’ pass, (with that you waited around for an empty seat – not a long wait in those days,) and by paying the small tax, you were flown by the hungry airline. After we got to D.C., Enyart had us put up at a good hotel, had an afternoon tea for the boys with all the pretty NAA stenos serving as hostesses. Then he gave us a grand tour of Washington’s aviation facilities, (Bolling Field, Anacostia, Smithsonian, etc.) behind a screaming motorcycle escort of about 12 cops - a real flying wedge just like the President gets. Well - I’m telling you - all that was just too much for this 23 year old Bostonian. I was ripe. I had felt the Enyart touch. So off to Washington, D.C. I soon went.”

“Al left his department store work where he was Assistant Direct Mail Advertising Manager (long title - short salary), to be Secretary-Treasurer of the NAA Model Division and to help the Academy at the same time. He received the magnificent starting salary of \$1800 in 1939. He and Walton H. Grubbs soon had things humming. A year later in April 1940 they were able financially to take on Bruno Marchi as Technical Director. In the meantime Al had become Executive Director which as Al says meant that “I acted as chief office boy, ran the mimeograph machine, licked stamps, did a little two finger typing, gave out with some publicity and served as the Academy’s D.C. welcoming committee etc.” This of course was an understatement of his increasing worth to the field of model aviation. The NAA Model Division merged with the Academy in 1940. Al says NAA’s contribution to the Academy in its early days was far more than most NAA Officers or AMA-ers realized then or now. With William R. (Bill) Enyart a power in NAA Headquarters and thoroughly sold on the value of model aviation to the youth of America, and with Gill Robb Wilson as President of NAA, and Bill Redding from Denver as NAA “watchdog,” things were right for AMA’s advancement. “Let the adults pay, - we’ve got to look after the modelers,” Bill Redding would thunder in Board meetings. The International Gas Model Airplane Association (IGMAA) had earlier been merged with the Academy and with this country’s entry into WWII, the new Air Youth of America organization was also bequeathed to

NAA and ended up as part of the Academy. Bruno Marchi had joined the military ranks, and in summer of 1942, Al left the AMA for military service, ending up in that garden spot of the world, North Africa. His delicious chow there taught Al where the term “sandwich” came from. He says two slices of bread with desert sand blown between them must have been the original sandwich. Another achievement he learned while going to code school was to drink tea with milk already in it. An expert in encoding and decoding messages for the U.S. Army Air Force, Al soon straightened out Rommel’s Panzer Divisions, and when General Eisenhower got the other details of the war cleaned up, Al returned home a “victor” on a troop transport which landed him at Baltimore where he debarked and was de-loused. His first port of call was Washington, D.C., where he received a cordial welcome from the AMA and NAA staff. With Al at his old desk and swivel chair in the Academy of Model Aeronautics section and Russ Nichols handling the Air Youth of America division, Al toyed around putting out three periodicals with one hand and wondering what to do with the other. His energy seemed boundless, and his experience in the U.S. Army Air Force gave him a chance to hatch up more ideas. Soon Al cast the die and decided to take on the big city of New York. He was employed by the Polk Brothers as advertising manager on his way to becoming Editor of *Air Trails*, which in turn became *American Modeler*. Time hung heavy on his hands so he also edited *Air Progress* and *American Modeler Annual*. He may have another magazine by now. He keeps up his many friendships in the model industry and particularly with the Hobby Industry Association of America (HIAA). In July 1939 he helped create this organization with his Academy publication, *Model Aircraft Industry Coordination Bulletins*.

Edward Roberts, President No. 3 of the Academy of Model Aeronautics elected to serve from 1939 to 1942.

It has been difficult to obtain reliable information about Roberts as no one has heard from him since 1942. He came to prominence in connection with one of the very earliest model gasoline engines produced and distributed commercially. The engine was produced by William Brown of Philadelphia, and the name of his company was Junior Motors Corporation, 2545 North Broad Street, Philadelphia, Pennsylvania. This company issued an offset news bulletin called “Brown Junior Motor News.” The editor of this publication was Edward Roberts. Ed served as President following Al Lewis. In the spring of 1939, Ed was the first President to have an AMA Director in Washington, D.C. heading the model division of NAA, while at the same time taking on the day to day operation of the Academy of Model Aeronautics. Ed Roberts was quick to see the value of radio-controlled model aircraft and donated a trophy for this event at the Nationals. He donated a cash award to make the competition keen. It is hoped that someone with more information will write to the AMA Historian with information that will bring this sketch up to date.

Early Personalities

Jesse Bieberman, (Sponsor, Northwest Chapter, Philadelphia MAA) quoted from *Model Aircraft Yearbook*, 1936, by Philip Tell, with authors permission.

“Attempted to build first model eighteen years ago (1918) from dowel stick and cardboard. Was a remarkable failure. Activity thus terminated until 1928. Was teaching mathematics in a Philadelphia High School. Still is. Organized High School Chapter of the PMAA. Tried girls

clubs several times but gave up in disgust. Asked to sponsor Northeast Chapter in 1932. This chapter won PMAA championship in 1933-1934. Among members of this famed Northeast Chapter are Maxwell Bassett, Mayhew Webster, John Haw, Jesse Jenson, Mike Lichstein, Robert Jacobson, Stanley Jonik and Mathew Kania. Strongest bid is indoor competition. In 1934, he won the indoor...

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...open fuselage event. He was the only entry! Built the ship at 5 a.m. of the morning of the meet. Won the indoor open fuselage again at the 1935 Nationals. Had competition this time. Placed first in the open endurance event at 1934 Eastern States Indoor Championships. Has long since realized that he will only be able to equal Carl Goldberg's flights about three years after Carl makes them. Does not care for rubber outdoor flying. Has little time for scale models. Became interested in gas models two years ago, after continually inferring that he would have nothing to do with them. His first ship had all balsa wing with span of six feet five inches. Brought ship to one of the early Hadley Field meets but had motor trouble and did not fly. Built new fuselage for ship and crated to St. Louis Nationals. Best flight over three minutes. Returned home and increased dihedral. After that all flights were good. Entered same ship at Gordon Light's Lebanon meet and set new open world's record of twenty-two minutes and fifty-one seconds with fuel allowance of one eighth ounce to pound weight. A few weeks later flew ship at Bamberger Meet at Hadley Field. Weather bad with ceiling zero. Model lost in fog and not recovered to date. Contest incidentally was won by Mrs. Allen Turner. Jesse advises other gas modelers not to fly ship in fog. Is very much sold on all balsa construction for gas models. Believes ships of this construction can take much abuse and with little weight. Personal statistics. Mrs. Bieberman so continually insisted that gas models took too much of his attention away from her that she finally became interested herself, in self-defense. Likes Ford V-8s and Brown Junior Motors and has both. One of our most popular open class contenders. Never misses a National Meet. Prefers removable motor mount of his own design for gas ships. Values his gas model at \$60 complete with motor. Is a radio "ham" and is working on radio-controlled model. His idea for Radio Control method is most plausible one we've heard yet."

Addendum - Jesse has retired from teaching and puts a lot of time in his amateur radio work. He is "Manager of the QSL Bureau" for the American Radio Relay League Third Call Area. Recently was elected by big majority for a term as Vice Director for A.R.R.L. Third Call Area. Is an effective hard worker in amateur radio as he always was in model aeronautics.

C. E. Carmichael, (Director, Stix, Baer and Fuller Aero Club.) Extracted with permission from 1936 *Model Aircraft Yearbook*.

"In early youth developed unaccountable craze for model airplanes. Was able to partially satisfy by attempt to build models. Could buy no supplies and had no plans to work from. Got around problem by trying to reproduce pictures of planes from newspapers. They did not fly but had wings and propeller just like real thing and so was very proud of them. Came to St. Louis after graduation. Discovered quite some interest manifested in model work there. Visited the old St. Louis Model Airplane Club and took note of plight of boys. Members had plenty ambition but no treasury... Since he was associated with large store, he began thinking of solution of problem.

Reasoned that hundreds, perhaps thousands of boys are potential model builders. Told his firm that a model airplane club properly organized and promoted by a large business firm would bring boys of St. Louis right into store in droves. Pointed out that store could make friends of boys and consequently families of aforementioned would become customers. Superiors thought idea quite plausible and went to work. Invited all model clubs of St. Louis to join and combine under one sponsorship. Store guaranteed to provide funds to insure a realization of their dreams. Along came Airplane Model League of America whose plans were dovetailed with their own. The club was on! From this point on the story is one of rapid development and growth of the Stix, Baer and Fuller club which was his brainchild. His secret joy is the fact that he has been instrumental in making it possible for boys of today to build and fly efficient models, as well as enter them in competition. Has elevated the once unimportant boys play into one of the greatest sports and educational agencies the country has ever seen. Organized and directed the 1935 National Meet. Was visited by Bill Enyart who had naught but praises for the fine work. Has most efficient and understanding assistant by name of H. T. Sommers. Personal statistics: much loved by St. Louis boys and looked up to by leaders all over the country. Is very handsome and very well groomed. Speaks quietly and never of himself... Very fine sense of humor. Spares no expense in securing prizes for his boys. Annual Mississippi Valley meet represents greatest array of trophies ever given at any meet. Also included as prizes are numerous trips by air. We pray for more like him.”

Victor Russel Fritz, (Field Director, Philadelphia Model Airplane Association.) Extracted with permission from 1936 *Model Aircraft Yearbook*.

“Did graduate work at University of Pennsylvania. Became a model airplane enthusiast in 1908. Made successful early flights. Has designed and built more than 2000 model airplanes. Assisted in building a biplane glider in 1910. Flight experience began in 1910 with a glider flight. At present time is sportsman pilot. Member of the National Aeronautic Association. Assistant Secretary of the Aero Club of Pennsylvania. Co-officer is Percy Pierce. Appointed Director of the model aeronautic exhibit at Franklin Institute, Philadelphia. Director of the training program of the Philadelphia Model Airplane Association which has developed many of the outstanding model airplane designers and flyers. Many hold national records. Gas model flying made popular in and around Philadelphia. Later spread all over the country. Contributed original interest and material support. Sponsored and followed by airplane Maxwell Bassett’s famous two-and-one-half hour flight from Central Airport, Camden, New Jersey, to Middletown, Delaware. Maximum altitude reached on this flight was eight thousand feet. Model was powered with a Brown motor, one of the originals. Bassett still has this motor and uses it occasionally in competition. Conducted experiments with model airplanes and gliders in high altitudes. Summits of mountain peaks over fourteen thousand feet high were the principal scenes of operation. Contributor to current aeronautical publications. Personal statistics: Is instructor of Industrial Arts at Olney High School in Philadelphia. Franklin Institute, with which he is affiliated, is world-famed for its exhibits. Flies to all model contests. The Philadelphia Model Association, of which he is Field Director, is carried on in cooperation with the Philadelphia “Evening Record” and the Philadelphia Playground Association. Unlike other organizations, the PMAA does not send representative members to out-of-town or National meets. Those who go must pay their own way. Inasmuch as PMAA members participate in all eastern meets, no Philadelphia meets are held for out-of-towners. We wonder why.”

Addendum: Ten or fifteen years ago it was observed that Vic had grown a beard and taken up “Mountain Climbing” as a hobby. He took on this specialized hobby with the same intense enthusiasm that he was noted for when promoting model aeronautics. He had put on some weight, which probably contributed to factors which ended his life on a high mountain top in the west.

Charles Hampson Grant, (Editor, *Model Airplane News*.) Quoted with permission from 1936 *Model Aircraft Yearbook*.

“Born November 20, 1894. Great grandfather John Hampson, designed and supervised building of De Witt Clinton, first engine to pull passenger train on New York Central Railroad... Grandfather, Edward P. Hampson, Steam expert. Equipped Edison shop at Menlo Park, NJ Supplied lighting machinery for Statue of Liberty. Getting down to Charles: Caught chronic air fever while attending first aviation show in New York...

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...in 1908. Bought blueprints for model airplane which he constructed of whitewood. Did not fly. Next contraption was 28 inches long, wooden frame covered with tissue paper. Steamed hardwood prop. Flew 50 feet. In 1909 built single stick pusher. Came within 10 feet of 431 foot world record, held by Percy Pierce... Constructed pair of wings for his bicycle. Ten-foot span covered with straw matting. Bike went up and Charles came down - hard! Octave Chanute inspired next creation which was 13 foot monoplane glider. Carried Charles safely from long sloping roof of his house into adjacent hay field below. Decided to build a real glider. Worked on it six months. Was 25 foot biplane. Made first flights in summer of 1911. Cracked. Repaired and added higher lift section. Made about 300 flights during summer of 1912, attaining maximum altitude of 30 feet. Graduated from Steven’s School in 1913 and entered civil engineering school at Princeton University. Left college for a year and secured job with Grover Loening as bench mechanic at Sturtevant Aircraft Company in Jamaica Plain, MA. Received staggering sum of \$8 per week. Worked from 7 to 5 with Sunday off to encourage spiritual development. Four months later resigned for job in repair shop at Roosevelt Field. Reentered college in January 1917 to complete last half of Junior year. War. Two rich old Princeton grads donated three Curtiss JN trainers for Princeton would-be war pilots. Became Vice President of Princeton Aviation Club. Took flying physical examination but was turned down. Ear trouble. Left Princeton in senior year and enlisted as private in aviation section of Signal Corps, U.S. Army, in December 1917. Assigned to 84th Squadron at Kelly Field, Texas. After three months duty was transferred to school of military aeronautics at Massachusetts Institute of Technology. Graduated as Cadet in 1918. Was commissioned as Second Lieutenant and assigned to the technical Section of the Air Service, Washington, D.C. Department was moved to Dayton, OH in 1918... Worked on design of new pursuit plane... War ended shortly afterwards. Was honorably discharged in 1919. Prior to discharge built and flew some interesting models. Was approached by Dayton businessmen with offer to put them into production. Developed a system which flooded middle west with planes that would fly from 100 to 2000 feet. Greatest problem was producing propellers. In three days Charles designed and built first machine to manufacture propellers in large quantity. One man and helper could now produce 1000 propellers per day. Company failed in 1921 due to poor

business conditions. Mr. Grant returned east and organized the Duncan Camp of Boy Building. Directed this successfully for seven years until Mrs. Grant's illness forced abandonment. At this time he perfected an exceedingly practical and fool proof plane. The Grant Aircraft Company was organized in 1928 for the purpose of manufacturing this model. Could not supply them fast enough and leased right to manufacture to Kingsbury Manufacturing Company of Keene, NH. Entered their employ as consulting engineer. During two years... over 200,000 aluminum models of six designs were made. Models were sold as the "Kingsbury Silver Arrow." Depression of 1929 ruined toy industry... Was asked to become Editor of *Model Airplane News* which post he accepted in December 1932. Looked upon his editorship as merely temporary, but four years have passed and is still serving readers of that publication. One of his most important accomplishments is the compilation of model design data collected over a period of seventeen years into article form. These articles... in *Model Airplane News* will soon appear in book form. Personal statistics: Likes good cigars and plenty of them. Used to have a good old reliable Ford Model A roadster which delivered him to all model meets. Has recently gone modern and was spotted in a new Chevrolet Convertible. Designed the "KG" gas model which has met with tremendous success in all parts of the world. Based design on sound principles of stability and aeronautical efficiency. Has most charming wife. Commutes to New York from Connecticut. Dynamite when aroused. Floored spectator at IGMAA meet when latter chased and threatened a contestant. We forget the count." Grant is now retired and lives in Vermont. Has been called by many "The Father of Model Aviation." His book *Model Airplane Design and Theory of Flight* was effective stimulant to encourage youth to design their own models. Holds several patents, licensed the multi segment wing flap used on Martin 404. States that Boeing 707 uses version of same. Has innovating ideas on a "safe" plane, would land at about 35 mph. One of biggest contributions was the war he waged on the Junior Birdman organization plan to stop gas model flying as dangerous. Charlie, the IGMAA and *Model Airplane News* fixed that and gas model flying came into its own.

Percy Pierce (Vice President, Aero Club of Pennsylvania.) Philadelphia, PA. Quoted with permission of Editor, 1936 *Model Aircraft Yearbook*.

"At age of 12, in 1906, built his first model airplane... In 1908 exhibited rubber powered model at the first aerial show, Morris, PA, New York, sponsored by the Aeronautical Society. Was a six foot model bi-plane of dowel stick covered with cambric. In 1909 built and flew what is believed to be the first pusher type model. Proved to have the best performance of any model up to that time. Won first trophy in 1910. From 1910 to 1913 won 26 cups and medals in contests staged in New York, Brooklyn, New Jersey, and Philadelphia. On December 3, 1910 made a flight of 222 feet 7 inches, R.O.G., which stood for longest flight in 1910. Models in these contests weighed approximately a pound or more. His models held records for 1911-1912-1914 with flights of 1814 ½ feet and 2733 feet respectively. In 1911 built and flew original hydroplane... introduced first double geared winder in the form of an attachment fitted to a hand drill. Became model editor of *Aeronautics* and editor of *Fly*, early aeronautical publications... Sold a fool proof model known as the "Percy Pierce Flyer." Made his first solo flight at Nassau Blvd., [Long Island]. Built three gliders between 1912 and 1914... Made about sixty flights... During the War was commissioned first lieutenant... After WWI manufactured the "Loop-O-Plane," a metal and fiber glider sold everywhere. In 1929 was co-organizer of the Philadelphia Model Airplane Association. Organized the Delaware County Glider Club. Has "C" sailplane glider license

passed with sailplane of his own design. This glider is now in the Franklin Institute..." Was one of seven original signers of American Academy of [for] Model Aeronautics agreement with the National Aeronautic Association, May 15, 1937. Always supported AMA. Your Historian regrets that when he wrote to Percy Pierce for resource material for this history, he learned that Percy had passed away just a few weeks previously. With Cecil Peoli he was one of the very earliest big names in model aeronautics and did more than can be here told to aid its advancement. Will be remembered as a fine sportsman and a gentleman.

Irwin S. Polk (Nationals and Academy promoter, hobby industry pioneer). Honored by biography in April 1965 *Craft, Model & Hobby* magazine, from which most of the following was provided.

Irwin S. Polk founded the Aero Club whose media was the "Just for Boys" column of the *Newark* (New Jersey) *Evening News* about 1925. When members found it difficult to obtain model supplies he urged the leading local department store to establish model section. It did and got him to set up and run the department. Then, Irwin formed the larger Bamberger Aero Club, which became the forerunner of several such department store efforts notable among which were Jordan-Marsh in Boston and Stix, Baer and Fuller, in Saint Louis. Irwin conducted weekly meetings, gave lessons in aeronautics and personally taught over 4,000 boys and girls to build model planes which had to pass flying tests.

In 1932, in the heart of the depression, he arranged to have Bambergers sponsor the National Model Airplane Championships in Atlantic City. He enlisted the aid of the...

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Early pioneers of AMA at technical symposiums arranged by Irwin Falk of Mohl New Yorker, New York City. 1st row (l to r): Phil Tell, Carl Goldberg, Ed Roberts, Irwin Falk, Al Lewis, Walter H. Grubbs. 2nd row: Victor Fritz, Phil Pepose, Joe Kovsi, Roger Howser, Louis Gerami, unidentified modifier, Lase Stalman. 3rd row: Henry Shrek, Walter Berry, Nathan Falk, Avrus Zaik.



Carl Goldberg with original lateceptor rocket gas model design, typical of the pylas type of high performance model pioneered by him prior to World War II.

...Visitors Bureau, Chamber of Commerce, Civil Aviation, Naval and Air Force authorities, and with less than \$200 brought a National Championship.

When the Junior Birdmen started Irwin was chosen as its technical director. He induced his brother Nat to take over the Bamberger Aero Club. As head of the Junior Birdmen Institute, Irwin conducted a lab to test and inspect model kits. A seal of approval was granted for ease of assembly, material quality, and performance. This helped inspire many manufacturers to simplify and upgrade their kits.

When the Junior Birdmen program was abandoned, Nat and Irwin went into business for themselves. Nat opened a shop in Newark and Irwin started on the second floor of an office building in New York City. Thus developed Polk's Model Craft Hobbies.

With Lieut. H. W. Alden, was instrumental in forming the model division of the National Aeronautic Association which later became the Academy of Model Aeronautics. He was able to help obtain national and international recognition for aeromodeling in the USA. He frequently went to Washington, without pay, to write the first contest and contest directors manual.

In 1936, there was no sponsor for the Nationals. So the late William R. Enyart of NAA got together with Irwin to find one. The Fort Shelby Hotel in Detroit gave him a room and office in exchange for making it the Headquarters Hotel. He persuaded the Exchange Club to form an aviation committee to help and got the assistance and support of every possible organization in Detroit. The Plymouth Motor Company supplied box lunches for contestants; Ford gave the victory banquet. Irwin directed the National Championships from 1936 through 1939.

When America won the Wakefield Cup and became the next contest host, Irwin organized the effort. He enlisted James Webb, then with the Sperry Gyroscope Company, to help open doors. Mr. Webb, who later became head of NASA, was interested in air minded youth and together they got Bernard McFadden to provide prizes, a blimp trip over the city and lunch with New York's mayor.

During the 1938 Nationals, Irwin invited people in the model industry to come to Detroit and see their products in use. Those few who attended, pledged to meet the following year at the Chicago Nationals and form the organization which is now known as the Hobby Industry Association of America (HIAA).

During World War II, with the late Paul Guillow, Irwin headed up the Model Industry Association's committee to incorporate aviation educational features in model kits and thus make them valuable to our war effort. This in turn enabled the industry to obtain materials during wartime shortages. The government needed models for identification purposes, but schools would not build them fast enough. When the government appointed a plastic manufacturer to mass produce them, Irwin negotiated for the civilian sale of these models. Under the Aristo-Craft banner, Polk thus introduced plastics to the hobby trade, and a whole new era in modeling was started.

The late Jim Walker of American Junior was a great friend of Irwin's. When Walker developed

the Control Line system, Irwin was one of the first people to be in on it and spread its gospel all over the East, to help start another era.

Irwin's achievements and help to the Academy go on and on. His efforts since World War II have concentrated on development of the industry and promoting cooperation with the Academy. The Academy/industry relationship still prospers from this influence.

Nathan Polk (Field Director, International Gas Model Airplane Association.) Quoted with permission of editor of 1936 *Model Aircraft Yearbook*.

“Demon organizer with a marked propensity to ignore his own welfare while assisting others. Took over Bamberger Aero Club when brother, Irwin, left for the Junior Birdmen Model Plane Institute. Changed club bulletin from a drab weekly digest into *Tailspins*, a lively news sheet. One of the original sponsors of gas model competition. Has directed more meets than one can count. Quit Bamberger Club to go into business. Opened Newark branch of Polk's Modelcraft Hobbies. Business ability became overshadowed by the Samaritan instinct with result that the store operated strictly for benefit of the model builders. Continued to stimulate gas model activity and organized International Gas Model Airplane Association (IGMAA) for the *Model Airplane News*, becoming Field Director. Closed up store and accepted post as Eastern Representative for the Burd Model Airplane Company. Has directed every large Eastern gas model meet. Has been writing ‘Gas Lines’ for *Model Airplane News*. Was formerly high salaried advertising manager for Sears Roebuck but gave up position to take over Bamberger Aero Club. That proves what we said in the first line.” Still active in Hobby Industries Association of America. Still is helping others, but store is now an outstanding success. With brother, Irwin, they make a team that is hard to beat in business or any project in which they are interested.

Carl Goldberg – “Mr. Modeling,” title given by *American Modeler*, hailed by expert builders and beginners alike as ‘Expert Designer’. Carl is typical of the many designers who have come to the top from the rank of model builders and flyers, and herein represents a host of individuals with similar talents.

The luster of his name has not dimmed with the years. At age 15 living in New Rochelle, NY, he flew his first “single prop pusher” for about 65 feet. He attended the 1928 Nationals, flying a twin pusher and received an Honorable Mention certificate.

Carl was fascinated by the possibilities of the fragile indoor models which he saw at the Nats. Skills in designing and building developed fast; seven years later he won a “first place” in this difficult event at the 1934 Nats. Frank Zaic's *Model Aeronautics Yearbook 1935-36* gives the plans for Carl's Open Class C Indoor Record Plane - duration 23 min 29.3 seconds.

He opened a Hobby Shop in Chicago where he was living in 1935, but he spent much of his time still building and flying model planes. He showed his ever increasing skills by producing a most advanced and unusual gas model, the Valkyrie.

After several years in his Hobby Shop, Carl became Chief Designer of Comet Models. His success was immediate as he had just designed what became the popular Comet Clipper. Carl's

next and most famous model was the Zipper.

He stayed with Comet Models for six years, designing several other Free Flight Gas models, Control Line models, and for the Armed Forces a Classroom Wind Tunnel. Then in 1947 he worked under the name of Top-Flite, producing such designs as Zing, Cumulus, Trainer, Rascal and dozen "Jig Time" beginners' kits.

In 1955, he went into business for himself, designing and manufacturing Carl Goldberg Models. With the help of his wife and family he started with a simple line of \$1 kits, scale like and made mostly of sheet balsa. Later came the Blazer, Ranger and the Swordsman 18. Carl Goldberg Models were really on their way when he produced the, Shoestring Stunter. Competition flying is in Carl's blood. He is famous for having participated in every Nats since 1928. As an old timer but always with fresh ideas, Carl has figured prominently in the history of model aviation and the Academy - always encouraging, always willing to help, always anxious to give others credit for his own success.

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The Zaic Family, principally Frank. - Model Aeronautic Publications, New York, NY. Brother John, and sister Christine.

John was a super designer and theorist who could become engrossed in designing and proving his design by performance. Flew in contests merely to prove his theory. Had no desire to write. Christine ended up with the business that started under the name of Junior Aeronautical Supplies Company located in 1934 at 328 East 6th Street, New York, NY, later at 203 East 15th St. Frank was prominent in the store in early days when he wasn't hitch-hiking all over Europe visiting model builders, etc. This Saga concerns Frank who was a member of the Executive Committee of the American Academy of [for] Model Aeronautics in 1936. He is given credit along with Lieut. Alden for producing those first two issues of *Model Aviation*. They headed us in the right direction. Long before this time Frank was a hot designer of model gliders and planes. Took to writing about 1932 or 1934. His annual publication *Junior Aeronautics Yearbook* was gobbled up by those eager for information that was forward looking. His books were annual if the previous year sales brought in enough to make a down payment to the offset printer, or if he was not wandering around the world somewhere. Took a lot of good natured ribbing for his grammar and spelling which looked as though it went to the printer without proofreading. Had several addresses, one of which was Junior Aeronautical Supply Co., 100 East 10th Street, New York, NY, from which the "Jasco" catalog and Handbook was a valuable item. Frank has a heart of gold, and spent much time helping others. During WWII tried to sell the military on value of model aviation activities. Some of it must have rubbed off on them. Varied his book emphasis, and "when the wind blew hard enough" he got off of dead center and produced *Model Glider Design*, or *Model Aeronautic Encyclopedia*, or *The National Model Airplane Meet in Pictures*. All were excellent value and deserved to sell four times as many. Frank worked on "a shoestring" most of the time. Went to Cornell to get special courses in Aeronautical Engineering. Joined John Glass in Clifton Precision Products. Finally heard the call to the great west, where he is now working, in California.

SUPPLEMENTARY NOTES TO THE AMA HISTORY

by Willis C. Brown, Historian

History has a way of accumulating without being noticed. Often this is discovered too late. In a letter to Carl Goldberg, dated November 7, 1952, the author states, "Russ Nichols has asked me to take on the task of writing up the early history of the Academy in its setting."

The task was accepted only because he said there was no rush. Early data was being thrown out with every office move, therefore he wanted a historian to gather the important facts of AMA beginnings for a permanent "Historic File." As Specialist for Aviation Education, U.S. Office of Education, there was no time to consider AMA history during work hours. In 1956, my Bulletin #11 entitled *Extra Class Activities in Aviation, Photography and Radio for Secondary School Pupils* was published. It stressed AMA and model airplane clubs. So AMA History had to compete for the few free evening hours.

It was obvious that each important fact would have to be verified in order to have an accurate history. Therefore many letters were written to obtain reliable information of early AMA activities, to supplement my own files. Some helpful replies were received, but many letters produced nothing. It was disappointing not to strike a bonanza which would make the history writing easy. A letter to Percy Pierce brought news of his death only a few weeks previously. A series of phone calls to Philadelphia failed to make his ample files available. A start was made in 1959, to determine an appropriate style of writing. After many rewrites I started on my outline in November 1960. Estimating 50 hours for gathering information, a record exists of at least 246 hours for research and writing, (not all hours got recorded) and 8 hours for editing making a total of 304 hours for this interesting job of telling and verifying the AMA story. It was a slow arduous job completed in December 1965. Not everyone may agree with everything written. Often "facts" from several sources varied. The History however is based on available facts as seen through the eyes and memory of your Historian.

This Historian would like to record the fact that he had a talented model plane builder in his son Ralph W. Brown. Because his father was Director of the Junior Aviation League (JAL) of Boston, he early learned good sportsmanship and wanted all to know that his building and flying was on his own, which it was. After winning 1st place in an indoor ROW event in Boston, he disqualified himself in writing to G. Munnick, Contest Director. Ralph reported that in his excitement he failed to float his model as required by rules. His stock went up with all his friends because he played square.

His first winning was a scale model event. Next he set a sensational USA Junior Outdoor Tow Line Glider record of 9 minutes 32 seconds in September 1936 when he was 14 years old. Frank Zaic's listing of cumulative USA. Records certified by NAA in 1938 show Ralph holding Junior Indoor Class A ROG record of 12 minutes 27 seconds, and Junior Helicopter Indoor record of 2 minutes 15.5 seconds. His Senior Autogiro National record, made in 1942 with a duration of 2 minutes 51.2 seconds stood for many years unbroken.

Soon he began to show up in the Boston Point System. Top honors determined who would represent the Junior Aero League (JAL) at the Nationals, and stimulated keen competition. In

1936, he finished in 10th place, by 1938 he was 3rd, 1939 saw him in 2nd place, and in 1940 and 1941 he placed 1st in points.

Ralph was a member of the Junior Aviation League Nationals team several years. He placed 6th in the Senior Indoor Hand Launch Stick event in 1938, his time was 18 minutes 14.4 seconds. 1939 was an “off year.” In 1940, he garnered a 5th and a 6th place in outdoor and indoor stick events. His best year was 1940 when he placed 2nd in the USA International Moffett Finals with a record of 12 minutes 11.6 seconds, and 3rd in Senior Outdoor Cabin, duration 17 minutes 36.1 seconds.

Your Historian honors and misses his son who was a WWII casualty in Germany, December 1944, age 22, and desires to dedicate this History to the honor and memory of Ralph W. Brown, expert modelcrafter.

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HISTORY OF THE ACADEMY OF MODEL AERONAUTICS

Prelude

The following historic material is prepared as far as possible with the idea in mind of its direct use by the Academy of Model Aeronautics and *Model Aviation*. However in covering source material of situations, it is necessary to go into detail more than should be done for a *Model Aviation* article. It is necessary to do this to get the total picture. In so far as possible it is desirable to keep together all information relating to one incident. Adequate documentation results in a rambling and sometimes wordy style which is not usable directly for an article. Therefore it is essential that a re-write be done for use in *Model Aviation*.

Your historian is very much aware that a history written by 3 people might read like 3 unrelated documents. Even statement of many “facts” would vary. This is because any historian writes from the background of his own knowledge, plus the information that it is possible to obtain from all other sources.

Facts have been checked where contemporary documentation was available. In other cases, such as “what date was the Academy born” it has been necessary to interpret the opinion of well-informed persons, each of whom is sure that his date is right. One leader says that the idea of the Academy goes back to 1932 when the National Aeronautics Association first considered setting up a “Junior, or Model Airplane” activity within its framework. Another equally qualified leader says the Academy idea was born in the technical session following the 1934 National Model Airplane Meet. Vol. I No. 1 *Model Aviation* states on pg. 3, “Interested model plane leaders discussed the plan during the 1935 Nationals.” (This does not preclude the possibility of 1934 planning.) Vol. I No. 2, dated August 1936 states, “During the (1936) National Championship Meet at Detroit, a provisional council and executive officers were named to conduct the affairs of the American Academy for Model Aeronautics. The officers will continue to serve as elected by the Council until the first annual meeting.” So a distinction can be made. The idea and plan for the Academy date from 1934-1935, and the Academy became a reality in 1936 with officers and

a publication.

It has been difficult to obtain information that should be included herein either because of the death of key individuals, or lack of response to appeals for information.

The beginning of AAMA and the early days of AMA were fraught with conflicting ideas, goals and plans, each championed by one or more competent leaders in various communities. This looked to outsiders as though the many powerful individuals within the AMA were pulling in many different directions, which is true. It was even observed that some were making proposals that were self-serving. This is an accusation, not a proven fact.

With the passage of time, it can now be seen in perspective. Competent state and local leaders were using all means to carry out their ideas. Some of the plans not adopted undoubtedly had merit. Some of the criticism of the start of the AAMA was also undoubtedly merited. However, the result is now apparent. The AMA has succeeded in a way that has served both youth and adults who enjoy the model airplane activity in an excellent manner. We now have continuing sponsorship of Nationals Contests. We have more events, the rules for which are arrived at by committee action. We also have more prizes now. We have a bigger and better magazine, *Model Aviation*. At present we have support from the military services, industry and others, so that the American teams selected for various international events are generally well cared for. More attention is being given to helping the younger members, who will be the skilled flyers of tomorrow. This youth activity is most important.

Your historian is all too aware that omissions occur in this history. There were so many individuals who contributed to the early phases of model aviation, all in varying degrees that an evaluation would be a most unreliable device for inclusion herein. Therefore the following history resembles more nearly a sampling of the many incidents and persons who contributed to the early days of the scientific sport of model aviation. Precedence was given to the administrative top level which was responsible for planning and operating the AAMA and the AMA.

No apology is made for the accusation that over the years many letters were unanswered by AMA headquarters. This must be true when a small staff is holding the fort. One cannot imagine the problems of any national headquarters without actually working there.

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Right: Charles H. Great (R), former Model Airplane News editor, received formal recognition for his early contributions to the formation of AMA. Plaque was presented in 1964 by John Worth, AMA Executive Director.



Lower Right: Henry Struck gained early reputation for his rubber-powered scale and "New Boler" (kitted as "American Ace") gas model designs.



Below: Bruce Manski was AMA Technical Director during the 1940-41 period.



THE ACADEMY OF MODEL AERONAUTICS by Willis C. Brown

PART ONE

With purpose and conviction ringing in their voices, leaders and contestants made demands at the 1934 and 1935 National Model Airplane Contests for a self governing body of “experts” to exert leadership concerning model aviation. The thought gradually took form that there should be an organization “of, by and for” the model airplane builders of the nation, to give expert guidance to the movement.

The beginning and growth of the Academy of Model Aeronautics

The name “American Academy [for] Model Aeronautics” evidently originated with Lieut. H. W. Alden, Chairman, Committee on Model Airplanes, of the National Aeronautic Association, Washington, D.C., in 1934. Certainly the ideas and leadership of many others, such as Charles H. Grant, Frank Zaic, Nathan and Irwin Polk, Carl Goldberg, Percy Pierce, Victor Fritz, Jesse Bieberman, C. E. Carmichael, Joseph Ott, Ernest Walen, H. M. Jellison, and Willis Brown, to name but a few, were also decisive factors in forming this new organization, “The Academy.”

National model airplane contests in the 1930s were as hard fought and filled with tense situations as any contests today. At a typical National contest, the heat of competition together with the July heat took its toll. It beat down the resistance of many contestants who stayed up nights to modify or improve that “super” model, or those who became involved in “bull sessions.”

Many new records were recorded yearly, and the annual banquet with its ever growing display of shiny awards was the final event. A technical meeting was always scheduled for the “morning after.” By this time, physical and nervous exhaustion had caught up with many contestants who slept peacefully through the meeting. Not so with an aggressive and dedicated group of club leaders, flyers, and sponsors. Dissatisfaction was always registered with nearly all phases of early contests, ranging from lack of sufficient timers to “ill conceived” rules for competition.

From a letter written on June 15, 1940 by Bruno P. Marchi, Technical Director of AMA Headquarters, in Washington, to Colonel G. de Freest Lerner, Executive Secretary of the National Aeronautic Association, one paragraph is quoted to shed light on that early period. Marchi wrote, “In 1933, expert model builders were not satisfied with conditions in model aeronautics. There was too much petty strife, and there was no body (or organization) to which the modelers could be referred for discussions. Therefore in 1934 after the National Model Airplane Meet... interested individuals gathered and planned the formation of the American Academy of Model Aeronautics.”

Memories of the man - William R. (Bill) Enyart of NAA

The National Aeronautic Association, since its formation in 1922 had advocated, prompted and sanctioned contests for model aviation as well as for full scale aviation. It had a “junior membership” until the Academy took it over.

Every new idea has to have a “sparkplug” to make it go. William R. (Bill) Enyart, early chairman of the NAA Contest Committee was that sparkplug. In 1933, he served as first chairman of the Model Airplane Committee, a subdivision of his NAA Contest Committee. As such he certified to all model airplane records and issued the certificates, just as he did for the full scale airplane records. Standard rules for the larger aircraft competition were set by the Federation Aeronautic International (FAI) This standardization was necessary so that records of all nations would be comparable. NAA was the one “authorized” organization in the USA to certify to records made under standard conditions. Since 1929 NAA had issued model plane record certificates.

Model plane correspondence and certificates in 1933 were signed by “William R. Enyart, Secretary, Contest Committee.” Bill believed heart and soul in the value of model aviation to the youth of America. He was a natural promoter, and had a finesse to his work that stamped it that of “Bill” Enyart. He was President of the manufacturing firm of Simmond Accessories. He gave his life in a fatal plane accident. He was NAA Official timer on a long distance attempt at a record for USA. The heavily loaded plane was demolished on take-off. Model builders of the United States owe him a debt of gratitude for his staunch support.

Memories of the Man - Lieut. H. W. Alden of NAA and AAMA

In 1934, the NAA model plane correspondence was signed by H. W. Alden as Chairman, Model Airplane Committee. Evidently NAA headquarters selected Lieut. Alden to take the load off of Bill Enyart. Correspondence was growing so fast that Bill could not keep up with it.

Tall, sparse of frame and a born champion of youth, aviation was this man “John” H. W. Alden. His home was in Ridgefield, NJ, where it is understood that he operated a “mill of some sort.” He never had an office in NAA Headquarters, evidently operating out of his home and office. It is known that he paid the heavy correspondence costs as well as much travel, from his own pocket. George Johnson of *Universal Model, Model Airplane News* provided membership cards and made halftones for Aldens page in *UMAN*. It is likely others contributed in kind to the early expenses of the American Academy of [for] Model Aeronautics.

It has been said that Lieutenant Alden was the typical Boy Scout scoutmaster-type leader, in the best sense of the term. He worked constantly for fair competition, and always had the interest of the youthful contestants uppermost in his mind. Although not the “diplomat type” that characterized Bill Enyart, he fought for what he believed to be right. He was a strong believer in the amateur nature of model airplane competition, and the right of experts in the youth group to self government.

H. W. Alden’s Early Interests In Model Aviation Described By Son

...The following is quoted directly from a letter from, his son John D. Alden and gives a brief but excellent summary of the many years of service given to model aviation by ‘John’ Alden.

“As you may know, my father, Harold W. Alden, prided himself on being one of the pioneers in model aircraft in this country. I believe he built his first model in 1908. I still have the propellers of a twin pusher he built prior to the first World War. In the late twenties and up to 1937 he was

extremely active in setting up model clubs, arranging contests, and attempting to establish an organization of national scope devoted to the interests of serious minded model enthusiasts. He played a leading part in arranging and directing the national contests in 1933 on Long Island, 1934 in Akron, 1935 in St. Louis and 1936 in Detroit. In 1937, he suffered a serious breakdown in health, due in part to overwork in connection with his model airplane activities, and retired completely from the field. Although he never again took an active part in model work, his personal interest in it never declined. During and after the war he was occupied in defense industry, and was killed on October 25, 1951 by a group of Philippine guerillas while working on a Navy contract in the Philippine Islands.”

Since the 15th century man has been trying to build model planes that would fly. The phenomenon of model airplane clubs evidently began about 1910. The sport of competition between members was not only fun, but it gave knowledge gained by experience in designing planes that would fly faster, higher or farther.

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A club of early renown was the New York Model Aero Club, with M. Edward Ourant as Club Director, assisted by Mr. Unkle. In this group were such famous members as Armour Seeley, Vincent Burnelli, George Post and Ralph Barnaby. Seeley became a manufacturer and retailer of model airplanes and supplies. Burnelli designed the high lift wing that bears his name. Post became an outstanding balloonist, and Ralph Barnaby was one of the world's top glider designers and flyers, holding numerous World's Records. Their club was organized in 1910.

Philadelphia had one of the earliest clubs, and Percy Pierce was one of its earliest flyers setting a National record with a flight of 200 feet in 1909. The Bamberger Aero Club of Newark, NJ was organized in 1913. The Model Airplane Club of Illinois was also founded in 1913 with the personal help of William B. Stout, former model builder and designer of the famous “Ford Tri-motor Plane” - the “Tin Goose” - so called because of its corrugated aluminum surfaces. It was noisy, but one of the safest planes produced for the new and thriving passenger service.

One of the most sensational flights made in the early days was that of Cecil Peoli's twin pusher. His original design was top winner in a 1911 model airplane contest in which it achieved a duration of 48 4/5 seconds. This record making model airplane flown in New York City, was widely copied and modified in clubs all over the country. Too little is known of the work of Midwest model plane clubs or those from the west coast. It is known that activity was equally as energetic there as on the east coast.

Early National Model Airplane Contests

With clubs growing all over the country, model airplane builders needed the opportunity to test their design and flight skills against the performance of others. Recognizing the need for this important youth activity to be promoted, editor Griffith Ogden Ellis of *The American Boy*, leading youth magazine decided to do it. He bought and ran a series of descriptive construction articles written by Merrill Hamburg, an Industrial Arts teacher in Detroit, Michigan.

In 1927, *The American Boy* decided to sponsor the “Airplane Model League of America,” with Hamburg acting as Secretary of the League. The first AMLA National Model Airplane Contest sponsored by *The American Boy* and sanctioned by the National Aeronautic Association was held in Detroit in July 1928. The entries and public interest exceeded all predictions. By 1929 AMLA claimed to have 350,000 members. Model airplane designing, building and flying had become a huge part of the recreational, scientific and sports activity of the country.

Evidently *The American Boy* organization found the expanding expenses of National Contests too great, and in 1930 the leadership shifted to the Detroit Board of Commerce, and the NAA who were listed as co-sponsors. In 1931, things were more of a problem, and the George B. Wanner Company, Model Plane Manufacturing Company, and the Material Division of the U.S. Air Corps acted as co-sponsors.

Enter Model Aircraft Flier Leadership

In 1932, Irwin S. Polk, Director of the Bamberger Aero Club, and a recent contestant saved the day by having that organization sponsor the Nationals in Atlantic City, NJ. In 1933, Charles Hampson Grant, Editor of the *Universal Model Airplane News* arranged with NAA for the Nationals to be held in New York, NY. In 1934, the Akron Woman’s Chapter of NAA, the Akron Chamber of Commerce, the Akron Men’s Chapter of NAA, and the *Universal Model Airplane News* organizations combined to share expenses and provide personnel for the Nationals held in Akron, OH.

The Academy idea is proposed

It was at Akron that the Academy idea germinated. At this time the first technical discussion of leaders and contestants was held, previously referred to in a quoted letter by Bruno Marchi. The conference of experts explored what needed to be done to insure continuity of future Nationals, how the expert flyer group could exert more leadership in self-government.

In 1935, the National events were held in Detroit, MI with Stix, Baer & Fuller Department Store as sponsor, and again NAA sanctioned the meet. The Technical Meeting of 1935 decided on the name of “American Academy of [for] Model Aeronautics “after much discussion, and decided that officers and a Council were to be named the next year.

The 1936 Nationals were again held in Detroit, and was sponsored by the Detroit Times, and as usual sanctioned by the NAA. Frank Zaic, well known for his original model aircraft designing and his *Model Aeronautics Yearbook* (annual) undertook the job, with financial assistance by Lieut. Alden of editing Vol. I No. 1 of *Model Aviation*. This slick publication dated June 1936 made a big hit at the July 1936 Nationals as the first issue of the American Academy of [for] Model Aeronautics.

It appeared that the statement of purpose in the first issue of *Model Aviation*, and the well thought out material, (probably the work of Lieut. Alden) had a beneficial effect on the Technical Meeting held the morning after the 1936 banquet. Discussion although heated was more objective. The group realized that they were about to enter into an important undertaking,

namely setting up the structure of the American Academy of [for] Model Aeronautics. Meeting results were published in Vol. I No. 2 *Model Aviation* dated August 1936.

THE AMERICAN ACADEMY OF MODEL AERONAUTICS - legally born in 1936

The provisional organization of the American Academy of [for] Model Aeronautics complete with provisional officers was born at the July 1936 Nationals in Detroit. As all members (not just contestants) should be “in on the voting,” ballots were mailed to all members resulting in the first elected officers who were to serve for 1937.

Model Aviation, Vol. I No. 2 followed the No. 1 format, and was mostly prepared by Lieut. H. W. Alden with assistance from Frank Zaic. These two issues are now collectors items. Lieut. Alden had been elected Secretary-Treasurer of AAMA by ballot, and had undertaken its day to day operation and planning, in other words he was to “run” the new AAMA. Stationery was printed listing American Academy of [for] Model Aeronautics headquarters as 1732 R.C.A. Building, Rockefeller Center, New York. This address was the result of Enyart and Alden working with Winthrop Rockefeller through NAA Board of Directors. The AAMA insignia on this letterhead was designed by Frank Zaic, this emblem was made up into pins and was used for several years.

The second issue of *Model Aviation* contained the following list of elected officers, also the Executive Committee, Advisory Board and Council. Officers: Willis C. Brown, President; Vice Presidents H. M. Jellison, Ernest A. Walen, and C. C. Moseley; Secretary Treasurer Lieut. H. W. Alden.

Executive Committee

C. E. Carmichael
Harry C. Copeland
E. L. Hughes
D. K. Penny
Harold Stofer
Roy Wriston
Frank Zaic

Advisory Board

Edwin E. Aldrin
Richard Aldworth
Reed Chambers
Luis de Florez
James H. Doolittle
Lester D. Gardner
S. Paul Johnston
Clark B. Millikan
George W. Orr
William B. Stout
Elmer A. Sperry, Jr.

Council

Robert K. Allen
Mel Anderson

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Miss Frances Alexander
William E. Atwood
Jesse Bieberman
Vernon Boehle
Robert J. Cahill
Louis Casale
Torrey L. Capo
Albert W. Courtial, Jr.
J. G. Davis, Jr.
Mrs. F. F. Dugan
William R. Enyart
B. E. Fulton
Victor R. Fritz
Carl Goldberg
Charles H. Grant
Irving L. Hoyser
Albert L. Lewis
Gordon S. Light
Irwin S. Polk
Bruno Marchi
Frank Nekimken
W. Hewitt Phillips
Bertram Pond
Donald V. Shetland
H. T. Sommers
Bronik Soroka
Lawrence Smithline
Charles J. Tlush
John Young

It also contained a 2 page description of the 1936 Nationals and 7 pages listing the 18 events, contestants and a record of the best flight or duration of the top contestants. The 12 top scorers and their judges rating in the Exhibition Scale Model Contest were listed.

Under the heading "Formation of the American Academy of Model Aeronautics" an article stated, "During the National Championship Meet in Detroit a Provisional Council and Executive Officers were named to conduct the affairs of the AMA. The Officers will continue to serve as elected by the Council until the first Annual Meeting." It is interesting to note that "Regular Membership is open to all model plane builders and flyers whose models have flown at least 2 minutes indoors or 1 minute outdoors... *Model Aviation* is also included in the membership dues.

Those over 21 - \$3. Under 21 - \$1.50.” Provision was made for Associate, Patrons, Corporate, and Honorary members.

A story of the Jordan Marsh-Boston Traveler JAL Outdoor Meet of July 11, 1936 was reported by Al Lewis who was then editor of Boston's *Wing Overs*. Winners of the first 5 places were listed in a report of an Indoor Meet, Lakehurst, NJ, August 1, 1936. A list of the fall season Scheduled Model Plane Meets was given, also a 3-view drawing of a Class C Tow Line Glider was reproduced from *Wing Overs*.

The Message from the first Academy President Willis C. Brown was featured and Academy projects which were in mind in 1936 were listed. The back page was devoted to a photo of the winning British Wakefield team together with congratulations for their ability and sportsmanship.

Enter and exit the Junior Birdmen of America.

The Junior Birdmen of America, headed by capable Lawrence Shaw as National Director, was sponsored by the Hearst Newspapers. It had the huge newspaper chain to run their publicity, and in 1937 claimed a membership of 467,852 nationally. It recruited many “reported experts,” and became a strong organization. The “Junior Birdies” as they were known by the boys had members all over the country, and chapters in many of the larger cities. They had their own local and national Championship Contest annually with plenty of cups and trophies for prizes. One thing they could not get was NAA sanction and eligibility for National Records certified by NAA. But pressure was applied strongly on the NAA Board of Directors. It was reported that the “birdies” were ambitious to take over control of the national aspects of this scientific hobby for their own purposes. Shaw had some good ideas which his “experts” tried to put into effect.

The Junior Birdmen of America made their big mistake when they came out in the Hearst newspapers with strong opposition to the new gasoline motor powered model planes. New in point of organization, Charles Hampson Grant, Editor of *Model Airplane News* had put together the new IGMAA with such strong help as given by Nate Polk, Robert K. Allen of the Gimbel Pittsburgh Model Plane Club, Bruno Marchi of the Boston Gas Model Plane Society, Jesse Bieberman of the Philadelphia Model Airplane Association, Carl Goldberg of the Central Gas Model Plane Society, also the Omaha Gas Model Airplane Association, Palo Alto Gas Model Club, San Diego Gas Model Club and others.

What Junior Birdman Director Shaw evidently did not know was that he was taking on a tiger when he attacked IGMAA President Charlie Grant. Charlie had publicity means as well as Shaw, and a bitter war was waged. Fight the banning of gas model flights, locally and nationally said Charlie. The downfall of the Jr. Birdies began at this point. Born in 1934 it surely did a great deal however to interest youth in building and flying model planes.

Lieut. Alden, Chairman, Committee on Model Airplanes, NAA was always in there fighting for the contestant through the national NAA level. There is no doubt of the pressures that built up in Lieut. Alden's day to day conduct of the NAA's Junior activity. In a letter of January 13, 1935 he says “Right after Christmas I got a telegram from Washington to turn in to the Washington

office all of the Junior records etc. I declined to surrender the junior materials, correspondence etc., until I knew what it meant, and I called their bluff... "My thought behind the Junior NAA is to keep it as nearly amateur as we can and to keep strictly away from exploitation." So it was that the Academy (1934-1936) and its ideals received increasing NAA backing and the Junior Birdmen of America gradually disintegrated.

AAMA First Secretary-Treasurer, Lieut. H. W. (John) Alden.

A letter, dated January 24, 1935, was written by Ernest A. Walen, model expert and club leader from Springfield, MA, who in 1936 became one of the Academy's three vice presidents. He wrote, "I personally am heartily in favor of a Washington meeting for our NAA Contest Committee. I strongly believe that it would be a good thing for the Committee to get better acquainted with each other, and that the outgrowth of such a meeting would be distinctly beneficial to our fine scientific sport."

He went on to say, "On these trips I usually try to spend an evening with Lieut. Alden, when possible. My respect and sincere liking for him increases as time goes on. We do not appreciate what he has done for model aviation or the fact that all of his contribution has been without even the hope of material gain. We have Lieut. Alden to thank for the undoubted fact that model aviation is becoming an increasingly worthwhile and dignified scientific sport and hobby instead of a mere child's plaything."

In 1952, the following are from Frank Zaic's letters regarding the early days. Frank wrote, "The Academy was [Lieut.] Alden's organization from the very beginning, when he talked the NAA into having a Junior NAA. He carried the Junior NAA. Then, when the national interest was beginning to build up, we discussed a national organization (the Academy) that would be self-governing. Since NAA had the FAI franchise and national prestige in aviation we felt we had to be with NAA to achieve permanent and official status. Note what happened to Junior Birdmen."

Frank continued, "The Academy idea was germinated from the 1935 Nationals... the idea itself goes back to 1934 when Alden and I talked it over, or rather I listened to what he had to say. The name American Academy of [for] Model Aeronautics was originated by Alden. Somehow I wish we could get a plaque or something (commemorative) for Alden. I had a slight idea of what he had to go through to make the Academy a reality." This quote is important to the AMA History as Frank Zaic was probably closer to Lieut. Alden, its first Secretary-Treasurer than anyone else.

Another letter from Lieut. Alden dated May 20, 1935 gives sidelights and documents his place in promoting model aviation nationally, and preparing the climate for an Academy organization. He wrote, "The St. Louis developments (Nationals) are all that they should be. They are trying...

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Mrs. Moffett shown awarding the Rear Admiral William A. Moffett Memorial Trophy to Maxwell B. Bassett of Philadelphia, winner of the 1933 Moffett International Airplane Contest at New York City. Bassett's 28 min., 18 sec., winning flight was made with a gas model—the only one entered—competing with rubber-powered models. Shortly after, these two types of power were soon separated in competition.



Lower right: Herb Greenberg, New Jersey, with gas model at Abree, O. Caption as original photo says "Model has had only one flight—scored for 4 1/2 minutes at 150 feet altitude after motor cut out at start."

Below: Photo of Walt Good taken in the late thirties with his radio-controlled "Duff" model. Note RC great winner in 1938 and 1939. A radio control pioneer, Good went on to become Contest Board chairman and then AMA president during 1959-60. More recently, he has been president of the Fédération Aéronautique Internationale (FAI) Committee for International Aero Modeling (CIAM).



...to get an airplane trip to Washington for some of the winners to call on President Roosevelt. We are trying to get a couple of trips to England for the Wakefield competition as prizes too. The prize list which I submitted to St. Louis calls for the regular first place trophies and also 41 cups and 106 medals besides. They have accepted the list...

“Occasionally an Alden letter showed pride and sheer joy - actually like a contestant, when things were going well, such as the following: “The weatherman was wonderfully kind to the Eastern States Outdoor Meet at Hadley Field yesterday. The wind velocity was zero... There were just the right number of small cumulous clouds to pull the models up. Anything would soar if it could get up 300 feet.

“Joe Kovel did 1 hour 4 minutes 40 seconds with his gas model. The timers went along under the model until it went out of sight, this gave Joe a break, as they would not accompany the other out of sight flights. There were at least four gas models that did more than an hour, and they were all on half fuel allowance. Frank Ehling’s gas job went out of sight at 35 minutes and one of the airliners radioed several hours later that the model was over Trenton at 5,000 feet...”

In still another letter dated July 3, 1935 Lieut. Alden wrote, “The Washington trip is taking shape... We have quite a pretentious program including visiting the White House, Senate, Navy, Army, Department of Commerce and all the rest of Washington. As far as possible this must be financed by local help... The whole party includes Goldberg, Soroka, Casale, Korda, Boehle, Ernst, Weiss, Capo and Marchi... and I hope to be able to go along at my own expense as a necessary instigator, to keep the Washington program in line.”

Many others due credit.

There were many others due great praise for their early support of model aviation. Chief among them is Charles Hampson Grant who at the time AAMA was organized, was editor of *Model Airplane News*, and often referred to as the “Father of Model Aeronautics.” Due to his dynamic personality and the huge circulation of his magazine in 1936, his influence was felt nationally and even internationally. Many boys owe their first interest and their beginning skills and understandings in aviation to his magazine and later his books.

The Polk Brothers, Nathan and Irwin were great promoters. First seen as contestants, Irwin became Director of the Metropolitan Model League of New York City, a well-run organization, and previously had been Director of the Bamberger Aero Club of Newark, NJ. They both gave up club work to start the famous “Polk Brothers Hobbies” store in New York City and Newark. Their ideas and “know how” were very helpful to the newly formed Academy.

Several members of the Philadelphia Model Airplane Association were most cooperative in the early days, such as Percy Pierce, Victor Fritz and Jesse Bieberman. They served on committees or as officers of the Academy.

Leadership emerged from Massachusetts contestants and club directors such as that sterling New England character Ernest Walen, Springfield, MA, club leader and a real pro flyer; Willis Brown, Director of the Junior Aviation League of Boston, along with Al Lewis, editor of its *Wing Overs*,

and Bruno Marchi, Instructor, JAL.

H. M. Jellison, Director of Vocational Education for the Akron, OH public schools was a strong supporter in his area and acted as a Contest Director of the Akron Nationals in 1934. It was one of the best run, and hottest weather wise, of early contests. Frances Alexander, Mary Brown and others were excellent supporters that made the Akron Women's Chapter of NAA well known, and were always helpful to the new Academy through their NAA connections.

Ed. Clarke organized the National Junior Aviators of Cleveland, OH with the support of the *Cleveland Press* newspaper company. Later with Charles Tracey, they made a great team to promote local clubs and always could be counted on for support for the Academy.

The Illinois Model Airplane Club had many supporters of the Academy. Carl Goldberg could always be counted on not only to win a contest but was helpful to the new Academy. Later he added luster to his reputation as designer of a complete line of model planes.

There are many others that should be mentioned, C. E. Carmichael and H. T. Sommers of Stix Baer and Fuller Aero Club, St. Louis; Joseph J. Lucas of Chicago; Gordon Light, of *Bill Barnes Air Trails* magazine, NY; Joe Ott of book and kit fame from Chicago; Harry Copeland, club leader from Syracuse, NY; Roy Wriston, of Tulsa, OK; Dick Everett of WV; Bill Atwood of Glendale, CA; Jim Cahill of Indianapolis, IN; also Vernon Boehle from Indianapolis; Frank Tlush of New Jersey was one of 7 who signed the original working agreement with NAA; W. Hewitt Phillips of Boston who helped develop AMA's science interest, and now a department head at NASA Langley AFB in Virginia; Frank Ehling from NJ, now Technical Director of AMA; Wilbur Tyler of Boston, an indoor expert flyer and designer, now Art Director of *American Modeler*; Roy Marquardt of Burlington, IA was another who helped AMA develop a scientific interest, now is President of the Marquardt Aircraft Company; Herbert K. Weiss was a supporter of the scientific AMA interest and now is President of his own company, and many, many others.

Periodicals, professional and amateur

Model Airplane News had Charles Hampson Grant at the helm as editor during the formative years of the Academy. The cooperation of their staff was a real help. Grant was followed by Bill Winter, who in turn was followed by Howard McEntee, and currently Walt Schroeder is editor. To all these men the Academy owes much for their continued cooperation.

Bill Barnes Air Trails had as its model editor, Gordon Light in 1936. Changing its name and publishers at various times, Bill Winter became editor of *Air Trails* succeeded by the current *American Modeler*. Gordon Light was the USA winner of the famous Wakefield International Trophy in 1932, and Bill Winter was both a model builder and a private pilot, writing in both fields. Al Lewis came to *Air Trails* from journalistic successes in Boston, and served as Executive Secretary and as second President of the Academy. As such these editors have contributed much to the success of the Academy.

Flying Aces was an early magazine first edited by Avrum Zier, an excellent model plane designer

and contest flyer turned journalist. He was followed by Herb Powell and others as editor. They contributed greatly to spreading the popularity of model aviation. Editors of other magazines with model columns also worked with the Academy. Rose Borello "Editorial Production" of *American Modeler* typifies staffs and assistants who know everyone who is or was anybody in model aviation.

Daily Blurb first edition was prepared for the Boston Junior Aviation League. This 1930 five page issue was "gleaned by those sterling model builders - Albert Lewis, Bruno (Bluenose) Marchi, Wilbur (Beanie) Tyler and John Bartel." It contained the "low down" on many and sundry characters. The hilarious humor (and some say sly slander) was a New England Championship banquet hit.

It is noted that the American Legion has its "40 and 8" and the Masons have their "Shriners" to liven things up, but nowhere is there a competitor to the famous (or infamous) *Daily Blurb* scandal sheet. The first "Nationals" issue was a 2-page mimeo distributed at the 1933 banquet. Editors were John Bartol, Wilbur Tyler and Jerry Kittel. Patterned after Boston's Junior Aviation League publication *Left Overs*, which became *Hang Overs* and finally the *Daily Blurb*, it lampooned everyone and everything. The second issue was distributed at the Eastern States Championship Model Meet held in New York City.

By 1937, the 10th Nationals saw the *Daily Blurb* as an enlarged edition on multicolor mimeo paper, devoted to "tongue in cheek humor." Greatly improved art work and "nifty" lettering showed the developing journalistic tal-

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-ents tabulating the early contest results, then added on the last day's flying results. They cut stencils, mimeographed, assembled and stapled their product so that each contestant could take home seven pages of humor, contest events, winning times and major prizes awarded. How those boys did it even with enlarged staff is a mystery.

The 1939 *Daily Blurb* was produced by Al Lewis, Avrum Zier and John Kubilis principally. The 1941 *Daily Blurb* cover featured the famous "Eight-Ball," forerunner of the "Flying Eight-Ball," later promoted by Walt Billett. The cover caption states "Lewis is through." In his humorous way Al told of his impending wedding day, and his inability to carry on as editor of future issues of the *Daily Blurb*.

The *Junior Aeronautics Yearbook*, written and published by Frank Zaic, famous designer and flyer of New York City, was an early attempt to interest youth in designing their own models. It contained much good theory and hints for builders. The selection of gliders and model aircraft drawings was always stimulating. First issued around 1932 or 1934, it immediately became popular. Later the title was shortened to *Model Aircraft Yearbook*. When he had time Frank would whip out a copy of *Model Aeronautic Encyclopedia* or *Model Glider Design*. Frank deserved to become wealthy from the excellence of these publications, but it is doubtful if he could subsist on the proceeds. One of the most popular publications Zaic issued was *The Model Airplane Meet*, a photographic record with captions and a story of the 1939 National

Championship Meet. On the back page it is good to see among others, credit given to John P. Glass, a worker “behind the scenes,” graduate of MIT, whose original ideas were helpful to so many. The first “microfilm” developed as an indoor covering for wings, in the Boston area, was developed by roommates Glass and Cleary. A bit later tungsten wire filament was used to distribute stresses on superlight indoor models. Rubber power tests were another of John Glass’ major interests.

Another valuable but short-lived periodical was the *Journal of International Aeromodeling*. Vol. I No. 2, (1939) lists the editors as Bruno P. Marchi and Wilbur F. Tyler. Its research consultants were Herbert K. Weiss and W. Hewitt Phillips. It was an important step ahead in focusing attention on the scientific aspects of model aeronautic design, but when funds ran low and subscriptions came in too slowly, it was forced to suspend operations.

Model Aviation has been the title of the Academy’s official publication since Vol. I No. 1, dated June 1936. Edited and published for two issues by Lieut. H. W. Alden and Frank Zaic, it was taken over by Al Lewis when Lieut. Alden was hospitalized. When Al became Secretary-Treasurer of AMA he, with the help of Walt Grubbs and Lee Gerlach, made many improvements, and gave *Model Aviation* a more professional look. *Model Aircraft Industry Coordination Bulletins* were started by Al before he went into the Signal Corps in February 1942. When Russell W. Nichols became Executive Secretary of AMA, he carried *Model Aviation* through the war years, gathering much help from wartime programs particularly from the U.S. Navy. Val Luce and Cliff Allum assisted Russ in the post-war years especially with the magazine. Carl Wheeley was next to help with our magazine and finally Russ Nichols as Executive Director was able to obtain the valuable services of Bill Winter in October 1961 on a part-time basis as editor of *Model Aviation*. His professional touch has given members an ever improving magazine.

Crisis Jars the New AAMA

Returning to chronological developments of the Academy, *Model Aviation*, Vol. I No. 2, dated August 1936 was a real success. Everyone sat back awaiting Vol. I No. 3. Disquieting rumors began to be heard of unanswered letters, of no one “tending the shop.” Inquiry was made of Bill Enyart of NAA who wrote that they had heard that Lieut. Alden was ill. Attempts to learn more failed until late fall when it was learned that Lieut. Alden was hospitalized.

President Willis Brown called a quick conference with Vice President Ernest Walen who lived in nearby Springfield and Frank Zaic who came up from New York. Frank seemed more informed on the situation, and the group was in favor of the following action, put in effect by President Brown. *Model Aviation* would be continued for the present as a mimeographed weekly with Al Lewis, who was working for Jordan Marsh Company advertising department, as editor. Records and sanctions would be temporarily taken care of by NAA Junior Division. AAMA officers and Bill Enyart would work out arrangements for the next Nationals. These treasures were taken as a stop-gap until a representative meeting could be held to plan the future. Everyone was stunned. It seemed impossible that our AAMA which started out with flying colors should be so handicapped. Only then did we all realize how much we had depended on the leadership of Lieut. Alden.

Model Aviation, Vol. I No.3, dated January 16, 1937 was the first mimeographed issue. To Al Lewis goes great credit, for without backlog of articles or technical material he produced a very interesting though limited publication. The cooperation and assistance of Jordan Marsh Company of Boston, especially at this time, in allowing Al the use of duplicating equipment after hours, was very generous. NAA also continued its helpfulness to the new Academy. A February issue of *Model Aviation* spread the details of rules and events planned for the Eastern States Gas Model Meet.

The First AAMA Conference

On March 22, 1937 the first scheduled Model Aeronautics Conference was held at National Aeronautics Association headquarters, Washington, D.C. The minutes state, "In opening the meeting Mr. Enyart expressed regret over the inability of Lieut. H. W. Alden to be in attendance. It was reported by Frank Zaic that Lieut. Alden has not been able to devote his usual considerable amount of time to model activities in recent months and possibly will be unable to do so for a number of months to come. The meeting was unanimous in the opinion that his was a great loss to the model field and hoped it was a condition which was only temporary. It was agreed that the splendid groundwork for NAA activity in national aeronautic organization built so largely through the activity and guidance of Lieut. Alden should be actively continued."

The 1937 NAA model aeronautics program was outlined at this conference. Full responsibility was assumed by the NAA through its Contest Board for the organization and conduct of the 1937 National Championship Model Airplane Meet. Junior memberships and flyers licenses were discussed as were contest eligibility and record certificates. *The NAA Eagle*, its model division mimeo publication with a nice masthead, would give news and records 3 times a month, and the announcement that NAA would provide clerical staff to handle model plane matters was important news.

Rules were discussed and changes adopted. The events and dates of the Nationals were announced and H. M. Jellison named Contest Director. The start of a Wakefield Fund to send a team to represent the United States was announced. George Johnson, publisher of *Model Airplane News* asked to be allowed to make the first contribution of \$100.

The NAA invited the organizers of the American Academy of [for] Model Aeronautics to reform under the NAA Chapter plan. Members of the Academy present said they would report the plan to the other Officers and members for future action. This posed an organizational problem that had to be settled immediately. Could the AAMA survive without NAA help, as a completely independent organization, or what degree of association with NAA was feasible. The well attended conference adjourned and went home to think over its problems.

Bill Enyart called a meeting in New York City for May 15, 1937 to consider a draft agreement covering 13 points. A representative group was invited consisting of Officers, Executive Committee and representatives of members...

...at large. With no money in the Treasury of the Academy, travel authorization for anyone was out of the question. Those seven who attended were vitally interested individuals within easy travel range. They considered the objectives of the Academy, and of NAA and arrived at a working relationship. The 13 points were thoroughly and carefully discussed, and, after certain modifications, signed on that date by Willis C. Brown, President AAMA, Ernest A. Walen, Vice President, Frank Zaic representing the Executive Committee, and Charles H. Grant, Percy Pierce and Frank Tlush representing the membership. This made AAMA a part of NAA, thereby insuring the certification of all Academy records by NAA. The Academy was made fully responsible with freedom of action to plan and operate in the field of model aeronautics, but with oversight and help such as clerical staff and office space available from NAA. In signing for NAA, Bill Enyart noted that we were agreeing in principle, details to be worked out as we went along.

The Nationals in July 1937 held in Detroit ran very smoothly. It appeared that the joining of AAMA forces with NAA had proved to be an effective move.

Alden Passes From the AAMA Scene

Two letters to President Willis Brown from Lieut. Alden showed him still in the Washington, D.C., U.S. Naval Hospital in July 1937. Quotes from parts of it and the October letter follow: "Dear Willis, I want you to know how much your letter meant to me. I appreciate it a lot. The clipping from Detroit indicates that you people staged a swell meet, the best ever. Congratulations to you and all the others who were in on it. I guess Bill Enyart did a lot.

"With so many supporting backers this year and such active and helpful promotion from the NAA Washington office, this year's effort must have resembled paradise as compared to the past several years.

"Since the fall of 1936 when all the world collapsed for me, I have been on the shelf, but from all accounts, it has been helpful to the game having me forced to give up, by conditions beyond my control. I really am sorry to have appeared to let everyone down who was depending on me - but it has been a terrific ache to miss it all. Best wishes and regards.

"Sincerely yours,
"H. W. "John" Alden"

After this letter silence, from the man who more than any other had been responsible for the American Academy [for] Model Aeronautics." Many old time flyers will remember him and miss his enthusiastic support of model aviation.

From U.S. Navy personnel records the following information was released: H. W. Alden was born May 22, 1897. After service in the U.S. Navy where he held a commission as Lieutenant, he was placed on the retired list as of February 15, 1930. He received an Honorable Discharge from the Navy on May 17, 1938. On October 25, 1951 he met his death in the Philippines where as a civilian employee of a contractor he was ambushed, robbed and killed while carrying a civilian

payroll.

Thus passed from the model aviation scene one of nature's noblemen and a terrific worker for the advancement of the American Academy of [for] Model Aeronautics and model builders in general. He gave of himself in time, energy and money to such an extent that it undoubtedly contributed to his need for hospitalization in 1936.

AAMA Becomes AMA

It is interesting to note that although the official name had been the American Academy of [for] Model Aeronautics since 1935, the June 2, 1937 Vol. I No. 20 issue of *Model Aviation* was published by the "Academy of Model Aeronautics." In conversation practically everyone had shortened the title, so the next meeting in July made this change official. An AMA membership drive was launched, which was considered successful in many parts of the country.

Beginning of the Wakefield Event and Trophy

Vol. I No. 1 of *Model Aviation* gives complete information on this famous event. The trophy was presented by Sir Charles Wakefield in 1927, to the Society of Model Aeronautical Engineers, the official governing body for model aeronautics in Great Britain, similar to our AMA of 1939. It was the first international competition to which USA sent an official team. It was one of the reasons for our AMA close cooperation with NAA and later the Federation Aeronautic Internationale, for certification of flights and records.

Joe Ehrhardt of St. Louis won the Wakefield event in 1930 and again in 1931. Gordon S. Light of Lebanon, Pennsylvania won in 1932, only to have the flight declared invalid, as the contest date had been postponed. However Gordon won the hard way by crating his model and sending it to England in 1935. Flown by proxy by Thomas H. Ives, he beat his teammates with Gordon's plane thereby taking a ribbing from his own London club members. This bit of sportsmanship as a highlight did much to cement international good feelings. It was felt that international events should be increased, and official teams financed by more countries, which indeed has been made possible, by the Academy. The average of the three flights in 1935 credited to Gordon Light's plane was 2 minutes 30 seconds. In 1936, the year the Academy was born, the Wakefield winner was Albert Tudge of Great Britain, his average was 4 minutes 9.9 seconds.

Enter Gas Model Planes

The Texaco gas powered model plane event first appeared officially at the 1934 Nationals. However there was a display of, and test flights of two or more gas models in the 1931 Nationals at Dayton, OH. The ability to get away from the ills of rubber power designs appealed to many, consequently gas model plane designing, building and flying increased rapidly. Such early engines as the Brown - B, \$12.50; Ohlsson - \$18.50; the GHQ Loutrel - \$8.50; Baby Cyclone, \$17.25; Gwin Mighty Midget - \$17.50; Tlush Super Ace - \$21.50; Forster B - \$17.75; and Husky - \$12.50 were popular around 1936 when the AMA started and hastened the developments in gas model flying. In 1931, it is known that Carl Carlson of Chicago entered a gas model plane for a record flight, even though there was no event scheduled in that year's Nationals. His plane had a

span of 11 ft. and weighed 9½ lbs. Unfortunately it crashed shortly after take-off, so no record was established.

The IGMAA

The International Gas Model Airplane Association was organized in 1936 by Charles H. Grant, Editor of *Model Airplane News*, which magazine also carried the only column devoted entirely to gas models, called "Gas Lines." IGMAA was a large organization with member clubs in most cities such as, the Philadelphia Gas Model Association; the Boston Gas Model Society; Gas Model Airplane Association of Southern California; the Gas Bugs of Rockford, Illinois; the Quaker City Gas Model Airplane Club, and many others.

By 1937 Grant claimed a 3,000 membership for IGMAA. With this number and more gas models being flown by experimenters, it was only natural that the high pitched whine of the gas model motor should get on the nerves of many people sensitive to high pitched tones. Also it is likely that there were few suitable sites available for this new type of plane. They were flown from school yards (thereby getting on the nerves of teachers with after school duties), they were flown from back yards perhaps landing in a neighbor's flower bed, making salad of their petunias, prize dahlias and tea roses. Worst of all they were flown from the aprons of little used airports which were then supervised by the Department of Commerce.

The Hearst Junior Birdmen of America organization was quick to see a potentially detrimental public reaction, which they helped by spreading word of possible disadvantages of gas model flying over rubber power flying, although there was an actual nuisance or dangerous experience in only a very small percentage of cases.

However, the Department of Commerce took notice and tried to encourage a ban on Free Flight Gas model flying. Two states actually put on their books such a ban, they were...

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The "Zeeby" typifies the type of streamlined high performance gas model Leon Sulimas was known for prior to WW II. Note cowled engine, folding prop, retractable gear.



Photo from Detroit Evening News, Fri, July 2, 1936. Caption: "A winner at the National Model Airplane Meet was Albert A. Judge of London, member of the British team. Albert won the Wakefield Cup. This was the first trophy awarded by H. W. Alden, representative of the National Aeronautic Association, who made the presentation in the Masonic Temple. The trophy was turned over by Gordon Light of Lebanon, Pa., who won it in 1935 in England. From left to right are Judge, Light and Alden."



Bernard McFadden congratulates Dick Korda of Cleveland as winning the 1939 Wakefield contest. Long flight of 43 min., 49 sec., clocked 186.

Korda launches his winning model during 1939 Wakefield Cup Contest. Six countries were represented: USA, Canada, Great Britain, France, South Africa and New Zealand.



...Connecticut and Massachusetts. There were four points advanced against gas model flying. They were: a menace to personal and private property; the gasoline used to run the engines is a hazard in the home; flyers disregard laws pertaining to personal and property rights; and gas models are a hazard to aircraft in the area of gas model flying.

The AAMA and IGMAA both discussed this with NAA officials, and here the strength and prestige of NAA was used for the benefit of the model builder. A conference was set up between NAA and the Department of Commerce. Gas model builders were represented by Bill McCracken, legal counsel of NAA and Bill Enyart, contest chairman of NAA. Bill McCracken always backed up model builders, and as he proposed the "Air Commerce Act of 1926, and the Aeronautics Branch of the Department of Commerce," we really had a strong team representing us.

Enyart and McCracken proposed "Safety Rules" that would be enforced by NAA. As there had been no incident or accident involving a commercial plane and a gas model plane, the conference ended by the Department of Commerce not only refusing to ban gas model flying, but issuing a strong statement of endorsement, setting out its values to youth.

Bill Stout (inventor of the famous "Tin Goose," the Ford tri-motored airplane) endorsed gas model design and flying as beneficial to the education of youth. Al Lewis, Editor of AMA's *Model Aviation* kept up an effective campaign placing the Academy squarely in support of gas model aviation.

AMA President W. C. Brown wrote the Officers and Council members calling a Special Meeting on November 13, 1937 at the NAA headquarters, Dupont Circle, Washington, D.C., at the request of IGMAA. They met with Charles H. Grant, George Johnson, Nate Polk, and unit leaders of the IGMAA to discuss problems, and to plan how to avoid duplication between the two organizations. The resulting plan provided for a strengthening merger of IGMAA with NAA. It was decided that in 1938 AMA was to be responsible for rules and contests, as well as the operation of a safety code and organizational functions. This additional IGMAA load of work probably made it necessary to have an AMA operational head in NAA Headquarters in 1939, and helped finance it.

Radio-Controlled Model Aircraft

Model Aviation, Vol. I No. 1, June 1936 states on page 4 in a resume of events to be flown in the 1936 Nationals, "A new contest has been arranged for radio-controlled models." There was an air of expectancy among contestants who were eager to see a gas model fly under Radio Control. However *Model Aviation*, Vol. I No. 2, August 1936, in a quick review of the Nationals says, "Next year we hope to see those radio-controlled ships that failed to show up this year." For 1936 we must chalk up "no show" for this event.

The 1937 Nationals indicated progress, with six entries registered to try out for the Radio Control event. Chester Lanzo of Cleveland, OH made the first place winning flight. All entries were checked by the judge to make sure that they showed the ability to control while on the ground. Lanzo made a hand launched flight into a nearby parking lot, and although the flight was in a

reasonably straight line, the judge and timer noted that every time Chester activated the control the plane wobbled. The trouble evidently was an over-stable plane such as had been previously necessary in Free Flight events. Walt Good of Kalamazoo, MI placed 4th in 1937.

The 1938 Nationals recorded 5 entries in the radio-controlled event. This year only the plane of Walt Good actually made an ROG take off. A sudden gust put the RC plane into a steep climb, which ended in the usual stall and dive. The crash put Walt out of commission, but as no other plane even took off on an official flight that windy day he was awarded first place. The other 1938 entries were Clinton DeSoto, Granby, CT; Howard Flanigan; Pat Sweeney, Chicago, IL; and Michael Roll, of Dearborn, MI. It was evident that the interest shown would require a better plan of judging the Radio Control event in the future. A contest committee came up with a point system which was used the next year.

The 1939 Nationals recorded 11 entries, with Walt and Bill Good winning first place with 89 points. This was the first official flight over a rectangular course including figure eights that landed right at the feet of the controller. It was worth the trip to see and realize that this flight had opened up a field with commercial and military possibilities. Joe Raspante of Long Island, NY also made a flight with good control.

It is interesting to note that the *1938 Model Aeronautics Yearbook* by Frank Zaic gives information on the circuitry used by Chester Lanzo for his 1937 “first” RC flight. The radio receiver was a three-tube regenerative affair operating on the amateur 80 meter band. It used an escapement control powered by a rubber band, and activated by a .5 mA relay, simple but effective.

This *Yearbook* refers to the work of Ross A. Hull, Associate Editor of *QST*, the official publication of the American Radio Relay League. Hull was “one of the most systematic experimenters in the field of Radio Control.” One of the few valuable early articles on Radio Control was in the October 1937 issue of *QST*. Frank’s *Yearbook* gives circuit diagrams of several transmitters and receivers. One circuit to become important shows the idea of a switchable grid lead, one of 1 meg and the other of 5 megs, giving two tones, which activate two circuits in the receiver.

It is appropriate to include a brief summary of the early days of the famous Radio Control team of Walt and Bill Good. Walt was the model plane expert and Bill was a licensed amateur radio operator with the station call of W8IFD. Being twins however you could not tell where their separate expert fields began and ended. The specifications of the RC plane flown in the 1938, 1939, and 1940 Nationals by Walt were identical. The plane weighed 8 ½ lbs., and had a span of 8 feet. It used a self-excited oscillator with a pair of 6L6s for the transmitter. The receiver was a 2 circuit affair operating on the 5 meter band. The plane was powered with the Brown engine. Incidentally in 1940 someone stole the RC transmitter the day before the contest, and Bill Good stayed up all night and successfully constructed a “bread board” duplicate which worked well in the official flight the next day. Walt has gone on from one success to another and is now a valued employee of the Johns Hopkins Applied Physics Laboratory, Silver Spring, Md., where he is Assistant Division Supervisor, in charge of all “control” activities. Walt Good won again in 1940, and at the 1941 Nationals, first place was a tie between N. E. (Jim) Walker and Arthur

Earle, both receiving 83 points. Charles Siegfried, always near the top was second with 77 points in 1941.

First AMA Technical Conference 1938

The first National Model Airplane Technical Conference was held in Washington, D.C. on March 12-13, 1938, sponsored by the Academy of Model Aeronautics. Seventy-five leader members registered for the sessions, and their work was called “an important milestone in organization for model aircraft advancement in the United States.” A quarterly *Journal of the Academy of Model Aeronautics* was conceived as a means of reporting the scientific developments and progress in organization of the Academy to its members. Technical papers were reproduced in Vol. I No. 1 of the *Journal*, authored by such experts as Hewitt Phillips, (now a Department head at NASA Langley Research Center in Virginia), Roy Marquardt, (now President of Marquardt Aircraft Company), etc. The *Journal* content was included in other AMA publications after three issues.

First AMA Bylaws

A Bylaws Committee that has been appointed by the first AMA president in 1937, prepared a 5-page set of bylaws consisting of 15 articles, in 1938. This took the “1937 agreement” and achieved a mutually satisfactory legal relationship for...

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...AMA and NAA and established a workable operating procedure for AMA. The Academy became a Division of NAA, assuring us of certification of National records under standard conditions. In turn AMA was given complete autonomy, and made responsible for its own planning and operation. The AMA was to act for NAA in setting up rules governing model airplane contests and records under NAA approval. AMA also had the right to grant sanctions to qualified organizations in the model field, as did NAA in the full scale aircraft field.

During this hectic year of 1938, Al Lewis, President of AMA conducted all expanding activity from his Boston business address with Jordan Marsh Company. Al carried on as Editor of *Model Aviation* during his term as President, and *Model Aviation* increased in worth as years went by. Arrangements were made for an Indoor Record Trial at Lakehurst, NJ on May 28, 1938 in the large Naval Airship Dock. Contest officials were listed as Victor Fritz, Charles H. Grant, Irwin Polk and Edward Roberts. It was a successful affair and set several new records.

New problems were posed by the advent of gas model planes. Should wing loading requirements be changed for planes powered by small bore engines? If so, what should be the dividing line regarding engine size? An AMA meeting in New York City on November 26, 1938 considered this newest problem and found a solution.

Vol. II No. 1 of *Fly Paper* issued by the Metropolitan Model League (New York City) and dated January 1938 states, “State Commissioner of Aeronautics, Charles L. Morris announced recently that the ban on gas models will be lifted in Connecticut... Credit for lifting the ban goes to the

NAA whose action in behalf of model aviation in reaching an agreement... for sane regulation will now permit residents in Connecticut to enjoy the sport legally.”

Massachusetts followed in a couple of months according to the March issue of *Fly Paper* and again NAA’s control program along with the work of Boston Gas Model Society president, Bruno Marchi, received the credit for lifting the ban.

Al Lewis Joins NAA Staff

Ed Roberts was lucky as third AMA President because in April 1939 NAA and AMA saw their way clear to call Al Lewis second AMA President, to Washington, D.C. to be Secretary-Treasurer of the Junior NAA and Academy. Al left his department store advertising work in Boston to go to Washington to run the affairs of the Junior NAA, with a starting salary of \$1800. There he found Walton Grubbs snowed under with detail work on junior memberships, contest records, etc. Walt smiled from ear to ear when he realized that now he had the real help of dynamic Al. Grubbs had been hired by Bill Enyart of NAA as a male secretary (the first male secretary that Al had seen) several years prior. Walt was a model plane builder and even though one of the best secretaries, he had a hard time keeping ahead of the increasing volume of Junior NAA mail. Eventually he left to become a stenotypist. Al says, “Today he is one of the very best employed by Congress, drawing a terrific salary, and has every day off that Congress is not in session.” He was later “best man” at Al’s wedding and a “heck of a fine fellow.”

Model Industry Association Helped By Academy

One of Al’s first innovations was “starting *Model Aircraft Industry Coordination Bulletins* to advise the Model Industry of what was going on in Model Aviation.” Started in July 1939 as an 8½” x 11” offset job, the original run was 500 copies. It was planned to send promotional samples to 10,000 American model airplane supply dealers. By the third issue the run was up to 1,000 copies. The idea was sound and the bulletins valuable. The third issue of the coordination bulletin, dated September 1939, contained a very remarkable article by Albert Lewis entitled “Nation’s Newest Hobby.” This early article shows better than anything else, the excellent grasp of the model aviation situation and needs in regard to the equally new model industry.

In No. 11-12 of the *Model Aircraft Industry Coordination Bulletin*, May/June 1940, a feature story by Al is titled “Model Trade Association Proposed at Sweeney Show.” In it he says, “Some time ago plans were made for a get-together of the model aircraft industry in conjunction with the National Model Meet... This gathering was a sort of outcome of a similar session held on May 11, during Pat Sweeney’s hobby show, which was sponsored in Chicago at the Sherman by the Central Gas Model Plane Society.”

“At the May 11 meeting, according to *Toys and Bicycles*, a luncheon was arranged in one of the private dining rooms... and word was passed around that exhibitors were invited to attend for the purpose of taking initial steps to form the National Hobby Association.”

“Present at this luncheon were: A. S. Duesenberg, Chicago, J. E. Menaugh, Erie Baker, H. F. Auler, Milwaukee, Franklin Butler, John J. Mullaney, Pat Sweeney, R. D. Schoenbrod, J. E. Ott,

Frank C. Smith, Charles E. Wiggin, Frank J. Schaefer, M. B. Austin, Dick Mates, Dick Watters, W. F. Kennedy, N. W. Farrand, Phil. Grover, William B. Craig of Megow's, Mr. Sweeney's assistant Mr. Moffatt, Bob Forster and Dick Mair."

Stopping at Academy Headquarters soon after, Dick Mair suggested that Al publicize the first get-together for the purpose of forming a national hobby association. Al wrote the publicity, but evidently Dick was on the road, as he got no reply or approval, but Al ran it anyway, as follows: "In conjunction with the Thirteenth National Model Airplane Meet, which will be held in Chicago, Illinois, the first week in July, an informal dinner for members of the model aircraft industry will be held at the Stevens Hotel on Tuesday evening, July 2, at 7:00 p.m." Evidently this was the beginning of the Model Industry Association, in which Al and the Academy played such a large part in promotion and enthusiasm.

NACA Takes on Model Makers

Another important happening for model builders stemmed from a letter to Academy President Ed Roberts inviting the Academy members to tour the Langley Field, VA, installation of the National Advisory Council for Aeronautics. The invitation was from Charles A. Hulcher, president of the Virginia Model Association, Hampton Roads Chapter. Hulcher was employed at NACA Langley Field, one of five NACA locations in this country.

Enclosed was an announcement that NACA would receive applications for the new position of Aircraft Modelmaker, in two grades, called "Under" and "Junior." The pay rates were to be \$1260 and \$1400 respectively. Dr. John Victory of the NACA Washington office, and on the NAA Board of Directors, and Dr. Edward Sharp, Director of the NACA Langley center, were responsible for this important step which gave model builders access to Civil Service status. William L. Barclay, modeler from Arlington, VA, and AMA member, was one of the first to be appointed to this expanding program which built the precise wind tunnel test models that helped evaluate by test new aircraft design features which helped us win WWII.

Wakefield Event Continues to Influence Design

Since its inception in 1927 the Lord Wakefield event had been won by either British or American entries. In 1937, however, E. Filion of France took the trophy from Great Britain with an average of three flights of 6 minutes 13.0 seconds. In 1938, Indianapolis shone because James Cahill's entry brought back the trophy to the United States with an average duration of 10 minutes 54 seconds.

The entry of Dick Korda of Cleveland made the sensational flight of the 1939 Wakefield. His plane of typical Korda design was clean and adjusted to a perfect climb. The 60 second motor run took the model to 200 ft...' The prop was seen to fold properly and the plane made a flat glide to 100 feet. At this point a thermal took over and the plane reached a height of possibly 1500 ft., where it circled directly over the judges for minutes, finally to glide down, and it was found that an official...

...flight of 43 mins. 49 seconds had been made. This with two shorter flights gave Dick an average of 15 minutes 50 seconds to win the Wakefield event for America for 1939. Six-man teams represented USA, Canada, Great Britain, France and South Africa, plus a single entry from New Zealand.

Design improvements including higher aspect ratio wings, attention to tip losses and proper power weight to total plane weight were noted in the Wakefield entries. Perhaps one of the cleanest designs although not in the Wakefield event was the slim streamlined model of Roy Marquardt. It featured circular dihedral in the wing, high aspect ratio small rudder and low frontal resistance. Geodetic designed wings showed, but failed to place. Fred Bower of Canada won second place in 1939 with a best flight of 13 minutes 32.5 seconds. His other 2 flights were not as successful. The British team failure to place high seemed to be due to slow climbing, underpowered models.

Air Youth of America

This new organization was described in the *Academy Journal*, dated November 25, 1939, which published the "Papers Presented at the Second National Model Aircraft Conference," held at Hampton, VA. It is interesting to scan the reported talk of Mr. Ernest Gamache, Executive Director of the Air Youth of America (AYA). Through this speech and the circular distributed entitled "First Flight" it appeared that the AYA was to be an instruction, information and guidance movement aimed particularly at the schools of the country. The organization was sponsored by Winthrop Rockefeller and had a council of 21 big names, all calculated to help make the organization effective.

Their basic operating principle was: "Air Youth of America intends to work through existing organizations." "To assist these young builders get started, a series of five kits has been developed. No kits will be sold or distributed through *Air Youth*. It is our desire to work through established manufacturers and retail dealers." A most auspicious start, for a fine organization. Certainly their glossy new publication *Air Youth Horizons*, Vol. I No. 1 dated January 1940, was a bargain at \$1 per year. The front page lead article for March 1940 was "Training for Careers in Aviation" by Carl Norcross, an authority in guidance. The center page spread usually was a technical article such as "First Steps in Learning to Fly Models" by Arthur J. Vhay.

Most Boy's Clubs picked up the organization under local leadership. It was seldom that a city or county Department of Recreation took an interest. This was unfortunate as the program was tailor-made for them. Civic and fraternal organizations cooperated, but schools were lukewarm.

Second National Model Aircraft Conference

Whereas the operations planned for the new Air Youth of America were made known at this meeting of November 25, 1939 the Academy had other important reports. The December issue of *Model Aviation* contained the following excerpts: "The Secretary-Treasurer's report was accepted as read by Irwin Polk. I am happy to report that a balance of \$78.50 was in the Treasury as of November 21, 1939... *Model Aviation* has been sent monthly to each member... two

quarterly *Journals* have been printed and a third will be in your hands by the New Year. Academy memberships have been placed on a calendar year basis... an unusually large number of ballots were returned in last month's voting for national regulations for model aircraft competition for 1940... There are 151 members in good standing in the Academy."

The report continues, "The recent election of officers of the AMA conducted by mail ballot resulted in a large majority of votes being cast for the candidates endorsed by the nominating committee. Those elected to serve from January 1940 through December 1940 are: President, Edward Roberts, Philadelphia; East Coast Vice President, Irwin S. Polk, New York, NY; Midwest Vice President, Carl Goldberg, Chicago; Secretary-Treasurer, Albert L. Lewis, Washington, D.C.

"Two of the several resolutions adopted by the meeting were the following: RESOLVED: That in recognition of his contribution to model aeronautics in the United States through the establishment of Air Youth of America, Winthrop Rockefeller be elected an Honorary Fellow of the Academy of Model Aeronautics.

"RESOLVED: That the Academy of Model Aeronautics go on record as endorsing the aims and purposes of Air Youth of America, and pledge its cooperation with the organization in every way."

Academy and NAA Model Division Merge

The February 1940 issue Vol. IV No. 2 of *Model Aviation* brought an innovation, an offset printed issue with good photos. It listed the names of 132 model clubs as Academy Chapters as of February 1940. The headline of the issue was "Academy and Model Division (NAA) Merge." This issue also offered AMA members public liability insurance and property damage insurance in the amount of \$500 each for \$1 per year.

The March issue of *Model Aviation* had a blue masthead and sported the new Academy emblem, which was a modification of the original Zaic emblem containing the NAA wings in the center with the Academy of Model Aeronautics around the rim. Things were breaking fast for the Academy now with Al Lewis and Walt Grubbs running the Washington activity. The April 1940 issue of *Model Aviation* states "The newest addition to the headquarters staff of the Academy is Bruno P. Marchi, well known model airplane designer, leader and experimenter.

"Mr. Marchi, formerly of Medford, MA, was Assistant Director of the Jordan Marsh-Boston Traveler Junior Aviation League, first president of the Boston Gas Model Society, and holds a technical membership in the Institute of Aeronautical Sciences.

"One of the original charter members of the Academy... he has recently completed special studies in Boston University and Massachusetts Institute of Technology, and is now engaged in preparing a thesis for his Aeronautical Engineering degree from BU. Marchi has numerous American and Canadian model aircraft duration records and has amassed an imposing array of approximately forty silver cups and trophies. His past experience is expected to be of considerable help to the Academy in its regular work."

Bruno was made chairman of the Contest Board and served as Technical Director of the Academy until he entered military service in the summer of 1941.

The Academy and NAA Move to New Quarters

According to the April 1940 issue of *Model Aviation*, the Academy moved that month to the second floor of the Willard Hotel, 14th and Pennsylvania Ave., N.W., Washington, D.C. The Academy had quarters for the first time that were separate from the NAA. Now we were physically “on our own.” LeRoy C. Gerlack joined the staff about this time and added his skills in the field of art, cartooning, magazine layout and production to Academy publications. The May/June 1940 issue of *Model Aviation* featured a front page letter from Ed Roberts, President of AMA, in which he states that the Academy Bylaws are being revised to fit present day needs of the Academy, the revision by Headquarters staff with competent legal advice will be ready for AMA vote soon.

In a statement, AMA Secretary Al Lewis says, “At this time I feel it advisable to address this message to all Academy leaders and chapters, regarding the provisional changeover to the new Academy of Model Aeronautics from the old NAA Model Aviation Division. The warm reception that has greeted this move has been deeply appreciated by the officers of the Academy. Evidently this changeover in model aviation was what the Revolutionary War was to the American Republic - we’re all together in our own organization, conducting our own activities for the benefit of American Aeromodelers.”

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Dick Everett, seated at worktable, leads group of Virginia Model Association members who were among the initial modelers hired by the National Advisory Committee for Aeronautics (NACA—now NASA) at Langley Field, Va., in 1940.



Frank Ehlig, AHA's Technical Director during the 1960's, with an original push-pull gas model design, circa 1939.

The July 1940 *Model Aviation* reports, "National Meet Shatters all Records for Size and Efficiency; Detroit Club takes Top Honors." There were over 1200 contestants registered in this biggest yet to all Nationals, witnessed by over 70,000 spectators. It also states "Model Trade Association formed by industry members; pledged to support the new Academy

Support AMA Program, Fly Safely

An AMA "Fly Safely" drive was launched to help carry out the Gas Model Safety Code. Launched by headquarters, all applicants for all kinds of membership signed the code and pledged to fly safely. This was a good membership builder and red and black stickers were put on all AMA mail as follows: "Support A.M.A. Program, FLY SAFELY." Cooperation was instantaneous.

Model Aviation's center spread was devoted to the new Bylaws of the Academy in the July 1940 issue. A major change in the Bylaws was described, "It was deemed unnecessary to have a fall Annual meeting, therefore as almost everyone is in agreement, the annual meeting will be held at the Nationals in July." The first issue of the *AMA Chapter Manual* saw the light of day, and did much to stimulate and show how to organize clubs and chapters of AMA. The first issue of the now famous *AMA Contest Manual* was also published.

Early Club Leaders, Contestants and Their Achievements

In the August 1940 issue of *Model Aviation*, club leader E. N. Angus described a successful pattern. He took over a club of 12 members with no treasury, and had boosted it to 85 members. He said when they reach 150 members he would buy them a Piper Cub. Club members would pay back in dues and low flight fees as they learned to fly the Cub. Nice going for the boys who lived near to Oaklyn, NJ.

As defense production became more important, it is noted that more of the skilled reservoir of model builders were using these skills in industry. One of the earliest was John P. Glass who formed his own company, now known as Clifton Precision Products Company, Clifton Heights, PA. Frank Zaic and other early notables have worked here in important capacities.

Roy Marquardt was among the top model designers in early AMA days, he now is President of Marquardt Aircraft Company, Van Nuys, CA, specializing in ramjet power plants and planes.

Then there are the hundreds that were employed in Research organizations. The March 1941 issue of *Model Aviation* carried a front page article entitled "Model Plane Builders are Good Defense Workers." It states that over 200 of these young men are working at the Langley Field Laboratories of NACA," classified under Civil Service as "Under Aircraft Makers," they not only built but also wind tunnel tested the exact scale models at Langley. The following quote is very important. "One group is building a propeller for the new high speed wind tunnel. In picking the new men, NACA has found them (model builders) superior to skilled craftsmen because they know the theory of flight and the practical details of plane construction." "Charles A. Hulcher, (formerly President of Northern Virginia Model Plane Association) the first model builder to be employed by NACA, now is supervising the work of (one group) of 50 young men

from 18 to 20 years of age. The plan was worked out by Edward R. Sharp, Construction Administrator of NACA.”

About this time another outstanding model plane designer and contestant was employed at Langley. William Hewett Phillips of Belmont, MA, a graduate of M.I.T. joined the Langley staff in July 1940. For years he was in charge of the Flight Test section of NACA and in 1963 he was given charge of the Flight Mechanics and Technology Division, responsible for the Space Vehicle Rendezvous Docking simulator, the Lunar Landing Research Facility, and other space simulators. In 1944, he won the Lawrence Sperry Award for outstanding accomplishments in the field of stability and control of aircraft.

In 1946, Paul Garber, an early kite and model airplane designer who had worked for the Smithsonian Institution in capacities of “Preparator,” “Aide,” etc., was made Curator of the National Air Museum of the Smithsonian Institution. It is interesting that Paul was first hired on December 17, 1918 by the Washington, D.C. Post Office Department to carry the air mail pouch on his bicycle to the College Park Airport, for the Washington-Chicago run in an open biplane.

Earl Stout was employed by Consolidated Aircraft Company to build models for their design department. Earl was a member of the Capital Model Aero Club. Bill Chaffee now has his own business making industrial scale models such as for oil refinery visual instruction. Joe Lucas is in the Chicago area still connected with industry and aviation there. During WWII at a Navy demonstration a tall red-headed Navy Pilot looked familiar, it turned out to be Herb Greenberg of New York City.

He was a real sharp looking lieutenant and an excellent pilot. His early contest training, designing and flying both indoor and outdoor models evidently helped him. At another meeting a familiar face turned out to be that of Gordon Light who at that time was an engineer working at the Johns Hopkins Applied Physics Laboratory, Silver Springs, MD. At this time he is an engineer in a Washington, D.C. area research organization. Our current AMA Executive Director John Worth was one of the model builders- recruited for Langley Field, VA, by NACA in their model building and testing facility. NACA later became NASA.

Those named in the foregoing are typical of many - it is impossible to give a complete accounting of all who have contributed importantly to both aviation and the Academy. It is in fact, indicative of the caliber of those who have figured prominently in AMA's history that many thousands are unsung but happy to have done their part without fanfare.

In the summer of 1941 Bruno Marchi, AMA Technical Director, was inducted into military service. *Model Aviation* of December 1941 reports, “Mr. Marchi was recently transferred to California, and then the State of Washington, and at last account he has been ordered to Alaska... To replace Mr. Marchi as a member of the Contest Board from the 4th District, Russell Nichols of Silver Springs, MD, has been selected. Mr. Nichols is President of the Association of Model Airplane Clubs of D.C. ... and has wide experience as a model builder and leader...” Everett N. Angus was appointed to fill Marchi's job as chairman of the Contest Board in AMA Headquarters, and soon was persuaded to take on the Technical Director job, which he ran by commuting to Washington from his home and business in Oaklyn, NJ. His devotion to the cause

of model aviation was one of his outstanding characteristics. Here is another of many men dedicated to the service of Youth and the Academy of Model Aeronautics.

Air Youth of America Merged With NAA

The December 1941 issue of *Model Aviation* carried a headline “Air Youth of American Consolidates with NAA; Vast Program Begins.” It is interesting that on this occasion, among the reorganization, that Winthrop Rockefeller, chairman of Air Youth declared, “Youth training in aviation will build American air supremacy not only for war but for peace and will play an important part in preparing the young people of this country for the rapid technical changes which will follow the present conflict.” This is a most concise and accurate statement, made in 1941, of what actually happened during the next 20 years.

Al Lewis was made Acting Director of the new Air Youth Division of NAA in addition to all his other work. At this time, AMA and NAA occupied quarters at 718 Jackson Pl., Washington, D.C., just across from Lafayette Park, and the White House. The move was probably made at the end of 1941. **Then came PEARL HARBOR DAY, December 7, 1941.**

WE ARE AT WAR!

The End of Part I
WILLIS C. BROWN,
AMA Historian
24 November 1965

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CHRONOLOGY OF AMA HEADQUARTERS LOCATIONS WASHINGTON, D.C.

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|------------------------|---|
| 1933-1940 | 1909 Massachusetts Ave., N.W., Dupont Circle. National Aeronautic Association, and its Model Airplane Division, were at this location when in 1936 the Academy was organized. Although the first Executive Secretary Lieut. H. W. Alden never was housed here, preferring to run the Academy from his home, yet in April 1939 Al Lewis began his activities from this location. |
| 1940-1941
Apr. Dec. | Both NAA and AMA moved to the Willard Hotel, corner of 14 th St. and Pennsylvania Ave., N.W. In this location the Academy was not adjacent to the NAA Headquarters, but physically separated, on its own. |
| 1942-1942
Jan. June | 718 Jackson Place, N.W. This overlooked Lafayette Park and the White House. Building was bought by the United Mine Workers Union. Later (about 1963-1964), many of these old houses were torn down, including #718. |
| 1942-1965 | 1025 Connecticut Avenue, N.W., was the home of NAA and AMA on |

July June different floors of “Stoneleigh Court”, an old apartment house. AMA on the 3rd floor and NAA on the 5th floor. Stoneleigh Court was torn down to make room for a modern high rise office building.

1965 - AMA moved to the street floor of a new apartment building in July
 July 1965, at 1239 Vermont Avenue, N.W., while NAA moved to 610 Shoreham Building, at the corner of 15th Street and H. Street North West, Washington, D.C.

**CHRONOLOGY OF NATIONAL CONTESTS AND CITIES
 IN WHICH HELD 1936 THRU 1941**

Arrangements made cooperatively by AMA & NAA

Designation	Place	Year	Sponsored by	Dates
9 th Nationals	Detroit, Michigan	1936	Detroit Times	June 30 to July 2
10 th Nationals	Detroit, Michigan	1937	Exchange Club and Recreation Dept.	July 9
11 th Nationals	Detroit, Michigan	1938	Exchange Club	July 6 to 9
12 th Nationals	Detroit, Michigan	1939	Exchange Club	July 5 to 9
13 th Nationals	Chicago, Illinois	1940	Chicago Park Dist. & <i>Chicago Daily Time</i>	July 1 to 6
14 th Nationals	Chicago, Illinois	1941	(Same as above)	July 1 to 5
15 th Nationals	(Planned for Chicago, with same sponsors for July 26 to August 1, but cancelled due to restrictions on travel and gasoline, no Nationals during War years).			

(Continued in Part Two)

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**THE HISTORY OF THE
 ACADEMY OF MODEL AERONAUTICS
 PART TWO**

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The Academy of Model Aeronautics by Dick Black

Part Two

Times of Change

With the falling of bombs on Pearl Harbor the entire emphasis of life in the United States was abruptly altered and AMA, like all the rest, had to make the best of the changed situation.

The Academy, which during that period served as the technical section of NAA's Air Youth Division, found itself working ever closer with the latter organization as expansions such as the Junior Air Reserves were undertaken to help fulfill the needs of the nation's air-minded youth during wartime. Continuing cooperation and sharing of personnel and facilities were the order of the day.

NAA supported AMA throughout this time, guaranteeing the salaries of the Academy's Headquarters staff, allowing them the use of NAA equipment and supplies at very low (if any) cost, and providing "name people" from NAA's upper echelons to lend prestige to AMA's promotions.

In early 1942 Russell W. Nichols was appointed Acting Director of the Air Youth Division and also Headquarters Director of AMA - replacing Executive Director Al Lewis who was granted a leave-of-absence to serve in the Signal Corps and later the Army Air Force.

This marked the beginning of Nichols' long and meritorious service at Headquarters. He had previously been a model builder for 12 years and was an AMA Leader member, chairman of AMA's Education Committee and President of the D.C. Association of Model Airplane Clubs. He had devoted much time to assisting and developing programs for Washington area enthusiasts, including conducting radio programs on model aviation.

Preceding Al Lewis' departure was that of Bruno Marchi, who was given a leave of absence to the Army Air Force. Replacing Marchi as AMA Technical Director was Everett N. Angus. Mr. Angus served in this post throughout the war years; not as a Headquarters staff member, but on a "volunteer service" basis, working from his home in New Jersey, with trips to Washington occasionally. LeRoy Gerlach and Walt Grubbs were two other highly valued people who left Headquarters for the armed services.

While the staff was undergoing these shifts the office itself was also familiar with change. The July 1942 issue of *MA* gave the new Headquarters address as 1025 Connecticut Ave., a move since the first of the year when it was situated at 718 Jackson Place. In mid-1945, AMA Headquarters moved from the general NAA offices on the 7th floor to quarters of its own on the 2nd floor of the same building on Connecticut Avenue. Modelers were asked to donate scale models to help decorate the new offices.

With the staff depleted, those who remained at Headquarters were hard pressed to put out all the work. The publication of *Model Aviation* was one of the things that suffered. Air Youth's *Horizons* publication was consolidated with *Model Aviation*, starting with the January 1942 issue, which added to the scope of the magazine but limited space for AMA news. Many issues of *MA* were late and often two were combined into one, although not being increased in size. During 1944 and 1945 it was issued only bi-monthly.

Most of this time Russ Nichols served as the editor of *MA* and wrote almost all of the material - on top of his myriad other duties. Members who had comments, reports and other material for inclusion in *MA* were asked to type it in columns of specified width in order to be ready for the photo-offset process without requiring retyping. On one occasion, Al Lewis pitched in to turn out

an issue when, upon a visit to Headquarters, he found Nichols so swamped with work that a longer than usual delay in publication was imminent.

The election of officers for 1943, for the first time in the history of AMA, was held by mail ballot. Ordinarily this was carried out at the Nationals. Irwin G. Ohlsson was elected President, succeeding Edward Roberts of Philadelphia. Russ Nichols was elected Secretary Treasurer.

At the time he became President, Ohlsson had been modeling for 16 years. He was California State Gas Model Champ in 1934 and competed in that year's Nats. He was well known as a model designer, contest flyer and model engine manufacturer, an aeronautical engineer, and had been an instructor of model aviation for the Los Angeles Playground Commission. Ohlsson served as AMA President from 1943 through 1946.

Restrictions and Shortages

The changes that the average modeler remembers, though, are the ones that affected his building and flying. The war caused the model industry to quickly run out of materials. By mid-1942 there were no cements or raw materials for gas engines and substitutes for new materials were also greatly restricted. All stocks of balsa were gone by 1943; spruce and white pine becoming the basic construction material. Rubber suddenly became a very precious item-those who were lucky enough to have a pre-war supply took the greatest care of it, while the less fortunate ones resorted to such measures as cutting up old inner tubes in order to be able to continue flying.

In the March 1942 issue of *Model Aviation* it was announced that Edward Miller had been appointed to the AMA Education Committee, replacing Russ Nichols. Miller was said to be drawing up a program of conservation and curtailment of essential materials for airplane model industries. At about that same time the Air Youth Division issued the bulletin "Priorities for Model Aircraft Materials," stressing that Aeromodeling was an essential defense activity and the Government should encourage it by granting industries the necessary materials. Presumably this was what Miller was working on.

NAA President Gill Robb Wilson in early 1942 requested that the President of the War Production Board grant official recognition to Aeromodeling by transferring its material priority problems to the Aircraft branch of the WPB. The United States Commissioner of Education and the Assistant Secretary of Commerce made similar appeals, pointing out that a youngster who had the pre-training that airplane model building provided was a better pilot and ground crew member.

After gas rationing went into effect, Academy Headquarters took on the aspects of a gasoline rationing board. Letters poured in from frantic modelers requesting ration cards, letter of recommendation, or information on where to obtain the suddenly precious fuel. Headquarters, of course, could do no more than recommend that the individual modelers go before their local rationing boards with their appeals. The July 1942 *MA* noted that letters had been received from grateful gas model flyers announcing their success in obtaining the small quantity of gas necessary to carry on their activities for six months or more. At the beginning of 1943 an OPA official announced that gas rationing regulations would permit modelers to keep flying as long as

humanly possible.

The September/October 1943 *MA* reported that WPB officials were considering a relief order to permit model manufacturers to fabricate a limited number of kits and engines during that fiscal year. Although balsa would still be on the missing list, such strategic materials as wire, thrust bearings, landing gear, etc. were to be included in the new kits. The kits and engines would be released for “educational purposes,” only for use by schools, AMA chapters and clubs and other groups for educational programs. Much credit goes to the Model Industry Association’s Committee on Materials and the NAA and AMA staff members for their efforts to bring this about.

The WPB allocated engine materials to manufacturers for the last two quarters of 1944 and a majority of these manufacturers immediately set to work turning out parts for assembly.

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Because of the Government’s request that transportation be limited to defense travel only, the 1942 Nationals, which had been scheduled for Chicago, were canceled, as were all future Nats for the duration of the war. The restriction on travel also pretty well limited attendance at other contests to local flyers.

An example of one of the ways the latter problem was alleviated was a Telegraphic Meet held among modelers in eight cities in Nebraska, Kansas and Missouri, which was reported in *MA*. Each group flew at their own site and wired their results to the meet coordinator who then determined the winners and notified all concerned. Competitions for solid and built-up non-flying Scale models were also held to help maintain interest.

Flying sites were also a major problem, what with restrictions on flying models over or near air bases, etc., and practically every available piece of open land being put into use for new military installations, factories or increased crop production. Modelers often found themselves flying from fields they would have considered unsuitable before the war.

Rules and Such

The flying rules announced by the Contest Board, in the spring of 1942, were an attempt to take into account the limiting factors imposed by the war. The engine run for FF Gas models was shortened to 15 seconds, with the flights limited to not more than 4 minutes - on a flight between 4 and 6 minutes, the time in excess of 4 minutes was deducted from the 4 minutes maximum time possible, while if a flight was over 6 minutes it was scored as 0. “Limited assistance” was allowed on ROG takeoffs if the site didn’t permit unassisted takeoffs. Gas models would continue under the existing power loading rule of 80 ounces per cubic inch of engine displacement and wing loading of 8 ounces per square foot of projected area, but with no fuselage cross-section requirement. No perpetual records for Gas events were to be established for the duration.

Although it was hoped the 1942 rules would remain in effect for the duration, Contest Board

Chairman Everett Angus reported in the July 1942 issue of *Model Aviation* that a number of flyers weren't happy with the 4- to 6-minute flight rule and didn't want to use dethermalizers. He also mentioned the growing popularity of "tether flying" and asked for new rules governing this phase of modeling. Suggested events were "speed" and "control" and possibly "scale." Weight and loading was discussed, as there was some fear that flimsy, high powered models would cause safety problems. Angus then expressed the hope that wells eternally in the hearts of all Contest Board chairmen - to have the new rules for 1943 ready by December 1942.

The October 1942 *MA* announced that AMA would recognize control models (sometimes known as G-line, tether or U-Control models) by licensing control model flyers and permitting them to participate in forming a set of national rules. Control model flyers were designated by the letter "C" following their AMA license number. The license cost \$1, the same as a FF gas model license - both could be obtained for the single price of \$1. In 1944, only two types of licenses were mentioned - Gas Model at \$1 and Rubber Model at 50¢.

Under Carroll Moon, who was named Contest Board Chairman following the resignation of Everett Angus in early 1943, a new system was developed in handling rules consideration by mail. (The Board used to meet at the Nationals to take care of this task). In effect, the new system had the Board remaining in constant session, "getting together by mail" at the end of each quarter year to consider any necessary revisions.

The most important rule changes announced in the January/February 1944 *MA* included the return of the minimum cross-section requirement (L2-/100) and the establishing of a separate category with no cross-section requirements for gas powered flying wing models. The maximum flight time for FF Gas models was set at 10 minutes and the engine run at 20 seconds, both of which could be reduced by the Contest Director if local conditions warranted. Hand launching of FF Gas models was permitted in "extremely adverse weather conditions," at the discretion of the CD, but no records were recognized for models so launched. Wing loading was increased to a minimum of 7 ounces per 100 square inches of projected area for FF models and 3 pounds per square foot for Control models. Only the Speed event was recognized in the Control model category, with engine classes the same as in FF - A, B and C.

In 1945, *Model Airplane News* magazine made a survey of its readership which showed that 65% were from 14 to 17 years of age, 13% were 9 through 13, 11% were 18 through 21, and the remaining 11% over 21. Their interest ranked in the following order: 1st - FF Gas; 2nd - Control Models; 3rd - Flying Scale; and 4th - Solid Scale. This is probably also a fair indication of the composition and interests of the modelers AMA was serving directly or indirectly during that period.

To help serve the many modelers showing an interest in Scale, AMA began offering in 1944 a series of scale model plans in various sizes - some suitable for Control models. Each packet contained at least three photos showing detail.

"Start 'em Flying - Keep 'em Flying"

Sounding the theme of AMA and model aviation in general during this trying period, the staff of

the Comet Model Airplane and Supply Company coined the effective slogan "Start 'em Flying - Keep 'em Flying" for developing aviation manpower. This was a combination of the Army's popular slogan "Keep 'em Flying" and AMA's new slogan "Start 'em Flying." The idea for the latter was credited to R. H. "Bob" Sommers of St. Louis.

The importance of interesting youth in aviation was well recognized by everyone at that time and innumerable efforts were expended to help "spread the word." For example, the NAA Air Youth Division and the National Broadcasting Company began early in 1942 to sponsor a series of weekly 15-minute network radio programs. The Tri-State Association of Model Airplane Clubs worked closely with AMA Headquarters in presenting news to modelers in the western Pennsylvania area via a weekly radio program sponsored by this Association over a station in Washington, PA.

On its "Young Folks" page, the *Christian Science Monitor* ran a series of how-to-build it articles on the five Air Youth educational airplane models.

The July/August 1944, *MA* reported that Dallas area modelers took part in the filming of a movie entitled "Model Aviation." The film depicted aeromodeling activities in the United States, and was narrated in Spanish and Portuguese for distribution throughout Latin America. Those who not only took part but also aided in planning the script were John Clemens, Jim Clem, Bill Wallace and Gerry Notley. Location shots were taken at a contest, in a modeler's home and Clemens' Hobby Shop. AMA cooperated in this undertaking as did the Dallas Exchange Club Aviation Service.

The Academy received some welcome assistance in its endeavors to keep modeling activity going in spite of the hardships.

For instance, the Model Industry Association made available to AMA sanctioned AA or AAA class contests a series of awards in the form of distinctive 1st, 2nd and 3rd place medals. The 1st place medal was gold with a blue and white ribbon, 2nd was silver with red and white ribbon, and 3rd was bronze with yellow and white ribbon. Each medal bore the AMA insignia in relief on a background of blue enamel and the inscription "MIA Award" on the back. A Contest Director could obtain one set of the medals for award in whatever category he desired, as long as they were given for the top three performances in one particular event regardless of the age of the contestant or the class in which their models were flown. These Awards quickly became very popular. Their value was further enhanced by the fact that only a limited number were available, due to the war effort.

At about the same time in the fall of 1942 that the MIA Awards were being announced, William Effinger, Jr., Pres. of Berkeley Models, Inc., and AMA Headquarters Director Russ Nichols made public the news that a total of \$500 worth of War Bonds would be presented through the courtesy of Berkeley Models to top winners in AMA sanctioned contests.



AMA President E. N. Angus frequently represented AMA in meetings together with AMA Executive Director Russ Nichols. Pictured (L to R) are: Wayne O. Reed, Alton Orthal, E. N. Angus, Howard Sinclair, Ed Fuller, Miss Arless Davis, Dr. Harl, Russ Nichols, Wayne Wainman, Wm. Redding.



Jim Walker patented U-Control and produced the famous Fireball kit. Walker shown releasing Fireball for flight by Saul Gonski.



Walker experimented with outside the flight circle control systems to overcome disorientation encountered by some pilots. Idea never caught on.

Among the individuals who helped AMA directly, the name of Walter H. Billet was prominent. In 1944, Billet, who was Activities Chairman of AMA's Twin Cities Chapter, presented the Academy with a supply of new and improved Sanction Certificates that he had personally designed and printed in his Minneapolis print shop. He promised to provide a fresh supply at the beginning of each year or whenever changes were made.

Outside organizations boosting aeromodeling in general included the Sons of the Veterans of Foreign Wars, which announced early in 1942 that it was inaugurating a model airplane building program.

Modeling's Contribution to the War Effort

In January 1942 the U.S. Navy asked modelers in schools to build 500,000 scale models of United States, Allied, and enemy planes for recognition and gunnery practice range estimation. This project was received by the young modelers with such enthusiasm that when it was terminated at the end of 1943, the original goal had long before been reached and sufficient models were on hand to train both Army and Navy personnel.

Many AMA Chapters assisted the schools in conducting the Navy Scale Model Project, or volunteered their services for other aviation instructional programs on the local and regional level, duty as aircraft spotters, etc.

Even the briefest list of modeling leaders who contributed greatly to the war effort would have to include the names of Dr. Walt Good and his brother, William, who were among those responsible for the development of the radio-controlled target planes used to train anti-aircraft gunners. This development was to a large extent under the guidance of Reginald Denny, well known motion picture actor, but more familiar to the model world as investor, model engine producer and early Radio Control experimenter. Chester Lanzo, Ross Hill, and Clinton de Soto were among many others who participated in this valuable work.

Walt Good also worked on the development of the proximity, or VT fuse, while William Good was also engaged in research on airborne radar. W. Hewitt Phillips was given the Lawrence Sperry Award for the most significant contribution to aeronautics by a young man during 1944 by the Institute of the Aeronautical Sciences. This was in recognition of his fine work in the field of aerodynamics for the National Advisory Committee for Aeronautics (NACA). The efforts of Roy Marquardt in aerodynamics were also noteworthy.

Of course, countless thousands of modelers served their country in the armed forces while many more did their part in essential war work on the home front. The U.S. Civil Service Commission made recorded flights of an applicant's model airplane a necessary prerequisite for appointment to certain positions at the NACA laboratory at Langley Field, VA. It was recognized by aircraft plant personnel managers that model builders completed training courses more quickly, and by and large proved to be more efficient workers. Frequent announcements in *Model Aviation* told of opportunities for qualified high school boys (and sometimes even girls) for jobs with NACA or some member of the aircraft industry. Modeling's value in education was undisputed. A plan for the immediate installation of Junior Aviation Courses in public and private schools

throughout the country was the keynote of the First Youth Aviation Education Conference called by NAA in March 1942.

In July 1943, Mr. Franklin Butler, Secretary of the Model Industry Association, reported at an MIA meeting that there were more than four million teenage boys and girls actively engaged in model aviation programs throughout the country. Model aviation was being taught in 14,000 or approximately 50% of the high schools in the United States.

An example of the extent to which some educators valued aeromodeling was carried in the February 1946 *MA*. Mr. Arthur V. G. Upton, County Superintendent of Schools, Clarksburg, WV, arranged for modelers to fly in contests during school hours and get scholastic credit! Superintendent Upton was reported to have said “A boy or girl who has a good hobby is going to be a better student in school and a better citizen in the community.”

A Fitting Tribute

In the congressional record of January 23, 1946, Representative Jennings Randolph (WV) paid tribute to aeromodeling’s contribution to the war effort by mentioning many of the facts noted above and added, in part: “...Years before World War II brought its bitter, savage destruction on all mankind, America’s youth was preparing itself. So effective was this preparation that the brevity with which we ruled the air left our foes gasping. This preparation was not an organized, regimented program; it was accomplished, rather in the democratic American way.

“Boys mowed lawns, carried newspaper routes, shoveled snow from sidewalks, and did the thousand and one different jobs with which boys earn themselves a few pennies, in order to buy the supplies necessary for the construction of frail contrivances of wood and paper with which they conquered the air. Older people smiled condescendingly at their ‘playing’ but the record of these boys in cockpits of our fighters and bombers, in the maintenance depots, on the assembly lines and on the drafting boards speak for themselves. While they were playing, they were learning, and we now know that what they learned, they learned well.

“International competition, deferred during the war, is to be resumed on a larger scale, and there is no doubt but that it will prove to be of great value in the development of amicable relations with the people of other nations. The Academy of Model Aeronautics, a division of the National Aeronautic Association, is the governing body for organized competition. It is composed of the model builders themselves. Under its fostering hand children in ever-increasing numbers will develop by means of this sport science into the designers and flyers of the aircraft of the future, and into substantial citizens who will do all in their power to keep America first in the air.”

Toward A Brighter Future

Long before the guns of war were silenced, the thoughts of model aviation’s leaders were turned toward the time when peace would once more reign supreme and the wartime hardships could be forgotten. In the spring of 1943, Nathan Polk proposed the formation of an AMA Committee to project postwar plans for aeromodeling on a local, state, national and international basis.

There were new developments to be taken into consideration, such as the mounting interest in Control Line flying, model jet engines and improved electronic equipment and techniques for Radio Control. Walt Good predicted increased RC interest in postwar days with simple, light weight, rudder only models; speed models and complex multi-control planes, and in the March/April 1944 *Model Aviation* issue, he called for suggestions on possible RC rules. Contest Board Chairman Carroll Moon envisioned a modeling boom when the service men returned home and many government surplus fields would be available for flying.

The May/June 1945 *MA* announced the appointment of Willis Brown as chairman of a Post War Planning Committee for AMA. Other members were William Butler, AMA Vice President from District X; Carl Hopkins, known as the father of model aviation in West Virginia; and William Winter, editor of *Air Trails Pictorial*.

POSTWAR - BOOM OR BUST

1946 - 1950

Growing Pains

“AMA was in many ways a casualty of the second World War. By January 1, 1948 it was still suffering from war injuries. The success of the Nationals is a good indication of the health of the Academy. The Nationals in 1946 and 1947, the first ones after the war, almost indicated death of the patient. During the war years, it was only logical that hobby and recreation should be restricted... Under such conditions, the blood pressure of the Academy fell almost to inactivity...

“The Academy in 1947, beset with growing pains of model aviation, was...

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...quite a different organization than the one of its founders had in mind when it was created some fifteen years previously. No longer was the chief interest ‘scientific’. Wide participation had given meets and contests first place. The original purpose had placed ‘meetings to discuss the scientific aspect of model aviation’ as a chief objective. By 1947, the chief interest was performance, records and model contests. The members were primarily concerned with well-directed meets, culminating in a well-directed National. The poor performance in arranging the 1946 and 1947 Nats at the eleventh hour and the abortive deal with the industry to conduct future Nats, aroused the members to loud protests and to demands for reforms, for more democratic operation and more service from the Washington office...”

The above pessimistic view of modeling’s postwar period comes from C. O. Wright’s report on the state of the Academy at the end of 1949. It marks a drastic low in the affairs of the Academy during a period that started out with so much promise. And “promise” seems to be just the word to describe the situation.

The February 1946 *MA* announced a proposed ambitious program for that first full year of peace. It included:

1. Immediate establishment of city-wide, state-wide and sectional coordinating counsels to assist clubs in planning contest dates and sponsoring exhibits.
2. Establishment of additional official AMA chapters and registration of all model aero clubs with the members of these registered clubs to elect an AMA State Contest Director on a block-vote basis through their organization.
3. Revision of the *AMA Contest Manual* and its club manual - with the price of each not to exceed 50¢, to encourage wide distribution.
4. Recognizing accredited dealers as official licensing stations for MA.
5. Rules maintained to safeguard activities, simplified for easier use by modelers and CD, and broadened to encourage more original designing.
6. Maintain a testing laboratory at one of America's largest Universities for the evaluation of certain types of model aircraft products, with a Standards Board to be composed of the Dean of the School of Engineering, Head of the Engineering Department, a representative of the Bureau of Standards, a representative of NACA and a representative of the CAA.
7. Make available to modelers at nominal cost full size plans of outstanding contest models and scale craft, using a tie-in with national magazines and manufacturers for reprint rights of contest and educational craft.
8. Continuance and extension of reduced magazine rates for AMA members.
9. Have *Model Aviation* published on a monthly basis and made available for 50¢ a year to licensed flyers.
10. Provide a weekly column for publication by newspapers sponsoring model aero clubs or interested in promoting aeromodeling activities. This, to be operated on a cost basis.
11. Set up a section of the Academy for the permanent exhibit of model materials and associated items, along with maintenance of a library and reference files that would be available to all interested and eligible researchers.
12. Set up a kit licensing program for an educational series of model building kits for club and individual use, so as to provide the modeler with complete pre-competition training.
13. Encourage more competition flying through issuance of new contest manual, easy how-to-do-it instruction, slide films, motion pictures (8 and 16 mm) and nation-wide publicity for activity in the model and full scale press.
14. Hold National Design Competitions for amateurs to encourage original thinking and planning for gas models, rubber planes and glider craft.

15. Hold annual scientific and technical conferences with sections meeting simultaneously in East, Midwest and West. A complete record of the papers presented to be made available to all interested parties.

16. Establish a National Registry File of all model engines and their serial numbers, as a protection for flyers in recovering lost or stolen engines.

17. Publication four times a year of a “quarterly scientific journal” that would present technical papers and design developments prepared by AMA’s Scientific Leader members, and also include papers presented at technical forums.

18. Establish the following specialized sections of AMA:

Employment Counseling Service - a special column in *MA* to carry free ads for personnel needed by various concerns as well as situations wanted.

Veterans Bureau - A special service and question and answer section for AMA members in or discharged from the armed forces.

Gas Model Pioneers - Special recognition for early gasoleers still active.

Flying Eight-Balls - Honorary membership for those who have really “suffered” (i.e. had their record breaking plane stepped on or started off for the Nationals and ended up in the wrong city).

19. Establish an International Academy of Model Aeronautics to serve, on a worldwide basis, as a clearing house for all national model organizations. Its activities would be directed toward promotion of international competitions and forums, with all meets to be conducted by FAI regulations.

20. Devotion of considerable time and effort of the AMA Headquarters staff to the dissemination of scientific material and data, which was of prime interest to all aeromodeling leaders.

21. Revision of Leader membership qualifications to encourage more Leader members and eliminate “casually interested” type. Elevation of annual Leader membership dues to \$5.

22. Provision of an Academy/industry “coordination bulletin” to dealers, to give news of industry doings, new products, personality, etc., in addition to reprints of special announcements, rules, national record listings, etc.

23. Once a year compilation in the form of an annual yearbook of national and international records, data on contest designs, results of outstanding meets, club and Contest Director directory, dealer and manufacturing listings, national awards listing, and general round up of years activity.

24. Intensive drive for new national and international records, with emphasis on club projects

and local and state records. AMA to issue special recognition certificates for local and state records just as it does for national and international records.

25. Contest Board to be elected by licensed modelers through medium of ballots in *MA*.

26. Establishment of regional offices in the central section of the country and on the west coast as soon as possible when funds are available.

27. Continuance and expansion of AMA's gas model insurance policy to cover all types of modeling and contests.

These ideas, while good, all took funds to put into operation and the reality of the situation soon became quite clear. AMA had no money to delve into any new programs. In fact, the Academy was kept busy just handling its routine business. There was just no time or staff for in-depth planning for the future or enlarged operations in the present, even though it was originally intended to 'use the council of past presidents to "bird dog" some of the proposed projects.

There were a few ideas that did get beyond the talking stage, however. A couple were inaugurated immediately and others came into reality from time to time over the next 20 years.

The same issue of *MA* that listed the ambitious program, announced that the National Registry Bureau had already been set up by AMA. The Academy supplied the manufacturer of each engine with the name and address of every purchaser who sent in a registration. There was no charge for this service other than the 3¢ stamp needed to mail in each registry card. The registrant didn't have to be an AMA licensed flyer. Unfortunately, there is no record of how long this service remained in effect.

Another program which appeared to be "off the ground" was the "Justice Design Competition" for original rubber powered airplane design. Mr. Don Justice, one of the country's foremost...

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...model designers and technicians, offered a trophy for this, which was to be supplemented by Victory Bonds. Closing date was set at August 1, 1946, with the competition open for two types of designs: contest model or dream ship, with the latter to flight test the designer's ideas. This, too, then passed into the oblivion of "no further record."

On August 8, 1946 Headquarters mailed the first copy of its new "directors bulletin" which was a special report going out to club directors, contest directors, and Leader members to supplement *Model Aviation*.

The "quarterly scientific journal" wasn't a new idea by any means. Several of these "journals" (which were actually mimeographed affairs) were issued before the war. During the war, when it became apparent that there wasn't space in *Model Aviation* to give coverage to technical information, a number of attempts were made to re-establish the "journal" on a more or less regular schedule.

It must be remembered that during this time AMA was tied very closely to NAA and often found itself riding the tide of good or ill fortune along with the parent organization. NAA was beset with its own staggering problems following the war. Private flying failed to grow as anticipated, the sale of small private aircraft hit unbelievably low figures, aircraft manufacturers did not prosper and tragedy beset the national air races. The Junior Air Reserve, which had been part of NAA's Air Youth Division, was turned over to the Boy Scouts of America for their Air Scouts program.

At the end of 1947, Everett Angus, then AMA President, was named NAA Vice President in charge of the Air Youth Division, which included AMA. He was the first modeler to become a member of NAA's policy forming group. He remained in this position until the autumn of 1949, when he resigned to devote full time to a new business he was entering.

There was much discussion and debate on the merits of continuing the present association of AMA with NAA. Back in 1942 a group of AMA Leader members, under the chairmanship of Carl Goldberg, was considering ways and means of simplifying and redesigning the structures and methods of operation of NAA-AMA. Following the war the demand for a new Constitution and Bylaws grew stronger with the vital issue of how much autonomy the Academy should have being one of the key points. Should it be a division of NAA and on what arrangement, or should it be independent?

Fear of a take-over of AMA by an organized group of midwest modelers was one of the reasons Bylaws revision was stalled during 1946 and 1947. Later on the threat of a take-over by west coast modelers helped delay things further.

The details of revision dragged on and on through one committee after another. In a letter to AMA officers on April 5, 1948, President C. O. Wright announced that C. L. Bristol of Cheyenne, Wyoming was the chairman of the new AMA Committee on Constitution and Bylaws. Other members were Willis Brown, Harold Bradish, and Harvey Robbers, Sr. They submitted a report for action at the annual meeting of the 1948 Nats. On April 29, 1949, another letter from Wright to AMA Officers and Leaders suggested that a re-draft of the Bylaws be submitted at the annual meeting at Olathe for adoption.

A letter from Merrill C. Hamburg to Wright reported on actions taken by the "Committee for the Revision of the Constitution," for which Hamburg served as Secretary. This committee met on August 28 and 29, 1949 in Detroit. A big problem was that there seemed to be no provision or authority in the then present Bylaws to empower a committee to submit a new Constitution to the membership for adoption. It was also felt that it was important to determine the attitude of NAA and secure definite commitments from them before any Constitution could be submitted for adoption to the membership. Further, the committee felt that AMA could not sever completely its relationship with NAA, and suggested that a meeting be held with the NAA Executive Committee before committing the membership to any action.

The committee unanimously adopted the following resolution:

“1. The committee agrees that the AMA and the NAA should work toward an independent AMA which would be self-financing and self-governing, to operate as an affiliate of the NAA with authority to administer the FAI model franchise in the United States in the field of American model aviation.

“2. The committee agrees that before any proposed Constitution and Bylaws are drawn up for submission to the AMA membership, the foregoing sentiment be brought to the attention of the NAA and the AMA-NAA divisional agreement be studied and changed to permit the accomplishment of resolution No. 1.”

The proposed Constitution was worked out by C. O. Wright, Ken Gardiner, Val Sherrard, R. F. Gelvin, William M. Moffett, Charles E. Carpenter and Wilbur Ahsher. It was sent to Officers and Leaders along with a copy of the old Bylaws for their comments. The annual meeting at Olathe approved the draft of this new Constitution with some modification. A special committee headed by Mike Thomas was supposed to work out details and, if possible, confer with NAA officials. This resulted in the above reported actions of the Committee on the Revision of the Constitution.

The proposed constitution included the following points:

1. AMA to be a division of NAA with provision for separation by 2/3 vote of members by mail. (Old Bylaws had no provision for separation).
2. Purposes stated in terms of present activity - develop rules, promote contests, further model aviation, etc. (Old Bylaws gave the purposes as promoting discussion on scientific aspects, recognizing leadership, FAI records, etc.)
3. Membership in all age groups carried privilege of participating in meets, voting on officers and AMA business, and providing insurance. (Old Bylaws gave Leader members only the vote, with Associate members having no legal voice in AMA affairs. No insurance was provided for.)
4. Provides 1949 schedule of dues with provision for change by Executive Council at annual meeting. (Old Bylaws only gave dues of Leader members.)
5. In the election for President and District Vice President, at least two names shall appear on the ballot for each office. (Old Bylaws didn't provide for this.)
6. Provide for eleven Districts with provision that grouping of states and number of Districts may be changed at annual meeting. (Old Bylaws had state placement in Districts fixed.)
7. Provides for Executive Director selection with “advice and consent” of AMA Executive Council. (Old Bylaws had Executive Director entirely under selection and control of NAA.)
8. Provided for the annual budget of anticipated receipts and expenditures adopted by Executive Council and for audit by CPA, with monthly financial reports. (Old Bylaws provided that expenditures of AMA funds, including salaries, be under the supervision and direction of NAA. No budget, and only an annual financial report was required.)

9. Provided for an Executive Council with increased powers and function. (Old Bylaws had Executive Council actions subject to NAA approval.)

10. Provided for divisional payment to NAA as agreed by AMA and NAA. (Old Bylaws provided that 10% of all AMA money be paid to NAA as divisional payment.)

It was hoped that such a new Constitution could be submitted to the AMA membership for approval in the latter part of 1949. However, the recommendations of the Constitution Revision Committee disrupted this timetable. For this reason, C. O. Wright listed as a major failure of AMA during this period in its history the fact that in spite of its high ranking importance, no vote was taken on a new Constitution or no amendments were made to the present Constitution.

Following the recommendations of the NAA Board of Directors and AMA's Constitution Revision Committee, a special AMA committee meeting was...

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...held at the offices of NAA on October 17, 1949. Members present were E. C. Sweeney, Chairman; Willis Brown, Al Lewis, W. P. MacCracken, Jr.; Lieut. J. H. Burton, USN; R. M. Phelps; and Russ Nichols. Among those unable to attend was Mr. C. O. Wright, who as AMA President was now also a member of the NAA Board of Directors. The purpose of this special committee meeting was to review current conditions relative to the function and program of AMA and to prepare recommendations for the NAA Board of Directors for any program changes considered by this committee to be necessary. Although a number of points were discussed, no action was taken and all interested parties were asked to send suggestions that would be considered at the next meeting.

During this postwar period, AMA Headquarters too, showed the great strain that this organization was undergoing. Al Lewis returned from his duty with the Army Air Force in late 1945 and resumed his job as Executive Director and Editor of *Model Aviation*. He remained until October 1946 when he left to work for the Polk Brothers in New York, and later as editor of *Air Trails/American Modeler* magazine. Russ Nichols then again took over as Executive Director and Editor, although he was also on loan to the NAA Contest Board directing an intensive drive for new National Records for all types of full scale planes.

In 1947, Valentine Luce joined Headquarters staff as editor of *MA* and Technical Director. He served until September 1949. Carl Wheeley came into the office in charge of membership matters in 1947 and added the job of editor of *MA* and Technical Director to his other chores when Luce left.

In a memorandum to AMA officers dated March 2, 1948, C. O. Wright succinctly stated the situation at Headquarters: "The AMA is not renting large enough space. Russ Nichols and Val Luce have the two desks in a small room. Mrs. Fritchey, the stenographer, occupies an even smaller room. More income is needed for more space. As to typewriters, desks, etc. the AMA owns none. We have only cases for membership cards. Office equipment, mimeograph,

addressograph, etc., are all NAA property and are used by AMA. NAA also helps some with clerical work.

“...We must work to raise salaries... We can't expect the Executive to stay on at figures around \$75 per week. With a shortage of clerical help the two executives are forced to do clerical work or let it slide. The work does too much sliding, but the membership of AMA is responsible in not driving for more income.”

Even routine work was slow in getting out due to the understaffed conditions at Headquarters. Many letters went unanswered and sanctions and reports were slow in being sent out. Some hopes were expressed for reorganizing the Headquarters staff and for having the Executive and Technical Director get out and do more work in the field - especially in the line of promoting AMA. However, under the existing conditions it was impossible to bring this about. Pending expansion of the Headquarters staff, Wright even considered the possibility of having the Vice Presidents and Contest Board members help carry the clerical and correspondence load.

In 1949, the adverse conditions were alleviated somewhat as a slight improvement in response and communication was noted, although things were still far from ideal as far as many were concerned. One of the reasons for this improvement no doubt was the allocating of some money for field work and increasing pay of all employees. If it weren't for the dedicated work of those who manned the staff during this period, though, the situation at Headquarters would undoubtedly have been much worse.

The fact that the elected officers were forced to serve without a clear definition of their duties and were frequently asked to make sudden decisions without being supplied with adequate and complete information also added to the confusion at this time.

Everett N. Angus was elected President in 1946 and again in 1947. Russ Nichols was reelected Secretary-Treasurer during these same years. Local and regional model organizations then sought to correct AMA's problems and elected a "reform President" for 1948 and 1949 - C. O. Wright. He sought to build a stronger Academy through democratic action of the members, improved administration at Headquarters and by appointing committees and expanding business sessions at the annual meetings.

Wright traveled from coast to coast attending meetings and making personal contacts during his term of office. He did this at no expense to AMA, using the returns from magazine articles, and the clerical force and service!" of his own office, as well as money from his own pocket. To augment the news of important matters that was often delayed because of irregular issuing of *Model Aviation*, Wright wrote a monthly presidential letter to AMA officers. He also included the Leaders Meetings in on this mailing of important matters.

In 1949, Mike Thomas was voted in as Secretary-Treasurer of AMA, breaking the precedent of electing the AMA Executive Director to this post.

Because of the lack of adequate communication between Headquarters and the officers and the entire membership, many rumors floated around. These included a possible move of AMA

Headquarters offices to Chicago or some other central place; that AMA money was so mixed up with NAA money that adequate financial information was impossible to get or that NAA made up its deficits by dipping into AMA funds.

When Al Lewis returned to AMA in 1945 the organization was about \$1,200 in the red. When he left in the fall of 1946 AMA was about the same amount in the black. The statement of Income and Expense for 1946 showed an excess of income amounting to \$1,201.07. Much of this can be attributed to the fundraising schemes of Lewis and Nichols, such as the Flying Eight-Ball Club. The item "contributions" amounted to an income of \$4,684.50 during that year, a figure that was never neared during the rest of the postwar period.

In 1947, the financial statement showed a loss of \$1,180.35. Included in the expenses listed for that year were salaries for six full-time and four part-time employees - about \$16,000. In 1948, the expense exceeded income by \$2,735.91. Salary expenses were given as about \$15,400, although a report from C. O. Wright listed only four full-time employees. It is not known whether this represents an increase in salaries to those who remained or if NAA helped pay some of the salaries in 1947.

The 1949 statement showed a loss of over \$3,000, but this was chiefly due to the unexpected expense of financing the Wakefield team that year.

Direct financial aid from the model industry and others helped AMA considerably during this period. The MIA contributed \$2,000 to AMA in 1946, as a small indication of the high regard the Association held with the work done by the Academy. \$500 of the gift was to be used for MIA awards, the medals which had been so popular in past years. The remainder of the funds was to be used for general AMA work, including the printing of new club and contest manuals. While numerous individual industry members had made contributions to AMA in the past, this marked the first time the MIA had done so as an organization.

Help to AMA was also offered by such firms as *Model Airplane News*, Micro-Built Engines (Arden), Herkimer (O.K. Engines), *Air Trails*, and others, in the form of sponsoring at no cost to AMA, the printing of several hundred thousand license applications.

Various members of the industry applied for Patron memberships in AMA at a fee of not less than \$100 annually. These included Paul Guillow, Ben Selbst, William Effinger, Jr., Irwin Polk, Charles Brebeck, Frank Zaic, Ben Sheresheff and others.

In the February 1950 *MA*, it was announced that the new AMA club and chapter manual was ready. They were printed by the Hershey Chocolate Corporation and presented to AMA for the purpose of assisting the advancement of model aviation. At the request of the Company no mention was made on the manual of this contribution by Hershey.

In 1948, Carl Goldberg was named...

...chairman of the AMA Finance Committee which was to study ways to increase income and possibly reduce expenditures. In accordance with the decision of the Executive Council, membership was set on a calendar year basis starting in 1949. Fees were as follows: Junior \$1, Senior \$1.50, Open \$2, and Leader membership \$5. Legal liability of competitors in sanctioned meets, for injuries and property damage to the general public and for injuries to each other was covered by membership for the first time.

In 1949, AMA also started charging a contest sanction fee. The following rates were in effect for contests sponsored by non-profit groups such as model clubs and religious and civic organizations: Class A or Record Trials \$1; Class AA \$2.50; Class AAA \$5. For other groups the fees varied according to the size of the city where the meet was to be held, ranging from \$15 to \$100-plus. It was hoped that the sanction fees alone would bring in \$11,000 or \$12,000 of needed revenue. Actually, they did bring in some \$7,382 that first year.

When Mike Thomas became Secretary-Treasurer in 1949 he promised to prepare a monthly financial statement to be included in C. O. Wright's monthly letter to officers and Leader members. Unfortunately, the poor communication between the officers and Headquarters made it impossible for him to follow through on this project. He did manage a couple monthly statements and a rather detailed statement at the end of the first six months which showed that the organization was operating in the black up until that time. This seemed to prove that a more careful scrutiny of the financial picture during the year would at least keep matters from getting too far afield. The need of a realistic budget to work by and a contingency reserve to fall back on when emergencies arose, such as the \$3000 "bite" for the Wakefield team sponsorship, was now crystal clear.

Frank Bushey, who was elected Secretary-Treasurer for 1950, was not one to be timid in his efforts to get to the bottom of the financial maze. With what he calls his "typical finesse," all he had to do as AMA Treasurer to get a look at the entire records of NAA-AMA finances was to accuse NAA of robbery. He was soon shown by NAA Secretary, Mae Simpson (a fine battler in her own right) that things were opposite to what those in the field believed. NAA was not dipping into AMA's funds. In fact, NAA underwrote the \$3000 obligation in order for AMA to carry through with its participation in the 1949 Wakefield event. The NAA affiliation fee listed on AMA's Income and Expense statement was not an affiliation fee at all, but rather the apportioned share of AMA use of the staff, materials and equipment belonging to NAA. Bushey reported that a thorough and an efficient bookkeeping system at NAA carefully tabulated all entries and properly credited them for or against the proper account.

Of, By and For the Modeler

Back in early 1946 trouble of another sort cropped up when a local New Jersey Club run by a dealer and mail order house began to get "big ideas" and started "sanctioning" meets outside its area. This caused considerable confusion among contestants, prize donors, etc. The group, which claimed over 500 members at one time, attempted to capitalize on some of the shortcomings AMA was suffering from.

A committee of loyal AMA-ers, including Frank Bushey, Al Lewis, Russ Nichols, Ed Yulke, and

Bill Winter met to figure out a way to combat this threat as well as another that was forming on the west coast. These and other eastern leaders set about to organize an East Coast Association with the basic purpose to work within the framework of AMA to fight off the encroachments. They even went so far as to launch a miniature magazine with the avowed purpose of strengthening AMA.

While the East Coast Association never quite reached the organizational stage, its purpose was achieved. The efforts aroused the AMA license holders, because it was promised to fight for full AMA membership for all license holders instead of letting the Leader members be the only ones to have any say, as was then the practice. This campaign eventually made voting members of every license holder and finally made every important function of AMA subject to this total membership. Everett Angus proved a strong AMA President during those trying times and battled down the line to see that these points were won.

This improvement in the membership situation coupled with the fact that the model press supported AMA editorially as the one official organization, finally put the rebel groups in their proper place.

In accordance with an amendment to the AMA Bylaws adopted at the 1946 annual meeting every member of AMA in 1947 was entitled to vote for President, Secretary-Treasurer, as well as a Vice President and 2 Contest Board members for his District. Since it was not possible for Headquarters to mail a ballot to each license holder, it was decided that a supply of ballots be sent to all Leader members, who were then asked to distribute them to licensed flyers in their area. Individuals could also obtain ballots by sending a self-addressed stamped envelope to Headquarters.

Composition of the AMA in 1949 was 27.6% Juniors, 26.7% Seniors and 5.3% Leader members, with the rest Open age members. It is presumed that the make-up of AMA's membership was similar to this during the earlier postwar years.

The addition of the insurance benefits to all licensed members was a good step forward in benefits to the license holders. An Insurance Committee headed by Frank Bushey worked diligently on achieving this desired goal for nearly a year and a half. Although they came quite close, they were not able to get things finalized satisfactorily until Russ Nichols pitched in. Within five days he managed to accomplish the task.

In 1949, it was announced that the legal liability of competitors in sanctioned meets would be covered to the limits of \$50,000 for injury to one person - with a limit of \$100,000 for any one accident - and \$10,000 property damage per accident. The cost was said to be about 40¢ per member. A fine deal indeed!

As for the members themselves, a special committee appointed by the Executive Council at the 1949 Nats came up with the recommendation that the Junior, Senior, and Open age groups be renamed Class III, Class II, and Class I, respectively. It was felt that there were many objections and some confusion to the meaning of the previous terms. The new terms were to go into effect in 1950.

Also in 1950 the ages of members for license classification were to be taken on the basis of the flyers' age as of July 1st of that particular year.

In the nature of services to members, AMA's Supply and Service section was opened in mid-1946 to provide some of the necessary items for contest operations and members' needs, such as model identification labels, license number decals and flight time cards. In late 1949 it was announced that three 16 mm sound motion picture films were available for loan to clubs at no charge. Two of these were on the Plymouth Internationals.

One of the most important services of AMA, of course, was the publication of *Model Aviation* to provide its members with a complete picture of aeromodeling activities and AMA's part in them. In 1946, a number of members in the model industry donated money so that *MA* could be made available to every AMA member at a cost of only 50¢ per year.

It is unfortunate that the lack of adequate staff and the pressure of other work prevented *MA* from being published every month. As during the war, it frequently was late. Many of the issues were very skimpy affairs - a couple being only a single sheet of legal size paper printed on one side.

As indicated earlier, the editors during this period all had other jobs to perform for AMA. They were in order - Al Lewis, 1945 to 1946, Russ Nichols a few issues between Lewis and Val Luce who served from 1947 until the fall of 1949 with the exception that Bill Tyler edited one issue in 1947. Carl Wheeley then took over as editor in late 1949.

An improvement in content and promptness was noted at the beginning of 1949, so apparently some of the bottlenecks in this phase of the work...

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Matty Sullivan mastered the early use of P.D.Q. control line model kits. Always a staunch supporter of all model airplane activities and the AMA, Matty also helped run National meets at Willow Grove.



Shown at Record Trials in 1943 are members of the Navy's Patent (Pat.) Model Engineers. In the front row (l to r) are Harold DeBell, Eddie Hartman, Matty Kania; rear—E. L. Diskreg, Paul Heister, Francis Wilson. DeBell produced kits of some of the models shown after his Navy release.



C. D. Wright was able to visit AMA HQ a number of times during his term as AMA president. Standing (l to r) are Willis Brown, Carl Hopkins, Ross Nichols, V. A. Luce, and Al Lewis; Wright is seated—1949.

C. D. Wright, long an active free flyer and frequent contest placer, excelled at free flight scale and helicopter.



First known Dyno-jet powered flying model was this control-line shown here. The big model, with much metal, weighed 5 lbs. Developed by Bill Terry.



...were being worked out at Headquarters.

Throughout these postwar years, and in spite of donations received from the industry, *MA* was always a loss item on AMA's financial statements. Ranging from a loss of from \$700 to \$800 in 1946 and 1949 to an almost break-even minus \$15 in 1948. There just wasn't the time, money, or personnel to do a proper job of soliciting advertising to help pay for the publication.

The Flying Eight-Ball Club

The idea for this now famous organization of AMA benefactors was first dreamed up by Al Lewis with the help of Russ Nichols in early 1946. The main idea was to raise funds to get AMA out of the red that it found itself in at the end of 1945. During a train trip to Chicago for the first postwar model industry trade show in early 1946 Lewis and Nichols put together a number of Flying Eight-Ball pins which were to be sold for as much as possible to each donor. The Eight-Ball button, which had been purchased from a bowling supply distributor, was glued to the front of some early FAI wings, which had been "lost" at NAA for 30 years. Lewis claimed that the idea was a sudden inspiration just before leaving Washington on the trip, but others claimed that such a well thought out campaign must have entailed more advanced planning. Membership cards complete with a set of crazy "rules" also went to liven up this new fun and fundraising organization.

It was a clever idea and did achieve the purpose of getting AMA out of the red in 1946, but the Flying Eight-Ball Club has had more far reaching effects than were dreamed of at its origin. It now serves the primary purpose of cementing the friendship between the Navy, the flyers, the Hobby Industry Association of America (HIAA) and the Academy. Later on the Flying Eight-Ball Club became a part of the Model Aeronautics division of the HIAA, although the prime interest remains to work with and for the AMA in any feasible manner and to put on the "shindig" (banquet and entertainment night) at the Nationals, which has become the Academy's way of saying "thank you" to the Navy personnel working the meet.

Although many Academy and industry leaders have done much over the years to keep the Flying Eight-Ball Club going strong, credit must be given to Walt Billett who put untold amounts of time and energy into this activity. The famous 4-foot high galvanized Loving Cup, originated by Billett, became a highly prized symbol of the spirit of this organization that is awarded each year to industry leaders for outstanding contribution to aeromodeling.

Nationals

Plans started in 1945 for the resumption of the National Model Airplane Championships the following year. The "Victory Nationals" as the 1946 Nats were to be known, were scheduled to be held in Chicago on July 3rd thru 6th under the sponsorship of the Chicago Times and Chicago Park District in cooperation with the National Exchange Club. Sanction had already been granted at that early date, and the Contest Director chosen. Tentative plans were to include all events featured in previous Nats and to add CL events which would be staged similar to the RC events. It was expected that the Victory Nats would exceed the attendance of the 1940-1941 Chicago

Nats, which established new world records with approximately 225,000 spectators and contestants from every state, Mexico, Canada and South America, in addition to proxy entries from Europe.

At almost the last minute the Victory Nats at Chicago had to be canceled because of insurmountable housing and transportation problems. The May 1946 *MA* said that there was hope that a new location and date could be announced shortly. Four different cities were said to have expressed interest in holding the meet. The June 1946 *MA* announced that the Nats would be held in Wichita, Kansas on August 30 thru September 2 and would be sponsored by the Wichita Kiwanis Club and the Wichita YMCA. Contest Directors were James E. J. McClelland, Jr. and Al J. Hummel, both well-known modeling leaders in the Midwest. Wichita had only ten weeks in which to organize this meet and the Eastside YMCA financed the whole thing on a budget of \$1,800. The National Champion for that year was 25-year-old Milton Huguelet of Chicago, who also won the title at the 1938 Nationals.

During the frantic efforts to keep the Nats in Chicago the Model Industry Association offered to sponsor the meet through the establishment of the Institute of Air Age Activities, providing the new Institute would be given an option by AMA to handle all national and state meets for a period of 3 or 5 years. Time ran out before all the details could be worked out and the offer was withdrawn as far as the Chicago contest was concerned. Mr. E. B. Miller, President of MIA, expressed the hope that the Institute would be able to help out in this fashion starting in 1947.

The July 1946 *Model Aviation* gave the news of the establishment of an integrated state and national contest program that would be undertaken by the AMA and the Institute of Air Age Activity (IAAA). The latter was reported as a non-profit agency created to stimulate and encourage building and flying. The program called for a Championship meet in every state beginning in 1947 with the winners sent to the National "finals."

In a four-point program, the IAAA planned to extend model airplane activities by the following means: 1. Development of more model clubs and adequate sponsoring groups and providing assistance to such groups. 2. Preparation of club and contest aids to assist model building groups and sponsors. 3. Encouragement and sponsorship of contests on local, state, regional and national scale. 4. Establishment of model "airports" throughout the country. 5. Stressing model plane building as an educational and anti-juvenile delinquency hobby in schools and youth organizations through means of lectures, films, demonstrations and literature.

The IAAA-AMA plan was not to conflict with already established meets which did not come under the elimination set-up.

The March 1947 *MA* announced that after a series of meetings with officials of the IAAA and the American Legion, a plan had been formulated for the 1947 State and National championship contest series. Because of the short time no regional meets were to be attempted. Qualifying contests were to be held in each state with a number of such meets in larger states. The winners would be eligible to compete in the Nationals which were scheduled for Minneapolis from August 18th to the 22nd, 1947. Also eligible to compete would be all first place winners from the 1946 Nats, along with Grand Champion and Senior, Junior, and Novice Champs.

The sanction for the Nats was submitted in the name of the American Legion and the 40 & 8 Department of Minnesota. The American Legion distributed to its state and local posts a series of bulletins urging sponsorship of qualifying contests.

There was considerable opposition to having AMA, and more specifically the most important phase of its competition activity, tied by contract so closely to an organization that in spite of all good intentions couldn't help but be guided by the profit incentive. The fact that the Nats would be a "closed" contest, against all tradition, was also objectionable to a great many modelers. Finally, the April 1947 *MA* announced the Contest Boards' decision that the Nats would be open to all contestants as always. There was no further mention of the IAAA. The state meets already organized and sanctioned, were to be conducted as planned to provide valuable experience for those attending. In many of these the top prizes were all-expense trips to the Nats.

Towline Gliders were to be included in the schedule of events at this Nats, as were Jet propelled models - for the first time at any Nats. The latter event, however, would not contribute points to the Nats championship.

In addition to the American Legion and the 40 & 8 committees, other cooperating groups for the 1947 Nats included the Junior Chamber of Commerce, Minneapolis Park Board, Minnesota Aeronautics Commission Exchange Clubs, Chamber of Commerce, Minneapolis newspapers, and various hobby clubs. Clarence W. Hinck was named general chairman of the Nats and Paul Ring was Contest Director.

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Preparations for this Nats, as with the previous one, were rather hurried. It all started when Walt Billett introduced Clarence Hinck to AMA's Executive Council in Chicago at the Trade Show in February 1947. It wasn't until April that District VI Vice President Frank Nekimken and the National American Legion Commander went to Minneapolis to look into the possibility of having the Nats there. Although the sanction was then applied for, nothing was done in Minneapolis until June 2nd about getting actual preparations started.

Most of the preliminary work load fell on Ring, although he did get some help from Bill Crockett from the Park Board and Hinck. A bank account of \$100 was set up, but this was quickly gone and Ring had to put up his own money for expenses from then on. Two weeks before the meet Frank Nekimken set about to raise the needed funds, and two days before the meet the American Legion provided \$5,000.

With the work load falling on such few people, things were bound to go awry, and this they surely did. With untrained timers and judges to contend with and the always heavy burden of administrative work that goes with such a big meet, it is a wonder that things went as well as they did. Women volunteers were used as timers for the FF events (a new batch every day), while sailors were used in the CL judging (also a new group every day). If it hadn't been for the many jobbers, dealers and old-time flyers - mostly from other states who pitched in and helped wherever they could - matters would have been much worse. The honor system had to be used

for processing. Russ Nichols and some of the AMA Headquarters people helped with the tabulation of times.

The outdoor events were flown at Monticello, Minnesota, where the contestants also were housed in tents that were rented to them. Indoor was flown at the University of Minnesota Field House. Because of the hectic nature of the meet's organization, a good deal of petty thievery took place as well as the to-be-expected small amounts of cheating.

Grand Champ of the meet, winner of the Exchange Trophy and a full-scale Piper Cub, was Frank L. Cummings, Jr. of Los Angeles, who had to withstand a protest made with dramatic suddenness during the presentation of the prizes. A long delay ensued when the matter was referred to the Contest Board, which had to investigate the charges and counter charges involving possibly forged timing slips. After considerable study, Cummings' win was confirmed. The November 1947 *MA* carried Contest Board Chairman Walt Good's statement, "...the telegraphic replies of the various Board members clearly indicate that they are in agreement with the opinion of the handwriting expert who was retained to study the questioned flight slips."

Following the Nats at Monticello, C. O. Wright and a number of Midwest Leaders arranged with the Commander of the Olathe (Kansas) Naval Air Station to put on a regional meet at that base. The meet worked out very satisfactorily, so Wright approached the Commanding Officer again about the possibility of holding a National Contest there. The base's public relations man, Tex Witherspoon, seemed quite interested. On Wright's next trip to Washington, he discussed the matter with Senator Carlson from Kansas who took him over to talk with Secretary of the Navy Forrestal and other top brass. These men showed real interest. With Russ Nichols also working on this from the Headquarters end, it wasn't long before the arrangements were made for the first Olathe Nats.

The April 1948 *MA* announced that the sanction for the 1948 Nats was set for Olathe. Preparations for the Meet were being made by the Olathe Chamber of Commerce, the Earl Collier Post of the American Legion and the Olathe Naval Air Station with full cooperation being given by the Navy's Bureau of Aeronautics in Washington. The Kansas City, Missouri Exchange Club also helped out.

In spite of the fact that the town of Olathe lost in the neighborhood of \$2,000 sponsoring the 1948 Nats, they again put in their bid for the 1949 meet. The February 1949 *MA* made the formal announcement that the Nats would once more be held at Olathe NAS under the sponsorship of the Olathe Chamber of Commerce and the Earl Collier Post of the American Legion with the full cooperation of the U.S. Navy. Jim McClelland took on the job as Contest Supervisor for this Nats when ill health forced Val Sherrard to relinquish the post. Indoor was flown at the Municipal Auditorium in Kansas City, Missouri.

Grand National Champion of the 1949 Meet was Ray Acord of Los Angeles.

After two excellent Nats at Olathe, the invitation was extended to again hold the meet there in 1950. A check for the sanction fee was sent to AMA Headquarters in October 1949, but no report was forthcoming as to where it had been decided to hold the next Nationals. The long\

delay in announcing the next Nats caused much confusion and some hard feelings between Leaders in the Midwest and the Academy.

Finally at the very beginning of 1950 it was announced that the Nationals would be held at the U.S. Naval Air Station at Dallas (Grand Prairie) Texas. The dates were later announced as July 25th through 30th. The reason for the switch to Dallas was given as “more favorable terms were secured than Olathe offered.” Sponsor was the National Exchange Club, although the Exchange Club of Dallas was actually the organization that staged the meet, with, of course, the able assistance of the Navy. The Exchange Club, which had long been interested in model aviation, was said to be planning to sponsor the Nats year after year, and it was hoped that such continuity of sponsorship would enable the location and date of future Nats to be made known earlier.

All of the flying was done aboard the Dallas Naval Air Station, except for Indoor which was flown in the Will Rogers Coliseum at Fort Worth. Three special events were included at this Nats. They were PAA-Load event in Class A and B in FF, a Navy Carrier Event for CL models and a Navy Bomb Dropping Event for RC models. Contest Manager for the Nats was John E. Clemens.

The NAS Dallas was operated on a virtual emergency basis during the 1950 Nats, because of the outbreak of hostilities in Korea. Reserve squadrons were being activated, Marine units were being outfitted and shipped off and all hands were busy with combat preparations yet the Nationals were considered a great success. The sleepy eyed sailors, having put in long hours of duty at night with these wartime preparations, rolled out of the sack after only a couple hours of shut-eye to spend a full day judging and timing the model events. The Great Spirit with which they succeeded could not help but make all concerned feel this was a bang-up Nats.

Wakefield Competition

In early 1946 Frank Zaic was appointed chairman of AMA's American Arrangement Committee for the next Wakefield Competition. Bill Tyler was placed in charge of rounding up proxy flyers for foreign lands which could not send teams in person to compete in the International event. The April 1946 *MA* announced that definite steps were being taken by Zaic's committee to postpone the Lord Wakefield International contest until ample model building material was available throughout the world. The competition was scheduled to be held at some spot in America since the challenge trophy was last won by a member of the American team, Richard Korda of Cleveland, in 1939. The cup had been on display in his home city for a period and had been held by AMA during the War years.

In 1948, the Wakefield Competition was re-established and an excellent meet conducted at Akron, OH.

In the November 1948 *MA*, Chairman Frank Zaic of the Wakefield Arrangements Committee announced that qualifying meets would be held in various locations to choose the team that would travel to England for the 1949 Wakefield Contest which was to be part of a tremendous International Model week program scheduled for the first part of August. Each flyer was asked to send their registration fee of \$1 to Headquarters prior to April 1st so that geographical locations

of registrants could be determined to help set up the qualification meets.

During this same time Zaic and Russ Nichols were working on ways and...

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...means to get the U.S. Wakefield Team over to England. A sponsor who was willing to furnish the necessary funds was finally lined up and things looked rosy until the last minute when the sponsorship fell through. AMA was forced to either cancel its entry or foot the bill itself. The latter was chosen as the lesser of two evils and resulted in AMA's running in the red to the tune of some \$3,000 for that year.

Aarne Ellila of Helsinki, Finland won the coveted Wakefield Trophy for his country for the first time in the 1949 meet at the Cranfield Aerodrome in England. The winning time of 183.3 seconds was the best turned in by the 92 models entered in the meet, which was held in gusty winds up to 30 mph. U.S. team member Warren Fletcher was 3rd, just 1/10th of a second out of 2nd place and 3.6 seconds out of 1st. Other U.S. team members finished in the following order: Ed Naudzius - 4th; Joe Boyle - 14th; Ed Lidgard - 20th; Andy Petersen - 24th; and Bob Hanford - 36th. The U.S. compiled the highest team average, but there was no award for this.

Flying and Competition

In 1946, Carroll Moon was reappointed chairman of the Contest Board to serve until the first "democratically" elected board could be determined. Merrick S. Andrews was named Chairman, Indoor Model Committee, Richard Korda – Chairman, Outdoor Model Committee, Donald K. Foote – Chairman, Gas Model Committee, Frank Greene – Chairman, CL Committee, Walt Good – Chairman, RC Committee, and Ed Lidgard – Chairman, Moffett Contest Arrangement Committee.

Also in 1946, a Safety Committee was formed under the direction of Thomas L. Wardlaw, Jr. The duty of this new AMA committee was to determine ways to educate modelers to fly safely and to impress on Contest Directors the importance of not conducting meets near any full scale activity.

Rules for flying Scale models were announced in the June 1946 *MA*. These included regulations for Outdoor Rubber Powered Models, Indoor Rubber Powered Models and Gas Models. The latter were not very definite as the Contest Board was waiting to try things out in actual competition. RC rules were also announced – they included spot landing and cross-country flights to objective and return (for distances of ½ mile, ¼ mile and 1/8 mile.) Throughout this period, the RC Committee was given a free rein by the Contest Board in writing the RC portion of the rules.

The October 1946 *MA* announced that the International Moffett Meet was being discontinued as a part of the official activities of the AMA and national meets.

Dr. Walter (Walt) Good was appointed chairman of the 1947 Contest Board. Under his

leadership the Board announced the following changes in the 1948 rules:

10-minute flight limit in all outdoor FF events, with longer flights recorded as 10 minutes. A total three-flight time to be used instead of the average.

Engine categories for all gas models were: A - .000 to .200; B - .201 to .300; C - .301 to .500; D - .501 to .650, with a new exhibition class E - .651 to 1.250 for RC, Flying Scale, etc.

A minimum of two lines were required for safety in CL Speed and flights had to be made from a pylon. A jet speed class was added.

FF Gas Models had to ROG [Rise Off Ground] for the record, but there were no cross-section or wing loading requirements. Power loading was set at 100 ounces per cu. in. displacement. "An on-the-spot decision" was up to the flyer in case of a collision or less than a 40 second flight. A Compressed Gas (CO₂) Class was added - with no wing or power loading and one standard CO₂ cartridge allowed per flight.

Landing gear was required on Outdoor Rubber models, but hand launching was O.K. for the record. Wing loading for these models was set at 4 ounces per 100 sq. in. The same wing loading was also in effect for towline gliders along with a cross-section requirement of L²/200. There was no wing loading for hand launch gliders.

The 1949 RC rules were prepared from a questionnaire that was circulated through the RC Committee and the 1948 RC contestants. The results were summarized into a rough draft which was redistributed to the RC Committee for comments, which were then used by Chairman Walt Good to modify the draft into the official rules. Other members of the 1948 RC committee were Jim Walker, Dick Schumacher, "June" Pierce, and Victor Brown.

The 1949 regulations announced by the Contest Board included the following changes:

In Outdoor Rubber, Cabin models had to ROG. In Glider, the towline, length was increased to 200 ft. and CD had to provide the towline.

In CL Speed, the lines had to have the diameter of .001 in. for each 2 ounces of the plane's weight. Line lengths were increased to 52½ ft., 60 ft. and 70 ft., for Class A, Class B and Class C & D respectively. All record flights had to be made outdoors!

The landing gear had to be fixed or retractable on CL Precision Acrobatic Models, and the special maneuver had to be done by the plane, not the flyer.

After the election of officers for 1949, the following people were named or reappointed as chairman of the Advisory Committees to the Contest Board: Indoor - Merrick S. Andrews, Outdoor Rubber & Glider - Dick Korda, Gas Model FF - Donald Foote, CL Speed - Frank Greene, Precision Acrobatic - Ray A. Mayes, and RC - Walt Good.

A Team Racing Committee was appointed to study this proposed event. Members were Keith Storey, Walter B. (Brad) Thomas, John S. Young and Bill Winter. John Young might be remembered as the modeler who helped Frank Zaic in the preparation of his *Yearbooks* in the middle 1930s.

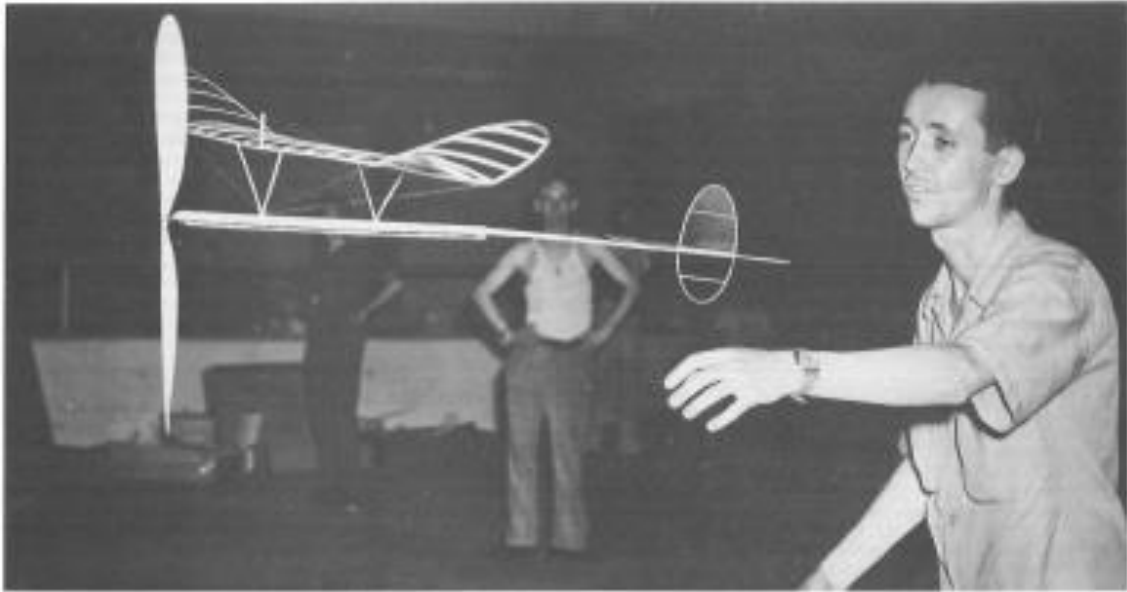
1948-1949 saw reforms in the contest rules making procedure. For one thing, January 1st was set as the deadline for rule changes. Previously, rules had sometimes been changed only a few weeks before the Nats, upsetting everybody. These often late changes discouraged winter building and did not enable manufacturers to prepare special items or services needed for the new season.

Significant support of competition activities in the form of prizes and awards came from all levels and many sources. In 1946, new MIA Award Medals were prepared to be given to modelers who were given certificates for the same when the original supply ran out and could not be refilled during the war. As mentioned previously, the MIA also donated \$500 for new MIA Awards in 1946.

Also about this same time Berkeley Models, Inc. announced a series of contest awards totaling more than \$1500. According to Bill Effinger, Jr., company President, the prizes were to go to regional meets as well as the Nationals. The proposed listing of awards included a perpetual trophy, which would go to the Novice Champion at the Nats - one who placed highest of all who had never attended a previous Nats. A wristwatch would be given to this winner for permanent possession. Also included in the list were 25 trophies, 10 pen and pencil sets, 12 radios, and possibly several large radio-phonographs.

Four aerodynamic wind tunnels, similar to the ones furnished the Navy during the war, were offered as awards at the 1946 Nats by Comet Model Airplane & Supply Company. The wind tunnels were developed by Carl Goldberg, at that time chief designer for Comet. The gift was valued at approximately \$1,000.

Awards were also provided by modelers' contributions. An example was the "June Pierce" Memorial Trophy, which the Executive Council decided that AMA should create following the death of Mr. A. F. "June" Pierce, well known Midwest Leader member from St. Joseph, Missouri. A fund for this was started by taking up a collection among the RC flyers at the 1949 Nats at Olathe. Others were asked to send their contributions to AMA Headquarters. Initial presentation of this award, which was to go to the Nats contestant who demonstrated the greatest amount of sportsmanship during the contest, was scheduled for the 1950 Nats.



Above: Pete Andrews made longest indoor flight of 18 minutes during 1941 Nationals at Chicago. Later, he was the first indoor flyer to beat the long sought after 30 minute mark.



Left: Doc Poole, model theoretician and maker, is especially well known for his Westerner design, a whole stable of which is visible here.

Lower left: Johnny Clemens, Dallas hobby dealer, famous for always giving someone a laugh—usually handles announcing and P.R. jobs at Nats. Shot is from Plymouth 5th International Model Plane Contest.

Below: Big prizes were not unusual in some of the contests following WW II. Full-size airplanes were awarded as high-point prizes at the Nats and newspaper-sponsored meets in Philadelphia and New York. Loza Skulman is pictured with Ernest Bobcock, Jr., and Ernest Bobcock, Sr., after the younger Bobcock had won the Escape in the background of the New York Winter Meet.



Efforts to promote model aviation and AMA were also undertaken on all levels. In a letter to AMA officers from C. O. Wright dated January 30, 1948, it was announced that the Model Industry Association was making plans to send a demonstration bus carrying 10 modelers and their planes on a national tour to organize clubs and promote AMA membership. Although it is not clear whether this plan was ever put into operation, it is known that the *Model and Hobby Industry* magazine did send out a bus equipped with displays of merchandise. Products were demonstrated, engines run, etc. This was tied in with a cooperative dealer in each community.

Of course, AMA was always promoting itself and model aviation, but was continually hampered by the lack of necessary promotional funds. During C. O. Wright's terms in office he would attend local meetings and do everything possible to stimulate local interest wherever he went on business trips. This face to face meeting with the AMA President often helped the local boys put out more effort on their own behalf as well as making Wright, and through him AMA Headquarters, more aware of the local needs.

To meet the need of more flying sites the Executive Council in 1948 adopted a resolution recommending that municipalities establish flight circles in parks or open places to meet the requirements of CL modelers, promote safety, and to remove criticism and prevent possible restrictive ordinances because of motor noise near residences. The hobby industry and modeling magazines also lent what influence they could to this effort.

One of many shining examples of what could be accomplished was the progress noted in the Los Angeles area where by late 1949 three flight circles had been established in Griffith Park and efforts were underway for a CL and FF area in the Hansen Dam Basin area and also the development of the Sepulveda Basin area, the latter of which became quite well known in future years.

Radio Control

The long uphill struggle to get the Federal Communication Commission to recognize the RC modeler and ease the restrictions that so limited his activity, was begun in earnest at the close of the Second World War. Heading this effort at this time and throughout the remainder of the time was the man whose name is almost synonymous with RC modeling, Dr. Walter (Walt) A. Good. In 1946, Good served as Technical Advisor to AMA on work with the FCC in obtaining more liberalized regulations for RC flying. He was assisted by Willis Brown and others.

Thanks to the work of the RC Committee headed by Walt Good, the FCC in late 1947 opened the Citizens Band, created earlier that year, to RC flying. No FCC radio operator's license was required so long as FCC approved equipment was used. Approval of such equipment was reported by the November 1947 *MA* to be in the immediate offing.

During his term as President, C. O. Wright also added to the efforts of Good and the others by direct correspondence with T. J. Slowie, Secretary of the FCC, and by asking the Honorable Albert M. Cole, congressman from Kansas, for help in working for even further liberalized rules. Wright wrote all AMA officers suggesting that they write their Senators and Congressman on

getting FCC action on special regulations for RC. He later asked all RC modelers and interested parties to take part in this letter writing campaign.

The Navy, too, was most cooperative in lending its support for AMA's position before the FCC. In fact, the Navy requested a waiver of the restrictive FCC rules during the time of the 1949 Olathe Nats. Although this request for a temporary suspension of regulations was turned down, it helped make the Navy's position clear in regard to the endorsement of RC flying.

By the close of this postwar period, there was much left to be done in regard to AMA's efforts to promote and assist RC flying, but the ball was in motion, and the ever increasing number of RC flyers and tireless work of Walt Good and countless other dedicated Leaders assured that forward motion would not cease. The FCC was experimenting on the 27 mc band, and all indications pointed toward better things in the future.

International Modeling

When Al Lewis left his post as Executive Director in 1946 he continued his association with AMA as chairman of its International Coordination Committee. The October 1946 *MA* carried the announcement from the FAI that Al had been appointed as the American member of its model commission.

Just previous to this the International Society of Aeromodeling Engineers was formed by a group of leading American modelers and overseas leaders. It was not to be in competition in any matter with the FAI, but was instituted to supplement the FAI. Temporary Secretary General of the Society was one Al Lewis! Invitations to membership on the governing council were extended to Frank Zaic and many overseas leaders. One of the first projects of this Society was to be to select a standard event and model which could be used in an international "cable" competition. Lewis reminisces now that they were merely sounding out reaction on a worldwide council. When FAI revived to the point where it began to mean something again, the Society idea was dropped.

In the spring of 1948 the AMA Contest Board was notified by Val Luce, Technical Director, that a number of subjects had been drawn up by he, Russ Nichols and Mr. C. S. Logsdon (Director of the NAA Contest Division) into a proposal that was sent to the International Model Commission meeting that was held prior to the FAI World Conference in Paris. The changes proposed by AMA were simply an attempt to introduce standard procedures, as practiced in this country, into the International rules. The purpose was to put FAI Rules on a ground familiar to American modelers. This marked the first record of AMA participation in the International Model Commission during the post-war period.

Much closer to home and on a subject affecting probably more of the average competition flyers was the notice in the March 1949 *MA* stating that since the Model Aeronautics Association of Canada had been established by the Royal Canadian Flying Club Association and given its FAI franchise, AMA would no longer issue flyers licenses to Canadians so that they could compete in sanctioned contests in the U.S. Instead, all CDs were asked to honor MAAC licenses presented by Canadian entrants in AMA meets.

Other Modeling Boosters

While AMA and the Model Industry Association had every reason to promote the model airplane hobby, there were a number of other organizations which helped a great deal in boosting aeromodeling during this period.

One such organization, of course, was the American Legion, which served as sponsor or co-sponsor of the Nats in 1947, 1948, and 1949. Bob Flinn of Pittsburgh, PA, tristate coordinator of modeling activities in the Pennsylvania, Ohio, and West Virginia area, was said to have been instrumental in bringing the American Legion into the modeling picture. Frank Nekimken was another who worked in this regard.

In the 1947 Nats results booklet the American Legion nationwide model airplane program objectives were listed as follows: 1. To combat juvenile delinquency by providing a constructive outlet for juvenile energy. 2. To promote national security by making American boys aviation conscious and developing their interest in contributing to airplane design and technical development. 3. To help stabilize American Legion membership by providing an interesting and constructive activity for additional thousands of Legionnaires in the supervision and direction of a nationwide model airplane program.

The Exchange Club was another civic minded organization that actively promoted aeromodeling during the postwar period. In 1945 and 1946, they backed the nationwide competition known as the Stout "Flapping Wings" contest for youngsters under 18 years of age who were interested in building and flying Ornithopter models. The contest was AMA sanctioned and the idea was conceived by William D. Stout, famous aeronautical engineer, who designed the famous Ford Trimotor and was sometimes known as...

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...the "father of model aviation in America."

In the November 1949 *MA* a tribute was given on the front page to the National Exchange Club and to its Secretary, Mr. Harold M. Harter, for the continuing support of model aviation in the country. During the 1949 season, over 40 individual Exchange Clubs in 17 states sponsored contests, not including 2 statewide meets sponsored by State Exchange Clubs. Some clubs sponsored more than one meet and one scheduled four contests during the year, the majority of these meets being Class AA or AAA. Their national magazine, *Exchangite*, carried from one to several full pages on model aviation activities each month.

In addition to sponsoring the 1950 Nats, another large meet under Exchange Club sponsorship was started in 1950. This was the Tangerine Internationals held in Orlando, Florida.

One of two large companies that played a great part in boosting model aviation during this time was the Plymouth Motor Company. Merrill Hamburg probably deserves the most credit for selling the idea to Plymouth. Russ Nichols then worked with the Plymouth people to help them get set up with sanction meets.

In the April 1947 *MA*, the announcement was made that Plymouth would sponsor its first International Model Plane Contest in Detroit on August 14, 15, and 16 of that year, in conjunction with the Aero Club of Michigan. A total of \$6,000 in cash prizes plus 93 trophies were to be awarded to 150 winners in 30 Junior, Senior and Open class events. First prize in each event was \$100, going on down to \$10 for 5th place, with trophies going to 1st, 2nd, and 3rd place winners, as well as to Grand Champions in the three age classes. 500 modelers from this and other countries were to be selected from all classes and invited to attend. Selection was based in part on records established in local, state, regional and foreign sanctioned contests, and in part on certified statement of model time performance. One Junior and one Senior would be selected from each state with the first consideration being given to winners from AMA sanctioned meets.

The first year's contest was a huge success and got much local publicity. It was announced early in 1948 that the Second Plymouth Internats were scheduled for that August in Detroit.

The success of the Plymouth Internats came at the same time AMA's own Nationals was having its difficulties. The fact that the two big meets were held within such a short space of time was felt to be detrimental to the Nats. In 1948, the AMA Executive Council recommended to Plymouth that three provisions be observed at the 1949 Plymouth Meet: 1. That the contest at Detroit be limited to Junior and Senior flyers, with Open flyers to be given consideration only in local and state meets; 2. That scholarships be awarded instead of money prizes; 3. That a month separate the Plymouth Meet from the AMA Nationals.

In early 1949, C. O. Wright announced that satisfactory arrangements had been worked out with the Plymouth people and the Commercial Meet would not conflict as before. For several years thereafter, the Plymouth Internats remained one of the highlights of model airplane competition.

Another company to lend its prestige and effort to model aviation, and the only one with a direct tie-in, was Pan American World Airways. Although the idea for a pay-load FF event goes back a long way (Richard S. Robbins, AMA advisor on Canadian Affairs wrote a letter to Headquarters in June 1946 crediting the original idea to Bruce Lester and Roy Thomason of Toronto, Canada), the real credit for promoting the idea goes to Dallas Sherman. Mr. Sherman, an official with Pan Am, and an ardent modeler, saw PAA-Load as a challenge to modelers and a possibility for his company to sponsor a youth event.

Sherman did most of the original work in setting up the PAA-Load event. When he was transferred to the Pacific to run PAA operations in the Far East, George Gardner took over, and with the assistance of AMA, continued the work. C. O. Wright is very proud of the plastic dummy on his desk which reads, "Thanks, C. O. Wright, for your cooperation on PAA-Load event. Pan American World Airways."

The first year that the PAA-Load event was flown was 1948. The April 1949 *MA* announced that following the initial success of the PAA-Load event, an expanded program was being offered for that second year. In addition to the Nats, Pan Am sponsored PAA-Load events would be included in local contests in or near 17 of the country's largest cities. At each of these contests, PAA-Load contestants would compete for 12 cash prizes adding up to a nationwide program

including the Nats, of 216 prizes worth \$4,670. Local first place prizes in Class A were \$20 and in Class B were \$25; at the Nats, \$100 for Class A and \$125 for Class B.

The 1949 rules called for both Class A and B categories with Junior and Senior age groups combined, and Open separate. The PAA-Load dummy had to weigh 8 ounces and two dummies were required in Class B. Pan Americas' PAA-Load program continued for 14 years and proved the most popular ever sponsored by such an organization.

Of course, it is impossible to list the many benefactors of model aviation without mentioning the United States Navy. Their long and continuing support of AMA's activities, and particularly the Nationals, is unquestionably the brightest spot in the whole history of AMA. The Navy's efforts in regard to the Nats and in backing AMA efforts to improve conditions for RC flyers has been related elsewhere, but their most welcome help did not stop there. At the beginning of 1949, Navy Secretary John L. Sullivan asked for the participation of individual Naval Commands in a year round program of model aviation; not only for Navy personnel, but for civilian modelers and clubs as well.

In addition to making centrally located Naval Air Stations available as sites for the Nationals, the seven-point program Sullivan listed mentioned such things as meeting rooms for clubs and workshops and libraries for model flyers, along with providing flying areas when operations permit. These facilities to be available even to sponsored clubs as long as the sponsoring body was a civic, fraternal, or religious non-profit organization.

On more of a local basis, the *New York Mirror* Flying Fair cannot be overlooked. The annual meet was first handled by the paper's promotion department, which had no experience in running a meet of this scope. The 1949 meet was announced without AMA sanction and there were difficulties with people not conforming to AMA regulations. Russ Nichols had to go to New York to meet with Ed Yulke and Frank Bushey to see if these modeling leaders couldn't help iron out some of these problems.

When Ted Clodius became the *Mirror's* promotion man, he worked closely with AMA and the contest became one of the biggest on the east coast for a number of years. Starting in 1950, the *Mirror* Meets were all AMA sanctioned.

Twelve Years of Highs and Lows

1950 to 1963

An Organization on a Treadmill

During the 1950s and early 1960s, AMA was an organization that was continually active. However, a good deal of this action was necessary just to keep model aviation even with the pace of events over which the officers and Headquarters had little or no control.

Following the slight upward trend C. O. Wright noted as he left office at the end of 1949, President Kenneth Held set out in his two years in office to further improve the administrative

organization of the Academy. His plan was to relieve Headquarters of much of the burden of routine paper work by placing the AMA Districts on an operating basis under the direct charge of the Vice Presidents. All members were asked to send all mail to the Vice Presidents that would normally be sent to Headquarters. The Vice Presidents then had the authority to make such disposition as they felt necessary, forwarding all communications, not falling within a local classification to Headquarters. He also wanted the District officers to activate District organizations of clubs.

This fresh outlook for AMA was further heightened by the appearance for the first time of AMA's new em-

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-blem on the masthead of the April 1950 *MA*. This emblem is still in use today.

Unfortunately, these first outward signs of a brighter future were not very prophetic. The operating District organization idea did not work out. Even the membership age class system reverted to the former "Junior, Senior and Open" terminology in 1951. Modelers rejected the "Class I, II and III" titles used in 1950.

There were many different ideas on the direction reform of AMA should take and just as many strong willed people to push them. Even while President Held announced plans for AMA to resume the practice of holding meetings with the Model Industry Association during its convention in 1951 as a step toward greater cooperation with this organization in a national program, there were those who feared any close tie-up with the industry. In one of his monthly columns in *MA* late in 1950, President Held mentioned "severe, and in some cases unwarranted criticisms..." of AMA organization, financial make-up and the arrangement of the Executive Director being placed in his position by the NAA. The continuing delay in achieving Bylaws revision was another point of dissension among the modelers.

In 1952, when Frank Bushey was elected President and Bryton Barron Secretary Treasurer, things became even more strained, as these two top officers represented different views on how to conduct the Academy's business. Heated debate was the order of the day and many charges and counter-charges flew back and forth through the pages of *MA* and in circulars mailed to Leader members and other influential modelers. Both men had the best interest of the Academy at heart, but approached it from diametrically opposed points of view, thus causing considerable confusion among the rank and file members. In December 1952 President Bushey called a special Investigation Committee of three leaders to look into some of the charges that had been made by Barron in the heat of that fall's election.

After the 1952 election dispute had settled, the friction between the advocate of the various outlooks subsided somewhat as it became apparent to all that open dissension could only harm the Academy.

The problem of obtaining Bylaws revision, however, continued to plague one President after another. Each pledged at the beginning of his term to see that something in this regard would be

accomplished, appointing various committees to handle the task. Presidential reports in *MA* occasionally would mention that progress was being made, but somehow nothing was ever finalized. It wasn't until the presidency of Walt Good in 1959 and 1960 that anything concrete along this line was actually accomplished, and this was on a much smaller scale.

The March 1959 *MA*, in announcing Good's appointment of a Bylaws Review Committee, quoted him as saying, "The AMA Bylaws represent a set of guiding rules which were generated in the 1930s to provide a framework for AMA organization. A number of attempts have been started in the past to modify the Bylaws to bring them more up-to-date with the changing model aviation hobby. One of the few successful modifications in the past was an improvement of the AMA-NAA divisional agreement, which as a result is in pretty good shape. In reviewing the old Bylaws file it was noted that many of the revision attempts were all encompassing, and it is felt that the job may have bogged down simply because of the enormity of the task. Therefore, I suggest that we confine our efforts to the specific area of the rules procedures and any directly related areas..."

Good's efforts were prompted by the very unpopular Free Flight rules adopted for 1959 by the 1958 Contest Board. This great demand for rectification undoubtedly helped him achieve the amendment to the Bylaws concerning the make-up of the Contest Board and its activities. Good outlined a schedule for this review and managed to stick quite closely to the timetable so that it was announced in the March 1960 *MA* that the necessary two-thirds majority of the Leader members had voted overwhelmingly in favor of the new amendment.

Finances continued to be another problem in the Academy's operation. Things started out looking up when AMA's 1950 income exceeded expenditures by some \$2,200. A contingency reserve amounting to 5% of the income was set aside for the first time to cover unexpected expenses that might crop up in the future. The better financial position of AMA in 1950 can probably be attributed to the budget and policies adopted by President Held and Secretary Treasurer Frank Bushey early in that year.

At the beginning of 1951, Secretary-Treasurer Bushey reported that criticism of AMA's finances had diminished since the improvement had been made in budgeting and policies. He also said that there was always an audit of the AMA accounts by recognized auditors. This latter was apparently actually an audit of the NAA accounts in which the AMA account was included because AMA did not keep separate records until July 1, 1952.

In 1951, AMA's accounts were in the black about \$1,400. Almost \$1,600 was added to the contingency fund, giving a total in this fund of over \$3,000. Total membership for each of these two years was slightly over 10,000. In 1952, income again exceeded expenses by about \$1,800, with another \$1,700 going into the contingency fund. This year marked the setting up of AMA's own bank account, which can be credited to the President Frank Bushey, Secretary Treasurer Bryton Barron, and Russ Nichols. Barron and Nichols met with NAA officers to bring about this change.

At the end of 1952, Barron had a limited audit made of the AMA books at his own expense. Up until this time no balance sheets had ever been prepared for AMA. This, coupled with the fact

that no records were available for the first six months in 1952 (when the accounts were still being kept by NAA), and the fact that the Headquarters accounting methods were unnecessarily complicated and some records weren't made available to him, made the auditor's job difficult and lead him to the conclusion that the 1952 financial statement was not a completely accurate picture of AMA's financial situation. The auditor mentioned in his report that apparently no cash was transferred to AMA when its own bank account was established in 1952. The amount of money NAA held for AMA at that time (contingency fund, surpluses from previous years, and income from the first six months of 1952 - amounting to over \$9,000) was apparently paid off by having NAA continue to disburse the funds, so that by the end of the year AMA's Accounts Receivable from NAA was down to about \$150.

In 1953, the new President of AMA was Keith Storey, and George Clingman was elected Secretary-Treasurer after a very close election for both offices which resulted in some dispute of the ballot counting procedure. Income for 1953 exceeded expenses by \$600 with almost \$1,000 going into the contingency reserve fund.

The Executive Council in 1953 authorized a dues increase to \$1.50 for Juniors, \$2 for Seniors, \$2.50 for Open, and \$5 for Leader members. For the first time in the history of AMA a method was devised whereby *Model Aviation* magazine would be mailed to every member each month beginning in January 1954. Previously, *MA* had been sent only to clubs and Leader members and those individuals who had personally subscribed. It apparently was hoped that this additional service to members would help offset the increase in dues.

Unfortunately, the income from license fees dropped drastically in 1954 (from \$19,846 to \$14,316), while an even greater reduction appears in the financial statement under the heading of sanction and service fees (\$15,235 in 1953 and \$5,715 in 1954). This, coupled with a slight increase in salaries and rent paid out, brought a net loss for 1954 of almost \$8,500.

The February 1954 *MA* announced that AMA Headquarters moved from Suite 703 to Suite 504 in the same building at 1025 Connecticut Avenue, which probably accounts for the increase in rent expenses in 1954.

The election of 1955 AMA officers was marked by the heaviest voting recorded up to that time. Much credit for this was given to the use of a new single unit ballot and license renewal statement. This also resulted in an...

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Warren Berfield was Contest Manager for many of the International Model Plane Contests sponsored by Plymouth Motor Corp. during late forties and early fifties.



Eugene Sides is congratulated by Plymouth official after he set World Record for speed in a straight line of 80.63 mph—model is in Smithsonian Institution, Plymouth sponsored the trial.



For a number of years Pan American World Airways sponsored events at the Nats and regional meets which paralleled PAA's concept of getting passengers and cargo safely from one place to another. Pictured is Farrell Schotinsky with a PAA Clipper Cargo model—event judged ability to lift weight with $\frac{1}{8}$ A engine.

First FAA-sponsored event was PAA Load, the kind of model pictured with Woody Blomhard—a duration event requiring models to carry weighted passenger "dollies".



...early rush of license renewals. Keith Storey and George Clingman were reelected President and Secretary-Treasurer for a third term each. Income from license fees increased somewhat that year to about \$16,000, but money taken in for sanction and service fees dropped to about \$1,300. The latter can be attributed to the fact that sanction fees for all meets, regardless of type of sponsorship, were set that year at \$1 for Record Trials and Class A meets, \$2.50 for Class AA meets, and \$5 for Class AAA meets.

Operations at Headquarters were hampered in 1955 by the absence of Russ Nichols, who had resigned at the end of 1954 to take a position with an advertising firm in Detroit. With the reduction in staff there was a longer than usual delay in answering correspondence, etc. Storey and Clingman tried to remain in constant contact with the Washington office in order to help in establishing policy decisions during that period. The Headquarters staff consisted of Mrs. Billie Fritchey, Miss Pat Lyon, Jimmy Dowling, and Carl Wheeley.

In the April 1955 *MA*, Carl Wheeley reported that many people had suggested that he “step up the ladder” to the Executive Director’s position vacated by Nichols. A discussion among President Storey, Russ Nichols and Warren Bartlett at the MIA Trade Show held early that year in Grand Rapids pointed up the fact that it was felt the position of Executive Director should be filled by a person of experience in the fields of fundraising, public relations and organizational management. Wheeley said that he understood and agreed with this thinking, and was of the opinion that he could best serve AMA in his present position as Technical Director and Editor of *MA*, provided the person described above could be found.

The January 1956 *MA* announced that Russ Nichols had accepted a temporary position with AMA to assist the Headquarters staff in an advisory capacity. He served in this advisory capacity for 9 months, continually putting to use the techniques he had picked up with the ad firm - placing AMA before the eyes of the military, aviation industry, model suppliers and the public. The AMA Executive Council voted that Nichols be reinstated as Executive Director and the NAA Board of Directors took affirmative action on it so that Nichols was back at his old job effective October 1, 1956. Thus ended a period in which Headquarters was acting in sort of a vacuum, since it was impossible for the elected officers to make the countless routine policy decisions required of the Executive Director.

Starting January 1, 1956 AMA license holders were given legal liability coverage at all times as a part of their regular license fee. The limits remained as before - \$100,000 for injury or death arising out of 1 accident and \$10,000 for property damage. Models had to be built and flown in accordance with AMA safety specifications.

A membership drive was instituted in the spring of 1956. The slogan for this drive was “Every Member Get a Member” or EMGAM. A Booster Decal was to be given each member for every new member they signed up. President Keith Storey reported in the December 1956 *MA* that there were 13,239 members in 1956, which represented an increase of 23 % over the 1955 membership. The financial statement of 1956 reflected this increase as license fee income amounted to \$17,700. However, expenses again far exceeded income and the loss for 1956 was listed as \$5,400.

During that same year, Al Lewis turned over to AMA the Air Adventures Club that had been sponsored by *American Modeler* magazine. Though this club was to continue to be promoted through the pages of *American Modeler*, the Air Adventures column was to be prepared at AMA Headquarters. Membership and mailing were handled by a mailing firm in New York City which was to remit to AMA 25¢ per member serviced. It was hoped that this program would help stimulate interest in model-building and flying and provide AMA with an excellent list of potential new members.

A change in the NAA Bylaws in 1956 allowed the naming of two additional AMA representatives (beside the President) to the NAA Board of Directors. AMA's Executive Council appointed Everett N. Angus and Russ Nichols as ex-officio members of this NAA Board.

During his term as AMA President for 1953 through 1956, President Keith Storey put a lot of time and energy into promoting AMA. As an example, during his first year in office Storey traveled some 12,000 miles in these activities. He attended both the Nats and the 7th Plymouth Internats; attended and addressed on the subject of AMA and model aviation, the National Exchange Club's annual convention in Colorado Springs as well as the annual convention of NAA in Portland, Oregon.

In another record vote Claude McCullough was elected President for 1957 and Maurice Teter was elected Secretary-Treasurer. McCullough relates that because of the precarious financial situation of the Academy he could do very little for fear of further upsetting things. During that year membership rose to nearly 18,000 and membership income to \$23,000. For the first time in three years income exceeded expenses - and by a fairly sizable amount (\$5,200). After deducting the deficit for 1956 there was a small surplus on the balance sheet.

After more than 10 years' service at AMA Headquarters, Billie (Fritchey) Courtney resigned on December 15, 1957. She had done an outstanding job as business manager of the Nats in addition to filling the posts of secretary to the Executive Director and assistant Secretary Treasurer of AMA. Her organizational efficiency and dedication to AMA were well known. As an example, she agreed to attend at least the initial planning conferences with the Navy for the 1958 Nats to make sure that things got off to a good start. It was the few people of this caliber, who managed to handle the thousands of routine and unexpected details, who kept AMA Headquarters functioning during the many difficult times in its history.

In 1958, the elected officers included Walt Good as President and Herbert Honecker as Secretary-Treasurer. This year marked the high in AMA membership at slightly more than 22,000. Again a slight surplus was shown on the year-end balance sheet, although the bookkeeping methods used are not entirely clear from the records available and it is not certain how accurate these statements are. At least with the ever increasing membership things were looking up.

During 1958, the interest in participation in FAI World Championship competition increased and the cry for more AMA support financially for the U.S. teams became louder. A proposal by the Odessa (Texas) Prop Busters to increase AMA dues in order to finance overseas transportation of

U.S. FAI teams was published in *MA*. Headquarters subsequently received a number of letters in favor of this proposal and even some voluntary contribution toward such a fund. In the May 1958 *MA* it was announced that so far no letters objecting to the proposed dues increase of 50¢ had been received. Members were asked to make their feelings known by writing Headquarters, as the subject of a dues increase was on the agenda for the annual meeting at the 1958 Nats.

The 1959 membership dues were \$2 for Juniors, \$3 for Seniors, \$4 for Open, and \$6 for Leader members. These changes were voted by the Executive Council after reviewing the increases in Headquarters operating expenses over the past several years and the desirability for participating more steadily in the World Championships. Russ Nichols told the Executive Council that expenses had risen as much as 60% in some instances since the last adjustment of the dues. The Council agreed to set aside in a World Championship Fund a portion of the increased membership income in excess of required operating revenue. All membership services were to remain the same.

Walt Good and Herb Honecker were re-elected President and Secretary-Treasurer respectively for 1959. In spite of the fact that it was a dues increase year, and a full scale rhubarb had erupted over the new Free Flight rules, the membership held up to slightly more than 21,000. An editorial by Russ Nichols in the January 1960 *MA* pointed out how encouraging this fact was by stating that experience had shown a membership decline of...

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...30% the first year could normally be expected following a dues increase. Once more, AMA's financial statement showed a healthy excess of income over expense.

Carl Wheeley resigned from the AMA Headquarters staff effective June 30, 1959. An avid FF modeler, he had started with AMA upon his graduation from high school, doing, at that time, clerk-typist work in the membership department. He had been in continuous employment with AMA for 12 years.

Cliff Allum - a former member of the Society of Model Aeronautical Engineers (SMAE), British counterpart of AMA - replaced Wheeley as Technical Director and *MA* editor. Allum came to the U.S. on behalf of the Royal Air Force where he served 8 years. He had been in the States for six years, two of which he was employed with *American Aviation* magazine as business aviation editor.

Another change at Headquarters in 1959 was the resignation of Lois Farmer, who for two years had served as secretary to the Executive Director and generally as AMA's girl Friday. She was replaced by Myrtle Kardenetz, who for the previous 15 months had been in charge of the membership department.

The October 1960 *MA* announced that Frank Ehling, well known modeler and designer, had joined the full time staff at AMA Headquarters. He took over the duties of Technical Director, formerly handled by Cliff Allum. Allum stayed on and devoted his full time to *Model Aviation* magazine.

Walt Good was re-elected again to serve as President for 1960. Maurice Teter was elected Secretary-Treasurer. Teter had previously held the post in 1957.

Peter J. Sotich was elected the 12th President of AMA for 1961. Francis Kastory was elected Secretary-Treasurer. A giant membership drive was held during the first 6 months of that year. "Every Member Get a Member" was again the slogan, with prizes being awarded to AMA members in the Junior, Senior and Open age categories who signed up the most new members. The Westinghouse Corporation generously donated portable TV sets to be used as the first prizes in the three age classes. Membership blanks had been included in each issue of *MA* since the middle of 1960, to also help in the enrollment of new members. The membership in 1961 was approximately 1,300 more members than there were in 1960 so the effort apparently paid off.

Because of the high cost of processing the large number of incorrectly completed meet sanction forms received daily by Headquarters it was found necessary to double the existing sanction fees in 1961 to \$2, \$5, and \$10 for Class A, AA, and AAA meets respectively. It was also hoped that this additional revenue would help balance AMA's cost of operation.

Due to the expansion of NAA in 1961, AMA Headquarters once again moved its offices within the building at 1025 Connecticut Ave., this time from the 5th floor location to separate quarters on the third floor.

Pete Sotich was re-elected President for 1962 by a margin of more than 2 to 1 following a campaign that saw charges made by an unsuccessful candidate in regard to irregularities, laxness, etc., at Headquarters and in the upper level of AMA officers. Carl Wheeley was elected Secretary-Treasurer. The trend in increasing membership seemed to be continuing as renewals sent in with ballots and during the early part of the year were said to have been about 600 ahead of the same time last year.

The April 1962 *MA* reports that besides the Executive Director, Technical Director and the part-time editor, there were five girls working at Headquarters handling administrative and secretarial duties. Russ Nichols mentioned in his column in this issue that progress had been made in orienting and increasing the clerical force to deal more effectively with paper work and routine processing, notably correspondence.

Effective August 1, 1962, AMA instituted a new liability insurance for all its members that included member to member coverage at no extra cost to the individual. This broadened membership service protected each member's legal responsibility: 1. - for injuries to persons other than the individual causing an accident, including fellow licensee. 2. - damage to property of others including damage of a fellow licensee over \$50 for each accident. This was hailed by many as an excellent step forward in AMA's ever improving insurance program. It had been a long sought after goal.

Over the years much dissatisfaction had been voiced with the operation of Headquarters, the Executive Director and some of the elected officers and committees. Criticisms and charges, some with foundation in fact and others with little basis of truth, had been reported and rumored

from time to time. The failure to present a balance sheet or a statement of income and expense for 1960 to the membership, and the feeling by many that the financial statement for 1961 was not accurate, caused these criticisms to be redoubled.

On March 21, 1962 a meeting was held at Headquarters that was attended by Vice Presidents J. Albertson and Bill Dunwoody; Contest Board Chairmen Paul Burke and Bob Hatschek; Carl Wheeley, Secretary-Treasurer; Walt Good, Past President; Frank Ehling, Technical Director; Russ Nichols, Executive Director; and Mr. Ralph Whitener, Executive Director of NAA. According to Nichols' report in the May 1962 *MA*, Dunwoody and Hatschek made the trip to Washington to present ideas, suggestions, and "frankly, criticism." The extensive discussion at this 12 hour meeting roamed over a wide area of AMA operational problems and activities. Although definite measures were not taken, because an AMA quorum was not present, this meeting was significant since it helped clarify the issues. The importance of the matters discussed is pointed out by the fact that the possibility of convening the entire Executive Council at some central point at AMA expense was considered to help evolve some necessary changes.

The Executive Council meeting at the 1962 Nats was basically a continuation of that Headquarters meeting, with a good portion of the time spent considering AMA's financial problems and the duties and responsibilities of the Executive Director.

Model Aviation

The publication of the AMA magazine, *Model Aviation*, continued to be a problem throughout this period although a steady improvement in the quality can be noted. For the first few years of 1950, *MA* was chiefly a 4 or 6 page affair with little or no advertising and no technical articles, etc. Combined issues were frequent and many issues were late.

The March/April 1951 issue mentioned that publication of *MA* including distribution to all members, had been proposed by a national advertising concern, whereby all revenue from advertising and subscriptions over the total expense, would revert to AMA. Headquarters was given the go ahead on looking into this. In January 1954 the first issue of *Model Aviation* went to all members.

Beginning with the April 1956 issue, the publication was reduced to 8½" x 5½" size and expanded to 16 pages. This was a direct result of a meeting that was held early in the year with the Model Aeronautics section of the Hobby Industry Association of America (HIAA) which resulted in Al Lewis working with Carl Wheeley, *MA* editor, in revamping *Model Aviation* so that with the same amount of paper, increased space was available for advertising. Starting with the July 1957 issue, the magazine alternated between 16 and 20 pages, each month and in the last half of 1958 went to a steady 20 pages. Features started and continued on and off during Wheeley's service as editor included coverage of Club News, a "Question and Answer Forum" in which technical modeling questions were answered by one of a panel of sixteen top modelers, coverage of World Championship contests and reports by U.S. FAI Team members on how to prepare for such meets, limited coverage of technical modeling matters (design data, etc.), an occasional 3-view drawing of AMA Record holding airplanes, and industry notes, giving news of latest products and activities from the hobby industry.

Cliff Allum replaced Carl Wheeley as *MA* editor starting with the May 1959 issue. Following this change the appearance of *MA* became farther and...

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...farther behind schedule and in the August 1959 issue it was acknowledged that Headquarters was receiving many letters of complaint about it. It was pointed out that Headquarters had been so busy with other work before and after the Nationals that the magazine had been allowed to slide.

It was promised that the September, October and November issues would be sent out approximately a week to ten days apart in order to have things back on schedule by the December issue. From then on, the plan was to have the magazine out by not later than the last week of each preceding month. The December issue did indeed come out in December, and from then on the publication was more or less regular.

The January 1960 issue appeared with a brightly colored cover. Subsequent issues throughout the remainder of Allum's editorship had different colored covers. Allum requested modelers to send photographs of club and contest activities and especially record holding models, for use in *MA*. The large number of photographs used during his two years were a popular feature. Another feature that he started was the devotion of one page per issue to provide Scale Fidelity information to interested scale modelers. Included were 3-view drawings, detail pictures, and pertinent specifications of popular scale subjects. It was hoped that this data, compiled over a period of time, would also be of help to contest judges. Foreign Product news, engine test data and a classified advertising section were other features instituted during the period Allum was editor.

Beginning with the October 1961 issue, Bill Winter became the new editor of *MA* replacing Cliff Allum, who resigned to return to England. Winter had previously been editor of *Model Airplane News* and before that, *Air Trails*. He was a highly regarded man in his profession and it was generally felt that AMA was extremely fortunate in obtaining his services.

One of the first changes Winter made was in discontinuing the color cover in exchange for more pages on the inside. A black and white cover permitted a minimum of 32 pages per issue. All AMA officials were notified that it was their responsibility to keep Headquarters informed of announcements to the membership from their particular committees or boards. All information was requested to be in clear and concise form, ready for the printer.

With the June 1962 issue, *MA* went back to its full page size. Bill Winter reported that one of the reasons for this was that production was spread all over town. Type was set in one place, printing done in another and binding and mailing in others. The production schedule was drawn out to a full 30 days. With the job placed under one roof on a much shorter schedule, a savings and improvement in service would be affected. The new size was more adaptable to available high-speed presses. A secondary reason was that advertisers could make use of their standard copy and not be forced to additional effort and expense - always a trouble spot.

A new feature entitled "Box Score" was added to *MA* starting in the January 1962 issue to help members keep up to date on the actions of the various committees, etc. Other features added during Winter's first year and a half as editor included publishing several pages of 3-view drawings of record setting airplanes and reinstating a club news feature that had previously been discontinued.

Support

Of course, all of the activities of the Academy were for one purpose - to improve conditions for model flyers. Much support and cooperation with the Academy's efforts were given by many individuals and industries. However, this support - like everything else during the period - had its peaks and valleys.

To even out this support AMA Headquarters started in the mid-fifties to send periodic reports to the members of the Aircraft Industries Association and the Air Transport Association to elicit more support for aeromodeling activities and Nats trophy sponsorship. The 1957 report contained the results of a questionnaire which had been mailed with the license renewal notices the previous year. Returns from this questionnaire showed that 43% of the members were attending school or college. Of those in school, 3,700 were either taking engineering courses or technical courses preparatory, for engineering degrees. 1,800 members were employed by aviation companies or air lines and 2,800 held engineering or technical jobs in other industries.

One example of how the full scale aviation industry came to the aid of AMA was when the Convair division of General Dynamics sponsored the 1954 World Championships for Wakefield and Power, which was hosted by the U.S. Air Force at Suffolk Air Force Base, Long Island.

The Hobby Industry Association of America (HIAA, the old MIA) and many of the individual model industry members also played a large part in supporting aeromodeling activities. Jim Walker financed the overseas transportation of the U.S. Wakefield team in 1951. He also donated substantial prizes to many contests - an example being \$50 savings bonds for each first place in the greater Southeastern Championships in Atlanta, Georgia in 1953.

Berkeley Models was another which continued its support by offering merchandise certificate prizes to be awarded at AMA sanctioned contests. These prizes were made available through AMA Headquarters.

It is impossible to list all the many contributions made by the industry during these twelve years, but suffice it to say that a great many small and large contests benefited from prizes donated by one or more manufacturers. In the mid-1950s, the Model Aeronautics section of the HIAA had been developed to assist AMA and many of its projects, such as cooperation in obtaining advertising for *MA* and trophy sponsors for the Nats, as well as assistance in developing better public relations and publicity programs.

The big promotion by HIAA, of course, was the Air Youth State Championship program they inaugurated in 1958. It embodied the naming of several contests from which HIAA State

Champions were selected and had their transportation paid to the Nats. Nine HIAA State Champs attended the 1958 Nats under this program.

In 1959, the HIAA program for sending Air Youth State Championship (AYSC) flyers to the Nats was expanded to include all 50 states. Modelers to the age of 20 were eligible. AMA worked closely with the HIAA on every detail of this program. One of AMA's principle functions was to select the particular contest in each state from which the winners would come.

The 1960 AYSC program was essentially the same as the 1959 program. However, in 1961 the AYSC program was open only to Juniors and unlike previous championships only one type of model was allowed. The single model was to compete in a special CL quadrathon which consisted of 4 events - beauty, stunt, speed and endurance. This new system of selecting the champion was designed to encourage Hobby Dealer participation as well as offering competition flying slanted primarily for the young beginners.

In 1962, using the same basic program as in 1961, only 22 AYSC flyers attended the Nats. State contests were not held in some of the states and participation in others was poor. The limiting of participation to those with little or no previous contest experience was criticized by many. Some others felt that the original intent of the program was being changed and that the HIAA was in fact introducing new flying events at the Nationals over which the Contest Board and the Executive Council had no control. Some even contended that the high cost of the AYSC program which was borne by the various members of the industry was reducing the number of donations of prizes to local contests.

The brightest spot in the whole aeromodeling picture was the U.S. Navy's continuing support. In 1954, after six years of hosting the Nats under policies set forth in 1948, the Navy restated its purpose, back-ground, objective, scope, policy and forms of cooperation with the model builder. The objectives, in the words, of Assistant Secretary of the Navy for Air, J. H. Smith, Jr., were: (1) "to encourage the interest of the nation's youth, and more specifically the aircraft model enthusiast in the U.S. Navy, and thereby further on a long range basis public understanding of...

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Walt Good, AMA president, presented Grand National Championship trophy to W. S. "Woody" Blaschard. Admiral R. S. Pieris also took part in awards ceremony. Blaschard has been National Champion more times than any other modeler.



Arthur Godfrey, a Naval Air Reservist, added festivity to 1951 Nats. Here, he is presenting trophy to Gene Jackson, Junior National Champion.

Maurice Teier (l), together with other past and present members of the Nationals Executive Committee, set up the framework for today's smooth Nats operation. With him are Capt. R. M. Harper, commander of Dallas NAS, and Russ Nickel, Executive Director of the Teie.



Popular man of the Nats is Johnny Brodbeck. He has been on hand for many years offering to tune-up and repair the K&B engines he manufactures.



...the national security.” (2) “To encourage active participation of naval personnel in the model aircraft program.” Further, with the regard to policy, “it is therefore intended that the Navy continue its previous policy of cooperation with the National Academy of Model Aeronautics and allied groups and to further encourage active participation in this valuable aviation training program by promoting model airplane building, and regional and national air meets. Individual naval commands are enjoined to participate in this youth training project, as it is feasible.”

In November 1961 *MA* it was announced that the Naval Air Reserve Training Command’s sponsorship of the Nationals had been extended for another twelve years. Rear Admiral A. W. McKechnie stated to AMA that “Our association in the past has been a pleasant one and has, I believe, been a material contribution to the aviation field.”

Naval bases were used for many area-wide and local contests during this period and every modeler has reason to thank this branch of the Armed Services for its continued support. Other recognition was also given to the Navy’s interest in aeromodeling - on December 16, 1950 the Frank G. Brewer Trophy was awarded by NAA to Lieut. John H. Burton, USN, “for the most outstanding contribution to the development of Air Youth in the field of education and training.” Lieut. Burton was head of the Youth and Education branch of the Secretary of the Navy’s office of Information and was responsible for formulating the rules for the Navy Carrier event and the RC Bomb Dropping Event. This marked the first time that the annually awarded Brewer Trophy had been given to a prominent figure closely connected with building and flying model airplanes.

Other branches of the Armed Services also took notice of aeromodeling interest and went on to stage competitions for their own men, and also sometimes for civilian modelers.

The Air Force Worldwide Model Airplane Championships were started in 1951 with Air Force personnel qualifying in numerous meets at bases around the world to compete in the Air Force Championships held somewhere in the States each year. The top winners at this meet went on to compete in the Nationals.

In 1957, the All Army Airplane Meet was announced, to be conducted in much the same fashion. The program was part of the Army’s craft program, and was designed to provide recreation and entertainment for the troops, encourage formation of model clubs and stimulate interest in Army Aviation. Names of AMA leaders and CDs were circulated to Army posts for any needed assistance. Some of the posts planned advance clinics during which model flying and contest operation were discussed, in addition to running the actual contest.

On the other side of the coin there were a number of disappointments during these twelve years. After seven years of most effective sponsorship the Plymouth Motor Corporation announced in early 1954 that it was discontinuing its contest program. A lack of Junior entries to which the program was geared was one of the reasons for this cancellation. A dearth of entries from younger contestants was also the chief reason given in 1962 when the *New York Mirror* announced that their Model Flying Fair, a fixture for the past 16 years, had been cancelled.

In 1953, the Hiller Helicopter Company began sponsorship of the new "Hiller Model Helicopter Event" at the Nationals and donated a 40" annual trophy to be awarded to the winner. Russ Nichols, Frank Zaic, Carl Goldberg, Al Lewis, and Roy Clough assisted expert modelers from Hiller in getting the event underway and formulating rules. By 1960 Hiller had dropped their sponsorship. Although a Helicopter event was continued at the Nationals, the Hiller trophy was retired - being given permanently to Parnell Schoenky, who had won it three times.

Certainly some of the most popular events to be sponsored by an outside organization were the PAA-Load events. Many modelers were indeed saddened when Pan American World Airways announced at the end of 1961 that it was discontinuing sponsorship of this program. This ended 14 years of events that had evolved through many different types of models, including Jetex-powered and the weightlifting clipper cargo models. Engine and model size restrictions varied over the years, but the popularity of the event and of Pan Am's generous prizes at both Nats and regional meets went undiminished. At one time, Pan Am even provided at selected major contests a specially decorated and equipped Mooney Mite airplane piloted by Dallas Sherman to aid in spotting and recovery of lost models. In the early and mid-1950s, Pan Am also sponsored a Washington's birthday Clipper Cargo contest in which Clipper Cargo models were flown across the Anacostia River to win special awards of silver dollars.

The National Exchange Club ended its sponsorship of the Nats after the 1954 meet. However, local Exchange Clubs continued to sponsor local, regional and in some cases international contests in many areas from one end of the country to the other. One of the latter, which is still going strong today, is the King Orange Internationals.

Promotion

The Academy's promotion of aeromodeling activities to the general public never appeared to be on a continuing, planned basis during this period. However, this is not to say that nothing was ever done in this regard.

As an example, AMA prepared a letter in 1950 that was sent to Recreation and Park officials, in which was outlined general information about the modeling activity which might be of interest to them and containing an offer of assistance in developing the necessary planning on a local level. In 1960, when the American Recreation Society held its annual convention in Washington, D.C., AMA officials made the most of the opportunity to meet many of the top recreation men and give them a better understanding of the problems confronting model airplane enthusiasts, particularly in regard to the difficulty of obtaining flying sites. An AMA booth was set up in the main exhibition hall and the delegates were shown movies of past Nats. On the local level, many Recreation and Park officials across the country worked hand in hand with AMA Leader members in setting up flying sites and modeling programs.

In the line of promoting directly to the people, many efforts were made, such as in early 1959 when AMA managed to secure a few minutes time during the official program of the week long aviation exhibition at Las Vegas, Nevada, which was known as the World Congress of Flight. This time was used for some superb RC flying demonstrations by Bob Dunham (1957 and 1958 Nats multi champ) and Bill Deans (3rd in multi at the 1958 Nats). The exhibition proved to be

quite a crowd pleaser.

In a slightly different vein was AMA's representation on two of the committees of the People to People Program that was launched by President Eisenhower in 1956. These committees were for Sports and for *Model Aviation*, and both shared several interests and ambitions with AMA, such as developing ways and means for transporting athletes and athletic teams to compete in international events and demonstrations.

In promoting among modeling enthusiasts, AMA did not forget the more technically inclined modelers by making plans to hold a series of technical meetings in which scientific papers could be read by invitation on the various phases of model design, construction, and flight. In 1958, the first such technical conference on the subject of Radio Control was held under the sponsorship of the District of Columbia Radio Control Club (DCRC). Detailed records of the steps involved in planning and setting up this conference, which was known as *the DCRC Symposium*, were kept so that others would have a guide to go by. The technical papers presented at this conference were later sold to all interested modelers, with AMA members getting a reduced rate. The DCRC Symposium became an annual affair and soon other clubs were starting to hold RC conferences, although not as formal a gathering as this one.

Honors

In 1955, the Frank G. Brewer Trophy, America's highest award in the field of Youth Aviation Education and Train-

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-ing, was presented to AMA's first President, Willis C. Brown. In announcing the 1955 winner, NAA President Thomas G. Lanphire, Jr. cited Brown for "Rendering services beyond the call of duty" in seeking through group action to interest more young people in some phase of aviation through classroom and experience type programs. At that time Brown was serving as a member of an Advisory Committee to aid AMA's Headquarters staff in making decisions needed immediately before the Executive Council could formally act.

Brown had been connected with the Office of Education in some aviation capacity since 1942 and served with distinction in developing aviation, supporting military training programs in public vocational schools during WWII. He authored a school text book entitled "Airplane Models and Aviation" that was published in 1942. In 1947, he transferred to the secondary education section as an Aviation Education Specialist. In addition to effective work in this capacity, he had served as a Vice President of NAA and a key individual on its Air Youth Education Committee, was a member of the Civil Air Patrol Education Advisory Committee, and was chairman of the 1954 Ad Hoc Committee on Aviation Education that formulated Government policies for the Air Coordinating Committee. He played an important role in organizing the National Aviation Council into a membership-type organization directly associated with NAA.

In 1962, Brown took on the job of AMA Historian, and the January 1962 issue of *MA* carried his

request for persons possessing knowledge or information on AMA's history to contact him. The end result is this very History.

In 1956, Frank Zaic was named to receive a Paul Tissandier Diploma at the general assembly of the FAI in Vienna. He was the first American in the field of model aviation to receive one of these diplomas, which are awarded annually in memory of the early French airman and first Treasurer General of the FAI, for outstanding accomplishment and service to sporting Aviation. In 1958, Al Lewis became the second American to receive the Paul Tissandier Diploma in recognition of service in the field of model aviation. He received this coveted award at the 51st General Conference of the FAI held in Los Angeles.

AMA, too, recognized some of the contributions and services to its goals by conferring AMA Fellowships on some of the outstanding American modeling leaders. In 1953, the Executive Council voted a Fellowship for Walt Good, for his many contributions to AMA and model aviation, particularly in the field of Radio Control. In 1960, the Executive Council conferred a number of Fellowships on people whom they felt had performed exceptionally meritorious service to model aeronautics or who by their accomplishments had established an example of unusually high order. Those so honored at that time included Walt Billett, Capt. R. M. Harper, USN, Commander K. K. Jones, USN, Hershel G. Brown, "Red" Hillegas, Frank Zaic, Nat Polk, Paul J. Ring, Eva C. Biddle, Charles Tracy, and Bill Winter.

Flying and Competition

The one body that probably has the strongest effect on the average flyer is the Contest Board, which formulates the rules by which competitions are conducted and thus has an influence even on the type of equipment that the model industry makes available for the sports flyers.

The 1949 Contest Board, which was chaired by Walt Good, adopted the 1950 flying regulations which saw a CL Team Racing event established, along with a 1/2A FF Gas event. For the first time, the Builder of the Model Rule was included in the official regulation.

W. H. (Harold) Bunting was named chairman of the Contest Board for 1950, replacing Good, who continued as head of the RC committee. During 1950, it was decided that rule changes would be made only every other year, so that there would be more continuity. Following the changes for 1951 another change could not become effective until 1953. The 1951 rules saw the CO₂ gas FF event dropped and all outdoor rubber classes combined into an unlimited class. Wakefield became an official AMA record event at that time. CL Speed models were allowed to fly on one line.

Ray C. Mathews, Jr. was appointed the Contest Board Chairman in 1951. At the end of that year he circulated a trial questionnaire to get ideas on possible rule changes which the Contest Board could vote on in 1952 for inclusion in the new rules for 1953. It was during 1951 that the question of Contest Directors charging fees for their services was aired. A final settlement was 2 or 2½ times the sanction fees, but not in excess of \$500!! The December 1951 *MA* mentioned that many CDs were neglecting to file contest reports with AMA, not checking AMA licenses at meets, and accepting money for new licenses and not forwarding it to AMA Headquarters.

The 1953 rules saw the addition of Combat and ½A CL Speed. The six-minute maximum time limit was put on all outdoor FF classes (with the exception of Wakefield and Nordic) with a no maximum 4th flight was allowed after 3 maxes. ½A FF Scale replaced rubber powered Scale and CL Scale models were no longer required to fly the Stunt pattern. The Unlimited Rubber event was dropped in favor of a Limited Rubber class.

Leon Shulman was appointed chairman of the 1953 Contest Board and also served in this position in 1954. He drew up a schedule for formulating the next rule changes that had President Keith Storey appoint ten rules advisory committees on the various specialized phases of modeling. Members of these committees were to correspond with one another and study all proposals dealing with their phase of the hobby that had been received by the Contest Board. The chairman of each committee sent a summary of its findings to Shulman who compiled a rules change questionnaire for inclusion in *Model Aviation*. The rule change ballots were returned to the Contest Board members, who tallied them and sent the results to Shulman to enable him to determine what changes were wanted and instruct the advisory committee chairman to rewrite their particular section of the rules accordingly. These rewritten rules then went back to Shulman for verification and editing before they appeared in the new rule book.

The 1955-1956 rules, adopted in the above manner, included the establishment of a CL endurance record class, a Proto Speed event, and an Indoor event for other than microfilm covered models. There were also two classes for RC - rudder control and multi control. VTO-ing of FF gas models was permitted and FF Scale rules were expanded to allow any size engine or Jetex.

Claude McCullough was appointed Contest Board Chairman in 1955 and again in 1956. He established a similar system to Leon Shulman's in developing the rules that would be effective in 1957 and 1958. Two additional advisory committees were established during this period - for CL Endurance and Navy Carrier.

The ballot for the 1957-1958 rules appeared in the May 1956 *MA*. Members were asked to vote only on events in which they had an active, flying interest. Included in the rule changes approved for 1957-1958 were the addition of a Jetex powered FF event, replacing of the limited towline glider class with Nordic A-1, and the establishment of a AMA record class for FAI Power FF event. Two new advisory committees were established to draft contest rules for CL Rat Racing and Jetex FF. The RC committee was asked to prepare rules for an RC Pylon Racing event.

A considerable delay occurred in the publishing of the new rule book. This was brought about mainly by the method used in evolving the rules which necessitated considerable correspondence. The new rule book finally appeared bound in the February 1957 issue of *Model Aviation*.

Leo B. Dixon was named chairman of the Contest Board for 1957. It was at this time that Contest Coordinators became active in all of the Districts to help assure a minimum of conflict between sanctioned contests. CCs had been operating in some areas for several years, but the February 1957 issue of *MA* was the first time that a complete list of Contest Coordinators ever

appeared, along with instructions on the procedure to be followed in applying for AMA contest sanctions.

Robert L. Hatschek was named Con-

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-test Board Chairman in 1958. He immediately set to work with President Good, Russ Nichols and Carl Wheelley in an attempt to determine a more streamlined routine for accomplishing the never before achieved goal of determining rule changes early enough to have the new rule book printed before the end of the year.

The rule review program they adopted called for CB members and advisory committeemen to collect proposals from every possible source, including an open Contest Board meeting to be held at the Nats. The advisory committees then were to come up with unified recommendations for acceptance or rejection for the various ideas. The results of the open and closed Contest Board meetings at the Nats plus the advisory committees' recommendations enabled Hatschek to develop an advisory questionnaire to be carried in *Model Aviation*. The returned questionnaires then served as a guide to the Contest Board in shaping the final rule changes. The rule questionnaire appeared in the October 1958 *MA*. In many cases the questions appeared in 2 parts: first, asking whether any change was desirable and second, what the preference would be if a change was decided upon.

Following the questionnaire, the Contest Board adopted the rules effective for 1959 which included the change in the top engine displacement in Class A CL Speed to .1525 cu. in. and the raising of FF power loading requirements to 173.4 ounces per cubic inch engine displacement, along with combining Class B & C FF into one event.

Very soon after the 1959-1960 rules revisions were announced, a protest to the changes, particularly FF gas power loading and engine classification, was drafted, duplicated in quantity, and widely circulated by one AMA member. Some of the charges brought by this person and other irate free flighters included: 1. That modelers ignored the questionnaire because it was confusing, thereby accounting for the small number of returns. 2. The questionnaires were improperly completed by the modelers because of this confusion. 3. The CB misinterpreted the modelers' returns because of the confusing questionnaire, and 4. The CB used poor judgment in installing changes on the basis of small majorities. Because of these protests, President Good took a special poll of the Contest Board which showed strong majorities in all cases for keeping in effect all of the rule changes.

Claude McCullough was appointed chairman of the Contest Board for 1959. He instituted a FF power loading opinion poll ballot which was carried in the August 1959 *MA*. This was to allow all FF-ers to express their thoughts following a season of flying under the controversial "heavy weight" rules. A small majority of those returning ballots indicated a preference for the new rules over the previous 100 oz. per cu. in. rules. A considerable majority favored some kind of power loading rule over an unlimited rule.

At the same time, President Walt Good set the wheels in motion on the AMA Bylaws amendment which would reconstitute the Contest Board. In the past, rules were generated by a joint effort of the appointed specialized advisory committees and the 22 elected Contest Board members. The new amendment established three specialized sections of the Contest Board – Free Flight, Control Line and Radio Control - with a member for each section elected from every District. Each member of the CB would be elected for a 2 year term - or approximately half of them every year. The Bylaws committee, which came up with the amendment for the Contest Board revision, was made up of Claude McCullough, Ron St. Jean, Stan Hill, H. Ryks, and Al Lewis.

A *Rules Revision Guide*, which was to go along with the new Contest Board make-up, was also adopted at that time. It called for rules proposals given preliminary approval by their respective section of the Contest Board to be printed in *MA* for a six months study period by the entire membership before the Contest Board could take a final vote on them. If approved, the rule changes would then not become effective until the following November 1. The three Contest Board Chairmen appointed for 1960 were: CL - Ed E. Rankin; FF - John E. Patton; and RC - Robert F. Leininger.

1960 saw the adoption of the proposal that National Record performances for Indoor models be recognized for flights made in three different ceiling height categories: Category I – up to 35 feet; Category II - between 35 feet and 100 feet; and Category III - over 100 feet. Current Indoor Records were allowed to stand and were considered as having been attained in a Category III site.

In a move aimed at promoting more efficient contests, all CDs were required to state on their 1961 license renewal applications which contest categories they were best qualified to direct. This was to enable Headquarters to tabulate the qualification of individual CDs so that they could receive any information directly concerning their particular phase of modeling. It didn't mean that CDs could not direct other contest categories.

Due to the apparent increase in interest in Scale modeling, President Walt Good in 1960 established a four-man advisory committee on Scale models, with LeRoy Weber as chairman. The duties of the committee were to advise and recommend Scale model rules to the appropriate CB section chairman. This committee went right to work and saw the RC section of the CB adopt its Fidelity to Scale recommendations in 1961. Preliminary contacts were also made with the National Air Museum, which was hoped would lead to a non-flying single subject, single scale competition to be held annually beginning in 1962, with the winning model to be displayed at the Smithsonian Institution. The Experimental Aircraft Association (EAA) was interested in sponsoring the event.

The SAC worked to increase the amount of scale information available to modelers, with the EAA, the Antique Airplane Association (AAA), and the American Aviation Historical Society (AAHS) cooperating. A roster of scale judges was also being compiled.

In early 1961, President Pete Sotich invited the Model Aeronautics division of the HIAA to form a committee to act as a liaison group between AMA Contest Board and the Model

Manufacturers. Johnny Brodbeck of K & B Corporation acted as chairman of this group, which was known as the Model Manufacturers Coordinating Committee.

Also in 1961, the FF Contest Board under the chairmanship of John Patton voted in favor of an unlimited FF weight proposal and also the reinstatement of the Class C FF event, thus completely reversing the rules that caused so much controversy in 1959. Following the announcement that Pan Am was dropping its sponsorship of the PAA Load events, the FF Contest Board voted against having AMA try to continue the events on their own.

In 1962, Pete Sotich appointed the following Contest Board (CB) Chairmen: RC - John Worth, FF - Bob Hatschek, and CL - Paul Burke.

In spite of the improvement to the rule making machinery back in 1960, there were still a few trouble spots which delayed some rules proposals from being enacted for several years. Some Contest Board members were poor in answering correspondence. Comments on proposals from the membership at large were often small or non-existent, and sometimes the number of proposals before a given section of the Board completely bogged it down, resulting in deadlines being missed and rules not becoming effective until another year had passed.

John Worth, chairman of the RC CB, instituted the use of pre-printed, return addressed postcards on which an RC CB member could indicate a yes or no vote on any given proposal and return immediately to Worth for tabulation. This proved rather effective.

In 1962, President Sotich changed the rule change cut-off date from November 1 to September 1, so that the new rules could be announced in the October issue of *MA*.

Also in 1962, the Executive Council voted in favor of establishing a Ready-To-Fly model beginner's program outside the existing rule structure. The new program was open to youngsters up to the age of 14 and was for any make of plastic CL Ready-To-Fly model. The program was based on Balloon Bursting. The Manufacturers included in the model box a special...

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Fete Setick, though not famous for building models, is recognized as an outstanding Contest Director. A past AMA president, member of the Nats Executive Committee, and holder of countless other posts, Fete usually CD's the Chicago Nats.



USAF Lt. Harry Vogler, pointing to control line scale B-36 built by Sgt. Bryant Thompson (R), was prime instigator of the Air Force World Wide Model Airplane Championships for USAF personnel. Thompson represented the Air Force on many Nats winning teams.

A storm of controversy ensued when the Contest Board, then chaired by Bob Hatzek, enacted the heavy FAI power loading for all AMA free flight gas events. Contest Board was elected then by AMA membership, one Board member from each AMA district embracing all types of models. Shown: Wolf Good, Essu Nichols, Bob Hatzek.



Cloude McCullough, past AMA president as well as past Contest Board chairman, has had modeling experience in all major phases: free flight, control line and radio control. In 1960's he was also chairman of AMA's first Scale Advisory Committee.



...AMA trainee license which the customer could send to AMA Headquarters with a \$1 fee, making him an Associate member. By paying an additional \$1 fee at any time, he could obtain his regular Junior membership.

Safety

The subject of safety has always been of prime concern to AMA, not only from the standpoint of the cost of insurance for its members, but also because of its chief interest in the welfare of the model builders and flyers. Frequently during those 12 years, mention was made in *MA* of the increase in model airplane accident reports being received by Headquarters. Contest Directors and flyers were continually being cautioned to be safety conscious. At the 1962 Nats, the issue was dramatically emphasized when young Ralph Miller, winner of AMA's Ready-To-Fly Balloon Bursting event, was accidentally struck by an RC model while he was giving an exhibition flight before a large crowd at the final days' demonstration. A debate immediately arose over what new safety measures should be added to AMA flying regulations. The whole unfortunate episode resulted in a keener awareness by officials of the necessity of enforcing safety rules.

The use of the fuel additive Tetra-Nitro-Methane by Speed flyers was another case in which AMA took prompt action when the dangers of this chemical became apparent. The use of this additive was banned immediately, in March 1961, using the provisions of the Rules Revision Guide that allows the President and three Contest Board Chairmen to act with dispatch on matters concerning safety. All FF Gas and CL Speed records were abolished until an effective means of checking the contestant's fuel was established.

The first warning about the dangers of inhaling fumes from model cement was given in the October 1959 *MA*.

Radio Control

Throughout this period, AMA continued to pursue the goal of improved conditions for the RC modeler. Walt Good remained in charge of the special committee which presented AMA's case to the Federal Communications Commission.

In 1950, the FCC awarded AMA a temporary "experimental Class II radio station license" - KG2XDA - to experimentally evaluate the 27 mc band for RC use. This temporary license was only to be good until November 1950, so Chairman Good asked various RC groups around the country to assist in flight tests on this frequency to assemble a large number of documented flight results to present to the FCC. By the time the license was to expire, approximately 100 flights had been made on the 27 mc frequency in areas around Washington, D.C., Richmond, VA, Pittsburgh, Los Angeles, and also at the Dallas Nats. The FCC was asked for an extension of time in order to permit the accumulation of about 100 more flights.

An amendment to the FCC Citizens Band rules was approved in 1950, making the "MacNabb unit" eligible for the simplified Citizens Band license. The 1950 Nats RC winner, Foxworthy,

used this unit. AMA also supported the two new, easier amateur radio licenses known as Technician and Novice that were announced about the same time by the FCC.

More than 250 flights were made under the experimental license, 97% of them being successful, proving the band to be usable for RC. Action was inaugurated when modeler Dave Rabenhorst and his friend Senator Tobey of New Hampshire arranged for AMA to personally discuss matters with FCC Commissioner George E. Sterling. In August 1951, AMA RC Chairman Good sat down with the FCC staff and drew up the first draft of the new proposal. On November 15 the FCC announced the proposed rule that would require no operator's license for use of a crystal controlled transmitter operating at the frequency of 27.255 mc with not more than 5 watts input power. The April 1952 issue of *MA* announced that the FCC had approved this frequency for RC use.

In late 1955, Walt Good protested, on behalf of AMA, the action of the FCC in permitting the use of the 27.255 mc frequency for high power voice communication and other industrial purposes. In early 1956, AMA engaged Attorney Edward O. Ansell as legal counsel to assist with the RC frequency problem. Through him, AMA requested in January 1957 that the FCC take steps to relieve congestion on the already over-crowded frequencies available to RC modelers, grant additional frequencies, and revise the Commission's rules in recognition of recent technological advances.

The foresight of Russ Nichols and Walt Good in anticipating the crisis by at least a year and securing the services of Ansell, a member of the FCC Bar, to handle AMA's petition, was very important. It took many months of careful preparation before the 21-page petition could be officially filed with the Commission Secretary on January 23, 1957. The Commission considered the petition and on April 3, issued a notice of proposed rulemaking. It wasn't until the September 1958 issue of *MA* that the announcement was made of the FCC's approval of 5 new frequencies for RC - 26.995 mc, 27.045 mc, 27.095 mc, 27.145 mc, and 27.195 mc. Although these frequencies were granted on a shared basis, no power greater than 5 watts was permitted any user.

In 1959, an amendment to FCC regulations gave a slight relaxation of the rule requiring commercial operator tuning of home built transmitters. This allowed transmitter kits to be built by the modeler if the kit manufacturer guaranteed that his kit, when assembled, would meet all the technical requirements of frequency stability, emission, etc.

Special Interest Societies

A new phenomenon began during the close of this period. Groups interested in particular phases of modeling began to band together in so-called Societies to help further the interest of their favorite type of modeling. Generally these groups worked within the framework of AMA and provided valuable assistance to the activities of the Academy.

In 1961, the American Model Helicopter Society (AMHS) was formed to promote interest in model rotary wing craft on a worldwide basis. The Society was headed by Ken Norris of Denver, and published two periodicals - the monthly *AMHS Newsletter* and the annual *Journal of the*

AMHS. The first AMHS International Convention was scheduled for the 1961 Nats. When the Hiller sponsorship of the Helicopter event at the Nats was dropped AMA, continued for one year with the old Hiller rules and then relied on the AMHS to provide recommendations to the Contest Board on new rules for this event.

The National Indoor Model Airplane Society (NIMAS) was also formed in 1961. Four of the charter members of NIMAS were Dave Copple, Dick Kowalski, Pete Sotich, and Bud Tenny. The purpose of its Society was to spur more Indoor activity over the country and to promote communications among Indoor modelers. The idea for such an Indoor group goes back much farther than this, however. In 1952, George DeLaMater of St. Louis had suggested in the pages of *Model Aviation* that the decline in Indoor interest should be combated by the formation of an organization of Indoor modelers to exchange ideas and coordinate their thoughts on how to promote Indoor modeling. He offered at that time to pass along thoughts and ideas of different modelers in the form of periodic reports. The formation of NIMAS proved to be every bit the shot in the arm for Indoor that DeLaMater envisioned earlier and the NIMAS newsletter *Indoor News and Views*, which is edited by Bud Tenny, has proved to be an excellent example of what communication of ideas among modelers with the same interest can accomplish.

Scale modelers, although not organized in as formal a group as the Helicopter or Indoor Societies, have also done considerable to advance their phase of modeling. It was through the recommendation of 50 of these Scale modelers who attended an informal meeting during the 1960 Nats that the Scale Advisory Committee (SAC) was appointed by President Good. This committee served as a spokesman for the Scale group, and in 1962 planned a Scale Symposium to be held for one day at that year's Nats. About a hundred modelers attended the SAC meeting at the 1961 Nats and 150 or more were expected in 1962.

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Nationals

The 1951 Nationals were again held at the Dallas Naval Air Station and sponsored by the National Exchange Club, with the Dallas Exchange Club once more conducting the meet. The dates were July 23-29. Paul Simon of Detroit won the National Exchange Club Trophy, emblematic of the Grand Championship. He was also Senior Champ. The Junior Champion was Gene Jackman, while Open Champ was Bob Bienenstein. For the second year in a row, the Detroit Balsa Bugs were the National Champion Club.

The 1952 Nationals were held at the U.S. Naval Air Station, Los Alamitos, CA, from July 27 to August 3. The Indoor events were flown at the Blimp Hanger at Santa Ana. Sponsorship was provided by the National Exchange Club through the Exchange Club of Long Beach. Dick Everett was Contest Manager while Keith Storey served as Assistant Contest Manager for the meet.

The 1953 Nationals were held at Willow Grove NAS, PA from July 27 to August 2. The Indoor events were flown at Lakehurst NAS in New Jersey. The meet was again sponsored by the National Exchange Club. Nearly 1200 contestants participated, with William White, Jr. winning

the Junior and Grand Championship awards. Willard Blanchard was the Open Champ and a tie resulted between Ronald Poltake and Stuart Savage for Senior Champion. The Northern California Free Lancers were Team Champs.

The 1954 Nationals were held at Glenview NAS, IL from July 28 to August 1. The FF and RC events were flown at Chicagoland Airport just north of Glenview NAS. The National Exchange Club was once more the sponsor. More than 1500 modelers participated, making this Nats probably the largest held to that date and certainly the largest since before the war.

The 1955 Nationals were held at NAS, Los Alamitos, CA, from July 18 to 24. This was the first Nats that AMA sponsored on its own. 825 contestants competed and Willard Blanchard won the Grand Championship for the second year in a row.

The 1956 Nationals were held at the Dallas NAS. This represented a slight rearrangement from the original rotation schedule that was West, East, Midwest, and then repeat. This was felt to work a hardship on the Midwest flyers, so the new rotation was scheduled to be Dallas, Willow Grove, Glenview, Los Alamitos and repeat.

The 1956 Nats, which were the 25th Annual Nats attracted 1,000 competitors. Contest Manager was Maurice Teter. Indoor events were flown at the Will Rogers Memorial Coliseum in Fort Worth. Willard S. (Woody) Blanchard captured the Open and Grand Championship Awards for the third straight year. Brent Hawkins was Junior Champ and John Wells was Senior Champ. The Megow Trophy for Team Club Championship went to the U.S. Air Force Team No. 1. Of the 79 events (excluding the 7 sponsored by Pan Am), 62% were sponsored by members of the model industry and 25% by members of the full scale industry. This represented the greatest percentage of events ever sponsored at the Nats up to that time.

The 1957 Nationals were held at the NAS Willow Grove, PA from July 29 to August 4. There were 1,521 contestants entered at this meet which saw Woody Blanchard's strangle hold on the top awards loosened by James Paysen, who won the Grand and Open National Championships. Senior Champ was Donald Gurnett, and Junior Champ was Hardy G. Lewis. The National Team Champions were the Brainbusters Club of Hampton, Virginia.

1958 Nationals were held at Glenview NAS, Illinois, July 21 to 28. With the record attendance at the 1957 Nats and the increased number expected at the 1958 meet, the question of reducing the number of events so as to help alleviate the problem of lack of official personnel, both AMA and Navy, to adequately run them was first brought up. The AMA Contest Board and the Executive Council were requested to provide Headquarters with workable suggestions on how to streamline the Nats. Pan Am announced that they would do their part by eliminating two of the five PAA Load events they normally sponsored. With the exception of the two PAA Load events it was finally decided that no other events would be dropped from the 1958 Nats, as it was hoped that two procedural changes being made would make it possible to carry over the previous year's schedule. Advance entry was required and competition flying was started on the day usually taken up by late registration. RC, CL Stunt, and Combat were scheduled through an elimination process so that the bulk of contestants would be taken care of in the early days with the better flyers progressing to a finals near the end of the week.

The required advance registration paid big dividends in smoothing out the contest administration, and the special procedures instituted for RC and CL Stunt met with considerable favor. Contest Manager Pete Sotich, with the aid of the now official Nats Executive Committee, was able to draw on past experience and the information gleaned from the advance registration in order to plan accurately for housing, meals, and distribution of contest personnel for a highly successful operation. However, on the agenda at the 1958 Nats Annual Meeting were the questions of whether the meet had become too large, how events should be selected for the Nats, and whether an "Open" Nats should be maintained or if pre-Nats qualifications should be considered.

The 1958 Grand Open Champion once more was Woody Blanchard. John Wells was Senior Champ and Dennis Alford, Junior Champ. The Oakland (California) Cloud Dusters were the National Team Champs.

The 1959 Nationals were held on July 27-August 2 at Los Alamitos, NAS, CA. Keith Storey was Contest Director of this meet. The Nats Executive Committee, consisting of Storey, Maurice Teter, Earl Witt, and Pete Sotich, worked out the schedule arrangements in conjunction with the Navy. Advanced entry was again required and 976 contestants attended.

The Indoor events didn't attract a large number of competitors this time due largely to a mix-up on where the events were to be held. It was originally thought the Santa Ana Air Dock, which had a ceiling of 187 feet, would be unavailable, and the events were announced for the Pan Pacific Auditorium in Long Beach, which had a ceiling 70 feet high. Through a misprint, this was made even worse as the site was listed as having a 40-foot ceiling. Indoor modelers were up in arms. When it was finally determined that the Santa Ana hangar would be available, the news appeared too late to be of much help.

For the first time in the history of the Nats, a father and son - Bob and Bill Hunter - walked off with the Open and Junior Championships respectively. The Senior Champion was Sherwin Maslowe. The Lakewood (Ohio) Flitemasters captured the team championship.

The 1960 Nationals were held at the Dallas NAS from July 25 to 31. Maurice Teter was the Contest Manager. Indoor flying was again done at the Will Rogers coliseum at Ft. Worth. Advance entry was again required, with no entry accepted at the Nats. Nearly 1,100 modelers competed with Bob Sifleet winning the Grand and Open National Championships. John Dieholt, one of the Air Youth Champs, captured the Senior National Championship while another Air Youth Champ, Dan O'Malley, was tops in the Junior National Championship competition. The Detroit Balsa Bugs were named winners of the 1960 Nats Club Team Championship following a dispute brought about by the fact that another club team was made up of modelers residing in widely dispersed areas.

The 1961 Nationals were held at Willow Grove NAS July 24-30. AMA Technical Director, Frank Ehling, was named permanent Nats Contest Manager, which meant that he would not only manage the 1961 Nats but all future Nats. Following a mix-up in which the Executive Council voted to include FAI Team Race at the Nats and the Nats Executive Committee decided not to include this event, President Pete Sotich ruled that the Executive Council had the final

jurisdiction over which events would be held at the Nats. Another ruling was that all members of a team competing for the National Club Team Championship must be regular members of that club residing in the same geographical area. A new Championship for teams organized at the Nats, and also Armed Service Teams, was created. It was lim-

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-ited to 5 members per team who could come from any section or even a foreign country. This was instituted on an experimental basis and, if proved successful, would be held at all future Nats.

The flat registration fee of \$7.50 that was originally announced for the 1961 Nats drew much criticism as working a hardship on Junior contestants. It was finally announced that the new entry fee would be \$3 plus 50¢ per event. 2,000 modelers and mechanics attended the meet. Well known modeler Woody Blanchard was again Open and Grand National Champ, with Larry Miller and Dennis Bronco earning the titles of Senior and Junior National Champs respectively. The Hampton Brain Busters Club won the National Club Team Championship, while the Lakewood (Ohio) Flitemasters won the new Nationals Team Championship.

This, the 30th Annual Nats, was formally opened by 1961 Miss America, Nancy Fleming, who cut the tape stretched across the main entrance of the Naval Air Station. That year also marked the 50th Anniversary of Naval Aviation and saw the return of the Blue Angels Aerobatic Team demonstration on the last two days of the Nats. This demonstration had been cancelled at both the 1959 and 1960 Nats by the FAA because of congested airspace around the Naval Air Stations.

The Navy, finding that the growing number of contestants involved in the Nats was reaching proportions beyond which facilities could efficiently and effectively accommodate them, asked AMA in late 1961 to consider measures to control the number of contestants so as not to exceed the capabilities of their Air Stations. This request was referred to the Nats Executive Committee for study. At the 1962 Executive Council meeting held at the Nats it was voted that because of the Navy's request the following standard be established for determining which new events could be added: "(a) The event shall be a test of skill and ability in keeping with the prestige imparted to it by virtue of its national championship status. (b) The event shall differ significantly from other events so as not to constitute a mere repetition. (c) The event shall not require an excessive amount of manpower, time or equipment for its operation, so that the benefits derived from the event shall not outweigh the cost."

The 1962 Nats were held at the Glenview NAS July 23-29. Open and Grand Champion was Bob Sifleet. Senior Champ was Larry Miller and the Junior Champ was Jim Skarzynski. The National Club Champs were the Chicago Aeronuts, while the Lakewood Flitemasters once more won the National Team Championship.

International Competition

The United States' participation in the FAI World Championship events continued throughout

this twelve year period, although it wasn't always possible for the teams to compete in person. For instance, because of the heavy losses incurred in sending the 1949 Wakefield Team to England it was decided that AMA could only finance the shipment of the planes to be proxy-flown at Jami Jarvi, Finland for the 1950 Wakefield meet held on July 23. Lo Salisbury was the highest ranking American when his model was flown to a 6th place position. Other U.S. team members finished as follows: Roland Schmidt - 19th, Fudo Takagi - 28th, William Mickelsen - 45th, and Austin Leftwich - 52nd. Sixteen countries were represented at this meet, which saw Aarne Ellila of Finland win the Wakefield Cup for the second year in a row.

As the interest in International competition picked up, the method of choosing the teams became more and more important. Chairman Ed Lidgard of the 1951 Wakefield committee announced elimination contests for 12 cities, with semi-final meets to qualify the six team members scheduled for five areas where interest was the greatest. Entry fees collected were used to help pay the trip expenses of the contestants from their home to New York and back. Jim Walker generously contributed the 6 round trip air fares to Finland for the 1951 Wakefield team. Other expenses were met by donations from modelers, clubs and individuals in the model industry (notably Al Davis and Nils Testor.)

The announcement that American Nordic A/2 Towline Gliders could be flown by proxy at the Swedish Glider Cup contest at Bled-Lesce, Yugoslavia on August 24, 1951, was made too late to set up qualification meets to choose the four modelers who could send their planes over to represent the U.S. All interested persons were asked to indicate their desire to compete and the four giving the highest 3 flight totals as certified by an AMA Contest Director were to be selected.

Sune Stark of Sweden was the 1951 Wakefield Cup winner. Austin Hofmeister was the highest U.S. team member, placing 5th. Manuel Andrade was 7th, Joe Elgin - 12th, George Perryman - 15th, Joe Foster - 29th, and Dave Kneeland - 39th. This meet was held under the new Wakefield rules, which called for a total weight of not less than 230 grams and a fuselage cross-section of at least 65 sq. centimeters. The projected surface limits were 17 sq. dm. and 19 sq. dm.

The chairman of the 1952 U.S. Wakefield committee, Bill Fletcher, prepared a Wakefield booklet which was to be sent to each AMA member. Bill Tyler of *Air Trails* designed the cover for this Wakefield book. The July 1952 *MA* announced that the sale of ad space in the booklet had raised enough money to pay for the airline tickets to Sweden for the Wakefield team, which consisted of Joe Bilgri, Ed Lidgard, Clifford M. Mountplaisir, Carl Perkins, Sindy Selden, Jr., and Lieut. (J. G.) James F. Tangney, USN. The Navy flew Tangney to London via MATS, thereby relieving the strain on the Wakefield budget considerably. Winner of the Wakefield Cup was Blomgren of Sweden, with Bilgri 5th and Mountplaisir 10th.

In 1953, the U.S. Wakefield Committee's name was changed to the International Competition Committee since four-man teams were to be chosen for the Wakefield and also the FAI Power competition, which were to be flown concurrently at Cranfield, England. ICC Chairman Ed Lidgard had another book prepared to help raise the money for the transportation and other expenses of teams. The 52-page *International Competition Handbook* was for sale to all modelers at the price of 35¢.

The U.S. team won the FNA Cup, which was awarded for the first time to the top team in Wakefield at the 1953 World Championships. Joe Foster was in a three-way tie for first place in the individual Wakefield standings, with George Reich coming in 4th, Cliff Mountplaisir - 12th, and Carl Hennes - 31st. The U.S. team also finished first in FAI Power, with Dave Kneeland the individual winner; Stan Hill - 6th, Joe Elgin - 11th, and Carl Wheeley - 18th. The U.S. placed 16th in the 1953 Nordic Championships at Yugoslavia with only a two-man team. Hans Hansen of Denmark was the individual Nordic winner. Henry Dore was the top U.S. man, placing 50th with his proxy-flown model. George Perryman was able to attend in person and finished 53rd.

In late 1953, the U.S. Air Force flew Russ Nichols to Holland to attend the FAI conference, and particularly represent American modelers in the meeting of the FAI Model Commission where the World Championship event rules were established.

Wakefield and FAI Power eliminations and semi-finals were set up in East, Midwest, and western areas by the 1954 International Competition headed by William Fletcher. Persons desiring to fly in the Nordic glider championships in Denmark could also qualify in the same eliminations, although those that qualified had to sponsor their own entry in the World Championship. Because of the U.S. wins in the previous year's World Championships the 1954 Power and Wakefield World Championships were hosted by the U.S. and held at the Suffolk County Air Force Base, Long Island, NY. The U.S. teams that competed were composed of Dick Baxter, Bob DeBatty, Bob Dunham, and Warren Gillespie in Wakefield, and John Tatone, Ray Lagermeier, Dave Kneeland, and Carl Wheeley in FAI Power.

The meet was held July 24 through 26, and the U.S. teams won both team events, with Carl Wheeley also being the individual winner in Power. Alan King of Australia was the individual Wakefield winner. Germany won the Nordic Team Championships held at Odense, Denmark, with R. Lindner of Germany the Individual winner. The U.S. team placed 15th with H. A. Dore...

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Victorious 1953 Wakefield team; Carl Morris, George Beck, Joe Foster—individual winner, and Cliff Hootpleish, Team Manager Bill Fletcher, seated, chaired committee which organized team selection—also produced fund-raising booklet which covered team travel expenses to England.



Bob Letter won Control Line World Championship in 1954 with .29-powered model and also set FAI record in process —222 km/hr. Early championships varied maximum engines from .15, .30 and .61 before settling on .1525 cu. in. maximum.

U.S. entrants in FAI Power World Championship in England in 1953 showcased entrants with new Torpedo engines, especially winner Dave Kraus—shown launching, with Joe Foster pointing out wind.



Wiss in 1953 brought Wakefield and FAI Power Championships to U.S. in 1954, held at Suffolk AFB on Long Island. Carl Whaley, then AMA technical director, was FAI Power guest. Subsequently, winning a championship did not grant right of victor to host next championship.



...the highest U.S. entrant, placing 25th. Again, George Perryman was the only U.S. entrant able to attend the meet in person.

A/2c Robert D. Lutker, USAF, won the 1954 World Championship CL Speed Contest at The Hague, Holland. The U.S. was represented at the meet by a FAI team composed of Air Force personnel stationed in Europe. Great Britain won the Team Championship.

Once more through the courtesy of the U.S. Air Force it was possible for Carl Wheeley to attend the FAI International Aircraft Committee (known as CIAM) meeting in Paris in December 1954. An attempt was made at that time to plan holding the Nordic World Championship event in conjunction with those for Wakefield and FAI Power.

The same elimination and semi-finals-type team selection method as the previous year was used to select the three 1955 U.S. FF teams. Available finances did not permit transportation of a CL Speed team to the World Championships in France.

The U.S. Air Force once more provided the Speed Team from among its men in Europe. The Italian team was the winner at this meet, with only two members of the U.S. team – Warren Godden and Bob Lutker - being able to turn in official flights with the smaller 2.5 cc Class I models and finishing 32nd and 33rd, respectively, at the bottom of the individual standings.

The World Championships for Nordic, FAI Power, and Wakefield in 1955 were held at Finthen Air Field, Mainz, West Germany on September 3-5. The meet was organized jointly by the Deutscher Aero Club (equivalent of NAA) and the AMA, with the U.S. Air Force in Europe acting as host. The U.S. team were: Wakefield: Manuel Andrade, Robert Champine, Herbert Kothe, and Gene Schapp, Nordic: Henry Cole, J. W. Harris, Jerry Kolb, and Herbert Kothe, and FAI Power: Otis Goss, Harry Gould, Ernie Shailor, and Bill Hartill. Great Britain won the Individual and Team Championships in Power, Rudolph Lindner of Germany was the Individual Nordic winner, with Italy taking the team event, and Sweden winning the Wakefield team event, with Gustav Samann of Germany topping the fly-off field of seven to win the Individual honors.

The 1956 U.S. FF teams, which were chosen in a similar elimination and semi-finals type qualification program were composed of: Joe Bilgri, Jerry Kolb, Cliff Montplaisir and Herb Kothe in Wakefield; Joe Bilgri, Bob Moulton, Bill Hartill and Carl Hermes in Nordic; and Dick Sladek, Lawrence Conover, Bill Hartill and W. F. Huffman in FAI Power.

Ron Draper of Great Britain won the 1956 Individual World Power Championship in a 3 way fly-off with Dave Posner (also of Great Britain) and Larry Conover. Conover's planes were proxy-flown by Silvio Lanfranchi to 3rd place. Great Britain won the team event, with the U.S. 2nd. The U.S. Nordic team was last out of 16 nations in that Championship event. Joe Bilgri's was the highest of the U.S. proxy-flown models - 40th. Czechoslovakia was the team winner. In Wakefield, Herb Kothe's models (proxy-flown by Anders Hakansson) placed 2nd to those of Sweden's L. Petersson, with only 5 seconds separating them. The U.S. team placed 4th to Sweden's winning team.

The U.S. CL Speed team again attended in person, finished 10th out of 11 countries competing.

The Czechoslovakian team was the winner. Petit of the U.S. was 28th in the Individual standings.

A meeting of the FAI CIAM in 1956 changed the scheduling of the World Championship events so that Nordic and Speed would be flown in 1957 and Wakefield and Power in 1958.

Accordingly, the AMA International Competition Committee, headed by Pete Sotich, set up a qualifying system to pick the Nordic and Speed teams in the spring of 1957 and the Wakefield and Power teams in the fall of 1957. There were no plans to have the U.S. teams compete in person in 1957 unless the individual team members could arrange their own transportation. It was hoped that transportation could be arranged for the 1958 teams. A total of 241 modelers competed for places on the Nordic team, with the winners being Gerald Thomas, Edward Christenson, Patrick Hoadley, and Jim Daley. Only 8 flyers tried out for the Speed team, with those qualifying being Bill Wisniewski, Arnold Nelson, Fred Cook and Jim Clem (team) and Floyd S. Bradford.

Fortunately three members of the U.S. Nordic team - Hoadley, Thomas and Christenson - managed to arrange their own transportation to the World Championships in Czechoslovakia, and Jim Daley's models were proxy-flown by Gerry Ritz. Russia was the winner of the team Championship, with the U.S. placing 10th. Highest U.S. Individual was Ed Christenson, who came in 15th. None of the U.S. Speed team could attend in person, so it was decided against sending any entries.

The meeting of the FAI CIAM in Paris in November 1957 added three new World Championship events - Team Racing, CL Stunt and RC. Although the 1958 World Championship schedule for Wakefield and Power would remain unchanged, the competition in following years would be grouped in a new arrangement: Group 1 - FAI Power, Wakefield, and Nordic; Group 2 - CL Speed, Team Racing and Stunt; Group 3 - RC. All of the Championships in a group would be held together, with Group 1 events to be scheduled in 1959, Group 2 and Group 3 events in 1960. Also at that meeting the new rules, calling for a power loading of 300 grams per cc (173.4 oz. per cu. in.) and a new surface loading minimum of 20 grams per sq. dm. (6.55 ounces per sq. ft.) for FAI Power models, and a reduction to 50 grams (1.76 ounces) maximum weight of rubber for Wakefield models, were announced.

The 1958 U.S. FF teams selected in the fall of 1957 were Sal Cannizzo, George Reich, Herb Kothe and Frank Newquist in Wakefield, and James Patterson, Larry Conover, Bill Dean and Carl Perkins, Jr. in Power. Hungary won both the Individual and Team Power Championships in the meet held at Cranfield, England on August 1-4, 1958. Bill Dean placed 11th in Power (his models were proxy-flown by team manager Carl Wheeley, when at the last minute Dean could not attend) and the U.S. team placed 8th out of 20 countries competing. Hungary also won the Wakefield Team Championship with Australian Bond Baker capturing the individual title. Herb Kothe was the highest ranking U.S. Wakefield flyer (15th) and the U.S. team finished 10th out of 22 countries competing.

Walt Good and Carl Wheeley attended the FAI CIAM meeting in Liege, Belgium in the fall of 1958. It was announced at this meeting that the World Championship teams would be reduced from 4 to 3 members each.

The local eliminations to choose the 1959 U.S. FF teams were held in the spring of 1959. Although the FAI had planned to hold all of the FF Championships together, it was impossible for that year. After a slight mix-up, the FAI Power event was not held at all. A U.S. Power team was chosen anyway in case the Championships for that event were scheduled at the last minute. Both U.S. Nordic and Wakefield teams were flown overseas at AMA expense (utilizing the fund that was set aside from part of the dues increase that year.) Because no free transportation had been arranged team managers were not included with the teams.

The U.S. Wakefield team won first place at the 1959 World Championships held at Brienne Le Chateau, U.S. Air Force Base, France. Bob Hatschek placed 2nd in the Individual standings after a 7-man fly-off. Joe Bilgri earned 8th place and Herb Kothe 10th out of a total of 61 contestants. F. Dvorak of Czechoslovakia was the Individual winner. Gerald Ritz won the individual Nordic Championship in a 4-man fly-off at the 1959 World Championship meet at Brustems Aerodrome near Brussels, Belgium on August 21-24. The other U.S. team members, Bob Wiehle and Bob Sifleet, placed 30th and 39/40th respectively out of 60 contestants representing 20 countries. The team winner was Finland, with the U.S. finishing 5th.

Russ Nichols and Walt Good attended the FAI CIAM meeting in Paris in October 1959. One of the highlights of the meeting was the setting of the World Champion calendar for 1960 - CL at Budapest, Hungary, RC at Zurich, Switzerland, and FAI Power (carried over from 1959) at Cranfield,...

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...England. Indoor was added to the World Championship program and was to be started in 1961.

Chairman Larry Conover and the FF ICC were faced with the problem of what to do with the 1959 Power team members who were selected and then couldn't fly when the World Championships wasn't held. The committee finally developed a program to pick the 1960 team by regular eliminations and semi-finals in three areas – East, Central, and West. The 1959 team members had the choice of flying in the local eliminations and/or semi-finals, or could challenge the 1960 semi-final winner in their section to a fly-off which would be held that same weekend.

Conover himself earned a first place tie with 4 other contestants in the 1960 World Power Championships after a marathon fly-off that went 12 extra rounds. Ed Miller also had a perfect score at the end of regulation flying, but dropped out in the first fly-off round. Woody Blanchard placed 30th. The U.S. team was 2nd to Hungary by only 18 seconds. Pete Sotich was team manager.

Ernie Kratzet, chairman of the ICC for RC, and his committee developed a method of team selection which took into account the flyers' placings in the multi event at the 1958 and 1959 Nationals as well as their showing in one of three regional meets selected by the committee. One team member was selected from each region of the country, which was divided along the lines of 80 and 100 degree longitude. At the first RC World Championships in Switzerland, July 23-25, Ed Kazmirski was the Individual Champion, with Harold deBolt and Bob Dunham placing 7th and 10th respectively to earn the U.S. a second place team standing. England won the Team

Championship. AMA President, Walt Good, served as U.S. team manager.

Don Jehlik, chairman of the ICC for CL, announced the team selection for the 1960 World Championships would consist of first round eliminations held in each AMA District, with the top 3 winners in each event to advance to the final round. The Speed and Team Race qualifiers were to compete at the same sites 2 or 3 weeks later, with the team members to be selected on the basis of top times only, regardless of location, thus allowing all three members of a team to come from one section of the country if they were good enough. The second round of Stunt was to be held at only three sites with the winner at each site making the team.

At the World Control Line Championships in Hungary September 8-11, 1960, the U.S. Stunt team of Don Still, Bob Palmer, and Steve Wooley placed 2nd, 3rd, and 4th respectively to give the U.S. team a first place in this event. The Speed team of Bill Wisniewski, Jim Nightingale, and Bob Lauderdale (he replaced Bob Zimmerman when the latter was unable to go) earned 2nd, 4th, and 6th places respectively for a second place team finish. In Team Race, Chris and Phil Edwards placed 14th, Darrel Dolgner and Paul Burke 26th, and Bob Watts and Claude Adams 31st, to give the U.S. team a 7th and last place in this event.

Walt Good and Frank Ehling represented the U.S. at the FAI CIAM meeting in Belgium in October 1960. Three new subcommittees were set up at that time, for CL, FF, and RC. Good attended the RC meeting while Ehling covered both the FF and CL meetings. Ehling was named a member of the permanent technical subcommittee for FF while Good was made chairman of the RC Subcommittee. The FF fly-off system was changed so that maxes for each required extra flight were increased by 30 seconds over the previous flight, with only one attempt allowed for each flight during the fly-off. The engine run in Power was reduced from 15 to 10 seconds and in Nordic the towline was to be measured prior to each flight under a pull test of 11 pounds. Fuel for CL Speed models was limited to standardized mixtures of methanol and castor oil with no other additives permitted. Two mixtures were allowed: 80% - 20% or 75% - 25%. A mono-line handle was OK'd for use in Speed.

Herb Kothe was chairman of the FF ICC, which selected the 1961 teams that were to compete on August 31-September 3 in Germany. Transportation for the FF team members and officials was arranged by NAA. George Reich was the Individual winner in Wakefield in a fly-off. Jim Patterson was 21st and Carl Perkins was 25th for a third place U.S. team position. Poland was Wakefield Team Champ. In Power, "Dub" McCormick placed 30th, Mike Poorman 34th and Charles Sheldon 54th. Team Champion in Power was Hungary, with F. Schneeberger of Switzerland the Individual winner. In Nordic, Jim Daley was 8th, Leonard Lortz was 9th, and Betty Bell 42nd to give the U.S. a 5th place team position. Holland was the Team Champion, with Anatoli Averijanov of Russia the Individual winner.

AMA was financial co-sponsor of the FF meet and Carl Wheeley, Keith Hoover and Pete Sotich attended to help officiate. Sotich had the honorary position of Director of the Competition. Wheeley helped with the processing of models and Hoover served as interpreter as well as reporter for *MA*.

The first Indoor Championships were held at Cardington, England on August 4-6, 1961. The

U.S. team won the Team Championship with Joe Bilgri winning the Individual Championship. Bill Bigge placed 3rd and Carl Redlin 8th. Dick Kowalski was the team manager.

Walt Good and Frank Ehling again represented AMA at the FAI CIAM meeting in Paris in November 1961. The World Championship calendar was established as follows: 1962 - CL at Kiev, Russia, RC at Cranfield, England, Indoor in England, 1963 - FF at Wiener-Neustadt, Austria, and RC at Brussels, Belgium. The A-2 Glider tow-line pull test was reduced to 4.4 pounds. The best 2 flights out of 6 were to be scored in Indoor with use of a balloon allowed twice to steer the model (for not more than 5 seconds each time.)

ICC RC Chairman Gordon Gabbert simplified the U.S. 1962 RC team selection by taking the 1st, 2nd and 3rd place winners of the 1962 Nats multi event as team members. The Individual winner of the 1962 World RC Championships, held at Kenley Air Field near London on August 14-20, was Tom Brett. Don Brown took 5th and Willis Robinson 9th place to give the U.S. a second place to England in the team championships.

The Indoor Championships were again held at the Cardington Air Docks in England on September 22 and 23, 1962. Carl Redlin placed 3rd, Bill Bigge 10th, and Dick Kowalski 13th to give the U.S. team a third place finish. Germany was the Team winner, with Karl-Heinz Ricke of Germany the Individual winner. Joe Bilgri was U.S. team manager.

Participation in the 1962 CL team selection program was very poor and although the modelers who did make the attempt were highly skilled, the lack of stiff competition did not help them in preparation for the big meet. The teams were composed of Richard D. Williams, Jim Silhavy and Ed Southwick in Stunt; Bob Lauderdale, C. Schuette, and R. Carpenter in Speed; and Don Jehlik and Herb Stockton, Phil and Chris Edwards, and Ayres and Johnson in FAI Team Race.

In the 1962 World Championships in Russia on September 1-7, Bob Lauderdale finished in 5th place, with the U.S. team coming in third in Speed. Hungary was the Team Champion, with Krizma of Hungary the Individual Speed winner. In Stunt, the U.S. was third in Team standing, with Russia in first place. Grondal of Belgium was the Individual Stunt winner, with Silhavy 8th, Southwick 12th, and Williams 15th for the U.S. The U.S. team Race Team finished 10th, with the Russians first, and Sirotkin of Russia the Individual winner. Al Strickland was U.S. team manager.

In 1962, the FAI CIAM established a Scale Modeling Subcommittee, and U.S. delegate LeRoy Weber was named as chairman.

The AMA Executive Council in 1962 adopted a resolution that the U.S. participate only in World Championships for Wakefield, FAI Power, Nordic, Indoor, RC, FAI Team Race, FAI Speed, and FAI Stunt. If a change in participation was ever desired, the Executive Council would be required to make the change at least 24 months in advance of the date of the next World Championship for the event in question.

It was also adopted that 10% of the gross dues income be set aside in an...



The U.S. Control Line Speed World Championship Team for 1964 consisted of Bill Wislowski, Glenn Lee and Bob Carpenter. Wislowski placed 8th at the Championship at Budapest, Hungary.



Left: Jerry Connor with his FAI Power model at World Championship in 1958. Two years earlier, his model was proxy flown by Sylvia Imbush and it placed 3rd in a 3-man flyoff.

Lower Left: George Reich has been on the Wakefield team many times. Shot is from 1958. He won the Wakefield Cup in 1961 in a flyoff.

Below: Tom Brett, at the controls, took first place in the 1962 Radio Control World Championship in England. With him are Don Brown, who placed 5th, and Gordon Gabbart, team manager.



...FAI fund starting in 1963 to be used exclusively for overseas FAI participation. This money was to be maintained in escrow in a separate account. Entry fees from local qualifying trials were to go into a fund to help cover travel expenses of team members to the point of embarkation; with individual team member's obligations never exceeding transportation costs to and from home and point of embarkation. Team managers were to be treated the same as team members in regard to reimbursement of inboard travel expenses. The priority for Headquarters administration of escrow funds was given: 1. team members; 2. team manager; 3. representation at CIAM meetings. Team managers were to be selected by a majority agreement of the team members and the cognizant competition committee, with nominees originated from the competition committee.

Also in 1962, an effort was made to set up a Western Hemisphere International Competition, to be known as the Inter-American Championships, to be flown on the off year of the Free Flight World Championships. It was hoped that the U.S. could host the first contest. Canada and three South American countries enthusiastically endorsed the plan and said they would send teams. The idea was finally dropped when it became apparent that the expense would be prohibitive and no one wanted to jeopardize the U.S. participation in World Championships by spending money from the FAI funds on the Inter-American Championships.

In addition to participation in World Championship competition a number of U.S. modelers took an active interest in setting FAI International and World Class Records. Throughout the 12 years of this period, a number of these records in RC and CL Speed classes were set or broken by American modelers.

The first American model airplane ever to set an official FAI World Record was presented to the National Air Museum of the Smithsonian Institution in 1951. The FF speed model was designed by Henry Struck, powered by an Atwood Triumph .51, and was flown by Eugene Stiles at the Alameda Naval Air Station on July 20, 1949. The flight was made under FAI regulations for speed in a straight line. The model was required to ROG and fly over a straight course of 100 meters in each direction (downwind and upwind). An average speed of 80.64 mph was obtained for both passes.

The New Era

1963 through 1966

Out of the Woods

By the end of 1962, the fortunes of the Academy had reached their lowest ebb. Membership confidence in the organization was shaken because of lack of Headquarters' response to correspondence and often specific directives from the Executive Council. Things reached such a poor state in the opinion of many leaders that District II Vice President Bill Dunwoody initiated correspondence with NAA to see if the parent organization could help straighten matters out.

When John Worth assumed office following his election as AMA President in 1963, he found the organization in an emergency situation. The Executive Director was ill and unable to administrate the office; and the Academy, besides being in debt a large but actually undefined

amount, had only about a month's operating funds in the bank. A good deal of correspondence and phone calls between old and new officers filled the air during the Christmas and New Year Holidays, covering the many problems. On January 11, Worth called a meeting with AMA and NAA officers. Representing AMA were President Worth, Secretary-Treasurer Carl Wheeley, former President Walt Good, District IV Vice President Maynard Hill, Executive Director Russ Nichols, and Technical Director Frank Ehling. Ralph Whitener, Executive Director of NAA, represented that organization.

Frank and free discussion revealed much fault with AMA operations. The nature of the problems, however, indicated that the system as well as individuals was at fault. A line was literally drawn from which to begin a constructive series of steps to build a better system from which better performance could be expected. It was felt that prompt and decisive action was needed to 1. Promote more responsible leadership and management of all phases of AMA, and 2. To obtain an improved financial accounting system, together with preparation of a budget to guide the Academy's operation.

This meeting considered the necessity for further NAA action, but it was decided that a few supervisory controls would be effective in permitting the AMA business to proceed, with Headquarters operating under only such limits as appeared necessary to prevent reoccurrence of previous problems. NAA would stand by to help only if asked.

A Finance Committee composed of Carl Wheeley (chairman), Walt Good, Maurice Teter, Maynard Hill, and John Worth was appointed to supervise matters at Headquarters, prepare a responsible budget, and impose tight financial controls over the entire operation.

Several other committees were also set up and charged with the job of studying and recommending changes in AMA structure and operation. These included a Rules Revision Guide Committee with members Claude McCullough, Ron St. Jean, and Howard McEntee; a Public Relations Committee composed of Bill Winter, Al Lewis, Walt Schroder, and Don McGovern; and a Bylaws Revision Committee consisting of John Worth, Howard Johnson, Pete Sotich, Walt Good, Bill Dunwoody, and Earl Witt. There were two subcommittees to the latter committee: a Directors' Subcommittee composed of Maynard Hill and Bill Dunwoody; and an Elections Subcommittee composed of Dick Kowalski and Don Cameron.

On June 30, Russ Nichols resigned from the post of AMA Executive Director following several months of inactivity due to the need of medical treatment. He had been on directed leave of absence since March 28. Although having recuperated, Russ chose not to resume the demanding position. Therefore in effect Headquarters was run by Technical Director Frank Ehling and the various members of the staff, including Frances Lloyd who acted as Office Manager.

President Worth, living near Washington, was able to keep in close touch with Headquarters and along with the Finance Committee provided firm guidance during 1963. The Academy managed to struggle through the year on this emergency basis, spending as little as possible. The effort was aided financially by doing without an Executive Director's salary during the last half of the year, and a partial salary during the first half (Nichols was on half salary during his leave of absence).

Throughout 1963, the Finance Committee studied the Academy's operation and discovered that the costs of servicing each member was greater than the amount of the dues. This meant that the larger the membership, the farther in debt AMA would go. Meanwhile, one of the main problems of AMA came to light; financial records were inadequate and information was available too late to be helpful in planning. Remedies to both were started almost at once.

It was agreed that NAA's accounting system should be the one to model AMA's after, and approval was given to hire NAA's part-time bookkeeper to work part-time for AMA in the same capacity. This familiarity with the accounting methods to be used was felt to be very helpful in making the change-over and instituting the desired improvements in financial reporting. Although this would expand administration costs, the new system was needed to obtain more efficient operation. Also, the cost would be partially offset by freeing other staff members from the bookkeeping chores.

The various other committees and subcommittees also met throughout the year attempting to solve the many problems that were their province. The outcome of some of this deliberation was that Maynard Hill agreed to prepare a document defining the responsibilities of the Executive Director.

The Executive Council, cognizant of the inadequate dues structure pointed out by the Finance Committee, voted to increase dues for 1964 to \$6 for Open, \$4.50 for Senior, and \$3 for Junior members. Leader member dues were kept at \$6 since it was felt...

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...that these people for too long had been paying extra for the "privilege" of promoting the Academy.

John Worth was re-elected President for 1964 and Robert Hatschek was elected Secretary-Treasurer. In the February 1964 issue of *Model Aviation* the announcement was made that Worth had been appointed as the new Executive Director. He was recommended by the Finance Committee, from among several candidates and approved by the AMA Executive Council and the NAA Executive Director.

Following the 1963 Executive Council's action in December approving Worth for the important post, the 1964 Council approved the final version of a written contract for the Executive Director's position. Thus, for the first time AMA had in writing a detailed outline of the duties and responsibilities involved. Under a further recommendation of the Finance Committee approved by the Executive Council, Worth assumed the new post on part-time basis during February, beginning full time duty on March 1, 1964.

Having worked with Frank Ehling and the Headquarters staff very closely for the past year, John Worth did not require "breaking in" to the Executive Director's job. This allowed Ehling to proceed with many projects and services which had to be neglected during 1963. At the time of Worth's appointment, the Council also enacted a special procedure, indicated in the Bylaws,

whereby a President who does not complete his term may be replaced through an election by Executive Council written ballot. In this way Maynard Hill, Vice President of District IV, was chosen to finish out the 1964 term as AMA President.

Hill, too, was able to work very closely with Headquarters during the remainder of the year. This provided the strong leadership of both a President and an Executive Director at a time when it was sorely needed.

Howard Johnson was elected President for 1965-1966. Although living on the west coast, he managed to maintain good communications with Headquarters, including trips to Washington for in-person meetings. Johnson was a continuation of the succession of Presidents that were willing and able to devote more than an average amount of time to the position. Working in harmony with John Worth, he was able to get improved response from the Executive Council on business handled by mail. This helped expedite many important matters.

Johnson spearheaded the drive for revision of the AMA Bylaws. As a member of the Bylaws Committee appointed in 1963, he put in a staggering amount of effort and time, with many memos and questionnaires to other committee members and members of the Executive Council. He did much of the writing of the first few drafts of the proposed revisions.

While this was going on, some temporary measures were taken to improve AMA's operation during the interim. In late 1963 two amendments were overwhelmingly approved by vote of AMA Leader members and okayed by NAA. The first made a basic change to provide continuity of operation through election periods and longer terms in office for more productive results. Elected officers would now be chosen for two-year instead of one-year terms, with the terms staggered so that approximately half of the officers were elected each year.

The second amendment provided a temporary delegation of authority from the Leader membership to the Executive Council. This allowed the Executive Council to vote on Bylaws amendment proposals instead of having to continually refer to the Leader membership for approval. This was to remain in effect only until September 1, 1964, when it would revert back to the old system. The purpose was to expedite the updating and revision of the existing Bylaws.

The work on the Bylaws went slowly, with new points constantly cropping up for consideration by the committee. Much good basic information was produced during this time indicating what changes were needed. Under President Hill in 1964, a new committee composed of Howard Johnson, John Pond, Maynard Hill and John Worth was appointed to expand on the job. Although the intent was to have the complete revision finished before the September 1, 1964 deadline, it soon became apparent that more time was needed.

The Bylaws then in existence had been drawn up too tightly in defining operational details rather than principles to be followed. To keep the Bylaws current under the fast moving activities of a modern AMA, amendments would be necessary constantly. Therefore, it was finally decided that completely new Bylaws would be the best answer to avoid this continuing problem. The Executive Council meeting at the Dallas Nats in 1964 determined that the job couldn't be done by the deadline originally set and also felt that completely new Bylaws would be best approved

by the Leader membership anyway.

In early 1965, following Howard Johnson's election as AMA President, he was able to visit AMA Headquarters and sit down with Past Presidents Hill and Worth to write a final draft of the Bylaws proposals, putting together the consensus of the numerous suggestions made by the Executive Council and others. The end result was what had been sought during all the previous efforts, a set of Bylaws emphasizing principles rather than details so that obsolescence would be slowed.

It was also deemed necessary, following threats of court suits by a few competitors in FAI programs who felt that they had gotten a bad deal through some official ruling, to definitely establish the principle that the President and Executive Council are the final authorities in running AMA. These principles and the spelling out of responsibilities of officers were some of the features of the new Bylaws. As a side benefit, the Bylaws were also shorter, easier to decipher, and less strangled in legal type language.

The new Bylaws proposals went back to the Executive Council and survived the last mail round of detail polishing prior to being put before the Council meeting at the 1965 Nats in Willow Grove. An overwhelming Council vote in favor of the new Bylaws resulted and they were then submitted to the Leader membership for approval. The Council stipulated that a vote of 2/3 majority of the Leader members responding by mail within 45 days of issuance of mail ballot be required for adoption. It was further specified that where necessary to facilitate transition to the new Bylaws, Executive Council members would have their terms extended for one year.

The December 1965 *MA* announced the approval of the new Bylaws by 97% of the Leader members responding (385 to 11). The final step in the adoption procedure, required by the old Bylaws, was to obtain approval of the NAA. This was done at the January 24, 1966 NAA Executive Committee meeting, with the proviso that a specific statement regarding AMA's jurisdiction in FAI matters via NAA, be added to the new Bylaws. This required going back once more to the Leader members for a vote and the Executive Council decided to go ahead, since they felt this addition would strengthen AMA's position as the aeromodeling representative of the U.S. in international matters, and was sufficiently important to go to the extra time and trouble of another Leader member vote. Leader members once again responded overwhelmingly in favor (586 to 6, with 5 abstaining, or 98%.)

The new Bylaws went into effect as of May 1, 1966! They were included in the June 1966 issue of *MA*, along with a resume of the past three year's effort to establish them, and a District by District tabulation of Leader members votes on both the first and second ballots.

Another move to strengthen AMA's position was started at the Executive Council meeting during the 1965 Nats, when the subject of Incorporation of AMA was studied. The Council approved the resolution that AMA be incorporated as soon as possible.

The new Bylaws do not include the NAA-AMA divisional agreement as did the old one. Although AMA remains as a division of NAA, this agreement is in a separate document. The relationship with NAA was very good over this period, with AMA operating independently, but

NAA willing to help out if specifically requested. Maynard Hill...

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...reported at the end of his term as President that the AMA relationship and position in NAA had been greatly improved during 1964. Much of this was due primarily to John Worth's efforts in having Academy members join the parent organization so to obtain a greater voice in NAA policies. During that year Academy membership in NAA increased from 5 to 124. In 1965, this number was increased to 161. AMA took the lead in telling NAA what relationship it could expect from its divisions.

In July 1965, AMA offices were moved to the first floor of a new building at 1239 Vermont Ave. N.W., Washington, D.C., further separating the Academy from NAA in a physical sense. They previously had offices in the same building.

The strict controls on all expenditures during 1963 kept the loss for that year down to \$570, making a total deficit of some \$15,477.62 according to the financial statement for that year. Total membership for 1963 was almost 20,000 (19,785 to be exact). Dues income amounted to \$68,000 or a little over \$52,000 when allocations for insurance and *Model Aviation* were deducted.

In 1964, following the dues increase, membership dropped to 16,781 but dues income increased to more than \$88,000, for a gross membership income of \$62,819. This, combined with the careful handling of all expenses, enabled the 1964 financial statement to show a net income of \$2,406.50.

Although the drop in membership in 1964 was considerable, it was less than could normally be expected during the first year following a dues increase. In spite of the fact that emergency measures taken in 1963 and 1964 enabled AMA's downhill slide to be braked it was clear that such measures could quickly reach the point of diminishing returns. Such sharply curtailed services continued over a long period of time was bound to eventually cause severe losses in membership. New programs and services were instituted as soon as possible wherever practical to help improve this situation. The fact that the membership drop had not been too bad in 1964 led to the approval of an optimistic budget for 1965, counting on a slight increase in membership to help provide the additional funds.

A "Dump the Deficit" campaign was started in 1965 to help eliminate the old deficit without having to use current income for the purpose. The heart of this campaign was a gold colored "AMA Wings" lapel pin, which the Academy had obtained at low cost and was selling to members for \$1 donations or more. It was felt that if every member would donate \$1 the entire deficit could be wiped out. A total of almost \$6,000 was contributed in 1965, but \$3,000 of this came from only two people, who became Life members by contributing at least \$1,000 to AMA.

The hope for increased membership in 1965 did not materialize. In fact, it dropped to 16,519. This loss in expected membership revenue, coupled with higher expenses, brought about another loss of over \$6,000. Bad as it was, this figure was far better than the way things looked in the

middle of 1965 when a cut back in operation, including Headquarters expense, reduction of AMA budget, tight control over FAI programs, and more promotion of membership, was instituted. Actually, a net gain of \$5,000 was achieved during the second half of the year as compared with the loss of some \$11,000 in the first half. This, if nothing else, proved the value of the improved accounting methods which allowed corrective measures to be taken before things got too far out of hand.

Although matters of promotion to obtain increased membership, etc., were of enough importance to occupy the full time of any Executive Director, John Worth also found himself involved in straightening out many administrative details at Headquarters. Aside from the accounting system, which had to be completely revamped, the membership handling methods were found to be very inefficient and prone to error unless manned by excessive staff personnel. Office equipment was obsolete or badly in need of repair and the equipment shared with NAA was in another part of the building, which was more than inconvenient for the overburdened staff. Turnover in staff personnel was also a problem and the loss of key people (such as Frances Lloyd in 1964) brought about many minor crises at Headquarters.

In late 1964, an automatic data processing service was put into use by Headquarters to facilitate the handling of membership information. Much more information as to membership trends, composition, interests, etc., would now be available for use by Headquarters and the Executive Council. The savings in staff time and the speed and reliability of this service more than made up for its cost.

Starting in 1965, members were asked to return their old AMA card or a mailing label from *Model Aviation*, as proof of 1964 membership, or pay a special service charge of 50¢ in order to retain the same AMA license number. This helped reduce the time and expense previously involved by the constant necessity of checking back membership files. Another small but significant economy was instituted at this same time by issuing only one type of license card instead of having five different types, as before. The new card was simply marked with the appropriate letter (J, S, O, L or C) to indicate the membership category.

The tight financial situation produced many other changes in Headquarters operation. For instance, in 1964, the Supply and Service Section, which had always had good potential but somehow was constantly being neglected because of the need for utilizing the available staff on other matters, was lifted out of the Headquarters and turned over to Bill Northrop to operate under contract from his home in Newark, Delaware. Since the Academy couldn't afford to hire someone specifically for this section, it was hoped that it would achieve a more efficient status and become a new source of income by having Northrop run it on a commission or revenue sharing basis.

Other services were attempted even during the leanest of years, but they had to be on a self-paying basis. Such a new service was offered to clubs in April 1963. By paying a \$10 fee each club would receive copies of all Contest Board memos so that the club members could be informed sooner of all sections' actions and be able to advise their District Contest Board members of their opinions.

In 1965, after beginning use of the automatic data processing service for handling memberships, AMA instituted a new "pinpoint" direct mail advertising service for contest promotion literature and business ads. Previously, the Academy sold general membership lists for promotional and advertising use. The new automatic processing equipment now permitted sending mailings directly to specific categories of members. Rates were based on printing, mailing service costs, and postage.

In an attempt to increase membership, hobby shops were asked to serve as AMA license stations during 1963 and 1964. All those participating in the latter year received certificates noting their standing as an "Official AMA Hobby Dealer."

As a further move to increase membership and in response to many requests received by Headquarters, the AMA Finance Committee approved a plan to relieve the financial burden on AMA families. Starting in 1965, each Junior and Senior in a family that had one adult AMA member would have their dues reduced \$1. If 2 adults in a family were AMA members, each Junior and Senior license fee would be reduced by \$2. All memberships in a family had to be applied for at the same time and only one copy of *Model Aviation* went to each family.

Although the decline in membership in 1965 was not as bad as expected, it had one very alarming aspect - the decrease was mainly in members below 21 years of age. The declining number of youngsters participating in contests had been noted for some time and substantial study was being put into the causes for this decline. In late 1963, memos were sent to Contest Boards and Leader members asking for suggestions on how to remedy what had come to be known as "the Junior Problem." Hundreds of replies were received by Headquarters and were carefully weighed and welded into a basis of a new campaign to help restore the young modelers' activities to a vigorous state. The family mem-

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-berships mentioned above were one small part of this undertaking.

Another problem that became readily apparent during this period was the lack of a firm grassroots foundation for the Academy. Communications between individual flyers and Headquarters was at best a one way street - *Model Aviation* informing the members of what actions had already taken place. The lead time necessary for publication of *MA* made it difficult, if not impossible, to cover proposed actions ahead of time. Membership response to questionnaires, etc., printed in *MA* was always poor and it was impossible to contact every member individually on the myriad of subjects the Academy was always involved in.

Other organizations of this same type had solved the problem by having chartered clubs serve as the local units of the organization. While AMA had been chartering clubs throughout its history, the program had never been effective. No charter fee was charged and no special services were provided these clubs, so in effect the charter was meaningless. In fact, it had never been required that all members of a chartered club be AMA members.

A new Charter Club concept tied in with an improved insurance program for clubs and

individuals was discussed at length and adopted in principle during the Executive Council meeting at the 1965 Nats. A number of problems arose in getting this ambitious program set up, but late in 1965 the Charter Club program was officially announced to be in effect starting in 1966. Chartered Clubs were now required to maintain a 100% AMA membership and pay a fee of \$1.50 per member as a Charter fee. Each chartered club received, at no extra cost, liability insurance coverage to the amount of \$100,000 per any one accident. This insurance covered all club activities and also flying site owners, in addition to sanctioned contests. Other benefits for chartered clubs included being kept closely informed on Academy actions via news memos and the possibility of having a special voice in rules matters in the near future. New basic AMA policy requiring all sanctioned contests to be covered by liability insurance meant that non chartered groups would have to pay an additional \$5 for each sanction to get the meet coverage chartered clubs got automatically - a not insignificant point for many active clubs.

Insurance benefits for individual members were being improved throughout this period. At the time the new Charter Club went into effect, the individual members' insurance limits were also raised to \$100,000 for any one accident - personal injury or property damage.

The sudden manner in which the new Charter Club program was put into operation received criticism in some quarters. Some members felt that they should have at least been informed about such a change far enough ahead of time so that their comments could have been considered before the program was finalized. However, the general consensus was that the idea was a sound one. By the middle of 1966 there were twice as many clubs chartered (about 290) under the new plan as there had been previously when such charters meant little but were free. And now they represented 100% AMA membership!

Headquarters made a survey of the number of model airplane clubs in each state and assigned each District a quota of clubs that should be chartered during the first year. The District officers then took the ball and contacted the clubs, explaining the objects and benefits of the new program. This course of action proved to be highly successful.

At the 1966 Executive Council meeting at Glenview, it was decided that for 1967 the Charter fee for each Junior member in a club would be reduced to 50¢. The \$10 minimum total fee per club was retained.

A membership drive was also conducted during the first two months of 1966. Members signing up new members were eligible to win the numerous prizes given away via a drawing held at the end of the drive. The prizes, which were generously donated by various members of the industry, included a \$550 proportional RC outfit by Orbit.

This drive, along with the new Charter Club program and the natural increase in interest in a revitalized and dynamic organization, resulted in an upturn in the membership. The total was expected to reach 18,000 by the end of 1966 - a membership figure that should allow the Academy to break even financially for the year.

The Dump the Deficit campaign continued in full swing the first half of 1966 with many clubs donating amounts obtained through various money raising projects as well as small contributions

from individuals. Two of the larger contributions during this time was \$500 from the Toledo RC conference sponsored by the Toledo Weak Signals club and some \$420 collected at the Model Airplane Trade Show sponsored by the Garden Grove RC club in California.

AMA also instituted another means of raising a little extra money for the cause by allowing members to obtain lower AMA license numbers, if they wished. For a \$5 donation to the Dump the Deficit fund, Headquarters issued a new membership card and number along with the gold pin. Each donor was allowed to submit 5 choices as to the license number preferred: 5-digit numbers for most regular members, 4-digit numbers for Leader members, and 3-digit numbers for CDs. Lots of lower numbers were available, having been uncovered by AMA's membership data processing system.

As a means of stimulating growth of the organization at the grassroots level, the 1965 Executive Council decided that starting in 1966 a member could attain Leader member status by being responsible for the forming of an AMA chartered club or upon the recommendation of a current District Vice President, in addition to the previous method that required recommendation by three other Leader members. This change was to encourage Leader membership in vicinities where there are few or no Leader or regular AMA members.

The Council also re-affirmed at that time the minimum performance requirement for Contest Directors. This meant that all CDs must officiate in at least one meet per year in order to retain their CD rating the following year. Failure to do so and still remain a CD would take a special recommendation from the District Vice President. AMA officers were accepted from this requirement while they served as officers. A further action was taken by the 1966 Executive Council to upgrade the CD rating by helping assure that those possessing it were fulfilling their responsibilities. Starting in 1967, the CD license fee was to be increased to \$10. Four dollars of this would be refunded to the CD upon receipt by Headquarters of a full contest report of the first AA sanctioned meet or larger that he had directed during the year.

The varying fortunes of AMA were mirrored in the fluctuations in size and content of *Model Aviation*. Starting with the June 1963 issue, the publication was reduced to 16 pages per month as an economy measure during that financially crucial period. A further savings was made that year by including the Nats entry blank in *MA*. The avoidance of such separate mailings was continued thereafter, with election ballots and membership renewal blanks also distributed in this manner, beginning in 1964.

The curtailment of *MA* in 1963 resulted in a savings of \$500 per issue. It was recognized, however, that continuance of such economy issues would not result in similar savings over a long term. Advertising revenue would drop and the value of the magazine to members would be lessened so that it might have an adverse effect on membership totals.

Late in 1963, the Finance Committee approved the expansion of *MA* back to 24 pages and agreed to make additional recommendations for 32 pages as soon as circumstances justified. The Executive Council unanimously agreed to this. Editor Bill Winter was given a budget to cover the first 8-page increase and certain services needed to present the material required to serve the Academy's needs. Don Brimmer was added to the staff temporarily to explore the benefits of

freeing the secretarial staff from *Model Aviation* work. He worked half time for a few months handling advertising, promotion, publisher contact, contest calendar, rule book make-up, etc.

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Right: Change of command, 1963. Shot shows Howard E. Johnson (l) when he came to Washington following his election as AMA president to meet with Maynard Hill, outgoing president, and John Worth, executive director.



The Executive Council, policy making body of AMA, meets annually during the Nationals and sometimes has additional meetings. At its 1964 Council meeting were (clockwise) Maynard Hill, AMA president, John Worth, executive director, Jake Pond, Doc Conners, Dale Willoughby (observer), Don Wright, John Bass, Maurice Teter, and Pete Selich.



Lower Right: Present during the 1964 Nationals planning conference were Keith Storey, Pete Selich, Johnny Clemens, Earl Will, Cdr. Babson, John Worth, and Maynard Hill.

Bill Winter, former editor of Air Talk, Model Airplane News and AMA's Model Aviation, and later editor of American Aircraft Models, shows how he used to launch the oldie twin pushers.



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Throughout this four-year period, attempts were made to include more technical information and articles and in other ways upgrade the contents of the magazine. Finances precluded paying for this material, so Winter had to rely for the most part on donated articles.

The sharp losses incurred by the Academy during the early part of 1965 were reflected by another reduction in the number of pages per issue for the last few months of that year. This meant the dropping or curtailment again of some popular features. In 1966, when it was felt that *MA* could once more be expanded, it was found to be more economical to alternate between issues of 16 and 32 pages than it was to have issues of 24 pages each. This was because the presses used rolls of paper which produced pages in batches of 16.

In late 1965, the possibility arose of having *Model Aviation* included in a commercial magazine, *American Modeler*. *AM* was about to be sold, and a group of people with NAA connections were interested in buying it. They offered to make arrangements for the inclusion of *MA* and the distribution of *American Modeler* to all AMA members. The basic idea was approved by the AMA Executive Council and negotiations with the proposed new owners of *AM* were undertaken. As arrangements progressed the Council was kept informed, by both mail and phone, and gave wholehearted support based on the conviction that this was the finest opportunity for the Academy to increase the value of its membership and to attract more members.

AMA's purposes and operations would not in any way be compromised by this arrangement - the Academy would not be a part of the new publishing company and no AMA officer or employee would be a member of, or a stockholder in, the new company. AMA would merely contract to have its publication printed and distributed by the new owner as part of a magazine already being sold on the newsstand, and would buy copies for its members within the budget normally allotted for its own publication. In addition, AMA would contract to provide a mailing service for the new publishers, since the data processing system already being used for the membership rolls could easily accommodate the thousands of additional names on the *AM* subscription list.

The arrangements were finally completed and the first announcement made to the membership in the March 1966 *MA*. Bill Winter took over as editor of the new *American Modeler* magazine starting with the July/August issue. This issue was the first one to include the "Model Aviation" section. The last issue of *MA* to be sent out separately was dated June 1966 Vol. XXXIII No. 7. For the remainder of 1966, *American Modeler* was to be issued bi-monthly. Starting with the January 1967 issue, it would become a monthly magazine.

Although the Executive Council unanimously approved this magazine arrangement, there were some other voices raised loudly in protest. Some were opposed to the secrecy imposed during the negotiations while others felt that the Academy should not be tied so closely to a commercial venture. A couple of the other modeling publications were especially unhappy. However, most members felt that this was indeed a beneficial move. The action was also endorsed as being in the best interests of the Academy by Johnny Clemens, chairman of the Model Aeronautics section of HIAA.

The need for a sound public relations program was quite evident even before 1963 - one of the proposals approved by the 1962 Executive Council called for preparation of a full and continuing informational campaign to acquaint the general public with the true nature of model airplane flying as a sport and a hobby. Early in 1963, an informal meeting was held with some members of the Finance Committee and George Wells, a D.C. area modeler, who was also a professional public relations man. Wells offered a specific service to AMA for a very reasonable fee, in which regular promotional releases would be distributed to publications, the hobby industry, local and national press, etc.

Early in 1964, a public relations program was initiated and Wells was hired on a part-time basis to handle it. The program has been continued on a part-time basis thereafter, but with an increasing budget for promotional purposes. The results began to show in 1965 and became more evident in 1966. Membership in AMA began to increase and both the Academy and aeromodeling in general were getting national attention via TV, many publications, and cooperative efforts, with such establishments as the Federal Aviation Agency (FAA), the National Aeronautics Association (NAA), and the Air Force. AMA's relationship with the Navy was better than ever.

In 1964, Wells' PR work was confined chiefly to preparations of AMA column material for magazines and advance public relations work for the Nats.

In 1965, the public relations budget was over \$7,000. Because of the limited finances, AMA was forced to concentrate on PR efforts which produced maximum results for the least input of time and money. A premium was placed on mutually beneficial cooperative efforts with other organizations, such as with the Navy in promoting the Nats. Most of the PR budget was expended on the Nats. Nevertheless, George Wells' report for that year listed many highlights. Included was the Christmas Day showing of NBC's "Sports in Action" program on RC flying at the 1965 Nats, which was watched by 4,000,000 viewers and was modeling's first network exposure. Other films were also taken at the Nats and were due for syndication through various networks of stations.

Direct publicity assistance was provided to the National Capital Model Aircraft Championships held at Andrews Air Force Base in August 1965. Favorable news coverage of the event in Washington papers and by Broadcast Stations contributed to Air Force enthusiasm for conducting another meet at the base in 1966 in conjunction with an Air Force show. Success of the event also was noted by the Air Force community relations division, sparking efforts to develop a program in support of modeling by Air Force bases across the nation.

Other things produced by the public relations program that year included the development of feature articles for various publications, including the Ford Motor Company's magazine, *Contact*, having a 1.2 million circulation, production, and distribution of about 40 press releases to model and hobby press, and several to a list of 450 newspaper editors, wire services, broadcast networks and national magazines. One result of the latter was a front page story on RC modeling in the *Wall Street Journal*.

In 1966, one highlight of the publicity received was through the featuring of model flying and AMA as an integral part of the plot in an episode of the popular network TV show *Hazel*. Well-known modeler Bill Netzeband served as technical advisor for this particular program. Included among the many public relations efforts reported by George Wells to the 1966 Executive Council was a model show at the National Press Club's Family Frolic. In describing his general approach to public relations, Wells explained stressing the educational angle to obtain attention.

Also in 1966, Maynard Hill gave a talk on "Design and Performance of World Record Holding Radio Controlled Model Aircraft" at a meeting of the American Institute of Aeronautics and Astronautics (AIAA) held at John Hopkins University. The talk was exceptionally well received and gave many credits to AMA as the national organization responsible for U.S. participation in World Record activities. Following the talk, flight demonstrations were given by Walt Good, Joe Solko, and Bill Northrop, with narration by George Wells.

Other means of promotion were not overlooked either, particularly those which might stimulate increased membership or at least additional interest in participation in the hobby. In 1963, Headquarters began negotiations with NASA relative to the development of a model satellite program. The basic idea was for AMA to act as technical advisor and official information source...

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...for the program that would be open to youngsters through high school age who would build scale models of space satellites. NASA would provide the plans which would be distributed by AMA. The Executive Council approved the idea and also that of a special membership involving a reduced rate license without voting or insurance benefits. The Council asked that guiding control be by a three man committee - the President, Executive Director and Technical Director - with all money commitments to be approved by the Finance Committee. The spacecraft program was officially announced in the November 1964 *MA*, but unfortunately it died soon after that when NASA failed to fulfill its part as sponsor due to their funding of the program becoming bogged down in politics.

During the time of the study of the AMA-NASA program, the Executive Council also voted in favor of exploring the possibility of a non-flying scale program, which LeRoy Weber and the Scale Advisory Committee had been working on in conjunction with the Smithsonian Institution. Here, too, it was hoped to include a special membership at reduced rates for those non-AMA members competing strictly in the special program. Cooperation of the National Air Museum of the Smithsonian Institution and the American Aviation Historical Society (AAHS) was assured. Although favored by all concerned, this project never got off the ground because of the lack of a person to organize and administrate it full time. If this one problem could be overcome, this program might well be put into action in the future.

Still another special membership program undertaken during that time, but one that was actually conducted and proved very successful financially, was the AMA Ready-To-Fly program. The idea was originated by Frank Ehling, who developed the mechanics of a low-priced special Junior membership combined with industry sponsorship. In 1963, the program was only for

Ready-To-Fly Control Line models flown in a simplified balloon busting event. In 1964, this was expanded to also include Ready-to-Fly FF models competing in a spot-landing event. These special events were flown at the 1963 and 1964 Nats, and were open to regular AMA Junior members as well as the special trainer (Ready-To-Fly) members. Since the program was intended to promote a sponsor's product while attracting newcomers to AMA, it had to be dropped when the sponsor went out of business. This program would probably be revived should a new sponsor be found.

Another type of promotion was typified by the International Aero Classic held at Palm Springs, California in November of 1965. AMA member Dick Everett sat in on the early planning sessions for this event in 1963 and 1964. With the cooperation of area modeling groups from California, a demonstration of CL and RC flying at its best was featured in this event which also included all types of full-scale aviation activities. Many felt that the model portion, particularly the RC Goodyear Pylon race, proved to be as crowd pleasing as the competition of the full scale midget racers.

The Hobby Industry Association of America (HIAA) in 1963 altered its AYSC Program so that for that year only a reunion of past AYSC champs was held at the Nats at Los Alamitos. A new promotion, in which the National Champions, winners of the Navy Carrier events, and many Junior winners in other events were flown to Pensacola, Florida and given a one day cruise aboard the aircraft carrier Lexington, was inaugurated that year. This latter proved to be so popular that it has been continued every year since. The Carrier Cruise has been well covered by the general press as well as model and hobby magazines, and has proven to be an excellent public relations item for the Navy, the hobby industry, and AMA. Much credit for setting this up goes to Art Laneau, chairman of the Model Aeronautics division of HIAA during 1963 and co-chairman with Walt Schroder in 1964 and 1965. The work was carried on under the leadership of John Clemens, who was selected chairman of the Model Aeronautics division for 1966.

While there were some who still felt that the industry had not done its fair share in supporting aeromodeling and the Academy, the general consensus was that cooperation has been greater during the last four years than ever before. This was particularly true in regard to Nats trophy sponsorship.

Because of mutual interest in many phases of their particular activities AMA initiated close cooperation with the National Association of Rocketry (NAR) as part of the NAA family. NAR is an affiliate of NAA, while AMA is a division. In August 1963, AMA President John Worth and Technical Director Frank Ehling, along with NAA Executive Director Ralph Whitener, attended the NAR Nats at Hanscom Field, Massachusetts. Purpose of the trip was to meet NAR officers, observe NAR's operation, become better informed on rocketry, and to compare the present day practices with that which was unfavorably reported upon by an AMA committee several years previously. Observations and recommendations - as to the general relationship of rocketry to AMA - were subsequently put forth in a Worth memo to the Executive Council, indicating a study stage only, not any change in AMA activities.

Although in every way - financial, operational, physical - AMA and NAR are completely separate, AMA was able to help the new organization by arranging insurance coverage starting

in 1965 for NAR members on the same basis as provided for AMA members. The Academy also processes NAR memberships, at cost, and provides desk space for NAR's part time Director. NAR has its FAI interest serviced via the Academy - NAR acts as AMA's model rocketry representative in FAI. This latter establishes an important principle - that AMA has primary jurisdiction over all U.S. modeling interests in FAI and that such interest can be recognized by FAI only through AMA.

To acquaint both memberships with the activities of the other the idea was initiated to combine issues of NAR's publication, *Model Rocketeer*, with *Model Aviation*. The March 1965 *MA* was the first and only issue to include the *Model Rocketeer* section, since NAR found it too costly to continue the arrangement.

Probably one of the most significant achievements during this four year period was in the field of obtaining new Radio Control frequencies from the FCC. This undertaking started early in 1963, when President John Worth notified the Federal Communications Commission (FCC) of the appointment of Edward J. Lorenz as head of an AMA-FCC liaison committee, with the primary mission of representing the interest of AMA members in all matters pertaining to the Radio Control of models. Concern was expressed with current Class D Citizens Band operating problems and the severity and frequency of interference with Class C Radio Control operations within the band.

The September 1963 *MA* announced that an FCC fund had been established at Headquarters to build a source of cash with which to pay for attorney services before the FCC, and also to promote effectively the position of the RC modeler. Donations to the fund were already being solicited from the RC industry and the appeal was being widened to all interested parties, especially AMA members. By the first of October, approximately \$1,150 had been donated to this fund, with about half of the money being committed to a contract with a prominent D.C. firm of attorneys specializing in legal representation of electronic interests before the FCC.

The law offices of Jeremiah Courtney were signed to a contract on an annual retainer to provide the following services:

1. Follow all FCC actions effecting the radio interests of the AMA membership.
2. Report to the AMA-FCC Committee Chairman any FCC actions effecting the present or future radio systems usage of the membership.
3. Take all necessary steps to protect the interests of the AMA with regard to the existing Radio Control frequencies.
4. Progress to the fullest extent possible the allocation of the new frequencies requested by AMA in its October 1963 FCC petition and comment.
5. Formulate and progress a long range program for the obtainment of an exclusive frequency assignment for RC model planes.

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6. Prepare, on the first of each month, a report of regulatory or other developments in the radio area of interest to the AMA membership in a form useful for publication in the monthly publication of AMA.

7. Prepare such opinions and reports as may be requested from time to time by the AMA-FCC Committee Chairman, the Executive Director, or the committee's liaison member.

The members and duties of the AMA-FCC liaison committee (which later had its name changed to the AMA Frequency Committee in order to more accurately describe its nature) were as follows: Dr. Walter (Walt) A. Good, to direct liaison between the committee and the legal representative and to act as general counsel to the committee in the formulation of plans and obtaining information from this country and abroad concerning RC rules and regulations; Vernon MacNabb, liaison with the model industry and technical advisor relative to new frequencies and/or improvement of present equipment; John Phelps, technical advisor to the committee and FCC relative to needs and/or problems arising from the Class C and D areas; Paul Runge, coordinate solicitation of funds from the model industry and the dissemination of results (amounts to date, thank-you notes, etc.); Jack Port, dissemination of information to clubs, relative to publication in their partners; and Ed Lorenz, Chairman. On March 4, 1964, Howard McEntee joined the committee. His responsibility was for an industry-wide survey concerning the desires of RC equipment manufacturers relative to technical aspects of the proposed frequencies.

By the end of 1964, over \$8,000 had been contributed to the AMA Frequency Fund and slow but sure progress was being made toward the desired goals. On July 22, 1965, the FCC released a notice of proposed rulemaking that would allocate new frequencies solely for the control of model aircraft. AMA filed a strong endorsing comment on behalf of these proposed allocations and later on was able to refute the arguments of those who were in opposition to the proposed rule.

The June 1966 issue of *MA* made the announcement that the FCC had granted AMA's petition for new radio frequencies for the express use of radio-controlled aircraft. As of June 20th the following frequencies: 72.08 mc, 72.24 mc, 72.40 mc, 72.96 mc, and 75.64 mc were incorporated into the class C Citizens Band but reserved exclusively for modeler use. This was the same service under which RC-ers were already licensed, so no new licenses were required. Current frequencies in the 27 mc band were not affected by the action.

This achievement is even more meaningful when the fact is considered that during this period, the FCC had generally not responded favorably to similar petitions of other organizational or industrial groups.

The Frequency Committee and communications counsel remained on the job after this to improve the modeler's image - watching opportunities for other frequencies, monitoring the transitions to the new frequencies, defining color standards, and covering many other details. The frequency fund, which had been collected and maintained by AMA for all RCers benefit, was

sufficient to carry on the committee's work for some time. In fact, the 1966 Executive Council asked the Frequency Committee to turn over a portion of this fund to help cover Headquarters' costs of administering it.

All in all, this relatively short portion of AMA's history was one of its most significant. This is true from the standpoint of the sound yet imaginative long-range planning and efforts toward future accomplishments, as well as that of the measures of success achieved against most difficult odds. The struggle was not over by any means at the close of 1966, but the Academy was certainly well on its way out of the woods.

New Problems

While advancements were being made all along the line against many of the difficulties which had plagued AMA for years, a few new problems came to a head during this period that also had to be dealt with.

The first - and one of the most potentially dangerous to all aeromodeling activities - was that commonly known as the "glue sniffing problem." Here too, AMA worked closely with the Hobby Industry Association of America (HIAA) to combat prohibitive legislation that could, if enacted unwisely in a wholesale manner, eliminate one of the most basic ingredients of the hobby. In 1963, HIAA committed an expenditure of \$45,000 on this problem in the form of research and education. AMA was pledged to support this HIAA program.

The Academy's position was further amplified in the October 1963 issue of *MA*. Basically this position was that "solvent sniffing" (as AMA preferred to call it, because of the many other sources of the offending vapors in addition to model airplane cement) called for restrictions on such undesirable use of the products rather than on the products themselves, which had many desirable benefits. Headquarters made available copies of correspondence originated by AMA officers Bob Hatschek and Bill Dunwoody during glue banning agitation in the New York City area, as an aid to those in other areas where assistance was needed in presenting arguments to oppose threats of legislation unduly restricting glue sales. Members were asked to keep Headquarters informed of details concerning local problems on this matter.

Whereas money and hard work by commercial interests were largely ineffective in attempts to prevent restrictive glue sale legislation, efforts by AMA leaders in several areas were very successful in reducing the severity of restrictions. Also these AMA efforts were successful in gaining political and community recognition of the values inherent in model building activities. The result was outright acceptance of AMA's "case" in some instances and modification of severe restrictions in others.

The idea of turning the negative effects of glue sniffing agitation into a public relations gold mine was pointed out by Matty Sullivan in a speech before the HIAA Annual Meeting in 1964. Although chiefly a local effort, AMA Headquarters backed this up in any way possible - by information or details on how others met the problems and by a campaign to obtain endorsements of prominent people for modeling, nationally, and locally.

Another problem that could have many dire consequences if unchecked was that of model engine noise complaints. The SMAE (British equivalent of AMA) passed regulations for mandatory use of “silencers” (or mufflers, as they are commonly called in this country) in all modeling competition they sanctioned. This was thought necessary to preclude the loss of any more flying sites due to noise complaints by the non-modeling populace. Not wishing to pass such regulations unless absolutely necessary, AMA appointed a muffler committee in late 1964 to conduct a study of the technical aspects of noise abatement. The committee was composed of John Ross (Chairman), Bill Netzeband, and Al Foster. One of their first moves was to publish a questionnaire in the April 1965 issue of *MA* that members could return to help the committee determine the need for mufflers in this country and the reaction of modelers to their possible use.

That same issue of *MA* also announced that the committee had launched an engine silencer testing program under the direction of Donald Lindley and Charles Domke. The test program was to be the most thorough undertaken in this field, analyzing noise affects far more completely than merely by loudness. It was also to stress the measurement of annoyance factors, equipment, testing standards and procedures. Results of the program were to be made available to AMA members and the model engine industry. Lindley and Domke were experienced modelers and AMA members, and were both engineers on the research staff of a major oil producing company. Their professional work included automobile engine sound measurement.

The muffler committee’s project represented only a small portion of the work to be done, but it was felt that if AMA could show that successful muffling could be accomplished and demonstrated to public officials, urban recreation areas could again be opened to the young flyer with proper equipment, and the possibility of sweeping muffler legislation would probably no...

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...longer exist. A number of members of the model industry donated equipment for this test program, as did other modelers (both time and equipment).

A special demonstration of what had been accomplished to date in the test program was given at the HIAA trade show in January 1966.

Still another subject on which AMA acted before the problem arose fully was in the field of cooperation with the Federal Aviation Agency (FAA) in determining whether there would be need for any specific regulations for model aircraft flying activity. The FAA is charged with the responsibility of seeing that airborne operations of any kind are conducted in a safe manner, relative not only to full scale aircraft activity but also with respect to personal injury or property damage by any flying object.

In 1963, the FAA began a study of model aircraft activities, with an FAA official spending several days at that year’s Nats observing the operations with the full support and cooperation of AMA officers. In fact, the AMA President and Technical Director, along with several other officers, maintained throughout the year a close liaison with FAA to insure that they were fully informed on all phases of model flying. The 1964 Executive Council approved the resolution that the Headquarters staff should work in appropriate ways to the best of their ability to minimize

any restrictions that the FAA might try to impose on model aviation.

A similar study of model rocketry activities had been conducted by the FAA prior to its taking up the subject of model aircraft. The conclusion of the rocketry study resulted in issuance of several regulations spelling out the limits under which model rockets could be flown, including restrictions on altitude, thrust, and proximity to airport or airplane operation. It is hoped that by AMA's cooperation with FAA the results of the study would be the product of constructive thinking toward the end of encouraging activity within reasonable and safe supervision. Members were asked to provide any material or information which indicated or illustrated an already established model flying operation, particularly with relation to nearby full scale aircraft activity. Although the primary concern appeared to be over Free Flight and RC flying, CL activity was not overlooked.

Flying and Competition

While the many administrative problems of the Academy were receiving much close attention, one of the chief reasons for the Academy's existence - the flying of model airplanes in competition - was continuing on more or less of an even keel. What problems developed in some areas were pretty well canceled out by improvements made in others.

Significant rule changes made during this period chiefly took effect in 1965. They included the addition of the FAI Indoor event to the AMA schedule and the changing of the Indoor Glider rule to eliminate the use of microfilm gliders. Indoor gliders were also to be scored on the best two of nine flights.

In Control Line, 1/2A Proto Speed was added to the rule book and regular speed record rules were amended so that records could only be set at AA, AAA, or AAAA sanctioned contests during competition flying. A backup flight within 5 mph of the record flight was also required to be made the same day. Officials equipped with field glasses were required to check for whipping offenses. These changes made all previous CL speed records set before December 31, 1964 void.

In Free Flight, the chief changes included the elimination of the three point take off requirement for ROG, the reduction of engine run time to 15 seconds ROG and 12 seconds HL, the use of progressive fly-off procedure with maxes increasing in one minute increments starting with the fourth flight, and the dropping of all fractions of a second in outdoor events. Records set in Free Flight Gas and Indoor HLG before December 31, 1964 were voided by the new rules.

The RC Contest Board approved rules effective for 1965 providing for the separation of RC events into Novice and Expert categories and for a national standard for these categories to help guide Contest Directors. The back of the AMA license card was divided into areas for each RC event in which CDs could sign name, AMA number, and the date to certify that the bearer won first, second, or third place in an AAA RC meet. An accumulation of three such signatures in one event would automatically elevate the bearer to expert status. A simple card check at a contest determined the category of the contestant. Anyone who wished to do so was allowed to enter events as an Expert, but once doing this his card would be so marked by the CD to certify that the bearer had declared his Expert status. Whether a contest was to use this Novice/Expert

breakdown was left to the individual CD involved.

The results of the 1965 experimental RC Novice/Expert classification proved to be sufficiently workable as to justify its continuance at least through 1966. Headquarters compiled a list of those who became Experts in 1965, which was published in the February 1966 *MA* and was also supplied to RC Contest Directors. These members' license cards were stamped "Expert" when the membership renewals were processed.

In 1966, the only changes in Free Flight rules were those involving FAI Power and Wakefield events, so as to conform with the changes made by FAI (standardized fuel for glow engines in Power and reduction to 40 grams of rubber in Wakefield.) In RC the NMPRA rules for Goodyear-type Pylon Racing were adopted on a provisional basis so that this event could be held at AMA sanctioned meets and be covered by the meet insurance. The rules were made provisional to provide more experience before final Contest Board action to adopt, modify or reject the event beyond 1966. Wing area minimums were approved for "Open Pylon" racing type airplanes powered by engines from .41 to .61, so that this event too could be covered by meet insurance. Maximum total engine displacement in the RC Pattern event was limited to .61, as was that for RC Scale. However, a special provision recommended by the Scale Advisory Committee and agreed to by the Contest Board Chairman and AMA President allowed for multi-engine models having a total displacement of not more than 1.25 cubic inches to be covered by insurance when entered and flown in the RC Scale event only at AAA or larger sanctioned meets.

In 1965, a plan to select annual champions in FF, CL, and RC was announced. The selection was to be based on competition performances reported by CDs via their regular contest reports to Headquarters. It was planned to publish monthly in *Model Aviation* the point standings of the leaders according to placings in meets held after the first of April 1965. This program proved to be difficult to administer, taking a great deal of bookkeeping time at Headquarters, and finally had to be abandoned when it became apparent that at least one-third of the CDs were not sending in reports on contests they had sanctioned.

In 1963, AMA competition rules were printed up in three separate books, one each for Free Flight, Control Line, and Radio Control. General rules applying to all the events were printed separately in the November 1962 *MA*. Each member received the rule book of his choice with his 1963 membership, and could obtain the other books for a fee of 25¢ each. CDs received all three books free of extra charge. The three rule book idea received much criticism and in 1964 all regulations were printed again in one book that went to every member. The 1965 rule book was published and distributed to members as the mid-January issue of *Model Aviation*. In 1966, a mid-January *MA* was again issued, but this time it contained only additions or changes to the 1965 rules.

Although it had been hoped that the changes in the rules making procedures enacted earlier would alleviate some of the many problems, the Contest Boards were still bogged down and many months behind in their work. Effective February 1, 1963 the six month rule proposal study period called for in the Rules Revision Guide was reduced to three months. The primary purpose of the change was to expedite the current rule proposal business in each section. The then newly

appointed Rules Revision Guide Committee also studied the Guide for other possible improvements.

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Following the resignation of Bob Hatschek as FF Contest Board Chairman in 1963, President Worth appointed Phil Klintworth to this post. Ken Hinkel was appointed chairman of the RC Contest Board, the post previously held by Worth. Paul Burke remained as CL Contest Board Chairman for that year. In early 1964 Cliff Telford was appointed the new CL Contest Board Chairman, and about the middle of that year Ed Izzo was named chairman of the RC Contest Board. In 1966, Ralph "Bud" Tenny was appointed chairman of the FF Contest Board and John Barr, chairman of the CL Contest Board.

Also in 1966, Ron St. Jean was appointed coordinator of the Contest Boards to act for the President in processing all general rules proposals. Experience had shown that general proposals suffered from lack of personal attention. Although the individual Contest Boards had their own chairmen, there was no one person other than the President who was responsible for handling general proposals, which had to go to all Contest Boards.

Various advisory committees took the lead in much of the preliminary study work for proposed new rules and rule changes. The Scale Advisory Committee (SAC), under the chairmanship of LeRoy Weber, was probably the most active in this regard. SAC was expanded to eleven members in early 1964, in keeping with the increased membership interest in Scale activity. In the latter part of 1965, Claude McCullough replaced Weber, who had been serving as both SAC Chairman and the FAI Scale Subcommittee head, and was now concentrating on the latter. At a meeting of SAC members at the 1965 Nats, it was suggested that the committee function as a Contest Board. After obtaining the unanimous agreement of President Howard Johnson and the three Contest Board chairmen, it was decided that Scale rules matters would be handled in the following way:

1. Proposals for Scale rules would go through SAC for discussion and screening before the FF, CL, or RC Boards had to deal with them. Those that survived the screening with a majority vote of SAC would pass on to the appropriate Contest Board.
2. This would relieve the Contest Boards of a considerable work load and would insure that Scale proposals would not come to them until there was a solid backing of Scale people, eliminating the old complaint that many Contest Board members are not Scale oriented.
3. The Contest Board's primary job, then, was to see that the proposals passed by SAC conform to acceptable contest procedures and standards. Only one vote of the Contest Board would be required, either to accept the proposal or return for specific modification.
4. SAC was to operate in normal Contest Board manner so far as initial vote, proposal publication, and final vote was concerned. This setup was to be provisional until December 31, 1966.

Also in 1964, an Indoor Advisory Committee was set up with Bud Tenny as chairman. The purpose of this committee was to study the current Indoor rules and the desires of modelers for new events or changes in old events, and to then submit their recommendations to the FF Contest Board. It was anticipated that this project would take at least two years to complete. An Indoor rules questionnaire was printed in the May 1964 issue of *MA* to give all AMA members a chance to make their feelings known on this subject.

In 1965, President Howard Johnson announced the formation of an RC Advisory Committee to spotlight trends, needs, and problems of RC with emphasis on rules and competition. This committee was to have more latitude, since it was also to make recommendations on RC matters in general, suggest AMA policies regarding RC, and to generally serve as a pulse of RC interest. It was expected to work closely with the RC Contest Board. Suggestions for nominees to this committee were asked from the general membership, as well as from members of the Contest Board.

In 1963 and 1964, there was also a Helicopter Advisory Committee, with Kenneth A. Norris serving as chairman.

Rules proposals continued to drag through the Contest Boards, many seemingly being tied up for years. Lack of responses by some members of the Boards were frequently blamed for these long delays and ineffective action. Many people felt that selecting Contest Board members by election was not serving the best interest of the Academy, since apparently the elections were more of a popularity contest than a choosing of people with the ability and time to do the necessary job. Therefore, the new Bylaws which came into effect in 1966 provided for all future Contest Board members to be appointed by their District Vice Presidents. It was felt that the Vice Presidents would be able to choose men who could get the job done or, if necessary, more readily make changes.

Partially because of the difficulties in achieving prompt and adequate response from the Contest Boards, but chiefly because of the natural inclination of people with like interests to band together to promote them, the number of special interest societies working within AMA continued to increase. As with the National Indoor Model Airplane Society and Helicopter Society mentioned previously, these new societies took different forms but were generally on a rather informal basis, tied together principally with their own special publication.

Probably the most active new society during this period was the Society of Antique Modelers (SAM), which came into being under the leadership of Lee Freeman. The enthusiasm generated for the old time Free Flight models flown in the late 1930s and early 1940s was sparked by such leaders as John Pond, and soon became an increasingly popular phase of flying. SAM was formed in 1965 when it became apparent that the interest in Old Timers was nationwide.

The National Free Flight Society (NFFS) came into being in 1966 following the agitation of a number of modelers to create more interest in this phase of flying. Early leaders in this movement were Carl Fries and Dick Black. When the NFFS was formed, Robert Stalick was named its first Executive Secretary. This Society lent its support and assistance to the Lansing (Michigan) Flying Aces, who sponsored an unofficial Class A Gas FF event at the 1966

Nationals, following the dropping of this event from the official Nats schedule.

The National Miniature Pylon Racing Association (NMPRA) was formed to develop Terry Nelson's RC Goodyear Pylon Racing idea. The NMPRA worked with the RC Contest Board in getting rules provisionally approved for AMA contests.

Of course, the Scale Advisory Committee continued to serve as sort of an unofficial Society for the Scale modelers in the country, promoting this phase of the hobby.

AMA's "big show" in the field of competition, of course, is the Nationals. The continued wholehearted support of the U.S. Navy kept this meet the highlight it always had been, even through the most difficult times for other areas of AMA activity. The 1963 Nats was considered from an administrative standpoint, as the most efficiently run Nats up to that time. This smoothness was produced by a new concept in organization. Traditionally, there had been an overall Contest Manager or Director. That year the Nats Executive Committee, the team of experienced leaders responsible for all details of the Nats, divided the management responsibilities into two areas. The first, headed by the Contest Manager, covered all administrative details, including the paperwork involved in tabulation, processing, reporting, etc. The second, under the Contest Director's leadership, covered all event officialing - timing, scoring, judging, etc. This operated so effectively that it became the standard procedure for all following Nats to date.

The 1963 Nats were held at Los Alamitos NAS, California on July 29 through August 4. Earl Witt, Nats Executive Committee Chairman, was the Contest Manager and Bud Hardtranft was Contest Director. John Lenderman was the Grand National and also Open...

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...Champion Dennis Bronco was the Senior Champion and Tom Smyly the Junior Champ. The Smog Cutters were the Club Team Champions and the U.S. Air Force Team the National Team Champions. Rat Race was held as an unofficial after-hours event at this Nats, with restricted and advance entry.

The 1964 Nats were held at the Dallas NAS on July 20-26, with Indoor flown at the Will Rogers Coliseum in Fort Worth. The extreme heat (over 100° every day), the change in the traditional Nationals week dates and the restricted housing facilities combined to hold entries down so that only about 600 out of 800 entries actually participated. Particularly disappointing was the small number of Juniors and Seniors participating. An example of this was the fact that not enough Juniors flew in the Navy Carrier event to win all the trophies, which was understandably disturbing to the Navy.

Bob Lutker was Contest Director and Earl Witt Contest Administrator (Manager) for the 1964 Nats. Public relations were strongly emphasized this time, ably handled by Johnny Clemens and George Wells. Clemens concentrated on local TV, radio and newspaper efforts, while Wells wrote release features, took photos for *MA*, and emphasized AMA's national PR effort. A highlight of this effort was the trophy presentation by NASA Astronaut Neil Armstrong, a

former Nats modeler. Phillip Bussell was Open and Grand Champ at this meet, while Wayne Meriwether was Junior Champ, and Dubby Jett was Senior Champ. Club Team Champions were the Fort Worth JACKS, and the National Team Champions were the U.S. Air Force Team.

Following the 1964 Nats, it had become very obvious that some streamlining in the event schedule was necessary or the whole Nationals would become too unwieldy for AMA and the Navy to handle. The Executive Council adopted the following policy in regard to the Nats event schedule:

1. The membership should be polled by way of *MA* for requests for changes in the Nats events list.
2. The Executive Council, through the President's action, would originate requests for any changes based on the above information and submit them to the National Executive Committee.
3. The Council would not approve changes in the list of events without obtaining the recommendation and advice of the Nats Executive Committee. This resolution superseded that made in 1962 in this regard.

The November 1964 *MA* asked for membership recommendations for possible streamlining in 1965. After studying the few responses received and juggling events around, the Nats Executive Committee finally came up with a schedule that allowed Rat Race to be added as an official event for the first time, with the only event dropped being ROW FF. An unofficial Old Timers FF event along with demonstrations of RC Goodyear Racing and CL International Rocketry (Balloon Busting), were also flown at this Nats. There was also a demonstration of model rocketry.

To encourage participation by more youngsters in this Nats, a number of special awards were offered, including prizes to the five best Juniors and five best Seniors in Navy Carrier Class I, flying profile models powered by engines no larger than .36, and also to the five Juniors in Stunt who achieved the highest scores without appearance points. In FF, awards were given for the five best performances by Juniors in Unlimited Rubber, who used kits designed by any Nats sponsor (no folding props were allowed) and the five best performances in 1/2A Gas by those under 12 years of age. In RC, the four best performances by a Junior (one each in Classes I, II, III, and Pylon), and the five best performances each in Class III and Pylon by Novices (any age) received awards.

Junior, Senior, and Open Champs at the 1965 Nats, which was held at Willow Grove NAS (PA) July 26 - August 1, were Geoffrey M. Sauter, Dubby Jett, and Reid Simpson, respectively. Simpson was also the Grand Champ. The U.S. Air Force team again won the National Team Championship, and the Baltimore Aero Craftsman were the Club Team Champions. TV, radio, and press coverage of the Nats was the most extensive in history and included a half hour local TV show in addition to many smaller feature spots. NBC filmed portions for later showing in their Sports in Action program.

The 1966 Nats were held at Glenview Naval Air Station, Illinois on July 25 through 31. The need for further streamlining of the Nationals was quite evident following the 1965, Nats and the Executive Council followed the recommendations of the Nats Executive Committee in approving a number of significant changes. To relieve the many difficulties encountered previously when registration was held the Sunday before the Nats started, registration this year was held on Monday. All competition flying was started on Tuesday, which made the Nats one day shorter. To accommodate this shortened schedule of flying, Class A FF and Class B Proto Speed were dropped from the list of events. A/1 and A/2 Glider were combined into one event, as were Jet and Class C Speed. Rat Race was spread throughout the week and RC Pattern flights were limited to a maximum of 5 flights per entrant.

As was expected, this drew howls of complaint from the membership, but with one exception these changes were retained. The one exception was in towline glider, where Juniors were allowed to fly in either an A/1 or A/2 event (but not both) for trophies in each category, while Senior and Open flyers competed in the combined A/1 and A/2 event in their respective age classes.

Complaints over the dropping of the popular FF A Gas event were so strong that an unofficial after-hours A Gas event was sponsored by the Lansing (Michigan) Flying Aces Club with the backing of the National Free Flight Society. In an attempt to show the popularity of "true" A Class flying, engines were limited to from .09 to .199 displacement. This was to eliminate the switching from .049 to .51 engines on regular ½A airplanes, which was said to be a common practice and one of the major reasons this event was chosen to be dropped from the official schedule.

Other non-official events flown at the 1966 Nats were CL Balloon Busting, Old Timer FF, RC Goodyear Racing, and Model Rocketry.

To again encourage Junior participation, special trophies were once more awarded for the best performances by Juniors in RC Class I, II, III, and Pylon; CL Stunt and Class I Carrier for those using profile models powered with no larger than .36 engines.

The 1966 Nats were directed by CD Pete Sotich. Earl Witt again served as Contest Manager. Open and Grand National Champ was Robert Sifleet. Randy Richmond was Junior National Champ, and Dubby Jett was Senior Champ. The Dallas Aeromodelers Association was the National Club Team Champ. For the first time, this category was open only to AMA Chartered Clubs. The U.S. Air Force Team was once more the National Team Champ.

Other noteworthy features at this Nats included the 24-hour hobby shop set up in the work hangar, which for the first time was operated by the AMA. This served as a new income source to offset meet costs and help diminish AMA's deficit. The model industry's support in stocking this shop was an excellent example of others helping AMA help itself. Also, an old Nats custom was happily revived in 1966 - the daily publication of humorous *News and Views*. Years before, the *Daily Blurb* had been a popular feature at every Nats. Somewhere along the line, however, it had been discontinued, probably because of lack of someone willing to do the work. This year a new Nats publication, *Heads Up*, appeared under the editorship of Bob Lutker.

Another first for the 1966 Nats was the inclusion of a well pre-planned model demonstration in the huge weekend air show instead of the hurriedly put together affair previously used. Johnny Clemens, perennial Nats PR man, staged the model portion of the show, which featured the Dallas Aeromodelers Precision Demonstration Team.

During the 1966 Nats, President Howard Johnson appointed Pete Peters and Ron Morgan to the Nats Executive Committee. Work started immediately on preparation for the 1967 Nats at Los Alamitos NAS, California.

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In the field of international competition, AMA improved its standing not only on the flying field but also in representation at the CIAM meetings of the FAI. Walt Good, Russ Nichols, and Frank Ehling attended the CIAM meeting in Paris in November 1962. Other U.S. representatives that year were LeRoy Weber (chairman of FAI-CIAM Scale Model Subcommittee) and G. Harry Stine (who proposed an International Rocket program to the committee.) Walt Good was elected Vice President of the CIAM at this meeting. Ehling remained on the FF Subcommittee for 1963 and Good was retained as chairman of the RC Subcommittee. Weber and Stine were named coordinators of the Scale and Model Rocket Subcommittees respectively.

During its very tight financial periods, AMA was fortunate in arranging for overseas transportation for delegates to these meetings or in having delegates who were willing to pay their own expenses. An example of this was Walt Good, who was able to attend the FAI general meeting in Paris in April 1963 at no expense to AMA. Similarly, the five-man representation - Walt Good, Frank Ehling, John Worth, Steve Wooley, and LeRoy Weber - was able to represent AMA at the December 1963 CIAM meeting in Paris with the only cost to AMA being for lodging, food, and travel in Paris.

At the 1964 CIAM meeting in Paris during November, Walt Good was elected President of this committee - a real honor! Bob Champine was elected as a member of the FF Subcommittee and LeRoy Weber was retained as chairman of the Scale Subcommittee. Other representatives of AMA at this meeting was John Worth, Steve Wooley, and Mike McGuinn.

The 1965 CIAM annual meeting in Paris during November saw Walt Good reelected President of the CIAM, and Bob Champine retained on the FF Subcommittee. Maynard Hill, who served as official U.S. delegate, was appointed to the RC Subcommittee. Frank Ehling also attended this meeting, serving as technical advisor.

Gordon Gabbert was named chairman of the U.S. FAI RC Committee in 1962 to develop plans to pick a team for the 1963 World Championships to be flown at Genk, Belgium on August 21 through 25. It was finally decided to use the top three finishers in the multi-event at the Nats. The team members chosen were Ed Kazmirski, Gerald Nelson, and Ralph Brooke. Robert Dunham was appointed team manager for this team. The U.S. was the team winner in the 1963 Championships, with Dr. Ralph Brooke the individual winner in a fly-off with F. Bosch of Germany. Ed Kazmirski was third in the individual standings, with Gerry Nelson fifth.

Gerry Ritz was the chairman of the U.S. FF Subcommittee, charged with the responsibility of developing plans for choosing the three U.S. FF teams that would compete in the 1963 World Championships. Three local qualifying trials were held in a number of areas during the summer of 1962. Those qualifying at these trials could compete in one of three semi-finals flown over the Labor Day weekend in 1962 at eastern, central and western sites. Flying at these semi-finals was on an eight-round basis with rounds seven and eight having 3½ and 4-minute maxes, respectively. The U.S. Nordic team, picked in this manner, was Ed Hopper, Art Frost, and Norm Ingersoll. The Wakefield team consisted of Sal Cannizzo, Dave Kneeland, and Carl Hermes, with Jim Warnock, Frank Spearman, and Doug Galbreath on the Power team. Gerry Ritz was elected team manager for the 1963 U.S. FF contingent following procedures established previously by the Executive Council - polling the team members and the three area committeemen.

In the World FF Championships held at Wiener-Neustadt, Austria on August 12-16, 1963, the U.S. team finished 4th in Power, with Doug Galbreath 3rd in the individual standings in a fly-off that saw Erno Frigyes of Hungary, the individual Power winner and Italy the Team Champion. Jim Warnock was 24th for the U.S. and Frank Spearman 28th. Italy also won the Wakefield Team Championships, with J. Loffler of East Germany the individual winner. Dave Kneeland placed 29th for the U.S., with Carl Hermes 43rd and Sal Cannizzo 55th, giving the U.S. team 14th position. Russia was the Team winner in Nordic, with G. Erichsen of West Germany the individual winner. Ed Hopper was 31st, Norm Ingersoll 34th, and Art Frost 56th, with the U.S. team placing 15th.

Dick Kowalski was chairman of the U.S. FAI Indoor Team selection committee. It developed a program of eliminations, quarter-finals and zone semi-finals to be held during the first half of 1963 to qualify a number of competitors for the indoor team selection finals. They were held at the Santa Ana Air Docks in August 2 & 3 to choose the team for the 1964 World Indoor Championships scheduled to be held in England. Bill Atwood, Ed Stoll, and Frank Cummings won places on this team, and Dick Kowalski was selected as team manager. Unfortunately the World Championships were canceled because of the lack of five countries officially entering before the deadline.

Steve Wooley was chairman of the ICC, charged with developing a program to pick the three U.S. CL teams for the 1964 World Championships. Stunt qualifications were held at large AMA contests and at regional semi-finals in 1963, with the final team composed of Robert Gieseke, Lew McFarland, and Robert Gialdini, selected at a finals held in Milwaukee, Wisconsin on May 10, 1964. Speed and Team Race teams were selected on the basis of times only and were flown at three finals sites (East, Central and West). The Speed team consisted of Bill Wisniewski, Bob Carpenter and Glenn Lee. The Team Race teams were Peter Brandt & Peter Soule, Donald Burke & Danny Jones, and LeRoy LeCrone, Jr. & George W. Mobley.

The U.S. Speed and Stunt teams both finished first in the 1964 World CL Championships held at Budapest, Hungary, July 28 to August 3, 1964. Wisniewski was 1st, Lee was 3rd, and Carpenter was 5th in Speed, with Gialdini 3rd, McFarland 6th and Gieseke 9th in Stunt. Russia won the Team Race team championship, with Place-Hawarth of Great Britain the individual winner. The U.S.

team of Burke-Jones were 10th, and Brandt-Soule 26th. At the 1964 Nats Executive Council meeting, the following was adopted in regard to FAI participation:

1. The FAI competition program in all categories will be formulated by a committee organized by a chairman who will be appointed by the AMA President. This committee shall present its proposals in writing to the President for approval prior to January 1 of the year in which the team is to be selected. The President shall not approve the plan without obtaining the recommendation of the Executive Director and the Academy's CIAM representative. Upon approval of the proposed program, the committee will be dissolved and its members shall be free to compete in the program.
2. The team selection process shall be completed prior to January 1 of the year in which the international competition is to be held.
3. The competition program shall be administered by an executive who is appointed by the President. This appointment shall not be made without obtaining recommendation of the Executive Director and the Academy's CIAM representative. This executive of the program will not compete in the program.
4. Contest Directors shall not compete in FAI team selection competitions that they direct.
5. The team manager shall be appointed in the same manner as described in No. 3 above.

In regard to the handling of the FAI funds, the Executive Council ordered that an estimate of forthcoming annual FAI expenses be submitted to the Council by the Executive Director, and that this estimate be approved by the Council prior to the disbursement of funds. The funds budgeted to the FAI program were not to be out of proportion to membership participation and interest. This superseded the 10% escrow FAI fund policy established by the 1962 Executive Council.

The same team selection method (comprised of using the 1st, 2nd, and 3rd place winners of the Class III event at the Nats) was used in 1964 to select the 1965 U.S. FAI RC team. Although this method had provided excellent teams in the past, it was pointed out that without a program of qualification, there was no chance to...

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Stol emphasizes well the tremendous launch speed Bob Cherry imparts with his FAI Power models. Cherry placed 8th in spectacular World Championship Race in 1965. All three Power team members missed out.



Upper Right: Don Jekik and Herb Stocker in 1966 did what no American had done before—they won the Team Race World Championship. Photo is from the '63 Nats.



Center Right: Victorious CI Slur World Championship team in 1966—Jim Silkey (2nd individually), Steve Wooley (4th) and Lew McFarland (3rd).



Lower Right: The 1967 Radio Control World Championship team, selected in 1966, consisted of Phil Kraft, Doug Spreng and Cliff Weiskopf. Kraft, who went on to win the Championship, is shown at the Southwestern Regionals in 1966.

...raise funds to help reimburse team members for travel expenses to the point of embarkation. Therefore, Gordon Gabbert, FAI RC Chairman, asked that U.S. RC flyers and other modelers contribute to the FAI RC team fund. The 1965 RC team consisted of Clifford G. Weirick, Zelbert V. Ritchie, and Dr. Ralph Brooke. Ed Kazmirski was appointed team manager. At the 1965 World RC Championships held at Ljuengbyhed, Sweden, August 9-15, the U.S. team won its fourth consecutive World Championship and Dr. Ralph Brooke won his second consecutive individual championship. Cliff Weirick finished 3rd in the individual standings and Zel Ritchie 6th.

The 1965 U.S. FAI FF committee was headed by Bill Hartill and developed a team selection program that called for three qualifying trials to be held in selected localities across the country during the summer of 1964. Contestants obtaining a certain cumulative flight time based on the two best of not more than the three trials entered were eligible to compete in one of the three team selection finals held over the Labor Day weekend of that year. Team members were Dan McDonald, Frank Parmenter and John Lenderman in Wakefield; Jim Robinsou, Henry Spence, and Bob Cherny in Power; and Dale Wilson, Hugh Langevin and Norm Ingersoll in Nordic. Bill Hartill was appointed team manager.

Bob Cherny, who finished 8th individually, led the U.S. team to a first place tie with Italy in the Power event at the World FF Championship held at Kauhava, Finland, July 7-12, 1965. Jim Robinson placed 14th and Henry Spence 16th, with all three U.S. team members involved in the 16 man fly-off that went into the 6th round before Dall'Oglio of Italy became the individual winner. In Wakefield, there were 12 men in the fly-off which went to 9 rounds. The U.S. team placed third, led by Frank Parmenter 7th, John Lendennau 21st, and Dan McDonald 31st. Koster of Denmark was the individual Wakefield winner. In Nordic, the U.S. team placed 17th, with Dale Wilson 35th, Norm Ingersoll 54th and Hugh Langevin 55th. The individual winner was Bucher of Switzerland after a fly-off that went into the 7th round. Harold Evans, a professional meteorologist accompanied the U.S. team to Finland to help with weather information, thermal data, etc. Evans' expenses were fully sponsored, so that there was no extra expense for AMA.

The 1964 Executive Council ruling in regard to FAI team selection program was modified slightly in 1965 to allow Contest Directors to compete in any trial that was at least three levels away from the final team selection contest. This was to encourage more local qualifying trials and thus provide a broader base for the programs.

Plans for a team selection program to pick the 1966 U.S. Indoor Team were formulated by the Program Planning Committee under the chairmanship of Bruce Paton. Once the program was established, Tom Finch was appointed to administer it. Local qualifying trials and zone quarter-finals were held in the spring of 1965, with zone semi-finals held in June of that year. The team selection finals were held on July 27th at the Lakehurst NAS blimp hangar in New Jersey. Team members chosen were Joe Bilgri, Frank Cummings, and Bud Romak. Bud Tenny was appointed team manager. The U.S. team was second to Germany by only 44 seconds in the World Indoor Championships held in Debrecen, Hungary July 14-18, 1966. Top individual was Hans Beck of Germany, with Joe Bilgri placing 2nd, Bud Romak 5th, and Frank Cummings 11th.

The 1966 CL Program Planning Committee was headed by Cliff Telford and developed a team

selection method similar to the one used for the previous teams. However, it was planned to hold the finals for each event at one location, the International Aero Classic at Palm Springs, California. It was expected to provide transportation to the Aero Classic for those qualifying in local meets. Unfortunately the planned Aero Classic finals fly-off was cancelled due to the fact that a change in the nature of the program deemphasized air show-type flying activities so that the portion available for modeling was reduced. The backers of the Aero Classic were also reluctant to spend the amount of money required to transport the finalist when there was little evidence of widespread activity in the program. Chairman Cliff Telford also emphasized the latter point when he reported that, judging from the number of sanctions issued, it appeared that there was less interest in the FAI CL program than there had been in 1963.

Speed and Team Race selections were then made on the basis of the best times from three semi-final sites, with the Speed Team consisting of Bob Carpenter (replaced by Chuck Schuette), Bill Wisniewski, and Roger Theobald; the Team Race teams were Dan Jones and Bernie Tautz, Herb Stockton, and Don Jehlik, and Wayne Mobley and Roy LeCrone. The Stunt finals were held at Dayton, OH over the Labor Day weekend, with Steve Wooley, Jim Silhavy, and Lew McFarland making the team. Laird Jackson was appointed team manager.

At the World Control Line Championships in Swinderby, England on August 26 through 30, 1966, the U.S. scored in greatest victory in international competition for Control Line models. The U.S. team was first in Speed, with Wisniewski, Theobald, and Schuette placing 1st, 2nd, and 3rd respectively in the individual standings. In Stunt, the U.S. team also won with Silhavy, McFarland and Wooley placing 2nd, 3rd, and 4th respectively in the Individual standings. In Team Race the U.S. placed 2nd (the highest it had ever done in this event) with the team of Jehlik-Stockton being the individual winners. Czechoslovakia was the team winner in Team Race. In a special International CL Scale competition held in conjunction with, but not as an official World Championship event, U.S. entrant Warren MacZura was the first place winner. His F Bearcat model was proxy-flown by Bob Gialdini.

It was announced by Maynard Hill, Coordinator of FAI programs for AMA, that the RC team selection for the World Championships scheduled for Corsica, France in June 1967 would be changed from the previous selection method. Flyers could qualify by winning the Class III or FAI Multi event at one of some fifteen designated AMA sanctioned contests, or by being within the top fifteen of the Class III flyers at the 1966 Nats. All qualifiers would then compete in the final fly-off, scheduled to be held in Oklahoma City on September 23 through 25, 1966. It was intended that this new program would raise more money for the RC travel fund and allow more people to take part in the qualification process than had been previously possible. Winners of the team berths at the finals were Phil Kraft, Doug Spreng, and Cliff Wierick. Maurice Woods was contest manager for the finals, and the event was under the direction of the Oklahoma Radio Kontrol Society (TORKS) RC club of Oklahoma City.

The FF Program Planning Committee, under the chairmanship of Pete Sotich, developed a program for selection of the 1967 U.S. FAI FF teams that extended over two years and included for the first time in the FF category the long sought after centralized fly-off finals. Local trials were held during the summer of 1965, with semi-finals held over the Labor Day weekend of that year. The finals were held at Bong Field, Wisconsin, July 23 through 25, 1966 just before the

Nats at nearby Glenview, Illinois. The fly-off had five rounds in each category, flown each day so that the eventual winners would have proven their consistency in the strongest of competition. Because of the change in FAI rules for 1966 requiring standardized fuel for glow engines in Power, and a reduction to 40 grams of rubber in Wakefield, the finals were held under these new rules, although all previous qualifying had been under the old rules. Winners of the team positions were John Lenderman, Herb Kothe, and George Xenakis in Wakefield; Bill Langenberg, Bob Van Nest, and Hugh Langevin in Nordic; and Bob Cherny, Doug Galbreath, and Joe Wagner in Power. Contest Director for this final fly-off was Floyd Miller.

Another facet of international modeling that the U.S. through AMA took a more active part in was that of world and international records. This is particularly true of RC model records which were assaulted by a number of modelers throughout this four-year period. On July 4th and 5th, 1963 at the DC/RC "Record Smashing Derby" held at the Dahlgren, Vir-

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-ginia Naval Weapons Laboratory Airfield, Maynard Hill set a new FAI Piston Power RC Altitude Record of 13,320 feet, which was almost doubled the record set by a Russian the previous year. Robert Scott and Don Jehlik teamed up at this meet to set a new Piston RC Straight Line Speed Record with a flight of 126.9 mph.

In 1964, Maynard Hill established another record for Piston Power RC Duration: 8 hours 52 minutes. Then, on June 4, 1965, Hill also set a Closed Course Distance Record for Piston RC by flying 174 miles, which beat the old record of 135 miles that had been held by a Russian. On October 2 of that year, Hill added the Piston Straight Line Distance record for RC of 183 miles to his collection. On September 5 of that year, Hill teamed with Ben Givens to set a new RC Glider Speed record of 23.8 mph. On June 26, 1966, Hill captured still another FAI record with a Piston RC Straight Line Speed that averaged 149.28 mph, and on July 23 of that year Hill captured his seventh FAI record for RC Glider Altitude flight of 3,770 feet.

Others also got in on the act when Frank Colver set a Closed Course RC Glider Distance record of 43.5 miles on May 8, 1965. On September 5 of that year, Bill Northrop broke Hill's RC Altitude Record with a flight of 16,610 feet. Then, a year later on September 5, 1966, Northrop beat the Hill-Givens RC Glider Speed record with a flight of 25.9 mph.

In the CIAM meeting in November 1965, four provisional ceiling height categories were adopted for FAI Indoor Flying. If and when these categories are approved officially, another area for record attempts will be opened for U.S. modelers to participate in.

New events are continually being considered by the CIAM as possible additions to the International Competition schedule and possibly future World Championships participation. Foremost among these during this time was the FAI Scale events. AMA's Executive Council in 1964 adopted a policy that the Academy would participate in FAI Scale matters insofar as possible without handicapping their existing FAI programs. Until further information on membership interest was available or FAI Scale World Championships were authorized by FAI, the Academy would not spend funds for this purpose.

The ill-fated attempt to set up the Inter-American Championships to provide international FAI competition in FF during the off years of the World FF Championships was a disappointment to many competitors. To help fill the void during the off years, a National FAI Rally was scheduled by the FF ICC, consisting of local qualifying trials to be held in August or early September 1963, with the top 50% being eligible to enter the sectional finals. Each area (East, Central and West) was to have four or five sectional finals at locations specified by the committeemen, and these were to be held on September 15 regardless of weather conditions. The results of this FAI FF National Championships were announced in the December 1963 *MA* with perpetual trophies going to the 1st, 2nd, and 3rd place winners in each event in each area; providing a first-place team, second place team, and third place team on a national scale - 27 winners in all. Overall participation was low due chiefly to the short notice of this program after the cancellation of the planned Inter-American program. A total of \$353.70 was raised for the FAI FF fund, however, no mention was ever made of holding the program again in 1965.

Personalities

The whole function of AMA depends on the quality of the people who devote their time and energy to its wellbeing, and this is one resource that the Academy has been very fortunate in having in abundance. Most of this support is on a strictly volunteer basis, which makes the long term activities of many of the people involved even more significant.

Starting in 1966, the Academy established the category of Distinguished Service Awards to honor people for specific jobs or contributions made on a shorter ranged basis than those for Fellowship Awards. A plaque with suitable engraving was to be given to the Award recipients as a symbol of this recognition. Those receiving the Distinguished Service Award that first year were Phil Klintworth, Ron Morgan, Dick Meyer, Cliff Telford, Floyd Miller, E. C. Worthington, and Dick Black.

Fellowships in the Academy are given to honor the outstanding members of the Academy who have provided long-term effort and support. In 1965, such Fellowships were given to: Ron St. Jean, Gordon Gabbert, George Reich, Ed Dolby, John Clemens, Walter Schroder, John Worth, Matthew Sullivan, and Howard McEntee. In 1966, Fellowships were awarded to Frank Ehling, Maynard Hill, Art Laneau, Tom Sutor, Pete Sotich, and Pete Peters.

Others who deserved recognition for their financial contributions to AMA are the four Life members of the Academy. Jack Lowe donated \$1,000 - the price of a Life membership - in 1963; Phil Baugh - \$1,000 in 1964; Walter A. Wydler - \$1,000 in 1965; and Joe Coles - \$2,000 in 1965. A new policy approved by the Executive Council in 1966 permitted Life membership contributions to be written off during the year received, rather than being prorated over a theoretical forty-year lifespan. This allowed such contributions received to be applied directly to current needs and made such Life memberships of even greater value to the Academy.

This change, however, had no effect on the membership benefit or obligation – the services would be continued throughout the life of the member involved.

Much more could be said about the many contributions made to AMA and aeromodeling in general by each of the individuals mentioned here or elsewhere in this *History*, as well as for the countless others who have yet to receive full recognition for their not insignificant efforts. It is these people who comprise AMA's greatest potential. And they are the living and breathing assurance that the Academy has always been and will remain truly "Of, By, and For the Model Builder."

Post Log and Acknowledgements

The second portion of this History (1942 to 1966) would have been impossible to compile without the help of a great many people to whom this historian will be forever indebted. Of course, the Headquarters' file of *Model Aviation* also proved invaluable for this task. (What a pity their back copies aren't complete for the early years.)

Bryton Barron provided a number of pertinent documents from his private files, while John Worth and Howard Johnson turned over their complete personal files of AMA correspondence and related material. These three along with many other individuals, including Al Lewis, C. O. Wright, Walt Billett, Frank Bushey, Claude McCullough, Walt Good, Maynard Hill, Gordon Gabbert, Francis Kastory, Curtis Janke, Frank Zaic, Carl Goldberg, and Bill Tyler took the time to answer lengthy questionnaires providing much additional information. There was also some information for this portion of the History that Willis Brown had already gathered that proved useful. If anybody who contributed in some way hasn't been mentioned, it is hoped they will understand it was an unintentional oversight.

The History has some spots that are not covered as thoroughly as they should have been, and there are probably some outright omissions, but it is as complete as the available information allowed. A number of key people couldn't be reached or didn't reply to the questions that were sent them. Perhaps there were others who should have been contacted but weren't. However, what is presented here is as accurate a portrayal as possible. What little that isn't backed up by documentation is based on the memories of people who were in the position to know.

About 400 hours squeezed among other duties (and building a couple airplanes) were spent over a one-year period researching and writing this part of the History. Some sort of record must have been set in that not one deadline was met during that time. Much credit goes to Walt Billett for his patience and persistence in keeping this historian plugging away until the project was finished.

Many thanks to Walt Billett and John Worth for the opportunity to have a part in this most interesting, if very time consuming, project.

Dick Black

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Biography of Richard Berg Black 1934-1967

Richard Berg Black was born on December 2, 1934 in Lincoln, Nebraska. At the age of two he

became afflicted with Polio, a disease that left him handicapped the rest of his life. Because of his affliction, he was unable to attend school as other children, but secured his education through tutors in his home. In 1948, he moved to Independence, MO, where he enrolled in the American School of Correspondence in the Chicago area and received his high school diploma in 1954. He took other correspondence courses in writing, but was for the most part self-educated.

Dick had many hobbies besides modeling. His first love was books, and during the years accumulated a large collection of science fiction, mysteries, classics, his favorite novels, historical selections, and technical reference books on aeronautics. He also collected stamps and coins, loved music, and had a large repertoire of records, both modern and classical. Photography was another thing he enjoyed and had quite an assortment of slides of model airplanes taken at different meets, as well as slides and photographs of different things he had seen over the country. He loved to travel, so his parents took him every place they went, which included many interesting places in these United States and Canada. He also had tropical fish, which he kept in his office, as he said, "to quiet his thinking while solving knotty problems with which he dealt in his correspondence and writings."

Dick had a small hobby shop in Independence, MO, and this is where he got acquainted with modelers. He received a Hobby Dealer Award for Outstanding Contribution to *Model Aviation* in 1961 from the Kansas City Model Association (KCMA). He was one of the founders of the Propbuster Club there. It was as a member of this club that started him on his career as a writer. He initiated the club newsletter, which he called *Slip Stream*. He enjoyed writing the editorials.

In 1962, he moved to Omaha, NE, and had to give up his hobby shop, but was asked to write the Free Flight column for *Model Airplane News*. This was quite a new experience, but he soon got into the swing of things and really enjoyed writing VTO.

In 1963, he moved to Ann Arbor, MI. He made new friends by joining the Ann Arbor Airfoilers. This same year he was elected president of the club and devoted a great deal of his time reorganizing the club, with special emphasis on getting junior members.

It was also while in Ann Arbor, March 1964, that he was asked to write Club Notes for *Model Aviation*. In 1965, he was elected Vice President of AMA for District VII.

This same year, Dick was asked to write the AMA history from 1942 through 1966. This proved to be a much bigger job than he anticipated, but he got busy with his research and gathering of necessary information, and finally finished his copy in September 1966. For this effort, he was presented a Distinguished Service Award by AMA, an honor he was very proud of.

Dick always had in mind a need for a National Free Flight Society (NFFS), and after much correspondence which took place between him and interested free fliers, the idea finally became a reality.

In 1965, Dick attended the Nationals at Willow Grove, PA, and in 1966, the Nats at Glenview, IL. He wrote up the Free Flight portion of these Nationals for *Model Airplane News*. Here he met many modelers and officials of AMA that he had corresponded with over the years.

In November 1966, he moved to Denver, Colorado. The only thing he didn't like about making this move was losing the vice presidency of District VII. However, after being in Denver just a short time, he was asked to be the vice president of District IX. He was very happy over this appointment and met with several local clubs before his death on February 11, 1967.

Dick had many friends all over the country, who he corresponded with frequently, and many who he had the opportunity to meet personally. Dick enjoyed his work as a writer and fellow modeler, and though unable to fly his own planes, enjoyed building them. He was enthusiastic and thoroughly loved people, especially his work with the younger modeler. Dick Black will long be remembered for his devotion to his work and his contributions to the model aviation field.

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ADDITIONAL NOTES FOR 1966

The end of 1966 saw the conclusion of a significant period in AMA's history, closing out thirty years in dramatic fashion. A year-end information release from AMA HQ tied up a number of loose ends and indicated a great, start toward the Academy's next thirty years:

Academy of Model Aeronautics' membership may hit an all-time high in 1967, according to Clifford G. Weirick, Los Angeles, CA, new president of AMA.

By mid-January, the 1967 membership had passed the 12,000 mark, and almost 200 AMA chartered clubs had been signed. This is three months ahead of last year's pace, which resulted in total 1966 AMA memberships of just under 18,000, an increase of 1,200 over 1965.

John Worth, AMA Executive Director, reports that renewals and new memberships have been coming in at a record pace since the 1967 forms were made available, and that November and December returns are well ahead of the totals for these months in peak years of 1958 and 1962 when membership was over 22,000.

Mr. Weirick credited past President Howard E. Johnson, also of Los Angeles, for the progress AMA has made since 1964 in overcoming a membership decline, which was suffered then when dues were raised.

Mr. Johnson, in a year-end statement, listed Academy achievements in 1965-1966:

- Establishment of a highly successful chartered club program as the basis for building a grassroots organizational structure.
- Granting by the Federal Communications Commission (FCC) of five new frequencies for use by radio-controlled model aircraft flyers.
- Inclusion of the AMA membership publication in a leading newsstand model magazine,

which AMA members receive at no extra cost.

- Incorporation of AMA as a non-profit organization dedicated to the advancement of model aircraft building and flying as a worthwhile educational, recreational, and sporting activity.
- Development of a stronger working relationship with the U.S. Navy as host to the Academy's annual National Model Airplane Championships (Nats).
- Increased U.S. Air Force support of AMA's programs.
- Improved liaison and cooperation with the Federal Aviation Agency in educational programs.
- Effective development of a national public relations program.
- Improvement of the Academy's financial position.
- Operation of a more efficient AMA Headquarters.

Some background relating to the release and items described in Dick Black's 1963-1966 history:

1. Incorporation of AMA as an independent non-profit organization was successfully achieved on December 31, 1966. The Executive Council members who acted unanimously to bring this about were: President Howard E. Johnson, Secretary-Treasurer Gordon A. Gabbert, District I Vice President John K. Ross, District II VP Carl Schmaedig, District III VP Don Cameron, District IV VP Cliff Telford, District V VP Dean S. Wright, District VI VP William Weaver, District VII VP Richard Black, District VIII VP Lowell Peters, District IX VP C. O. Wright, District X VP John Pond, District XI VP Robert Stalick, and Executive Director John Worth.

The initial officers of the new corporation, effective January 1, 1967, were the same except: Clifford G. Weirick, newly elected president, Arthur Schroeder, elected as District II VP (NY/NJ); Ron Chidgey, appointed by Council to replace retiring District V VP Dean Wright; John Kilsdonk, similarly appointed to replace District VII VP Dick Black who moved to District IX; Dick Black, appointed by Council to replace retiring District IX VP C. O. Wright.

As part of the incorporation action, legal requirements required detail changes in the Bylaws to conform to D.C. laws and necessities of tax-exempt status. Significant to AMA's future was the stressing in the Bylaws of the educational aspects of model aviation, building upon recognition of the importance of Academy's activities in this area during the mid-1960s by such groups as the Federal Communications Commission (FCC), the Federal Aviation Agency (FAA), the National Aerospace Education Council (NAEC), the U.S. Air Force, and the U.S. Navy.

The Bylaws changes were submitted to AMA's Leader members in a special ballot during November and December 1966. Overwhelming approval resulted.

Instrumental in achieving the Academy's corporate status was Jeremiah Courtney, legal counsel, who had successfully guided the 1963-1966 effort to obtain new radio frequencies for model aircraft use. Mr. Courtney, dedicated to advancing the cause and status of AMA, served without additional fee, accepting only what the frequency effort provided on a retainer basis.

2. The 1966 election saw Cliff Weirick poll more votes than all other presidential candidates combined: 1,302 out of a total of 2,434 cast. He was outvoted in only one District, VII, which

John Clemens won strongly even though another candidate from the same District was on the ballot. Weirick's margin was generally attributed to publicity in at least two model publications which served to rally a major segment of the membership - the Radio Control interest in his favor. In his home state alone, Weirick polled more votes than three of the candidates managed to total across the country. The March 1967 issue of the Model Aviation section in *American Modeler* has the details.

3. The membership surge for 1967 was attributed to AMA's magazine arrangement initiated in 1966, which saw the inclusion of *Model Aviation* as a section of *American Modeler*, and also to the chartered club program instituted in the same year. The club program produced local membership drives for renewal of club charters for 1967 so that club insurance coverage would not lapse. The magazine factor was to provide an incentive to renew membership early, so as not to miss magazine issues.

Also, many new memberships were received as a result of applications in the magazine, reaching many thousands outside of the normal membership since the magazine was distributed via newsstand to several times as many readers as there were AMA members. During November and December of 1966, the new memberships brought in by this route averaged 5% of the total, and in early 1967 had climbed to 10%.

In November, 4,899 membership applications for 1967 were received, exceeding the previous monthly high of 4,254 recorded for November 1962. In December, the record was broken again as applications jumped to 5,144.

John Worth

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CHRONOLOGY OF NATIONAL CONTESTS AND CITIES IN WHICH HELD

Designation	Place	Year	Sponsored By	Dates
15 th Nationals	Wichita, Kansas	1946	Wichita Kiwanis Club Wichita YMCA	August 30-September 2
16 th Nationals	Minneapolis, Minnesota	1947	American Legion 40 & 8 Jr. Chamber of Commerce Minneapolis Park Bd. Minneapolis Newspapers	August 18-22
17 th Nationals	Olathe NAS, Kansas	1948	Chamber of Commerce American Legion (local) Olathe NAS Missouri Exchange Club	
18 th Nationals	Olathe NAS, Kansas	1949	Chamber of Commerce American Legion U.S. Navy	
19 th Nationals	Dallas NAS, Texas	1950	National Exchange Club Exchange Club of Dallas	July 25-30
20 th Nationals	Dallas NAS, Texas	1951	National Exchange Club Exchange Club of Dallas	July 23-29
21 st Nationals	NAS-Los Alamitos, California	1952	National Exchange Club Exchange Club of Long Beach	July 27-August 3
22 nd Nationals	Willow Grove NAS, Pennsylvania	1953	National Exchange Club	July 27-August 2
23 rd Nationals	Glenview NAS, Ill.	1954	National Exchange Club	July 28-August 1
24 th Nationals	NAS-Los Alamitos	1955	AMA alone	July 18-24
25 th Nationals	Dallas NAS	1956	AMA	July 23-29
26 th Nationals	Willow Grove NAS	1957	AMA	July 29-August 4
27 th Nationals	Glenview NAS	1958	AMA	July 21-28
28 th Nationals	NAS-Los Alamitos	1959	AMA	July 27-August 2
29 th Nationals	Dallas NAS	1960	AMA	July 25-31
30 th Nationals	Willow Grove NAS	1961	AMA	July 24-30
31 st Nationals	Glenview NAS	1862	AMA	July 23-29
32 nd Nationals	NAS-Los Alamitos	1963	AMA	July 29-August 4
33 rd Nationals	Dallas NAS	1964	AMA	July 20-26
34 th Nationals	Willow Grove NAS	1965	AMA	July 26-August 1
35 th Nationals	Glenview NAS	1966	AMA	July 25-31

AMA FELLOWS

Walter (Walt) A. Good	Ron St. Jean	John W. Hillegas
Dallas Sherman	Gordon Gabbert	Charles H. Grant
John E. Brodbeck	Matthew Sullivan	George Batiuk
Henry A. Cole	Walter Schroder	Edward Dolby
Lou Andrews	Maurice E. Teter	Johnny Clemens
Ocie Randall	George Gardner	Howard McEntee
Harry C. Copeland	Earl F. Witt	George Reich
Harold F. deBolt	James G. Saftig	Jim Walker
Harley W. Elmor	C. O. Wright	John Worth
Paul M. Boyer	Myrtle B. Coad	Frank Ehling
Eva C. Biddle	Carl Goldberg	Maynard Hill
Charles Tracy	Cdr. Kendall K. Jones	Art Laneau
Frank Zaic	Walter H. Billett	Pete Sotich
Howard E. Johnson	Paul J. Ring	Tom Sutor
Dr. Paul Garber	Nathan Polk	Pete Peters
Capt. Robert M. Harper	William Winter	Valentine A. Luce
Miss Frances G. Alexander	Russell W. Nichols	

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Life Members of the Academy

AMA has several groups of members who are called Life members. For example, Past Presidents and also Fellows automatically receive membership benefits and privileges without charge - they are, therefore, commonly referred to as "Life" members. But there is only one officially designated Life membership class, as originally defined in the Academy Bylaws.

This class is very exclusive, for those who have made in one year an exceptional financial contribution to AMA, in an amount of at least \$1,000. Although this class of membership existed for many years, it was not until 1963 that the first such Life member, Philip J. Baugh of Charlotte, NC, was registered!

Mr. Baugh was joined the following year by Jack G. Lowe of Denver, CO. Then Joe Coles of Mt. Holly, NJ, presented to President Howard Johnson at the 1965 Nats a check for \$2,000. And although Coles was already qualified doubly by this Life membership contribution, Joe presented another \$1,000 in 1966! The same year also saw William A. Wydler of St. Louis, MO, become a Life member.

It is significant that these four Life members contributed at a time when Academy finances were in a serious deficit condition. No special recognition or publicity was involved - a genuine interest and concern for AMA's future was the common denominator of each of these Life memberships.

How to become a Life member. The procedure is the simplest - send a check for \$1,000 or more to AMA Headquarters! [Editor's note: This fee is not current.]

Starting in 1967, Life members have an advantage that those earlier did not enjoy. As a result of AMA's reorganization, at the end of 1966, as a legally recognized non-profit corporation, contributions to the Academy are tax deductible. This is as it should be and it is hoped that many more friends of the Academy may also become Life members.

Where there's a will there's another way. A will in this case means a legal document. A lot of people who enjoyed AMA activities as youngsters and adults are approaching the creaky stage. A number of these have indicated they'd like to do something to see that today's and tomorrow's kids are able to continue to enjoy the benefits of AMA.

By designation in a will, a contribution to the Academy can help insure this and obtain permanent recognition for the donor. Endowments of \$1,000 or more in the name of an individual will obtain Life membership status on a memorial basis. This is a way to have a place in AMA's history in a manner which will encourage succeeding generations of modelers.

The Aborning of the Flying Eight-Ball Club

The Flying Eight-Ball Club was created in early 1946 as a fundraising measure to aid the AMA, which had struggled through the World War II years on a shoestring budget and found itself running in the red at war's end.

As has been the traditional pattern through the years, the AMA HQ people have always turned to the model plane industry leaders when in need. This time, Russell Nichols, Director of the Air Youth Division of the NAA, and Albert Lewis, just out of uniform and back in Washington as Executive Director of the Academy, decided that to get the Academy back on its feet in a hurry so it could service all the requests for aid that were flowing in from demobilized modelers, an appeal for funds would have to have made in person to hobby leaders soon to gather in their first post-war convention in Chicago.

Nichols and Lewis figured that something a little extra should be done to honor those being asked to bail out the AMA from its financial straits. Talking the matter over during lunch with Washington's long-time hobbybiz whiz-kid Phil Corr, the hungry pair from AMA HQ were attracted to a bowling and billiards supply store next to Phil's emporium. On display were tiny lapel emblems enameled as Eight-Balls. "Ah, ha," said one of the Academy duo (and here history fails to record whether it was Lewis or Nichols and afterwards each gave the credit to the other), "those could be cemented onto a pair of wings and, voila, we'd have a flying eight-ball!"

Pins with wings the pair had and aplenty. They'd uncovered a cache of very old, very long-forgotten FAI pilots' wings which had been buried among the NAA's office supplies for nearly 30 years. These FAI wings were once bestowed upon pilots by the NAA upon completion of a series of proficiency flights in full-size aircraft. This was years and years before the federal government ever got around to licensing pilots. Of course, once the feds stepped in and took over control of flying licenses, there was no longer any need for the FAI pilots' wings, and so the final supply of same had been pushed farther back in the supply closets over the years.

These wings were what Nichols and Lewis had found. They were sterling silver with the letters “FAI” in the center on a shield, over which a spread-wing eagle hovered. The design had been copied by Hitler’s Luftwaffe, with the eagle looking to the right instead of the left as on the FAI pin, and with a swastika in his talons instead of the FAI shield.

With Phil donating a liberal quantity of Ambroid cement, with several hundred Eight-Ball pins and sterling silver FAI wings in hand, Nichols and Lewis departed D.C. for Chicago and the Model Industry Association’s (MIA) victory trade show and convention. En route, the Academy pair glued eight-balls on the costly FAI wings, being very careful to cover up the FAI letters. Final result was a very authentic looking Flying Eight-Ball emblem.

At the MIA show (later the association was to change its name to Hobby Industry Association of America (HIAA), Lewis and Nichols found many sympathetic ears and their pleas for financial help were quickly answered. Many hundreds of dollars were pledged by the good folks of the model industry to help get the Academy back on its feet. Each person participating in the fundraising program received a pair of silver wings, and later a membership card to carry in his or her wallet. Thus, even if the overly large wings couldn’t always be worn, at least the contributors could prove via their Eight-Ball card that they were, indeed, early supporters of aeromodeling and the Academy of Model Aeronautics.

Over the years, the “supply” of FAI pins was exhausted. Once Walt Billett took over the operations of the Flying Eight-Ballers, replacement pins were designed and struck off. These, at last, had the Eight-Ball as an integral part of the design, not just glued on. Today, you can sometimes discern a real, real old-timer in the Eight-Ball organization by noting that every once in a while he will touch his pin which he wears directly above the breast pocket on his suit jacket. It means he has an original pin with cemented-on Eight-Ball and he wants to be sure the Eight-Ball hasn’t separated from the pin. If it has, he fishes around in his breast pocket hoping it fell safely in there. Then you’ll find him seeking out Art Laneau to complain that the glue only held for 20 years!

Al Lewis

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The Flying Eight-Ball Club (Continued)

Once the idea of the Flying Eight-Ball Club got off the ground, the work involved in nurturing and developing it gradually fell upon the shoulders of Walt Billett. Walt and the Eight-Ball became synonymous, as he completely took over the maintaining of memberships, raising of funds, selling the club to members of the hobby industry and model aviation field, and ending up with the title of “Mr. Eight-Ball.”

Over the years, the club, through Walt’s untiring efforts, grew in membership. At model meets and HIAA affairs, the famous Flying Eight-Ball wings were seen decorating the chests of most of the well-known men (and women). All inquiries as to their significance were referred to Walt; who would enlighten their mind and then lighten their wallet of the \$5 it took to become a “Life

member.” (There are many who became a “Life member” at least four times, as needs for funds dictated). The result of these selling efforts by Walt soon meant a membership of over 300.

It became almost mandatory for a member to wear his wings and carry his card at any function which might include other members, as pointed out by Revell’s President, Lou Glaser being caught at an HIAA Banquet sans proper identification and being hit with a \$51 bar tab! One of the first items on list of the aide to the Admiral who is CNARESTRA (Chief of Naval Air Reserve Training) prior to leaving on trips to Naval Air Stations containing known Eight-Ballers in the area is the Admiral’s Eight-Ball wings; leaving nothing to chance.

During the past decade, the famous names who have been added to the list of members is most impressive. Numbered amongst them are two astronauts, four Vice Admirals, six Rear Admirals, a 2-Star and a 3-Star General, a few movie and TV stars, all of the last six teams of the Navy’s Blue Angels, and the who’s who of the HIAA and AMA.

The Nats became the scene each year of the Eight-Ball shindig, which was the only time during the hectic week that anyone took the time to really relax. Originally this was a dinner meeting for members only, to which Walt would invite the station skipper and one or two of those on his staff who worked most closely with the Academy. Like Topsy’s nose, it just grew until there were close to thirty invited guests. This meant that Walt (who had been doing all the work himself) had to sell at least double that number of tickets in order to break even, which was rarely done.

Johnny Clemens started to become a fixture as master of ceremonies at these shindigs, and Art Laneau took over the entertainment, lining up both civilian and Navy people to come up with better shows each year. This left Walt free to sell Eight-Ball and the shindig. It grew into one of the highlights of the Nats week. The Eight-Ball ran this affair in the name of the Academy, using it as a means to express thanks to all the station officers for the job they were doing on the meet. With the 1965 shindig at Willow Grove, the idea of inviting *all* of the station officers was introduced. This meant that with over 100 guests, the expenses would be well over \$300 before one ticket was sold. It goes without saying that Walt met this challenge and one way or another, each year since then we have had our shindig and all creditors have been taken care of.

The years finally started to catch up with our beloved Walt Billett, and as it became obvious that 85 years of running all over the country were taking their toll, a group of his friends finally persuaded him to slow down and accept some assistance. At a meeting held in Willow Grove, the format for a new organization of the Eight-Ball was developed and approved by the Model Aeronautics Division of the HIAA, the AMA officials and by Walt. Phase two of the Flying Eight-Ball had come to an end.

The new set-up was based loosely on the organizational chart of the Naval Air with whom it was so closely aligned. The main difference is that our Admirals have more stars than any Admiral or General in history. The commander in chief appointed was, naturally, our beloved Walt Billett - a 6-star admiral. The director of operations was a 5-star admiral, Bill MacMillan, at that time executive director of the HIAA. Art Laneau (Ambroid Company) was appointed a 4-star admiral chief of staff.

The country was divided into three wings - east, central and west - with one 3-star admiral and two captains guiding each wing. John Worth, Executive Director of the Academy, was appointed a captain, liaison between the AMA and Eight-Balls. Those appointed were: Eastern Wing - Adm. Matty Sullivan, Capts. Ed Manulkin and Ritch Palmer; Central Wing - Adm. Mike Schlesinger, Capts. Frank Garcher and Carl Goldberg; Western Wing - Adm. Johnny Brodbeck, Capts. Dave Mallory and Hi Johnson.

The new Wings were officially presented by Rear Admiral George P. Koch, then Chief of Naval Air Reserve Training, at the 1965 shindig at Willow Grove. Before the year was over, Bill MacMillan left the HIAA to take a new position, and while he still is an Eight-Baller, he felt that the important position of director of operations should be held by someone more closely connected with the industry. Art Laneau, one of the guiding hands in helping to establish the new organization, was appointed to the 5-star post. John Worth was elevated to the rank of 3-star admiral.

These admirals and captains are recognized by their special star-studded Wings (captains have four silver bars). They have high hopes for the future of the Flying Eight-Ball Club, with plans in process to open membership to all in the AMA in a manner which will benefit local clubs and the Academy itself. It might well be that the day is not too far off when it will be news to see someone at a local meet who does NOT have the famous Flying Eight-Ball wings. The club, which had its start with so few, has come a long way under the guidance of, and through the tremendous work and efforts of Walt Billett. Much credit is to be given to others who have - through work and money - been of great assistance to the Eight-Ball. In particular, Matty Sullivan, Al Lewis, Russ Nichols, Johnny Brodbeck, Art Laneau, and Johnny Clemens. But above all, to the grand old man of model aviation, the hobby industry, and whose 6-star wings will never be worn by anyone else... Walt Billett.

Art Laneau

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OUR SPONSORS - In Appreciation

This AMA history has been made possible by those who had the gumption to put up cash in advance for something that was only an idea for many years. That the funds were raised at all has been due to the persistence of one man with a dream.

Walt Billett scrounged, shamed and squeezed to get backing for this project. He kept pushing when many people thought nothing would come of it. Gradually he accumulated funds and support from those listed below.

\$500 Sponsors - Toward cost of publication:

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What Is AMA?

AMA is a national organization, designed to aid individuals and model clubs across the nation. Within the organization are over a thousand leader members, recognized for administrative, industrial or scientific contributions to model aviation, including hundreds AMA-rated as contest directors. Over 150 AMA officers serve on committees representing all phases of modeling interest. The 50 states are combined into 11 regional Districts so that the membership may be represented and served by individuals in its own areas. AMA Headquarters, located in Washington, D.C., provides services through these officers, and directly to clubs and individuals. The current listing of officers is published each month in the AMA magazine, *Model Aviation*, and may also be obtained upon postcard request to Academy Headquarters.

What Does It Do?

- Issues competition licenses
- Licenses contest directors

- Sanctions contests, organized activity, etc.
- Insures medal activities
- Charters and assists member clubs
- Awards fellowships to model leaders
- Homologates national records
- Processes world records for U.S.
- Selects world championship teams
- Makes U.S. competition rules
- Holds national championships
- Coordinates contest schedules
- Publishes monthly magazine
- Sells supplies and services
- Encourages scientific modeling
- Represents all air-modeling interests
- Issues safety regulations, standards
- Promotes model aviation support
- Supports technical meetings
- Promotes modeler radio frequency needs

Who Runs AMA?

Sixty elected and appointed officers who serve without salary, provide basic leadership, supplemented by many special committees, and salaried Headquarters staff:

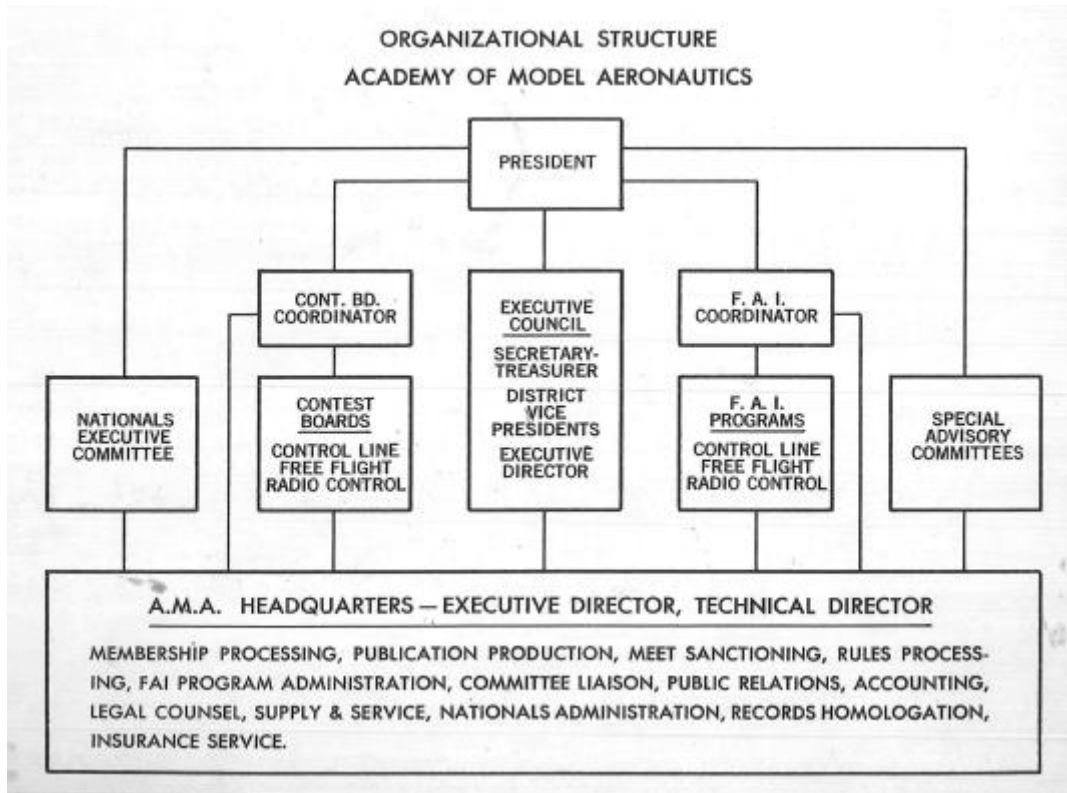
Executive Council - Makes official policies, composed of District Vice Presidents - plus President, Secretary-Treasurer, Executive Director.

Contest Board - Makes and interprets competition and record regulations and policies; is represented by District members in each of major categories; Control Line, Free Flight and Radio Control.

Contest Coordinators - Appointed regional representatives responsible for scheduling of meets to avoid area conflicts and to assist sponsors and organizers.

Committees - Appointed advisory and planning groups of AMA leaders specializing in current problem and policy matters.

Headquarters - Salaried staff providing services of membership processing, publication production, member and officer assistance, distribution of information, and monitoring of programs.



-----End Back Cover-----

Photo Captions Index

The following is a list of photo captions from this book, organized by page in which they appear. This index does not appear in the book. The captions have slight edits and adaptations for readability, continuity, and searchability.

Page 2

Upper left and middle photos: Without Walt Billett's persistent nurturement of the Flying Eight-Ball Club, it might have ceased to exist long ago. The fun and fundraising club was formed in 1946 to promote model aviation and the Academy of Model Aeronautics. Walt also worked for years to get this history of AMA produced. Without his untiring efforts, including most of the type setting, this book may never have been published. Through the Eight-Ball Club and this history, Walt Billet has earned the recognition he often sought for others.

Lower left photo: Award of the Walt Billett Eight-Ball Loving Cup is a highlight of the Eight-Ball fun functions. The big cup, sure to evoke a smile from anyone who sees it, was created from galvanized washtubs, house guttering downspouts, baking pans, and various other plumbing paraphernalia. Recipients mainly have been hobby industry, Navy or AMA people who have made outstanding contributions to model aviation. Trophy shown with winner Commander Paul Boyer (L) and Admiral George Koch.

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Upper left photo: Willis Brown, first AMA president and AMA historian, with indoor model which placed him 6th in 1935 Nationals at St. Louis. Flight time was 14 minutes 13 seconds.

Upper right photo: Al Lewis, at the microphone, announcing model meet in New England during the thirties. Later on he was president and then executive director of AMA.

Lower right photo: Frank Zaic (L) was presented with the Paul Tissandier Diploma in 1956 as recognition for outstanding efforts in fostering international aeromodeling. Presentation made in conjunction with the General Conference of the Fédération Aéronautique Internationale at Vienna, Austria, by Dr. Drimmel, Austrian Federal Minister.

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Upper photo: Early pioneers of AMA at technical symposium arranged by Irwin Polk at Hotel New Yorker, New York City. 1st row (L to R): Phil Tell, Carl Goldberg, Ed Roberts, Irwin Polk, Al Lewis, Walton H. Grubbs. 2nd row: Victor Fritz, Phil Papoon, Joe Kovel, Roger Hammer, Louis Garami, unidentified modeler, Leon Shulman. 3rd row: Henry Struck, Walter Berry, Nathan Polk, Avrum Zeir.

Lower right photo: Carl Goldberg with original Interceptor contest gas model design, typical of the pylon type of high performance model pioneered by him prior to World War II.

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Upper right photo: Charles H. Grant (R), former *Model Airplane News* editor, received formal recognition for his early contributions to the formation of AMA. Plaque was presented in 1964 by John Worth, AMA Executive Director.

Lower left photo: Bruno Marchi was AMA Technical Director during the 1940-1941 period.

Lower right photo: Henry Struck gained early reputation for his rubber-powered scale and “New Ruler” (kitted as “American Ace”) gas model designs.

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Upper right photo: Mrs. Moffett shown awarding the Rear Admiral William A. Moffett Memorial Trophy to Maxwell B. Bassett of Philadelphia, winner of the 1933 Moffett International Airplane Contest at New York City. Bassett's 28 minute 18 second winning flight was made with a gas model - the only one entered - competing with rubber-powered models. Shortly after, these two types of power were soon separated in competitions.

Lower left photo: Photo of Walt Good taken in the late thirties with his radio-controlled “Guff” model, Nats RC event winner in 1938 and 1939. A Radio Control pioneer, Good went on to become Contest Board Chairman and then AMA president during 1959-1960. More recently, he has been president of the Fédération Aéronautique Internationale’s (FAI) Commission Internationale d’Aero-Modelism (Committee for International Aero Modeling, CIAM).

Lower right photo: Herb Greenberg, New Jersey, with gas model at Akron, OH. Caption on original photo says “Model has had only one flight - soared for 4½ minutes at 150 feet altitude after motor cut out at start.”

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Upper left photo: The “Zomby” typifies the type of streamlined high performance gas model Leon Shulman was known for prior to WWII. Note cowled engine, folding prop, and retractable gear.

Upper right photo: Photo from *Detroit Evening Times*, Friday July 3, 1936. Caption: “A winner at the National Model Airplane Meet was Albert A. Judge of London, member of the British team.

Albert won the Wakefield Cup. This was the first trophy awarded by H. W. Alden, representative of the National Aeronautic Association, who made the presentation in the Masonic Temple. The trophy was turned over by Gordon Light of Lebanon, PA, who won it in 1935 in England. From left to right are Judge, Light, and Alden.”

Center left photo: Bernard McFadden [Editor’s note: also known as Bernarr *Mac*Fadden] congratulates Dick Korda of Cleveland on winning the 1939 Wakefield contest. Long flight of 43 minutes 49 seconds cinched title.

Lower photo: Korda launches his winning model during 1939 Wakefield Cup Contest. Six countries were represented: USA, Canada, Great Britain, France, South Africa, and New Zealand.

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Upper photo: Dick Everett, seated at worktable, leads group of Virginia Model Association members who were among the initial modelers hired by the National Advisory Committee for Aeronautics (NACA - now NASA) at Langley Field, VA in 1940.

Lower right photo: Frank Ehling, AMA’s Technical Director during the 1960s, with an original push-pull gas model design, circa 1939.

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Upper photo: AMA President E. N. Angus frequently represented AMA in meetings together with AMA Executive Director Russ Nichols. Pictured (L to R) are: Wayne O. Reed, Allan Orthof, E. N. Angus, Howard Sinclair, Ed Fuller, Miss Arlene Davis, Dr. Hurt, Russ Nichols, Wayne Weishaar, and William Redding.

Center right photo: Jim Walker patented U-Control and produced the famous Fireball kit. Walker shown releasing Fireball for flight by Louis Garami.

Lower left photo: Walker experimented with outside the flight circle control systems to overcome dizziness encountered by some pilots. Idea never caught on.

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Upper left photo: Matty Sullivan marketed the early line of P.D.Q. Control Line model kits. Always a staunch supporter of all model airplane activities and the AMA, Matty also helped run National meets at Willow Grove.

Upper right photo: Shown at record trials in 1945 are members of the Navy's Patuxent (MD) Model Engineers. In the front row (L to R) are Harold deBolt, Eddie Hartman, Matty Kania. Rear - R. E. Dishong, Paul Heisler, Fremont Wilson. deBolt produced kits of some of the models shown after his Navy release.

Center left photo: C. O. Wright was able to visit AMA HQ a number of times during his term as AMA President. Standing (L to R) are Willis Brown, Carl Hopkins, Russ Nichols, V. A. Luce, and AI Lewis. Wright is seated. (1949)

Lower left photo: C. O. Wright, long an active free flyer and frequent contest placer, excelled at Free Flight Scale and Helicopter.

Lower right photo: First known Dyna-Jet powered flying model was this control-liner shown here. The big model, with much metal, weighed 5 pounds. Developed by Bill Tenny.

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Upper photo: Pete Andrews made longest indoor flight of 18 minutes during 1941 Nationals at Chicago. Later he was the first indoor flyer to beat the long sought after 30 minute mark.

Center left photo: Don Foote, model theoretician and author, is especially well-known for his Westerner design, a whole stable of which is visible here.

Lower left photo: Johnny Clemens, Dallas hobby dealer, famous for always giving someone a laugh, usually handles announcing and PR jobs at Nats. Shot is from Plymouth 5th International Model Plane Contest.

Lower right photo: Big prizes were not unusual in some of the contests following WWII. Full-size airplanes were awarded as high-point prizes at the Nats and newspaper-sponsored meets in Philadelphia and New York. Leon Shulman is pictured with Ernest Babcock, Jr. and Ernest Babcock, Sr., after the younger Babcock had won the Ercoupe in the background at the New York Mirror Meet.

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Upper left photo: Warren Bartlett was contest manager for many of the International Model Plane Contests sponsored by Plymouth Motor Corporation during late 1940s and early 1950s.

Upper right photo: Eugene Stiles is congratulated by a Plymouth official after he set a World Record for Speed in a straight line of 80.63 mph. Model is in Smithsonian Institution. Plymouth sponsored the trials.

Lower left photo: For a number of years, Pan American World Airways [PAA] sponsored events at the Nats and regional meets, which paralleled PAA's concept of getting passengers and cargo safely from one place to another. Pictured is Parnell Schoenky with a PAA Clipper Cargo model. Event judged ability to lift weight with ½A engine.

Lower right photo: First PAA-sponsored event was PAA load - the kind of model pictured with Woody Blanchard - a duration event requiring models to carry weighted passenger "dummies."

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Upper left photo: Walt Good, AMA President, presented Grand National Championship trophy to W. S. "Woody" Blanchard. Admiral R. S. Pierie also took part in awards ceremony. Blanchard has been National Champion more times than any other modeler.

Upper right photo: Arthur Godfrey, a Naval Air Reservist, added festivity to 1951 Nats. Here he is presenting trophy to Gene Jackman, Junior National Champion.

Lower left photo: Maurice Teter (l), together with other past and present members of the Nationals Executive Committee, set up the framework for today's smooth Nats operation. With him are Capt. R. M. Harper, commander of Dallas NAS, and Russ Nichols, Executive Director at the time.

Lower right photo: Popular man at the Nats is Johnny Brodbeck. He has been on hand for many years offering to tune-up and repair the K&B engines he manufactures.

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Upper left photo: Pete Sotich, though not famous for building models, is recognized as an

outstanding Contest Director. A past AMA president, member of the Nats Executive Committee, and holder of countless other posts, Pete usually CDs the Chicago Nats.

Upper right photo: USAF Lt. Harry Vogler, pointing to Control Line Scale B-36 built by Sgt. Bryant Thompson (R), was prime instigator of the Air Force World Wide Model Airplane Championships for USAF personnel. Thompson represented the Air Force on many Nats winning teams.

Lower left photo: A storm of controversy ensued when the Contest Board, then chaired by Bob Hatschek, enacted the heavy FAI power loading for all AMA Free Flight Gas events. Contest Board was elected then by AMA membership, one Board member from each AMA district embracing all types of models. Shown: Walt Good, Russ Nichols, and Bob Hatschek.

Lower right photo: Claude McCullough, past AMA president as well as past Contest Board Chairman, has had modeling experience in all major phases: Free Flight, Control Line, and Radio Control. In 1960s he was also chairman of AMA's first Scale Advisory Committee.

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Upper left photo: Victorious 1953 Wakefield team: Carl Hermes, George Reich, Joe Foster - individual winner, and Cliff Montplaisir. Team Manager Bill Fletcher, seated, chaired committee which organized team selection - also produced fundraising booklet which covered team travel expenses to England.

Upper right photo: Bob Lutker won Control line World Championship in 1954 with .29-powered model and also set FAI record in process – 222 km/hr. Early championships varied - maximum engines from .15, .30, and .61 before settling on .1525 cu. in. maximum.

Center right photo: U.S. entrants in FAI Power World Championship in England in 1953, astounded entrants with new Torpedo engines, especially winner Dave Kneeland, shown launching, with Joe Foster pointing out wind.

Lower right photo: Wins in 1953 brought Wakefield and FAI Power Championships to U.S. in 1954, held at Suffolk AFB on Long Island. Carl Wheeley, then AMA Technical Director, won FAI Power event. Subsequently, winning of a championship did not grant right of victor to host next championship.

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Upper left photo: The U.S. Control Line Speed World Championship team for 1964 consisted of Bill Wisniewski, Glenn Lee, and Bob Carpenter. Wisniewski placed first at the Championship at Budapest, Hungary.

Center left photo: Larry Conover with his FAI Power model at World Championship in 1958. Two years earlier, his model was proxy-flown by Sylvio Lanfranchi and it placed 3rd in a three-man fly-off.

Lower left photo: George Reich has been on the Wakefield team many times. Shot is from 1958. He won the Wakefield Cup in 1961 in a fly-off.

Lower right photo: Tom Brett, at the controls, took first place in the 1962 Radio Control World Championship in England. With him are Don Brown, who placed 5th, and Gordon Gabbert, Team Manager.

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Upper right photo: Change of command, 1965. Shot shows Howard E. Johnson (l) when he came to Washington following his election as AMA President to meet with Maynard Hill, outgoing President, and John Worth, Executive Director.

Center right photo: The Executive Council, policy making body of AMA, meets annually during the Nationals and sometimes has additional meetings. At this 1964 Council meeting were (clockwise) Maynard Hill, AMA President, John Worth, Executive Director, John Pond, Don Cameron, Dale Willoughby (observer), Dan Wright, John Ross, Maurice Teter, and Pete Sotich.

Lower left photo: Bill Winter, former editor of *Air Trails*, *Model Airplane News*, and AMA's *Model Aviation*, and later editor of *American Aircraft Modeler*, shows how he used to launch the oldie twin pushers.

Lower right photo: Present during the 1964 Nats planning conference were Keith Storey, Pete Sotich, Johnny Clemens, Earl Witt, Cdr. Robinson, John Worth, and Maynard Hill.

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Upper left photo: Shot emphasizes well the tremendous launch speed Bob Cherny imparts with his FAI Power models. Cherny placed 8th in a spectacular World Championship fly-off in 1965. All three Power team members maxed out.

Upper right photo: Don Jehlik and Herb Stockton in 1966 did what no Americans had done before - they won the Team Race World Championship. Photo is from the 1963 Nats.

Center right photo: Victorious Control Line Stunt World Championship team in 1966 - Jim Silhavy (2nd individually), Steve Wooley (4th), and Lew McFarland (3rd).

Lower right photo: The 1967 Radio Control World Championship team, selected in 1966, consisted of Phil Kraft, Doug Spreng, and Cliff Weirick. Kraft, who went on to win the Championship, is shown at the Southwestern Regionals in 1966.

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