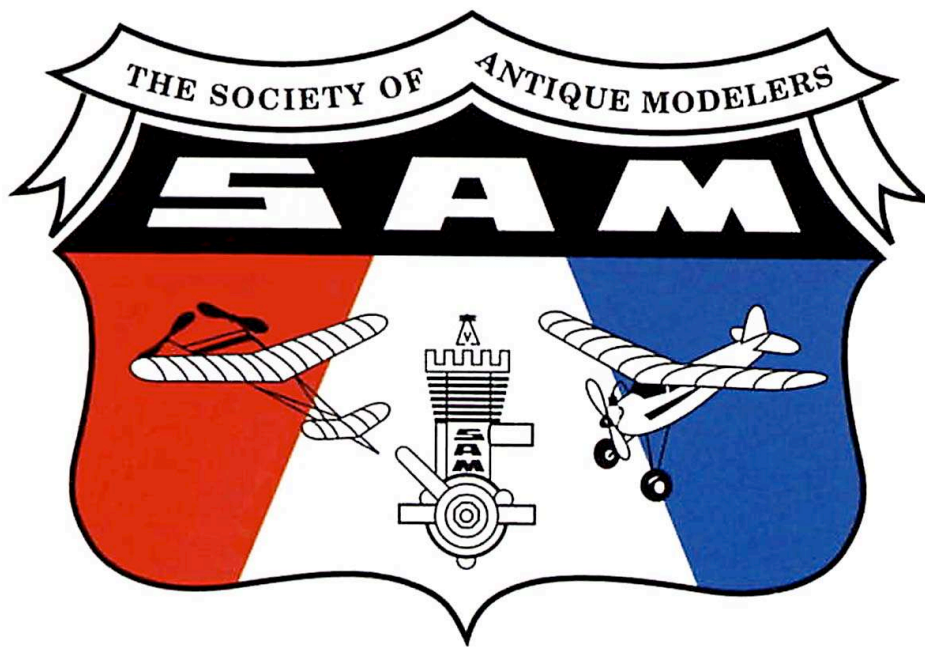


# The History of The Society of Antique Modelers



Compiled by Charlie Reich 2004  
Updated March 2013

## *Foreword*

Even prior to the Wright Brothers first flight at Kitty Hawk, North Carolina in 1903, model airplane clubs had sprung up all over the world; however it was this historical event that stirred the minds, fantasies and imagination of people the world over, as man's flight was now a reality. It was a natural evolution for the young men to idolize their new hero's by trying to duplicate the miniature experimental models the Wright brothers used to test their new design. Immediately after the Wright brothers made their historic flight, articles, photographs and drawings of full sized as well as model aircraft soon filled the newspapers and magazines.

The first U.S. model airplane clubs were officially founded in 1906. Simple commercial plans soon became available, followed by the first simple kits introduced in 1909. Model airplane development followed in step with the full sized aircraft of that early era. Rubber powered model airplanes filled the schoolyard skies. In 1934 the first commercial gas model engine was introduced in the USA, the Brown Jr. Maxwell Bassett built his Brown Jr. powered Miss Philadelphia and entered a regional contest with the first gas model ever entered in the USA, only to astound the youth of America. The golden age of model airplanes was officially underway.

From the early 1930's up through World War II, which started on December 7, 1941 there were literally hundreds of different rubber and gas models designed along with a like number of gas, and a few diesel model engines. Tens of thousands of youth all over the USA were involved in the model airplane hobby. Regional and National contests would have thousands of youthful entries. Every passing year would introduce innumerable entries of new model designs and engines. This exciting period in time was truly the golden age of model aviation.

Those youthful modelers grew up, went to war, returned home, got married, raised families, made a career and matured into the realities of life, leaving little time for model airplanes. In the meantime improved model engines were developed, radio control came into it's own and the model industry took a giant leap forward in technology.

In the late 1960's that same group of young men that grew up building and flying models in their youth had matured and aged, some retired or nearing retirement, now leaving spare time to pursue the pleasures from their youth and recapture those memories by replicating their favorite models from an earlier time, that same golden age of aeromodeling.

This history is about those same young men, now matured, some gone, who realized a way to recapture that wonderful period of an earlier time and share it with all of us by founding The Society of Antique Modelers (SAM), an organization that was created in the early 1970's to gather and relive all of those nostalgic moments among their members by replicating, building and enjoying the excitement of flying those early day models once again.

This is their story.

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# *The History of SAM*

By Charlie Reich

Created August 2004 ~ Revised March 2013

## *Acknowledgements*

In late 2002 the SAM President, Tom McCoy, requested that I compile a biographical history of The Society of Antique Modelers (SAM). From that point on, the I became a we, as this document became a collection of first-person memories and articles from several different sources that had contributed their first-hand information about the early days of SAM's founding.

Jim Adams started writing the History of Sam and never found time for completion. He offered a copy of the article copy which comprised the first Chapter of this booklet. Jim's personal comments follow:

*"In 2001 when the current SAM president, Tom McCoy, asked me to write a history of SAM, I readily agreed to do so. Having been an officer in SAM for many years, I thought that this would be easy. Old Timer flying and SAM are only forty years old and I should have little trouble in recreating the very exciting history of the SAM organization. As many of you know, trying to remember the details of forty years of the most interesting years of your life can become a bit foggy for the best of us. This story covers the first and formative years of SAM. In my quest for good information and details of SAM's history, I ran across this story about the early days of SAM, written in 1979 by Ken Sykora, the editor of SAM Chapter Three's newsletter the "flightplug". This article tells the story of the first eighteen years of SAM so well that it has to be re-published "*

A belated thanks go to Ken Sykora for documenting the original history and to Jim Adams for providing a copy of this old document which fills our first chapter. Jim Adam's was SAM's President for eight years, from 1987 through 1993. Both of these gentlemen, Ken Sykora and Jim Adams, have now passed onto their final thermal.

Tim Dannels, editor of the Engine Collectors Journal, created a Model Museum and oldtimer flying club in 1963, before SAM was founded. He soon became friends with John Pond (SAM founder) and started printing John's "Gas N' Oil" articles in 1964 in the ECJ. Soon thereafter SAM was founded and Tim Dannels received the honorary SAM Chapter #1 designation from John Pond. Tim was kind enough to provide us with an excellent first-person story about his SAM Chapter #1 and a timeline of events that led to the founding of The Society of Antique Modelers and events that followed.

Bill Northrop, former editor of Model Builder magazine and provider of model plans caught wind of our efforts to compile a SAM history and dug into his archives for three 1966/67 Olde Tymer's articles written by John Pond for the now extinct Sig Air-Modeler newsletter. Within those articles John documented many facts and details about the founding and early days of SAM. Bill originally sent the Sig Air-Modeler copies to Mike Myers, SAM's Legal Council, for publication in their local club newsletter and Mike was kind enough to submit them for inclusion into this booklet.

Don Bekins became interested in old time R/C assist models from the onset in his local SAM 27 chapter. In 1986 Don decided to compile a history on the founding and startup of the R/C assist group within SAM. Don later became SAM President for the years 1994/95 and remains a fierce competitor at the SAM Champs and the world over.

And last, but not least, Gene Wallock, SAM Approved Designs Coordinator and SAM Librarian submitted a rare document giving us a timeline and listing of all the past SAM Presidents and Newsletter editors. Gene was an inaugural member of SAM, the first Western Vice-President, started the first SAM mimeographed newsletter, which preceded SAM Speaks, and co-started the first company to provide SAM era old-timer kits under the banner of P&W (Wallock) Models. Gene was recently appointed, once again, as a SAM Vice President for the Rocky Mountain area.

Our thanks go to the SAM members who were there when it all started and had the foresight to document the historical information contained within this booklet...

"The History of SAM"



## **The OLD TIMER Phenomenon**

**By**  
**Ken Sykora**  
**(1979)**

Why?

Frederick Lewis Allen, (*Fred Allen was a famous radio comedian from the 1930's*) or some equally profound social historian, could likely explain the conditions which brought about the hobby within a hobby which in the last eighteen years has become known as Old Timer (OT) modeling. Perhaps it was the social and technical climate in the 1960's. The long war in Asia, political assassinations, civil demonstrations, the individuals struggle against computerized stupidity, and other such factors constantly reminded us of the turmoil and change in our daily lives. Such conditions have been known to drive people to seek comforting distraction in recreating nostalgic elements of younger and (seemingly) more happy times.

Such profound analysis we will leave to the sociologists. However, there was a factor which we should record that non-modeler researchers might fail to comprehend.

In the '60s there were in the USA a large body of still active modelers who had spent their adolescent years in modeling during the 1930s and early '40s, which were the so-called "golden age" of free flight development. By the mid-'60s these modelers were in varying levels of middle age. They had developed careers in business, and some were even beginning to plan early retirements. Their children were half or full-grown and many other factors of their busy younger lives were either accomplished or in-hand. As a result, they began drifting back into modeling on a more regular basis. They began thinking in terms of regular building sessions, and once more attending contests.

The Retreads Look: In surveying the contemporary model scene however, these "retreads" found things much changed from their youthful memories. The AMA national organization had enjoyed tremendous growth... in both numbers and remoteness. Its emphasis was on radio control activities, with the associated factors of re-emphasizing building and promoting spectator oriented flying. This was where the buck was to be found and "Big" business (by model airplane standards) was calling the tune. What really hurt was that the modeler's organization had taken on all the warm, personal communication of an IBM or a GMC. Greater and greater numbers of faceless marchers... all in lock step.

Digging deeper into the purely free flight activities around the country, the middle aged modeler looked for current alternatives. He examined the international FAI events; and found them about as casual as America's Cup racing or Formula auto competition... and requiring roughly the same amount of time, money and travel! He also surveyed the contemporary Free Flight scene and found it less regimented than FAIing,, but still involving a race of constant technical and mechanical refinements.

Two Real Reasons: There was also another factor inherent in both of these possibilities, which did not jell with the budding old timer prospect. That was the deadening factor of monotony in design planform and general concepts in modern models. Wild, unusual and highly individual approaches, all directed toward a common goal of stable performance and good duration were part of the golden age of modeling development. With the definition of sound design patterns, these variations largely died out in post-war modeling. As the future OT modeler viewed the accepted modern concepts he realized that a common monograph planform could be laid over any contemporary design (FAI or AMA) with little deviation required. ... and from a little distance, there was no difference at all!

This factor of expressing individual design tastes, along with the more leisurely low-pressure approach to organized competition, may be the key reasons behind the unexpected interest in OT modeling, here and abroad. It is certainly clear that a variety of OT designs are selected for building and competing each year. Among the more serious OTers, the search goes on for the unusual and/or long forgotten subject... with which to surprise, entertain (and perhaps defeat?) fellow flyers.

A Little History: In retrospect, it is difficult to back track all the individuals and events that made OT modeling bloom in the 1960's as a popular "unofficial" national movement. However, we can identify a major factor which unified nationwide pockets of interest and activity. This was the formation of a national organization for OT'ers based on a statement of objectives, a common definition for OT models and a single set of rules for OT competition.

How this organization came about also involves many individuals and events. But we can isolate some blocks of people/actions, which were key factors in getting the job done.

### Plans, Engines & Chapters

The Warbucks Factor: Running like a rampant thread throughout the fabric of Old Timer development was a package of boundless energy named John Pond, whose smooth dome, shockwave personality and earth moving organizational capabilities have earned him the affectionate nickname, "Daddy Warbucks".

During the first trickles of the movement, John got into a running discussion with a fellow Northern California modeler, Bob Bowen, on the performance merits of pre-WW II models. Bowen contended that many of these ships could perform as well as contemporary designs, and that it would be fun to have regular contests for them as a distinct class.

These conversations aroused the interest of other flyers in the area and as a result the Stockton Gas Model Association held its first Old Timer Annual in 1961. Around this time other clubs throughout the country were also producing OT advocates, and some competitions to widely varied regulations. But there was a unique outgrowth of the Northern California activities; and it was to become one of the true foundations of the movement.

The \$1.25 Dream: John Pond, in his zeal to get the California OT contests off to a good start, volunteered to draw full size plans, on order, of the kit and magazine published pre-war models. The tab was \$1.25 for a blueline print of the original vellum, and from that casual beginning the demand for these plans mushroomed. More and more modelers seemed to want to rebuild that first "real" flyer from their youth, or to finally get to build their dream ship that the rushed adult responsibilities had not left time for.

Today this demand for old plans continues to expand, with no end in sight. Even the most obscure designs continue to be unearthed in this country and literally from the four corners of the globe. John's old drawing board has grown into the Old Time Plans Service with a four-volume catalog (Gas, Rubber and two on Flying Scale) now in its ninth edition update.

The Collection Agency: With the beginning of scheduled club competitions and the available working drawings from Pond, the OT'ers had two-thirds of their requirements. Their remaining need was old ignition engines; and that presented a problem. Even high production rate pre and post-war makes, such as the Ohlsson, had long been off the public market by the beginning of the 1960s.

Some builders solved this dilemma by using modern glow engines. However, there were a couple of things wrong with this that kept the problem from going away. First, some of the older designs weren't happy with the increased power of the modern engines; and second, many OT'ers were of the purist ilk, and since they were resurrecting old designs, nothing less than three and one fuel (*gas-to-oil mix*) and an internal ignition system would do. Some of these flyers had retained their old engines, but most had not.

The solution to this requirement began in an unusual way because it involved a group of largely non-flyers and even many non-modelers, in the active sense. Roughly in parallel with the OT flying activities in the early '60s, a modeler named Joe Wagner decided the rich history of model engines was also an important aspect of old time modeling, and should be preserved. Toward this end he literally single-handedly began to publish a newsletter called, the Engine Collectors' Journal. Joe struggled along with his dream for many months. He completed a massive alphabetical listing of common and rare engines, and published much of the old engine histories and technical data gleaned from his personal files.

Joe's efforts gathered a small but strong following of enthusiasts who shared his fascination with the old engines. But, like so many labor of love, one-man-band efforts, in the end Joe had to give up his publishing operations. However, the seed had been sown, and others came along to continue the work Joe had begun.

In August 1963, Tim Dannels of Denver began publishing the Journal again, and from that point on this branch of the hobby began to gather momentum. Regular collector "swap meets" began to spring up, and an ever-increasing wealth of history and how-to information began to fill the pages of the Journal.

For the average OT flyer/competitor, this engine collector activity had two distinct benefits. First, the intense activity of locating old engines by the collectors brought to light many non-rare and otherwise unattractive "chipped" engines. These soon found their way into the hands of those seeking "runners" to power their growing fleets of OT models. Second, the collector's newsletter would provide a nationally distributed grass roots publication which could document and promote the widely scattered and largely independent building and flying activities of OT enthusiasts across the country. This convenient circumstance was to set the stage for the final chapter in formalizing the OT movement.

Let's Play It Again, Sam: In October 1963, John Pond and another OT modeler, Lee Freeman, were sharing a ride to the Stockton Gas Model Association's third Annual OT contest. During the trip, Freeman suggested that what the OT movement needed at that point was a national organization; some focal point for the administration and rules development that would unify the current widely varied activities. The benefits to the individual modeler would be a source of information exchange with like-minded hobbyists, and a common platform for those interested in OT competition on both local and national scales. Of course, uniform contest rules would be the salvation of the poor local contest director!

John agreed wholeheartedly with Freeman's ideas, but when Lee further suggested that John was just the man to organize such a plan, Pond begged off. At the time John was heavily involved in AMA politics, as well as several local model organizations, and just could not find the time for another undertaking. Freeman let the matter drop, and decided the issue was closed. Like so many others, however, Lee had underestimated the Warbucks Factor!

In the Spring of '64 Freeman was somewhat taken aback to read in Dick Black's VTO column in Model Airplane News that he (Freeman) was forming an Old Timer League and interested modelers should get in touch with him for details! (One guess who'd leaked this tidbit to Black!) But, being a congenial fellow, and seriously concerned with helping the OT movement along, Freeman accepted the task. The result was a staggering pile of incoming letters and outgoing replies over the next three years, as OTers all over the country began to participate in hammering out their own organization.

By the winter of '64, Tim Dannels had made a going thing out of the Engine Collectors' Journal, and in the Jan./Feb. issue John Pond presented the first of his series of 3-views and descriptions of famous OT designs. In the Mar./Apr. '64 issue also started his famous "Gas N' Oil" column, which he would produce for several years. This feature of the Journal presented many photos of Ot'ers and their ships, news items, results of contests, gossip, and technical tips and data.

Dannels further extended his courtesy to the active OT'ers in the Sept. Issue of '64 by providing Lee Freeman with space for a column to promote, and provide an opinions sounding board for, his continuing efforts to establish an OT League, which by now had acquired the name, Antique Model Association. (In a classic demonstration of their adroit group handling of a crisis, the founding members of the movement, some eight months later, discovered that their initials might well be confused with another group of old fuds, namely; the American Medical Association. In response, Freeman asked for alternate name suggestions. Bob Stalick of Albany, Oregon, provided the eventual winner: Society of Antique Modelers...and "SAM" was born.

Founding Fathers: In his first column, Freeman proposed an idea that was to finally let the penny drop on moving forward with formal national organization. He proposed the formation of Chapters, made up of five or more O'Ters, from a specific club or area. These chapters would establish basic regional units to form the national organization, and provide the voting system (majority vote of each Chapter's members represented one national vote) to elect national SAM officers, decide national rules and determine other Society business matters.

By the fall of '65 the chapter idea had brought into the fold over 100 registered SAM members, representing a group of 15 Chapters scattered across the country. These first groups, and the spark plug individuals who worked to organize them, represent the true "founding fathers" nucleus of SAM.

### **FIRST 15 SAM CHAPTERS**

1 Denver, CO	Tim Dannels	9 Boulder, CO	Charles Wendt, Jr.
2 Erie, PA	Vic Didelot	10 Tiffin, OH	Jim Deats
3 Woodland Hills, CA	Art Swift	11 Litchfield, OH	Ed Snider
4 Albany, OR	Bob Stalick	12 San Diego, CA	Larry Boyer
5 Overland Pk, KS	R. Schroeder	13 Garden Grove, CA	Bud McNorgan
6 Fostoria, OH	John Peck	14 Pontiac, MI	Bill Shirley
7 San Francisco, CA	John Pond	15 Albuquerque, NM	R. Schellenbaum
8 Vienna, VA	M. Schindler		



At Last. .Rules! Acting as the coordinating point for these groups, Freeman was able to assemble a multiple choice set of basic OT rules and published them for the Chapters to vote on, in the Jan./Feb. 1966 issue of the Journal. When the next issue of the Journal came out that spring, Lee published the results; and after three years of hard work by many, many people, SAM had its first nationally recognized rules!

These rules consisted of three basic areas:

- I. Definition of an Old Timer: An "OT" was defined as a model which was designed, kitted, or plans published prior to December 31, 1942. An "Antique" had the same qualifications, with the exception of a cut-off date of December 31, 1938.
- II. Modifications: This section stated, generally, that it was not permitted to play around with the basic structure, airfoil shape, or to make radical changes in thrustline vertical position. Minor beefing up of weak areas was permitted, and modification to allow DT installation was okay.
- III. Power & Classes: Both ignition and glow engines were allowed, with an engine run handicap for the glows. (Currently this rule has been modified to allow only pre-1950 ignition and diesel engines and glow engines which have been converted to ignition operation.) The class sizes were divided thus: A = .000/.200, B = .201/300, and C = 301/1.00.

Officers Call: In the Fall of '66 Freeman had to give up his SAM Coordinator job due to the press of his own consulting business, and the task was taken over by another Los Angeles area modeler smitten with the OT bug, J. G. "Bud" McNorgan.

McNorgan like Pond, was an enthusiastic, tireless organizer (as well as a craftsman builder and fierce competitor) and he played a major role in guiding the final basic organization operations for SAM. Building on the accomplishments of Freeman and the founding father Chapters, Bud instigated the concept of issuing serial numbered membership cards to each member. The purpose was to refine the existing voting method so that the Chapter majority no longer provided a single vote, but rather, the simple majority of all members would be individually tallied. This proved to be a popular idea, and it was soon adopted.

Bud also laid the groundwork for the election of SAM's first national and regional officers, and the addition of some detail rules (engine runs, weights, flight limits, etc.) to round out the basic three-part regulations adopted the previous year.

In the summer of 1970 the 4 Annual SAM "Old Timers Nationals" was held at Taft, California. (The growing national character of the membership lead to rotating the sites, as was done with the AMA Nats.) At the SAM members meeting held during this meet the chairman, John Pond, presented a slate of nominated officer candidates, for voting on by the entire membership, by mail, in September 1970. Some rules modifications/additions were also placed on this ballot, as well as a "Preamble" introduction to the rules to document the aims, goals and spirit of the Society.

The results of this national vote in September 1970 installed the recommended rules expansions, and elected the first SAM officers. They were: President, Bill Ladner; Secretary-Treasurer, Woody Bartelt; and Vice Presidents for Eastern, Central and Western Regions, respectively were; Gene Lapansie, Tim Dannels and Gene Wallock.

In May 1971, the first official SAM newsletter was produced by Woody Bartelt, and the circle was finally complete. SAM had regulations, officers and a voice. This voice would be heard. Recognition by the AMA, and inclusion of OT rules in the AMA Rule Book would follow.

The rest is a history of growth in both throughout the country, and in 1978 the 12th Annual SAMChamps (Nationals) was to be held. Membership was currently around 1,700, representing all fifty states and many foreign countries.

### Off-Shoots

As with any national organization, ideas and opinions from regions with diversified local interests continually flow through the SAM organization. Some have been quite "unique", and have quickly burned out. Others have triggered tempers and resulted in hot debates. Still some, which met with generally favorable response, have been incorporated.

One of the major new directions in the Society has been the incorporation of a radio control branch of SAM activity. Meeting the needs of those with a lack of flying sites (and/or too decrepit to chase?) this activity has a large following, and a special set of rules which were developed for RC classes and competition.

McNorgan's re-establishment of the Texaco Trophy fuel allotment, unlimited flight event on the West Coast has helped spread the popularity of the "Antique" class of pre-1939 designs. These large "pioneer" type models now compete in two categories: a 1/4 ounce of fuel per pound of model weight event (Timer follows the flight), and a 30 second engine run, 5-minute maximum flight event.

Another "Special" Event, mutually developed by the SCIF (Southern California Ignition Flyers) and SCAMPS (Southern California Antique Model Plane Society) OT clubs in Los Angeles, is the ".020 Replica". This class is for scaled down (or sometimes scaled up!) copies of legitimate OT designs. The Cox .020 glow engine is used, and flight rules are; 20-second engine run, ROG launch, and a 3-minute flight limit. This class was intended originally as a simple "free flight" event, requiring minimum building time and suitable for small field operations. However, its appeal has been universal and its popularity has promoted a couple of manufacturers to produce lines of kits for the class. It is frequently a hotly contested event, and is included at the SAMChamps and many local meets across the country.

"Commercial Rubber" is a unique event also developed by the prolific promoters in the SCAMPS club. It too was intended as a small field event utilizing the old "25¢-type" rubber models which were so prolific in both kits and model magazine plans during the pre WW-II years. The simple rules specify a maximum 36-inch wingspan, fixed landing gear, and a freewheeling prop shown on the plan. This class is frequently included in West Coast meets and has found favor in other areas as an ideal short-field event. . although some of the models are rather potent performers!

Other special events are also flown. Among these are OT Scale (for both gas and rubber models) Precision (based on the pre-war contests promoted in England by Colonel Bowden), and OT towline glider. These categories are sometimes included, for variety, in the larger contests. They draw small, but enthusiastic, groups of flyers.

And Again... Why?

The original concepts and organizational aspects of the OT movement have weathered the test of time pretty much in tact. Various influences have assaulted its structure and officials with varied opinions, both popular and obscure, and frequently highly vocal! Yet the OT movement, as a major "special event" in the highly diversified field of American Free Flight modeling continues to flourish, with no greater discord than any other AMA category.

In seeking the answer to this reasonable stability in a national organization of some 1,900 members, perhaps the clue is back at the beginning. As a true independent, grass roots modeling movement, the Old Timer phenomenon was the result of much voluntary hard work by many active modelers. They planned well and laid a good foundation, with much arbitration, but always against specific, defined goals.

If this assumption is correct, the simplest answer could be in the Preamble on the first page of the SAM Rule Book. It was written in 1970 by SCIF clubman Bruce Chandler, and adopted by the membership along with the first officers. It goes like this:

### **The SAM Preamble**

The competition flying of free flight model aircraft of vintage design is intended to be casual, enjoyable and interesting for both competitor and spectator alike. It is neither desired to advance the state-of-the-art of aeromodeling, per se, other than to increase participation in the sport generally, nor to reprove again that which is already recorded in aeromodeling history books. The intent of these rules is to categorize the basic types of vintage models and establish an equitable and simple framework of regulations for competition purposes. Therefore, model designs that revolutionized free flight competition and necessitated the formation of two basic classifications, 'ANTIQUE' and 'OLDTIMER', are expected to compete in the Old Timer Events."

-End-

## Model Airplane News - May 1962

### AIRWAYS WEST

BY JOHN POND

#### Stockton, California 1<sup>st</sup> Annual Old Timer event

##### Memories:

**Maybe we look too much to the past, but there was something about those old models,  
Maybe it was because they looked so much like airplanes.**

Like most ideas in modeldom, the concept of an "Old Timer" contest developed during a bull session with Bob Bowen and the author. Although the writer had been appraised by his brother, Bill, of how much Bob enjoyed the hobby of old time models, it developed in the discussions that between the two of us, there was available enough old timer plans for a considerable number of modelers to build from. This naturally led to the idea of building old time models just to prove that they were capable of competing with the modern designs. However, there was no date open on which to stage the event.

Feeling that the subject had more or less died, the author was rather surprised to see a column written by Bob Bowen in the local regional magazine extolling the virtues of the "good old days." After reading the article, this person then contacted Bowen. A surprise was in store. Bob informed me that the article had aroused widespread interest. He further asked if the joint contest, which was being staged by the Stockton Gas Model Association and the San Francisco Vultures, could be changed. He stated that the Stockton Club had voted overwhelmingly in favor of holding an "old timer." Bowen's enthusiasm was so infectious that the Vultures capitulated without a murmur.

Now that the major obstacle had been hurdled i.e., an open date and sponsoring clubs, the problems then really began. The purists insisted that no pylon models be used. The argument against this was that pylon and parasol models have been with us ever since the early days of Maxwell Bassett. Considerable discussion came about over the use of ignition engines versus glow plug engines. It actually took three weeks of haggling to firm up the events and rules.

Briefly stated the events were a compromise to please all. Two events were established, Class I and Class II, using the dividing line of .25 cu. inch displacement. In these events, the modeler was allowed the choice of ignition or glow plug engines. To accommodate the "real" old timers, an ignition event was provided. To further round the events out, a Cabin Model Only Event was created for the pylon haters.

The rules were fairly simple to work out, being based on the old rules of 1940 without any weight requirements. A twenty-second engine run with the unassisted use of ground requirement was settled on. Flights were to be limited to five minutes only. To promoting interest (and incidentally to help the receipts on this doubtful contest), and also to alleviate that old saying, "I had one bad fight," the contestants were allowed to enter each event twice.

The final stickler in the rules was the answer as to what constitutes an "Old timer".

Numerous proposals were advanced but it was finally decided that the design should be at least 20 years old. On this basis, the contestants were required to submit plans showing that they had been published, kitted or constructed before Dec. of 1942.

A further ruling was formulated to the effect that all models were to be built to original size with no reductions or enlargements being permitted. Plans submitted were to be used to judge the accuracy of reproduction. The only alterations allowed were to be dethermalizer tails and reinforced interior construction to stand the stresses of the hot glow-plug engines. Emphasis was placed on the precise conformity of the exterior outline of the model to the original. This included dihedral, thrust line and even the size of the wheels.

Getting out the publicity was a big enough chore for the writer but when he stated that he would act as a clearing house for those who wanted old time plans, the writer underestimated the demand. To further compound his insanity, this same person announced if he could not produce the plan, he would redraw it from the magazine articles He has been sorry ever since.

Immediately after the announcements were mailed out and published in the various magazines, a curious thing took place. It seemed that the modelers had been waiting for something "new" to come along and here it was. The contest officials were deluged with inquiries and requests. Interest exceeded our fondest expectations.

On the day of the contest it was truly remarkable to see the turnout. Modelers had journeyed over 500 miles to attend the contest. Up to now, everything had proceeded smoothly but the weather man failed to cooperate. No doubt he resented the fact that no formal request for good weather had ben sent in. Contestants were greeted with a 35-mile per hour gale. With such impossible weather conditions (small craft warnings), a poll of the modelers revealed they would much rather try again next Sunday This was a tough blow for those who had traveled so far but there was no arguing the weather.

The following Sunday proved the wisdom of the postponement. Weather was mild, temperature about 68-70°, a wind of less than 5 mph all day, and very low humidity In other words, just about perfect for testing those untried models of which the majority had.

The contest (so it seemed to the author) was very reminiscent of the old days of 1939-1940. A tremendous amount of crackups was noted, no doubt due to the untested models but more to the high powered glow engines. One of the most heart-breaking crackups happened to a 1936 Maxwell Bassett: Miss Philadelphia VI. This was probably the oldest design on the field. Many models (including the Bassett model) were observed to be looping in under power. This prompted one wag to remark: 'these old time models are downright dangerous.' Disregarding the theorist's viewpoint, it appeared that most models were suffering a lack of downthmst so prevalently used in todays' hot gassies.

The most popular design was Joe Konefe's Buzzard Bombshell, closely followed by all of Carl Coldberg's designs, Zipper, Sailplane, Interceptor and Clipper. Most of these planes were capable of absorbing the power of the modern glow plug engine. On the ignition side of the contest, a surprising number f die-hards showed up. Among the better fliers were the Brooklyn Dodger, Zipper and Strato-Streak. Several of the ignition models competed against the glow powered models and made very creditable places.

The surprise of the day was the excellent' flight characteristics of the So-Long designs entered in the 'Cabin Event. Although the original had won the Class B event at the 1940 Nationals, most modelers did not consider the design capable of winning. There was no question from the outset which model was going to win the Cabin event after the So-Long models had been put up for official flights.

The Beauty event was the most seriously considered by the modelers. An unusually large amount of beautifully finished airplanes were on hand. Fortunately for the judges, the rules stated that at least one official flight had to be registered before judging. By the time 12:30 A.M. arrived, the field had been cut down considerably

Despite the number of model casualties, the writer was impressed with the enthusiasm of the modelers. Such pep and interest had not been seen since the days before World War H. At the conclusions of the contest, demands were such that it was announced that all 1962 NCFFC contests would carry the old timer events as standard special events.

- A Few Contest observations: John Tatone flying a beauty (as usual) of his original cabin model design built back in 1942. Strained it through a barbwire fence! Bob Bowen's beautiful Topper and Honey B - both works of art - No official flights. Sam Beicher's McCoy 60 powered Sailplane bomb. Al Schaeffer with .049 Tee Dee Powered Strato-Streak - Wings shed at 300 ft. from sheer speed. Carrol Steel's Albion .06 diesel powered Shrimpie. John Lenderman's Brooklyn Dodger. Fred Well's Jersey Javelin. Bill Fieling's Comet Clipper MK 1 Chuck Hahan's Wedgy John Dawson's Playboy Sr. Ike Isaacson's Comet Interceptor. Many ignition motors being cranked all day...

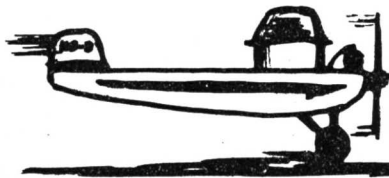
Photographers galore having a field day.



Our mustashieod hero and tireless worker, John Pond gives with the Class Winners at 1966 Nats Old Timers Meet.



Jim Adams, winner of the Frank Ehling trophy for high time, Antique Forster 99 powered in KG-2.



# OLDE TYMERS

By John Pond

*Reprinted from Sig Air-Modeler  
November/December 1996*

What a swinging time the old-timer events were at the recent National Model Airplane Championships at Glenview! Would you believe 105 entries? Wotta turnout! Unquestionably the Old Timer Events were the star of modeling's big show.

Indicative of interest in the old timer movement and really setting the pace was Bob Scott's arrival at the Nats with a 1915 Model T Bus Wagon. Beautifully restored, complete with all pin striping, Bob estimated it cost him in the neighborhood of \$4,000 to rebuild. What was in it? What else? Four old timer models!

Based on experiences from the first old timer events staged at Willow Grove in 1965, this year the writer in conjunction with Bill Bowen and Jack DeFond set up an Old Timer Booth in the work hanger. This consisted of four workbenches with an overhead banner proclaiming "Old Timer Headquarters." In addition to the booth, a roped area was set up to display old time models brought by the modelers themselves. At one time there were nearly 100 gas and rubber models on display. Without question, interest ran extremely high in these types of model.

The Old Timer Booth proved to be a Mecca for engine collectors, contestants and people interested in old timers. In short, it was the focal point of the hangar.

The Old Timer Reunion Banquet, initiated by Jerry Burke at Dallas 1964, is a get-together for old time modelers along with the younger and more modern flyers. It is an opportunity to meet those fellows you have heard or read about. Best of all, you get to exchange viewpoints with them. The dinner also features movies, excellent after-dinner speakers, and some hi-jinks. In short, it is a wonderful way to enjoy yourself! This year's Old Timer Banquet held at the Glenview Country House was no exception. An all-time high of 92 persons attended and enjoyed the 1938 Nationals films provided by Walt Schroeder, MAN Editor. Highlight of the evening was the hilarious speech given by John Clemmens, the "little giant" of Texas.

Interest in the Old Timers Booth continued high all week with Jerry Burk, Tim Dannels and Doc Nichols running the booth.

Nichol and Dannels provided excellent displays of engine collections.

In addition, many others such as a new "Pacemaker" low wing kit (O.T. naturally!), and a sample of an O.T. Hurlman engine to be produced in limited numbers, and the many engines offered for trade by the collectors.

To keep things from getting dull, Doc Nichol kept a constant film show of old timer activities going all the time. There was something popping all the time at the booth!

As a fitting climax to the weeklong activity, the weatherman provided the finest weather of the entire Nationals. Temperatures were in the high 80's, blue skies and just a wisp of wind. In other words, perfect! To properly describe the hundreds of flights, the tremendous crowds, the hustle-bustle of the contest would take reams of paper. It is with true regret, the writer cannot mention all the happenings. Perhaps the "Sticktoity" award should be made and given to Ed Rangus. At Willow Grove 1965, Ed entered his Record Hound only to smash it on the day preceding the contest. Ed completely rebuilt the model only to again wreck this model.

This year, Rangus worked all week on his Pacer. On processing night, the wing was not doped. However, this contest, Lady Luck smiled on Ed as his model literally flew right off the board. He didn't win big, but in the writer's book, he won big in successfully overcoming that new model bugaboo.

Most spectacular flight of the day was Jim Adam's beautiful overhead flight with his KG-2. Lasting almost 15 minutes the large model was absolutely graceful as it soared slowly over the huge throng of spectators. There wasn't a modeler on the field that didn't stop to watch the soaring ability demonstrated by the C. H. Grant design.

Photographers had a field day and contestants experienced a great thrill when Joe Konefes and Carl Goldberg brought out their original 1940 models, Buzzard Bombshell and Sailplane. Due credit should be given to Louie Levine and Milton Burley for restoring Carl's original model. The writer inspected the original Konefes Bombshell and found it in a remarkable state of preservation. The only thing preventing Joe from flying it that day was the lack of batteries.

The Antique Event (models prior to Dec 1938) again proved to be extremely popular with the modelers and spectators. Biggest interest centered around winning the Ehling Perpetual Trophy, a prize restricted to models of 78-inch minimum wingspan. This specialty trophy is awarded in the Antique Event to encourage the construction of models like Miss Philly, KG's, Valkyrie, etc. Although the event was won by a Twin Cyclone entered by Bob Larsh the competition for the Ehling Trophy was extremely close. Jim Adam's KG-2 barely nosed out Jack DeFond's Privateer by two seconds! Last year's winner, a Goldberg Valkyrie constructed by Tim Dannels suffered from severe rudder "tweakitis". The resuiting spiral cost him his chance to compete further.

To spice the contest up for the competition minded contestants a \$50 merchandise award was offered by Sig Mfg. Co. for high total time in any O.T. event. Willard Smitz (Kenosha, Wis.) proved to be the lucky winner with his excellent performing Strato Streak. All places in the Pylon Glow event were dominated by this Garami design. The contest offered a contrast in style of flying, as the glow-powered versions were mostly high-powered pylon types.

On the other hand, the boys seemed to prefer the more realistic cabin models in the ignition events. It was interesting to see how well the spark powered engines started and ran.

Before getting into the results, this time we are going to list the officials first, Without their unselfish efforts there would never have been the smoothest running event of the entire Nats. No one in all honesty could say he had to wait more than three minutes for a timer. To the following goes the writer's most heartfelt thanks for a job well done:

Chief Timer:	Don Cameron
Chief Recorder:	Victor Didelot
Ass't Recorder:	Betty Dannels
Ass't Hd.	Bill Bowen
Processor:	Jack De Fond
Processor:	Tim Dannels
Processor:	Bob Reuter
Processor:	Richard Nichol

Okay, now that is out of the way, here are the winners. In response to many requests, the type planes and engines used are included:

#### CLASS I ANTIQUE EVENT

1. Bob Larsh (Twin Cyclone, Arden 19) 11:46
2. Les DeLine (Buccaneer, Brown Jr) 8:48
3. Joe Dodson (Clipper, Cyclone) 7:15

#### CLASS IIA PYLON IGNITION

1. Harry Murphy (Demon, Madewell) 8:52
2. Lou Levine (Swoose, Arden 19) 8:09
3. Milton Burley (Swoose, Arden 19) 7:35

#### CLASS IIB PYLON GLOW

1. Willard Smitz (S. Streak, TD 049) 17:39
2. Frank Heeb (S. Streak, TD 049) 13:44
3. Mike Taibi (S. Streak, TD 049) 12:22

#### CLASS IIC CABIN IGNITION

1. Bob Larsh (Twin Cyclone, Arden 19) 8:59
2. Ken Tillou (Answer, Bantam 19) 8:21
3. Wayne Cain (Dodger, Forster 29) 8:04

#### CLASS IID CABIN GLOW

1. Gilbert Robbins (Rocketeer, TD09) 6:10
2. Tim Didelot (Brigadier, Cameron 15) 4:04
3. Bill Bowen (Rocketeer, Fox 35) 2:18

#### CLASS III RUBBER

1. Charles Sotich (Ritz Tractor)
2. Lou Levine (Original)
3. Robert Larsh (Mulvihill Stick)





John Pond (1917~2001)

# OLDE TYMERS

By JOHN POND

When you talk about old timers and old timer contests, you have to go back to 1960 when it was all started by the Stockton Gas Model Assn. From this first contest has sprung all the old timer activity we now enjoy.

Now the idea of old timer models was not new as many individual modelers had preferred to build the more realistic flying models. Actually, the Salt Lake Aeromodellers staged a 1/2A old timer contest where all models were scaled to one size. However, the Stockton club was the first to pioneer full-scale old time models built exactly as they were in the Golden Days of Free Flight.

The idea of staging an old timer contest developed over a period of time. It all began one hot summer afternoon in 1960 when Bob Bowen and the writer were relaxing in the shade. It had been a particularly grueling day of many max flights and long treks to retrieve the errant models. As the conversation about the day's flying progressed, Bob offered the opinion that flying seemed to be more fun in the old days. The writer concurred and reminisced about the flying of those days, particularly the feature of rising from the ground and the realistic flying thereafter. By the time the contest was over and contestants were packing to go home, the idea of an old timer contest had been thoroughly discussed. Nothing concrete had been established so the writer went home figuring

that his idea was still somewhere in the future.

Imagine the writer's surprise when he was called long distance by Bob Bowen and asked if his club would like to co-sponsor an old timer contest in place of the regular free flight annual staged by the Stockton group. In less time than it takes to tell about it, the writer undertook to write a set of rules that met with general agreement of both clubs. (These incidentally have been used with little change ever since and have been pretty well universally adopted).

In a short two months the proposed contest was organized and heavily publicized. The rest is history! News of the smashing success of this meet spread all over the country. In 1961, at least four major old timer contests were held by various clubs. By 1966, old timer contests blossomed in every area of the United States and numerous outside countries. The unofficial O.T. events at the National Model Airplane Championships first held at Willow Grove PA in 1965, came of age when it was the largest attended event at the Chicago Nationals in 1966! The old timer movement had arrived!

The Stockton Club, never one to let grass grow under its feet, has constantly expanded its annual from year to year. The last two Annuals have featured ten events! Outside of the recent O.T. events at the 1966 Chicago Nationals, the Stockton Annual has been the largest contest of this type. Since the inception of this meet,

contestants have come from all over the neighboring states. This year, at the 1966 (sixth) Stockton Annual, attendance was no different, contestants coming over 600 miles to compete in this once-a-year get-together. As an indication of the interest, one model to be proxy flown was sent by Vie Didelot of Erie, Pa! Anyone sending a model this far deserved the best. John Lenderman (who needs no introduction as a top notch flyer) volunteered to proxy fly this entry. Although he didn't win with the Garami Half Pint, John stated this was the most enjoyable time he had all day, in trying to get the best performance from the model.

As usual, interest centered around the Antique and Unlimited Events as these categories were established primarily for the big ones of the 1935 - 1938 era. The Unlimited event again proved to be a good draw because of the luck element. In this event you are allowed to run your motor as long as you want. What's the gimmick? Ya gotta land in sight of the timer! Don't think that doesn't lead to numerous frustrations as your model slowly glides behind a small knoll.

Fittingly, this event was won by Sam Belcher's version of Carl Goldberg's 10 ft. Valkyrie. Sam has been chasing the elusive first place trophy for years and finally made it. What a superlative glide the Valkyrie has! The majestic power climb plus the ensuing graceful gliding characteristics were enough to wake up the toughest O.T. cynic.

Interesting to note was John Tatone's original "Atomizer" design stemming from 1941. John accidentally ran across photos of his old model. A search through his old files turned up the old sketches which showed it as a hydro model! After several hours of intensive test flying, the land version turned out to be a fine flyer, placing him quite high.

When mentioning Tatone, you might as well give up on the Beauty Trophy when he enters. This year was no exception as he again scored a first. Last year's winner, a purple shaded Comet Clipper by Carl Carlson, finished back at third place, indicating the caliber of models entered.

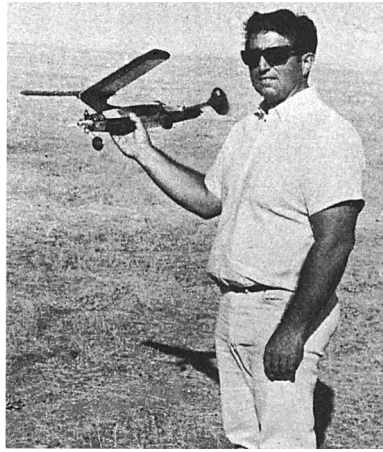
Weatherwise, the contest started off on a rather inauspicious note as contestants were greeted with a 15-20 mph wind. Flight times were reduced to three minutes. This proved to be unnecessary. As the day wore on, the weather became so good, models were actually dropping at the launching site after a maximum length flight!

Although the contest was well attended, it could have been the largest old timer meet ever staged if the Southern California contingent had showed up in force. This group headed up by Bud McNorgan, Sal Taibi, Jim Adams, etal, failed to make an appearance because of the enforcement of the "no fuse" rule.

To understand the peculiar ruling, one must realize that Northern California is primarily cattle and sheep grazing land. From May to November, rain is a rarity. The lush spring grass dries out to the point of tinder during this time. Snuffer tubes may be fine for "max" flights, but what about the model

that comes down with the fuse still burning? It is a little known fact that John Tatone developed his "Dethermalizer" (D-T) timer just for this area. The long and short of it is that the contest missed Sal Taibi's Hornet, Jim Adam's K-G, and numerous other large models.

The Willamette Oregon Club showed up to compete, and compete they did! Special notice should be given to Evelyn Lorence who won the Cabin Ignition class.



**Bob Bowen shows Half Pint sent cross-country by Vic Didelot, Erie, PA for proxy entry**

Hurrah for the ladies! Bless 'em all! One thing for certain, it made the "old man", John Lorence, get out and hustle to win his event.

Imagine having to answer to your wife, why you didn't win? What an incentive!

Need a hot FAI ship? Some of the boys would do well to take a hard look at Les DeLine's ST15 powered Megow Ranger. This model goes up just like the satellite version of the same name. Wotta hot performer! It just proves one thing: designs haven't improved that much, just the motors.

No contest report would be complete without mention of the people who made it possible. Probably the most frantic man on the field was Contest Director, Bill Bowen who was tripling as Recorder and Chief Timer. This contest should have been called the "Bowen Affair" as brothers Bob and Bill did the majority of the timing. A real thankless job well done!

Next year's Annual is already set for September 10th. Don't miss the fun.

## Contest Results

### Antique Class

1. Larry Boyer - Clipper - Tiger
2. Les Deline - Buccaneer Std. -Brown Jr.
3. John Drobshoff -8-Ball -Forster 99

### Cabin Ignition

1. Evelyn Lorence -Rocketeer A Arden 19
2. Les DeLine-Buccaneer Std Brown Jr.
3. Larry Buyer - Clipper - Tiger

### Pylon Ignition

1. John Lorence -Ranger Arden 19.
2. Joe Meckoll-Playboy Sr. Ohlsson 60
3. Ron Dumbrose-Zipper -Ohlsson 23

### Cabin Glow

1. Ralph Kearney-Brigadier -TD 09
2. John Tatone -Atomizer-TO 049
3. Warren Gamble -So Long TD 09

### Pylon Glow

1. Les DeLine -Ranger - ST 15
2. Ed Ghiorzoe -Westerner -ST 35
3. Bill Vanderbeck-Zipper -ST 15

### Unlimited (longest flight)

1. Sam Belcher -Valkyrie -ST 45
2. Max Bowman-Buccaneer-Cyclone
3. Ed Ghiorzoe -Westerner -ST35

### Rubber

1. Barnett Kernoff - Lanzo Stick
2. Nick Sanford - Korda
- F. John Lenderman - Gollywock

### Beauty

1. John Tatone -Atomizer
2. George Vest - Zipper A
3. Karl Carlson - Clipper

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# *The return of the* **BIG BOMBERS**

*An old timer saga by John Pond*

*Reprinted from Sig Air- Modeler  
May/June 1967*

**Texaco!** What a name to conjure with!

For the benefit of those young modelers who don't know what this great name implies, the Texas Oil Company (Texaco) was the first sponsor of an event for gas models back in '33. This sponsorship was continuous until interrupted by WW-II. With the cancellation of the '42 Nationals, the Texaco people withdrew sponsorship.

The Southern California Antique Model Plane Society (SCAMPS, tricky huh?) became quite enthusiastic about reviving this old time event staged during the "Golden Days" of F/F. Headed up by Val Luce, himself an old time Jr. NAA official of modeling, letters of inquiry were sent to the Texas Company. Naturally the first thing to look for was the old perpetual Texaco trophy. Actually, so much time had passed (better than 25 years) that no one in the company could remember or would acknowledge the company had ever sponsored the event! This announcement came as quite a shock to Val Luce and the rest of the SCAMPS. One ray of hope was offered in that the Texas Company people saw no reason why their name could not be used on a new trophy.

Sparkplug Bud McNorgan then launched a campaign to finance the new perpetual trophies plus a series of permanent trophies for the various places if the event were to be staged.

In Southern California who else would offer to foot the bill? Johnny Brobeck, of course! Although John is tied up in K&B Manufacturing Company quite closely, he never fails to take a real interest in modeling and especially new wrinkles such as this Texaco revival.

Having now secured financing for a new trophy, Bud McNorgan redoubled his efforts to locate the old one. It was strictly by a stroke of luck that this writer ran into what had happened to the old trophy. In the course of a conversation with Frank Ehling, Technical Director of the Academy of Model Aeronautics, the subject of the trophy was broached. Imagine the writer's surprise when he was told that the old Texaco trophy had been stored in the basement at the old AMA Headquarters. During this time, the trophy had become so badly corroded and damaged, Frank had a hard time figuring out what it was. After making out the dimly inscribed name of Leo Weiss (winner in '35), he realized what it was. Un-fortunately, the trophy was in such bad shape, he discarded it. Perhaps it was just as well as the new perpetual trophy provided by K&B was an excellent replica.

Anyone who recalls the Texaco Event will readily remember the long flights. There were no dethermalizers in those days! You chased them until they dropped (or you did). The motors can run from five to ten minutes on fuel allotted on the ratio of one-quarter ounce per pound weight of the model. Where then to hold a contest of this sort?

It wasn't long before the answer presented itself! Over the Los Angeles hills to the north in the great Sacramento Valley basin was an abandoned air force base known as Gardner Field. Being located in the heart of an oil strike, the field had been abandoned directly after World War-II as the ground had started to sink because too much oil was being

removed underneath. Imagine having a paved field several miles square in the heart of a treeless plain for miles around! This, then, was the ideal site for the Texaco Event to be held again. In less time than it takes to write about the contest, a date of April second was quickly set and announcements sent out.

Armed with trophies and a terrific facility (good field to you), this event stirred the imagination of every modeler in the area. The interest became so intense a "tryout" was staged on January 29 just to get some idea of the problems involved. At this preliminary meet, flights were limited to ten minutes to gather an idea of how many could attain this length of flight. To McNorgan's delight, (and everyone else too!), the "prelim" went over real big. Now for the main event!

With things going so smoothly, some-thing wrong had to happen. Contest Director Sal Taibi had put his reservation for good weather at Taft but forgot the rest of the state! Typical of the weather during a 375-mile drive by the columnist, was spotty weather at the head of the valley, rain in Modesto, ground fog in Visalia and Bakersfield and then beautiful weather in Taft. It was no different on the south side of the hills with rain in Los Angeles extending to San Diego at the border. No wonder the turnout failed that optimistic 50 entries!

As it was, over 30 modelers showed up with 15 paid entrants. Some modelers woke up to the fact there was nice weather and arrived on the field as late as 1:00 p.m.! For those who did come it was a tremendous thrill to watch the models climb to several thousand feet altitude against a background of blue sky and fleecy clouds. The day was perfect in

that the temperature never exceeded 70 degrees; hence the day had mostly weak thermals. The models would gradually glide down from high altitudes with gracefulness unbelievable of those huge barns!

Retrieving was a real cinch for this meet as cars were employed exclusively. How would you like to drive over pavement for several miles after your model? What a way to go! The heralded gyrocopters, which were to be the main retrieving force, failed to make an appearance (weather again!). Regardless, they were not missed and would not have been used, as the wind drift was less than five mph.

By now, you are probably saying what a ball! You are so right. Those who came thoroughly enjoyed themselves

**May-June 1967**

Probably the most disappointed man on field was Hugo Lung and his Bassett Miss Philly VI. Having won the "prelim" and led all day with a flight and led all day with a flight of 34 minutes early in the morning, it was natural he should feel some pangs on being nosed out in the last hour by John Keller. Actually, Hugo rested too long on his laurels as his third flight (taken after news of the 39 minute flight) was taken after most of the thermal activity had completely died. Don't be caught resting fellows. Gotta keep going all the time to better your own score!

Probably the most pleasant thing about the contest was the ease starting engines. The average flight ran 15 to 20 minutes. Five fellows actually bettered 30 minutes!

The contest was one of those where any good consistent model had a chance, and with a little luck, could be a winner.

Special commendation should go to Sal Taibi who did an outstanding job in the first Texaco Revival. Next year, the SCAMPS are going to stage another Texaco contest about the same time. It's well worth a long drive to attend.

Oh the results, never thought you would ask. Here they are, and drool you five-minute-maxers.

John Keller (Petrides PB-2) Cyke 39:10

Hugo Lung (Miss Philly VI) Cyke 34:34

Bob Hensler (Marsden) OK60 33:30

Harry Barnes (Marsden) Brown Jr. 30:16

Jim Adams (Scram) Brown Jr. 26:45

**Sig Air-Modeler**



**Typical "Big Bomber" of the era**

**1935 Miss Philly MK IV (96" wingspan) owned by Randall Krystosek, Evansville, Indiana (2002)**

# Old Timer Topics

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By Jim Alaback

Reprint from Flying Models April 1997



PHOTO: JIM ALABACK  
John Pond, father of Old Timer modeling, seen here at 17 Annual Pond Commemorative Contest, Taft, California in 1992.

Old Timer modeling has been around long enough that it now has its own history. It's hard to say just when the seeds began to sprout, but probably about the mid-fifties. Certainly organized old-timer modeling activity began no later than 1961 when the Stockton Gas Model Association held their first Old Timer contest, jointly proposed and organized by Bob Bowen of the Stockton club and John Pond of the San Francisco Vultures.

## Before SAM

By the mid-1950s, individuals around the country independently and spontaneously began collecting old spark ignition engines. The first article I remember seeing about old time engine collecting was in *Model Airplane News* in August, 1955. Another appeared in the June and July, 1959, issues of *MAN*. Also, in *MAN* 10/59, there was a report of a Salt Lake City contest for .020

replicas of old time gas models, another sign of reborn interest in Old Time models.

In 1959 Joe Wagner started the Model Engine Collectors' Association (MECA) and its newsletter, *The Model Engine Collector*, which helped to pull together the widely scattered collectors.

In my own case, which was probably typical, once I got out my own old engines and put them on a display shelf, the road to Old Timer modeling was already in sight. I still had my pre-war magazines, which made the plans available, and at that time a few of the old time kits were still in production. In 1958, for example, Modelcraft's pre-war *Miss Tiny* was being advertised again, now as "also suitable for radio control". To build from plans, all the basic materials for Old Time modeling were still available from the hobby shops—except for the old spark ignition engines.

With engines in hand and nostalgia in mind, I, apparently typical of many others, just started building the old timers again, not knowing that others around the country were of a like mind. My own first effort was a kit built *Miss Tiny* with an Ohlsson 23, followed by a Brown Junior-powered *Trenton Terror* from the plan in the April, 1938, issue of *FLYING ACES*. I flew both models for sport, and found that they aroused a tremendous interest among other modelers when I flew them.

The spark that ignited a national Old Timer movement was probably John Pond's article about the first Old Timer contest in Stockton, in the May, 1962 issue of *Model Airplane News*.

John had made the rash pledge, in connection with that contest, to provide Old Timer plans to those who needed them, from his own or Bob Bowen's large collections. Further, if he did not have it, he offered to draw it up! I started corresponding with John as a result of the *MAN* article, and so did many others. John's correspondence laid the foundation for what was later to become the Society of Antique Modelers (SAM) organization.

In 1962, the year after the Stockton meet, the Chicago Aeronuts sponsored their first Old Timer contest, the next one to do so after Stockton.

For 1963, Old Timer contests were also held in Denver, Santa Barbara, Parma (Ohio) and Van Nuys in addition to the ongoing annual contests in Stockton and Chicago. For 1964 six additional clubs held contests, including one in Canada and one in England.

During 1963 the *Engine Collectors' Journal* (ECJ) was founded by Tim Dannels in Denver. Despite its name, it became the journal of old time modeling as well as engine collecting for several critical, formative years. This came about when Joe Wagner had been unable to devote the time needed to keep up the MECA newsletter. The ECJ

temporarily served the MECA organization by offering a newsletter column in each issue to Alan Shively who succeeded Joe Wagner as MECA head.

Most importantly to this story, Tim also made the pages of each issue of the *ECJ* available for an Old Timer modeling column by John Pond, starting with the May-June, 1964 issue. John called it "Gas N' Oil", and this column provided, in effect, a newsletter to bind the growing Old Timer movement together. John provided Old Timer contest news, ideas for organizing Old Timer activities, and a series of three-view drawings historical Old Timers accompanied by a history of each model.

#### **Society of Antique Modelers (SAM)**

In his very first column in the *ECJ*, John Pond proposed a national Old Timer organization. Lee Freeman of Los Angeles agreed to spearhead the effort. John also proposed a set of national Old Timer rules in that first column. The tentative names of "Old Timer League" and "Antique Model Association" were used briefly but very shortly the name became "Society of Antique Modelers" (SAM).

In 1964, Tim Dannels of Denver applied for the first local chapter of the national organization, becoming "SAM 1". By the end of 1964, Lee Freeman had reported the addition of five more chapters.

For 1965 John Pond organized the first national Old Timers contest as a part of the AMA Nationals in Philadelphia, with Peter Sotich as Chief Timer and Vic Didelot as Chief Recorder. John himself was Judge and Processor for the entries.

The contest was a great success, and was repeated again at the 1966 Chicago AMA Nationals. For 1967, there were two national Old Timer contests—one was the third national Old Timer event at the AMA Nats, the other SAM's own first Old Timer Champs. The SAM Champs had been proposed by Tim Dannels and Bud McNorgan, with support from Lee Freeman and John Pond. Denver was proposed as the site because

of its activity in Old Timers and its location between two other centers of Old Timer activity, California and Chicago. The contest was held on Memorial Day weekend, 1967. It drew 63 contestants from 16 states, flying 180 models.

Up to this point, the SAM organization was very informal, with a national coordinator and chapter memberships (but no individual membership, bylaws, constitution, etc.) Bud McNorgan of Los Angeles replaced Lee Freeman as the coordinator in 1966, and was in turn succeeded by John Pond in 1969. John later became acting president. The 1969 second annual meeting in Racine, Wisconsin, approved a constitution and confirmed John Pond as acting president. District vice presidents were also selected: Gene Lapansie, Eastern; Tim Dannels, Midwest; and Bud McNorgan, Western.

Individual memberships had first been offered in SAM in 1968. (Dues, \$2.00/year) This permitted direct popular election of SAM officers for the first time in 1970. The first elected officers of SAM took office on January 1, 1971: President, Bill Ladner; Secretary-Treasurer, Woody Bartelt; District Vice-presidents, as before except that Gene Wallock replaced Bud McNorgan as Western VP. Hal Cover agreed to put out the SAM bulletin.

At this point, under John Pond's guidance, the SAM organization had finally evolved into essentially the form that it has since followed.

#### **John Pond**

John Pond's name and activities have been a common thread through this brief history of the early Old Timer movement.

John, who has just turned 80, grew up in San Francisco. He started modeling with solid scale models in the late 1920s. As a part of that vast army of young post-Lindbergh aviation fans, John then progressed through various stages of rubber powered flying models of increasing difficulty. He once said that flying scale was his first love.

John joined the gas model parade at an early date. By late 1936 he had built four gas models, a Corben *Super Ace*, an original design, a *Corben No. 1*, and a Berkeley Custom Cavalier. He sold his *Corben No. 1* before he had a chance to fly it. His Original Design went out of sight over San Francisco Bay after a 45-minute contest flight.

By 1937 John was publicity director (a portent of things to come!) for his club, the International Gas Model Airplane Association (IGMAA), Unit No. 244 of San Francisco. Another of his original design models took third place in the club's 1937 annual contest with a 15-minute out-of-sight flight.

John went on to become a graduate Mechanical Engineer, and to a career as a civilian employee in such Navy R&D operations as the Naval Radiation Lab in San Francisco, and, for a few years, in the Naval Undersea Lab in San Diego. Meantime, John continued, to be active in modeling.

Since 1961, in addition to his career and family responsibilities, John has led or served the Old Timer movement. As a publicist, he wrote monthly or bi-monthly Old Timer columns: "Gas N' Oil" (*ECJ*, 1964-71), "Olde Tymers" (*SigAirModeler Magazine*, 1966-67) and "Plug Sparks" (*Model Builder*, 1973-1996).

Early on, John's plan service activity outgrew its hobby status and became a commercial venture. By May 1971, John's 31 pages listing plans available already contained about 1500 plans. Today, two huge catalogs have a combined total of over 270 pages and list over 11,000 plans. (John Pond Old Time Plan Service, P0 Box 90310 FM, San Jose, CA 95109.)

Old Timer modeling fans are greatly indebted to John Pond for the breadth and depth of his constant efforts on behalf of Old Timer modeling over the past thirty-five years.

*(Writer and Model Historian, Jim Alaback, died in 2009)*



**Tim and Betty Dannels**  
MECA Grando Collecto 2002

## **History of the Model Museum Flying Club SAM Chapter 1 Denver, Colorado**

**By Tim Dannels**  
**Founder of SAM Chapter #1**

In the beginning...

In the 1950's there were two free flight model airplane clubs in Denver, Colorado namely, The Martin Model Masters and the Aurora Propbusters.

Since I worked at the Glenn L. Martin Co in the late 50's (Now known as Lockheed-Martin), I was a member of the Martin Model Masters. We flew mainly AMA gas along with towline and rubber models. FAI was still an infant so our club contests were a little more on the casual side. Good flying and good competition, but not as technical as it was to become in the future.

About this time, 1960 or so, I began to collect model airplane engines and the associated material. The magazine collection began to grow, too, and during this time I saw some of the early free flights for the first time. They were beautiful and they looked like airplanes!

I wasn't quite as old as some of the members so I wasn't into free flight or gas modeling until long after WW II. I hadn't experienced the early difficulties with ignition systems nor the lost models prior to DT's (dethermalizers) being invented.

At the start of my Old Timer modeling career I became very interested in the history of both the engines and the models they powered. In those days many of the real old timers were more than happy to dispose of those old, cantankerous engines, coils, battery boxes and related junk...to them... to me it was a treasure. My interest and enthusiasm encouraged me to relive these early years and build my first gas ignition engine powered free flight model airplane.

In all the stuff I had uncovered and acquired, I don't remember what came from who; however there were plans for a Buzzard Bombshell which was a free flight gas model designed by Joe Konefe's in 1940. I had also acquired a new Dennymite .57 ignition engine to power it with.

I built the Buzzard Bombshell and took it out to the contest to fly it. I wasn't much of a free flyer as they seemed very difficult to adjust...I was amazed when mine practically flew right off the bench, or the ground actually. Not only did it look like an airplane, it flew like one. No skyrocket climb, but a good climb and a fine glide. I was having a ball, and I was hooked

Of course the sound of a Dennymite and the unique smell of the exhaust from 3-to-1, white gas and oil mix, far different from the glow engine fuel commonly used, also began to draw some attention...especially the older guys in the club.

A couple of days after the flying session I got a call from a fellow named Ed Snowden as he had heard I had plans for a Buzzard Bombshell. I supplied him the plans and now there were two of us. Not much later Keith Sheel and Jerry Slack came over to see what sort of plans I had as everyone was interested in building something no one else was building. It soon became rare to see two of the same models at the field.

During 1960 I was corresponding with other collectors and old timer modelers as well. One early acquaintance was John Pond. John was starting to build his own collection of model plans for these early birds and he was able to make these plans available at a really good price of \$1.25, which offered a real incentive for someone to build one of these models. I soon began to order batches of his plans just to have them available when a local modeler wanted to join our group.

Around the end of 1962 our group began to discuss the idea of throwing a contest just for these old gas models. Naturally it would take the efforts of a club to do such a thing, so, during a club session and get together in my garage, in back of 3176 W. 8th Avenue in Denver. I called my collection of old time modeling paraphernalia, stored within my shop/garage, the Model Museum, so they thought it would be a good name. Best as I can remember, the meeting consisted of myself, Harley Elmore, Ed Snowden, Jerry Slack, Keith Sheel, Dave Walton, Gordon Rogers and possibly Al White. The Model Museum Flying Club was born at that meeting.

Our first big old timers contest was on May 5th, 1963 out at the East Colfax Airpark flying field. Among the flyers was Art Hillis who showed up with his real old timer, a 17-year-old Scientific (1939 cabin model) Mercury. One other model from the early years was Al White's (1939 pylon model) Comet Mercury. George Batiuk, Bob Lynch, Dick Barbosa, Bob Seibert, Don McGhee, Dewey Beach and Stan Haugarth were just a few who also built and flew old time old models.



Our rules back then were designed for simplicity, as there was no official national group like SAM at that time. Any model that showed an ignition engine on the plan was allowed. This ruling allowed some very hot designs, one of which was a Foote's Westerner, built and flown by Bob Lynch.

Two classes, Pylon and Cabin and two engine classes- .28 cubic inch and under; the other engine class was anything over .28 cubic inch. Ignition got a 15 second engine run with a hand launch and 20 second engine run for ROG (Rise Off Ground). Glow and Diesel engines got 5 seconds less run time as a handicap.

The inaugural old timers contest was well received and plans were immediately made to hold more. In fact two a year, one in the spring and one in the fall were deemed practical.

In September 1963 I began to publish a small magazine called the Engine Collectors' Journal. Through it I became acquainted with many more people in the model engine hobby. Along with my articles about engines, John Pond began supplying scale 3-view drawings of old timer models. Historical Model Aircraft was the column's name. These were on the order of the drawings in the early Ziac yearbooks.

Contests started springing up around the country with California and Denver Colorado among the two early hotbeds. John Pond started running contest reports in the Journal in a column called Gas 'N Oil. Also included were announcements about upcoming contests, which started to draw contestants from all over our area, even California, for our spring and fall meets.

The following is a brief summary-timeline of events pertaining to the Model Museum Flying Club's activities specifically, and the Old Timer Movement and the model engine collecting movement in general, as gleaned from the pages of the Engine Collectors' Journal (ECJ).

195?

Bruce Underwood founded the Model Engine Collectors Association (MECA).

1959 -1960

Joe Wagner, an avid model engine collector, revived the Model Engine Collectors Association (MECA), which was originally founded in the middle 1950's by Bruce Underwood. His efforts produced four mimeographed newsletters that were distributed to probably 25 or 30 known collectors at the time. Joe was unable to continue his work and the Association fell into inactivity for a time.

May 5,1963

Model Museum Flying Club's first regular Old Timers Meet. Denver, Colorado  
Tim Dannels-Contest Director.

October 1963

The Model Engine Collectors Association (MECA) was re-established in the ECJ through the efforts of Allan Shively.

March 1964

John Pond began a regular Old Timers column, "Gas N' Oil" in the ECJ in March 1964 issue.

May 1964

The 2nd Annual Model Museum Flying Club's Old Timers meet.  
Tim Dannels-Contest Director (CD).

June 1964

In John Pond's "Gas-n-Oil" column in the Journal, June 1964, the first mention of an "Old Timers League" was made and a first draft of Old Timer Rules was presented. Lee Freeman from Los Angeles, California headed this initial effort. By August 1964, the old timers were "officially" called "ANTIQUÉ MODEL ASSOCIATION" .

September 1964

September 6th, 1964 was the first Fall Old Timers Contest in Denver, Colorado -Harley Elmore, CO. Same events as the first two contests. Attendance was growing fast and interest was increasing. Talk was started about flying Old Timers in the AMA Nationals, but details were still being worked out.

Space was given to Lee Freeman in the September 1964 edition of The Engine Collectors' Journal for his first article officially announcing the new Antique Model Association.

December 1964

The Model Museum Flying Club (MMFC) was officially chartered as Chapter 1 of the newly formed Antique Model Association (AMA) in December 1964. Lee Freeman was the Director.

May 1965

Model Museum Flying Club's 3rd Annual Contest, May 16, 1965

A surprise guest/contestant- John Pond came out for this one and flew in our events. He really liked our field and activities.

May 1965

Due to a conflict with an existing model organization's name that was founded and registered in 1938, namely Academy of Model Aeronautics (AMA), the Antique Model Association's (also AMA) name was officially changed to The Society of Antique Modelers.

July 26 ~ August 1, 1965

Old Timers flown "officially" for the first time at the AMA Nationals at Willow Grove Naval Air Station (NAS), Pennsylvania

September 1965

The Fall OT Meet in Denver was Sept. 6th 1965 and was featured on Channel 6 TV.

May 1966

Contestants from all over the Western area attended the Spring Meet held May 15, 1966 in Denver.

Very early (still dark outside), on the morning of the May 1966 contest, a loud knocking on the door woke me from a deep sleep. I was still in my pajamas when I opened the door to see John Pond, Bill Bowen, Bud McNorgan and his son Kit, Sal Taibi and his son Mike, and Jim Adams. They had planted their brand new SCAMPS (Southern California Antique Model Plane Society) flag/banner in my front yard as they were all members of the newly formed SCAMPS...and scamps indeed they were! They wanted to have a morning discussion and meeting about officially establishing a Society of Antique Modelers – SAM Oldtimers Championships

Later that day talk began to surface throughout the contest about holding a SAM "Old Timers Championships". There was a lot of excitement in the air.

July 1966

In July of 1966 Bud McNorgan suggested he and I discuss the possibility of a SAM "Old Timers Championship" being held in Denver as a central location.

July 25 ~ 31, 1966

The 2nd time the Old Timers were flown "officially" was at the AMA Nationals in Chicago.

September 1966

MMFC Fall Old Timer Meet.

September 1966

Lee Freeman steps down as SAM Director.

December 1966

Bud McNorgan became Director of The Society of Antique Modelers

January 1967

1st SAM Old Timer Championships was announced in Jan 1967 for May 28, 29 & 30, 1967 to be held in Denver, Colorado.

May 1967

1st SAM Old Timer Championships May 28, 29 & 30, 1967 in Denver, Colorado.

Contestants from 16 states showed up -180 models entered -Harley Elmore, CD Louie Levine from Chicago won Hi-point. Banquet was at Fitzsimmons NCO club.

July 24 ~ 30, 1967

Old Timers flown for 3rd time at the 1967 AMA Nationals held at the NAS field in Los Alamitos, California.

January 1968

The first MECA Swap Sheet was published by Carl Carlson -President of MECA.

April 1968

The second MECA Swap Sheet was published by Carl Carlson -President of MECA.

July 1968

2nd SAM Old Timer Championships held on July 29, 30, 31 1968 in Denver, Colorado. Harley Elmore, CD. The Bean Feed was introduced at this meet. 1st SAM Business Meeting -Victory banquet was held at the Lowry AFB NCO Club.

April 1969

John Pond takes over as SAM Director after Bud McNorgan resigned and stepped down for personal reasons due to conflicts with his day job.

July. 1969

3rd SAM Old Timer Championships held July 4, 5 & 6 1969 at Bong Field AFB in Burlington, Wisconsin. Pete Sotich of the Chicago Aeronuts was CD – 2nd SAM Business Meeting.

June 1970

4th SAM Old Timer Championships June 23, 24, 25 1970 at Taft, CA. First "Official" MECA Collecto held. 3rd SAM Business Meeting.

August 1971

5th SAM Old Timer Championships August 10,11,12 1971 at Denver Colorado. 2nd MECA Collecto at United Airlines Flight Training Center. 4th SAM Business Meeting at Coors Brewery.

August 1972

6th SAM Old Timer Championships August 1,2,3, 1972 Bong Field AFB in Burlington, Wisconsin.

June 1973

7th SAM Old Timer Championships June, 1973 Taft, CA

July 2,3,4 1974

8th SAM Old Timer Championships at Lakehurst, New Jersey.

Joe Beshar-CD.

July 1975

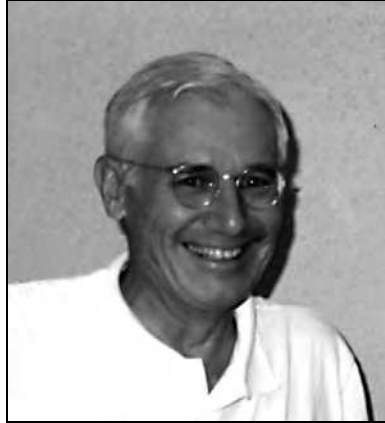
9th SAM Old Timer Championships. Event name now officially changed to the

**SAMCHAMPS** (note one word) held on July 29, 30, 31 in Denver.

Bob Schliem, CD. Sam Business Meeting and 6th MECA Grando.

-End-

*The proceeding historical data provided by Tim Dannels (Year 2002).*



**Don Bekins**

**SAM R/C Assist**  
**History, Myth, Mystery and Evolution**  
**By Don Bekins**



**Woody Woodman grandfounder of  
r/c assist (at the 1990 Sam Champs)**

In the fall of 1971, Woody Woodman and Rich Tannis, oldtimers and free fliers in their own right, gathered a group in Woody's basement in Bayville, New Jersey to lay the groundwork for an R/C old timers movement. In the late 1960's the improvement in radio control technology finally offered multi-channel reliability. The dependable radios along with ever increasing population pressures on free flight flying fields made RIC assist of old timers a natural evolution of keeping alive the great designs from the golden age era of model aircraft.

Joe Beshar, former AMA Class A record holder (later to become SAM President), and Dave Jaggie joined Woody and Rich in those historic meetings. This group used to gather regularly to build models in Woody's basement. Famous golden age model designer, Leon Shulman soon joined the group to add to the authenticity.

From that smoke filled basement room came the first set of R/C old timer guidelines that would be the forerunners to Sam's present R/C assist old timer rules. Vince Bonnema, who also helped with his input and knowledge of the old-timer free flight regulations, passed the first rough draft of those R/C guidelines.

Flying Models' assistant editor, Gene Fuller, helped as well, and gave the newly formed R/C group a big write-up in the popular modeling magazine. Art Schroeder of Model Airplane News also got wind of the unique group and gave them a good boost in that well-known tabloid.

This first set of R/C assist guidelines was a unique and thoughtful start to a movement that has gained great popularity throughout the world within the Society of Antique Modelers. To the old time free flight rules that existed at that time, the R/C assist rules were a radical and innovative departure from tradition. Now the old timer enthusiast could control his model and bring it back to the launching point. No more chasing after that aircraft over hill and dale as it disappeared into the blue. The term "lost -out of sight" (OOS) was to be a thing of the past. The thermal riders of nature... hawks, eagles and turkey vultures, although free to fly where they will, can control their destiny. So too the Old Timer could control his model, and bring it back home to fly again another day.

Woody's basement gang all belonged to a local North Jersey R/C Club and many of the members were old time modelers. All had become enamored with the contemporary R/C equipment and the reliable, more powerful glow engines of the day. The old free flight models they had laying around were soon modified with moveable rudder and elevator along with an engine control. The balky and oft-times cantankerous old ignition engines were laid aside and retired in favor of the modern glow engines. These beautiful old birds, leftovers from the golden age, were refurbished and once again flown simply for pleasure, fun and relaxation...of course the addition of fond memories and nostalgia added to those modern day oldtimer flying pleasures.

Many modern SAM members, especially the traditional free fliers, have often anguished and questioned how the glow engines were ever allowed into the SAM R/C movement. The simple answer is, they were there from the onset, both in free flight and R/c. Those early pre-SAM rules were designed for the pleasure of flying oldtimers. You flew what you brought and used the engine that you had...and most enjoyed the ease of use and reliability with the glow engines.

Woody Woodman recalls that their group was all old time free fliers that had always flown the traditional ignition engines and they had no idea how powerful the glow engines were and what they could do. The only limitation they put on glow was to stop class C engines at .61 cubic inches. Ignition and glow engines competed together "only with sufficient handicaps as determined by the meet director". It was their intent to make the new rules as fair as possible for all contestants hoping that the CD could solve unforeseen problems as they arose. After all, no rules can ever be perfect. There had to be some way to adjust if things did not seem to work as the authors of the rules had hoped.

The first published R/C assist old timer contest flight rules were simple. There was a 20 second engine run for the limited engine run events. Classes A, B, and C; pylon and cabin combined. An antique event was given an engine run of 5 seconds per pound of model weight, rounded off to the nearest pound. All events had a maximum flight time of 10 minutes, with overtime deducted. Because of the ability to control the model it was felt that the pilot should be able to touch down within a 75-foot circle. For that he received 50 bonus points for the spot landing. Each contestant got 6 flights, counting the best three of those six flights.

With the new rules in place, a major Northeast model-flying event at the Lakehurst New Jersey Naval Air Station was scheduled for that summer of 1971. Included in the program was to be the first official R/C assist old timers event. The enthusiasm of Flying Models' assistant editor, Gene Miller, for the R/C assist movement encouraged Flying Models magazine to co-sponsor the old timers R/C event along with the North Jersey Radio Control Club. Joe Beshar was to be the Contest Director (CD) of that first R/C assist meet.

Without the publicity and sponsorship of Gene Fuller of Flying Model Models, Art Schroeder of Model Airplane News and the North Jersey R/C Club, RIC assisted old timers would have had a tough time getting started. They are to be commended and remembered for their foresightedness and courage in promoting the adaptation of radio control technology to those oldtime models from the golden age of aeronautics.

That first contest featured Classes A, B, and C with engine runs of 20 seconds. There was a 10-minute max, with all overtime deducted. Because the pilot could control the model, it was felt he could precision land it in a 75-foot circle. If he did so he got bonus points.

Initiators of the new R/C assist rules thought they would try to emulate the birds. Part of their first contest was an event they called "free flight". In this event the radio was used only to bring the model back to the flying field. The old timer model was launched as a free flight, unassisted by R/C and fully trimmed for power climb, then glide. As soon as the contestant touched the controls to bring the model back to the field, the clock was stopped. If the courageous waited too long to touch the control box...a lost model...too short, a lost contest!

Another unique feature of that first R/C assist old timer meet was a pylon race. It was a very popular event with many heats having to be flown. This was a real crowd pleaser and a fun event which was only made possible by the adaptation of radio control to old timers.

There were no Texaco or 1/2 A Texaco events and no electric special events. All engine types; antique ignition, converted ignition, cross-scavenged glow, schneurle glow and four-cycle were thrown together to compete. The burden on the contest director to make the competition fair was substantial. The rules said," ignition engines and glow engines may compete only with sufficient time handicaps to be determined by meet director".

Imagine what that would have done today to provide controversy at contests among our very independent and innovative old timer competitors!

The big winner in that first R/C assist old-timer meet was a Comet Clipper.

In 1972 the SAM "Old Timers Nationals" were held at Bong Field AFB in Burlington, Wisconsin. SAM President Woody Bartelt and Tim Banazak, Secretary/Treasurer of SAM, invited Woody's newly formed R/C assist old timers group to participate as a special event at the formerly all free-flight annual bash. It was at this meet that the venerable, John Pond, one of the prime movers and shakers of the Society of Antique Modelers, urged the R/C assist old timers group to merge with and become a part of the Society of Antique Modelers. An alliance was thereby formed and the R/C assist group officially became a formal entity within the SAM organization.

These innovative and enthusiastic old timers, Woody Woodman Joe Beshar, Rich Tanis, Leon Shulman and Dave Jaggie, started a movement that brought new and vibrant life to the Society of Antique Modelers and a pot-load of healthy ideas and controversy.



After the first successful 1972 SAM “Old Timers Nationals” and the official merger within SAM, our R/C assist founding group (Woody Woodman, Rich Tanis, Joe Beshar, Dave Jaggie and Leon Shulman) got their heads together to determine where they were right and how they could improve on their first attempt at guidelines for R/C assist old timer competition. As usual among old timers, no one could agree. Joe Beshar really liked the free flight aspect of that first trial and split off to refine his ideas, trying to convince the others that radio control should only be used to "bring-em back alive". Woody and Rich had their own ideas as well and worked toward formulating the rules that concentrated on a pilot's flying ability. These were ultimately published in 1973. Even the Woodman/Tanis coalition was not an easy one. The evolution of our rules did not come without disagreements!

The evolution of our current SAM A/C Rules began when the 1973-74 Official SAM Rule Book was published from the draft that came out of that 1971 meeting in Woody Woodman' basement.

The publication of the SAM 1973 -74 Official Rule Book included the new RIC assist rules as a special event under Section V of the old timer free flight rules.

Though these new R/C rules were largely patterned after the SAM free flight in the area of definitions, basic regulations and modifications, there were some marked differences ...each of which produced its full share of controversy:

1. Cabin and pylon were combined.
2. The antique class had the engine run determined by model weight and had no minimum wing size.
3. A minimum weight rule was established of 12 oz per .10 cubic inch engine displacement, departing from the free flight 8 oz/sq ft wing loading rule. This meant a .60-powered class C model had to weigh a minimum of 4.5 pounds, or a 3-pound model could have an engine no larger than .40 cu. in.
4. The biggest departures from the SAM free flight rules and tradition:
  - A: Oldtimer and Antique models could now be scaled up or down'
  - B: Cabin and Pylon models competed together within class.
5. The CD could combine events if there were not enough contestants.
6. Precision landing in a 75-foot circle was established, providing bonus points for the successful pilot.
7. All models had a maximum flight time of 10 minutes, with overtime deducted.
8. Engine run times were 20 seconds minimum, with the CD determining what times ignition vs. glow engines should receive.
9. Contestants made six flights, counting only their best three.

It was the intent of the rules' authors to test the R/C pilot's ability to fly like the hawks, searching out thermals and staying in them. Then the pilot was to bring the model back to a specific spot at a specific time. The free fliers had to sense thermals passing through and launch into them, hoping their model would stay in the updrafts for a max flight. So we see, R/C assist OT flying brought a whole new and exciting dimension to the Society of Antique Modelers.

The SAM '73 -'74 Official Rule Book established a straightforward, simple system to change or add to the rules structure. Section VI of the SAM free flight rules stated, "SAM shall be designated as a clearing house for all rule change proposals. The Society shall appoint a contest board member from each of its areas to review and submit proposals." However, the SAM Constitution and Bylaws that established those areas was not published as a part of the Official SAM Rule Book until 1978 as the areas, Eastern, Midwest, Rocky Mountain, and Western were not clearly defined as to which states they encompassed.

At that time, any member of SAM in good standing could submit a proposal to a contest board member to change, improve, or add to the existing free flight or special events rules (which R/C OT assist was at that time). Many proposals were received, and, with little screening, editing, or testing the proposals were published in SAM Speaks and voted upon by the membership. Granted, the proposals were "reviewed" by the area contest board member. Seldom, however, were they then surveyed to see if the proposal or proposals "fit" into the existing rules structure in such a manner as to flow together or make sense within the big picture of the rules. Thus one person, who might have been a good writer and articulate, but without much practical competition experience, could have written a proposal, sent it through channels, had it published and voted upon. Then it was inserted into the rules in patchwork quilt fashion, without order, organization, or logic. That is how our present rules structure began, both in free flight and R/C

No sooner had the '73 -'74 rules been published, when some weaknesses were discovered and some of the new R/C enthusiasts set about improving on a good thing. Though the R/C assist was still considered a "Special Event" under the SAM free flight rules, they were republished on January 24, 1975 as "a complete set of rules for radio controlled assist old timer models."

In 1975 the SAM "Old Timer Nationals" name was officially changed to the SAMChamps. This contest introduced both Texaco and .020 Replica as new radio controlled events. The fuel allocation of 1/4 oz per pound of model matched the free flight rule, but Texaco gave a maximum 1 3/4 oz of fuel, vs. 3/4 oz for free flight. It thus encouraged large models like the Boehle Giant.

The power differences between glow and ignition had become apparent. Thus, handicaps for engines as a part of the rules began to appear. In the antique event, the '73 -'74 time of 5 secs. /lb. for all models was increased in 1975 to 7 secs/lb. for glow and 10 secs/lb for ignition. No differentiation was made between antique ignition and converted glow-to-ignition engines. Remember, in those early years there were very few reproductions of antique engines, and MECA the Model Engine Collectors Association, was unknown to many of the new SAM members, especially those younger R/C modelers joining to fly in the newly formed SAM R/C assist events.

The '75 rules further handicapped the glow powered models by requiring that they have a 10 oz/sq ft wing loading, while ignition models kept the old free flight standard of 8 oz/sq ft. This wing loading rule superceded the old 12 oz for each .10 cu in weight rule and return the R/C assist pattern closer to OT free flight regulations.

Two interesting additions were made to the '75 rules: The builder of the model (BOM) rule was adopted from AMA, but, at the same time, proxy flying was allowed (crediting the builder in the results). It was also in the 1975 rules that flight attempts were first defined with the model leaving the ground, also engine overruns considered as 0 points for that attempt.

By 1975, it was discovered that too many modelers were damaging their planes in order to receive bonus points by landing in a 75-foot circle. It was dangerous to people, too! That rule was loosened up substantially when they said the CD would have the option to designate the area in which models would land. The CD could then choose a circle 100 feet in diameter or a field one-mile square. The intent was to keep it easier, safer, more low-key, and fun.

However, old ideas die hard. The overtime deduction after the 10-minute max flight time remained in the rules. The result was the same as the circle landing bonus: pilots dove their aircraft into the ground at the 10-minute cutoff to avoid time deductions.

At the 10th annual 1976 SAM Champs, held at Wright Patterson Field in Dayton, Ohio, R/C assist came into its own, with between 30 & 40 competitors, flying in 5 events. The final results showed that the modern glow or converted glow-to-ignition engines reigned supreme; with not one antique ignition engine appearing within the winners' circle of the first five places in each event.

Though scaling of models was allowed, for the most part, models flown were original in size. One notable exception was .40 size Gas Bird scaled from 48" class A by super competitor, Al Schwankert, to fit a minimum class C size for a hot K&B glow engine.

The state of the art in radios had not advanced to the stage where engine ignition noise was rejected totally. It took a lot of shielding and extra weight to keep glitches out of the radio control receivers. However, the larger Texaco event models could handle the weight. Because of the increased fuel burning efficiency of ignition engines, converted glow-to-ignition appeared in the first three places of the Texaco event.

One competitor was of particular note: Cliff Schaibel's phenomenal 37 minute engine run, which produced a 48 minute flight to win in Texaco. Because Cliff's engine utilized a no-drag magnetic pickup to produce the spark for the ignition, (instead of mechanical points common on antique engines of old), the question arose, "is this state-of-the-art development a part of SAM?"

This brings rise to an even bigger question: "Was it the intent of the original authors of the R/C OT assist rules to advance the state-of-the-art in old timers, or did they wish to consider modern technology and try to make handicaps as fair and even as possible so that all engines and models can compete fairly against each other?" Subsequent R/C assist rules change proposals and votes by the SAM membership answered the question: It was and is the intent of SAM not to improve the state-of-the-art. As the SAM Preamble says, "The intent of these rules is to categorize the basic type of vintage models and establish an equitable and simple framework of regulations for competition purposes."

This does not detract from the early pioneering efforts of Cliff Schaibel and Al Schwankert. They started a trend that continues today: experimentation to find a better or more efficient way to determine the best power plant and model size scaled to compete within the rules structure that exists at the time.

The 1976 SAM Champs was a bellwether for R/C assist old timers. The popularity of this "special" event surprised many in the free flight sector. To the R/C pioneers such as Champs CD Woody Woodman, it revealed some of the weaknesses in the R/C rules at that time. Over the next few years there was a lot of talk and many rules proposals.

After the successful 1976 SAM Champs a lot of ideas and rule changes had been suggested for improving the R/C events, but the official rules remained pretty much static until the flyer/advertisement for the 1977 Champs to be held in Las Vegas was published by Contest Director, Tom Bristol.

Having the prerogative of CD, Tom published a two-page set of rules derived from actual competition experience. These rules for R/C Assist varied in many respects from the '73-'74 rules, as amended in 1975. These "Flight Rules" for the 1977 SAM Champs became the basis for the changes that were incorporated into the new rulebook to be published in 1978.

Tom Bristol decreed that the special 1977 SAM Champs rules would have precedence in the following order:

1. Specific rules noted in SAM Champs instructions.
2. SAM R/C assist old timer rules dated Jan. 24, 1975.
3. Definitions and basic regulations published in SAM official rulebook dated 1973-74.

As an aside, the one major thing Tom missed was to decree cool weather for that Las Vegas flying site. It reached 126 degrees in the shade one day during the contest held June 28 -30, 1977!

Some of the highlights of Tom Bristol's Champs Flight Rules were as follows:

1. The first splitting of glow and ignition powered models into separate events; a program strongly urged for a long time by Woody Woodman, one of the founders of the R/C Assist old timer movement.
2. Each contestant got six attempts for three official flights --not six attempts, scoring the best three as in the '75 rules. Since a competitor could get in his official flights with just three attempts, this cut down substantially on the number of flights flown by all contestants and thus fewer frequency tie-ups.
3. The definition of an attempt was further embellished by the addition of a flight less than 40 seconds ...a definition that was not in the 1975 rules.
4. In the Antique class, the engine run times were redefined. The '75 rules had 7 secs/lb glow, and 10 secs/lb ignition. At the '77 Champs the rule was changed to 5 secs/lb glow, and 10 secs/lb ignition. A major change came when the CD required that the maximum weight of a model could be no more than 7 pounds...thus, the super-big model was ruled out in the Antique class.
5. The Texaco event was changed substantially. The fuel allotment was cut in half from 1/4 oz/lb to 1/8 oz/lb. And a maximum model weight of 7 pounds was established, versus a maximum fuel allotment of 1-3/4 oz, as allowed under the '75 rules. Also, the CD established a new definition of an attempt for Texaco: a flight of less than 4 minutes.
6. While .020 Replica was defined as a class under the '75 rules, there were no flight rules for the class. The CD provided a complete set of written rules for the event: the fuel allotment, max flight time, 50-foot circle landing requirement, and flight attempt definitions.

So you see, Tom Bristol, the Contest Director of the 1977 SAM Champs, essentially re-wrote the rulebook for R/C Assist. What would the eager R/C assist flyers do in the future? What rules would they use? Those published, or those used at the last '77 SAM Champs?

In 1978 there was a one-year cycle in which proposals had to be submitted by October of a calendar year, published and voted on before January 1st of the following year. The results of the votes had to be published and effective six months prior to the SAM Champs of that calendar year. With any member of the Society able to submit changes or proposals to the Flying Rules Committee each year, it is easy to see how confusion and controversy reigned for a fairly long period of time.

The SAM hierarchy realized there was a problem with the number of proposed changes being received. Artic VIII of the SAM Bylaws was passed in 1978 which established Flying Rules Coordinators, one for free flight and one for R/C, appointed by the President to oversee and coordinate proposals so that they could be voted on in timely fashion.

SAM has the responsibility to publish the official rulebook for the whole of the SAM organization, which includes the Preamble, Free Flight Rules, R/C Assist Rules, the Constitution and the By Laws.

In 1978 a revised Rule Book was published which made no changes in the Free Flight or Radio Control Regulations, but it did include the By-Laws, which had never before been published as a part of the Official Rule Book.

A rash of rules' proposals had been submitted during 1977. They were voted on within the December 31st deadline and were included as an addendum to the 1978 publication. Many were a result of what was perceived to be non old timer developments in models that competed in the '77 SAM Champs.

These were the sweeping changes in the 1978 Rule Book addendum:

1. Both glow and ignition now had a minimum 8 oz wing loading.
2. Both glow and converted ignition models must meet the 225 sq. in. wing area rule.
3. No pressurized fuel systems.
4. No rear rotary glow engines allowed.
5. No tuned pipes.
6. Max flights times reduced to five minutes, but overtime was still deducted.
7. The first real handicap for glow was established: 20 secs, glow and 40 secs engine run for ignition.
8. The three official flights out of six attempts rule was established; no more 3 best out of 6 attempts.
9. No timer verbal countdown for max flight, making the pilot judge for himself when the exact moment of touchdown should be to avoid time deductions.

The amendments to the By-Laws passed at the 1977 SAM Champs Business Meeting in Las Vegas established two permanent Flying and Rules Coordinators appointed by the SAM President, "One for Free Flight and one for Radio Control Regulations."

Articles VIII and IX of the By-Laws stated that the SAM Champs should be run in accordance with the published SAM rules and any deviation wherefrom had to be approved by the SAM Executive Committee and announced accordingly. Thus the rules deviations that appeared during the '77 Champs would be very difficult to accomplish by the CD in subsequent Champs.

In an apparent oversight, Article VIII stated that rules proposals had to be voted on by the membership, then published, but Article IX stated proposals were to be forwarded to the Flying Rules Committee for consideration. Their subsequent submission to the SAM Board of Directors could, "after proper consideration approve or disapprove any proposal referred by a committee." On one hand proposals could be approved by membership vote, and on the other the Board had approval power.

Confusion reigned; the 1975 rules were still in effect, the 1977 SAM Champs flew by a much improved set of rules, some of which were adopted by the late '77 changes. What were clubs to do in 1978?

On November 13, 1978, representatives from SAM Chapters 21, 30, and 27 attended a Regional SAM Chapters meeting at a convenient motel to discuss rule change proposals in Fairfield, California, half way between Sacramento and San Francisco.

Among the participants were John Pond, Bob Von Kinsky and Don Bekins, SAM 2; Nick Nicholau, Hal Cullens, SAM 30; Bill Hooks, Ed Woods, Ed Solenberger, SAM 27 and written input was received from SAM 49 in Los Angeles. From that meeting at which some 15 SAM members were present, came the basis for a number of proposals with justifications which were later submitted to Tom Acciavatti, SAM R/C Rules Coordinator, for publication and vote by the general membership.

There were 30 proposals from all over the US submitted to Acciavatti, who had a massive job coordinating, formatting, and publishing the many documents received prior to December 31, 1978. The SAM 21, 30, 27, 49 coalition submitted 16 of those proposals. Many of the proposals were clean up and organizational. However, there were some substantive improvements and some regressive. The following is a summary on the major items of importance and their respective votes:

	Yes	No
1. The 1/8 oz/lb fuel allotment for Texaco, with no maximum weight	112	20
2. Clarification of fuel definition for ignition engines,	130	6
3. Builder of the model rule deleted.	68	67
4. A clear definition of an ignition engine.	122	13
5. Added four cycle 60% rule.	115	9
6. Restriction on pressurized engines deleted.	85	51
7. Restriction on rear rotor engines deleted.	115	21
8. Re-institute 100' landing circle & bonus points.	74	56
9. Max flight time changed from 5 min to 7 min.	53	79
10. Max flight time Antique 10 min, delete overtime	99	31
11. New engine run times: glo 20; convt 30; ign, 40 secs.	121	11
12. Best three of four official flights, overruns = 0	63	65
13. New abort rule: pilot can declare an attempt.	89	41
14. Delete engine overrun = 0 score	97	35
15- Engine overrun considered attempt.	109	21
16. Delete verbal countdown rule.	117	17
17. Texaco, three attempts for two official flights.	118	17

This had been the most massive set of rule changes to date and there was a lot of politicking going on by various factions to get their favorites passed. But the real problem for the R/C assist enthusiasts was the apparent apathy of the SAM membership to the problem of establishing fair and workable rules. Looking back at the actual amount of voting members involved in the voting. SAM had approximately 1,500 members in 1977, but only 136 voted on these rules proposals. Meanwhile, all 1,500 grumbled about them.

For the most part these rules held up fairly well, but there were still weaknesses, particularly in the areas of clarity, organization, engine run handicaps and precision flying requirements.

The intent of the SAM Preamble was still being tested, as were the R/C rules still in a state of changing flux. Sam's intent is to insure the R/C group continues flying in the original old timer style: low pressure, find thermals and stay in them by use of radio control, fairness in handicaps and all other areas fitting within the SAM Preamble, yet serving the members needs as well. Hopefully over the forthcoming years all will be sorted out to encompass the old ways with rules that will provide ultimate satisfaction of all.

-End of Don Bekins Report-

*(Written in 1986!)*

## SAM's Movers and Shakers

By Gene Wallock & Charlie Reich

Updated July 2010

<b>Year</b>	<b>SAM President</b>	<b>SAM Speaks Editor</b>
1964	*Lee Freeman	
1965	*Lee Freeman	
1966	*Lee Freeman	
1967	*Bud McNorgan	
1968	*Bud McNorgan	
1969	*John Pond	<i>(Mimeographed newsletter by Gene Wallock)</i>
1970	*John Pond	<i>(Mimeographed newsletter by GeneWallock)</i>
1971	*Bill Ladner	Woody Bartelt...1 <sup>st</sup> SAM Speaks
7/1972	*Bill Ladner	*Jim Adams
72/1973	Woody Bartelt	Carl & Ann Nye
1974/75	Joe Beshar	Bob Elam
1976	Joe Beshar	*Jack Bolton
1977/78	Joe Beshar	Pete Vano
1979	*John Pond	Pete Vano
1980/81	*John Pond	*Jim Adams
1982/83	*Mike Granieri	*Jim Adams
1984/86	*Sal Taibi	*Jim Adams
1987/89	*Jim Adams	*Jim Adams
1990	*Jim Adams	Bill Darkon
1990	*Jim Adams	Bob Angel
1991/92	*Jim Adams	Don Bekins
1993	*Jim Adams	*Bill Kimbell
1994	Don Bekins	*Bill Kimbell
1995	Don Bekins	Bruce Augustus
1996/99	Bill Booth Sr.	Bruce Augustus
2000/04	Tom McCoy	Bruce Augustus
2005/08	Mike Myers	Bruce Augustus 1995 to Oct 2006 (11 yrs)



2008/10	Jim O'Reilly	Roland Friestad Nov 2006... SS # 192
		Roland Friestad
2010/	Ed Hamler	Roland Friestad

\* Deceased as of July 2010

# SAM Champs Year/Location

By Charlie Reich- updated December 15, 2010

1. 1967 Denver, Colorado  
1st SAM Old Timer Championship
2. 1968 Denver, Colorado
3. 1969 Burlington, Wisconsin  
Bong Field AFB
4. 1970 Taft, California  
1st MECA Collecto
5. 1971 Denver, Colorado
6. 1972 Burlington, Wisconsin
7. 1973 Taft, California
8. 1974 Lakehurst, New Jersey
9. 1975 Denver, Colorado ~  
Officially re-named SAMCHAMPS (one word)
10. 1976 Dayton, Ohio  
Wright Patterson AFB
11. 1977 Las Vegas, Nevada
12. 1978 Saddle Brook, New Jersey  
Coyle Air Attack base
13. 1979 Salt Lake City, Utah
14. 1980 Dayton, Ohio
15. 1981 Taft, California
16. 1982 Westover, Massachusetts
17. 1983 Taft, California
18. 1984 Burlington, Wisconsin
19. 1985 Madera, California
20. 1986 Westover, Massachusetts
21. 1987 Seguin, Texas
22. 1988 Lawrenceville, Illinois
23. 1989 Jean, Nevada
24. 1990 Westover, Massachusetts
25. 1991 Jean, Nevada
26. 1992 Lawrenceville, Illinois
27. 1993 Taft, California
28. 1994 Lawrenceville, Illinois
29. 1995 Colorado Springs, Co
30. 1996 Pensacola, Florida
31. 1997 Las Vegas, Nevada
32. 1998 Muncie, Indiana
33. 1999 Muskogee, Oklahoma
34. 2000 Pensacola, Florida
35. 2001 Henderson, Nevada
36. 2002 Muncie, Indiana
37. 2003 Claremore, Oklahoma
38. 2004 Muncie, Indiana
39. 2005 Henderson, Nevada
40. 2006 Muncie, Indiana
41. 2007 Henderson, Nevada
42. 2008 Muncie, Indiana
43. 2009 Henderson, Nevada
44. 2010 Muncie, Indiana
45. 2011 Henderson, Nevada
46. 2012 Muncie, Indiana

# *The History of SAM*

By Charlie Reich

Created August 2004 ~ Revised March 2013

## *Acknowledgements*

In late 2002 the SAM President, Tom McCoy, requested that I compile a biographical history of The Society of Antique Modelers (SAM). From that point on, the I became a we, as this document became a collection of first-person memories and articles from several different sources that had contributed their first-hand information about the early days of SAM's founding.

Jim Adams started writing the History of Sam and never found time for completion. He offered a copy of the article copy which comprised the first Chapter of this booklet. Jim's personal comments follow:

*"In 2001 when the current SAM president, Tom McCoy, asked me to write a history of SAM, I readily agreed to do so. Having been an officer in SAM for many years, I thought that this would be easy. Old Timer flying and SAM are only forty years old and I should have little trouble in recreating the very exciting history of the SAM organization. As many of you know, trying to remember the details of forty years of the most interesting years of your life can become a bit foggy for the best of us. This story covers the first and formative years of SAM. In my quest for good information and details of SAM's history, I ran across this story about the early days of SAM, written in 1979 by Ken Sykora, the editor of SAM Chapter Three's newsletter the "flightplug". This article tells the story of the first eighteen years of SAM so well that it has to be re-published "*

A belated thanks go to Ken Sykora for documenting the original history and to Jim Adams for providing a copy of this old document which fills our first chapter. Jim Adam's was SAM's President for eight years, from 1987 through 1993. Both of these gentlemen, Ken Sykora and Jim Adams, have now passed onto their final thermal.

Tim Dannels, editor of the Engine Collectors Journal, created a Model Museum and oldtimer flying club in 1963, before SAM was founded. He soon became friends with John Pond (SAM founder) and started printing John's "Gas N' Oil" articles in 1964 in the ECJ. Soon thereafter SAM was founded and Tim Dannels received the honorary SAM Chapter #1 designation from John Pond. Tim was kind enough to provide us with an excellent first-person story about his SAM Chapter #1 and a timeline of events that led to the founding of The Society of Antique Modelers and events that followed.

Bill Northrop, former editor of Model Builder magazine and provider of model plans caught wind of our efforts to compile a SAM history and dug into his archives for three 1966/67 Olde Tymer's articles written by John Pond for the now extinct Sig Air-Modeler newsletter. Within those articles John documented many facts and details about the founding and early days of SAM. Bill originally sent the Sig Air-Modeler copies to Mike Myers, SAM's Legal Council, for publication in their local club newsletter and Mike was kind enough to submit them for inclusion into this booklet.

Don Bekins became interested in old time R/C assist models from the onset in his local SAM 27 chapter. In 1986 Don decided to compile a history on the founding and startup of the R/C assist group within SAM. Don later became SAM President for the years 1994/95 and remains a fierce competitor at the SAM Champs and the world over.

And last, but not least, Gene Wallock, SAM Approved Designs Coordinator and SAM Librarian submitted a rare document giving us a timeline and listing of all the past SAM Presidents and Newsletter editors. Gene was an inaugural member of SAM, the first Western Vice-President, started the first SAM mimeographed newsletter, which preceded SAM Speaks, and co-started the first company to provide SAM era old-timer kits under the banner of P&W (Wallock) Models. Gene was recently appointed, once again, as a SAM Vice President for the Rocky Mountain area.

Our thanks go to the SAM members who were there when it all started and had the foresight to document the historical information contained within this booklet...

"The History of SAM"