

# Exhibits

**SAM 1**

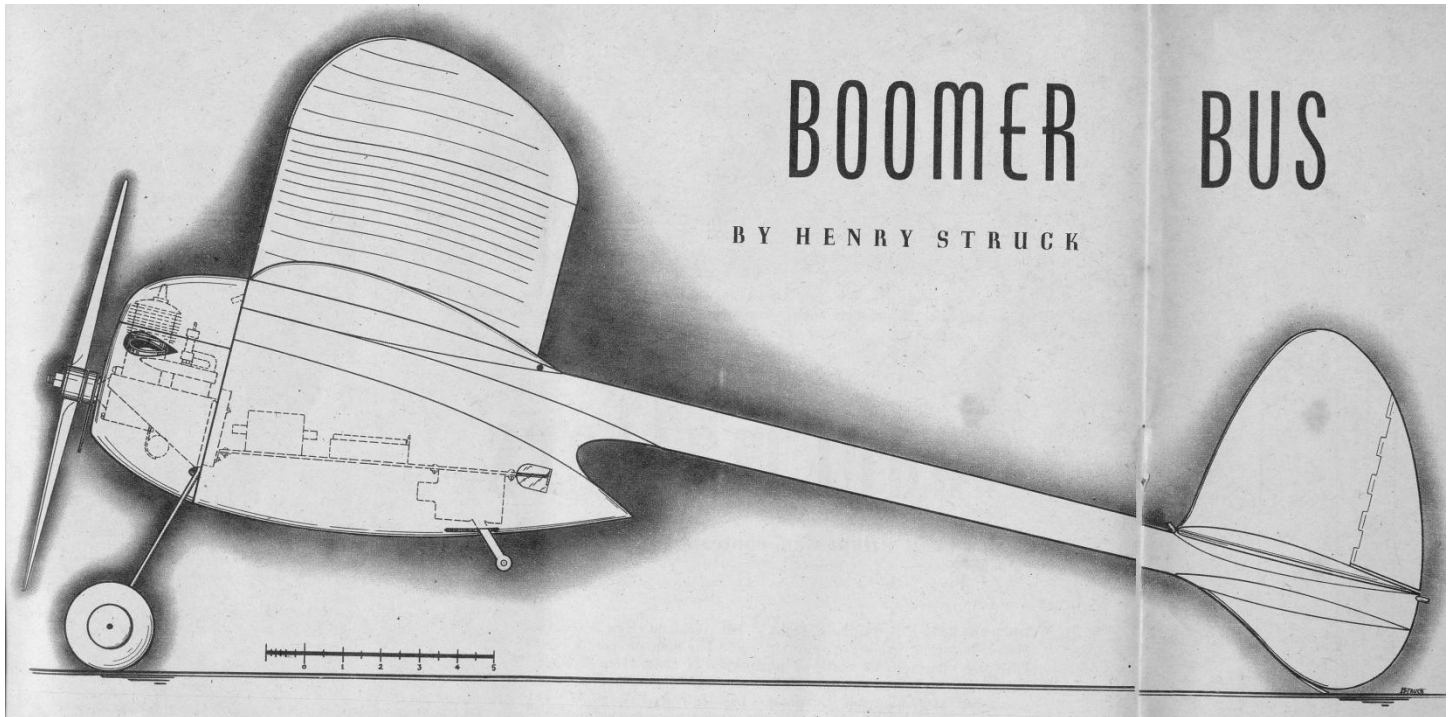
The Model Museum Flying Club

March 2011

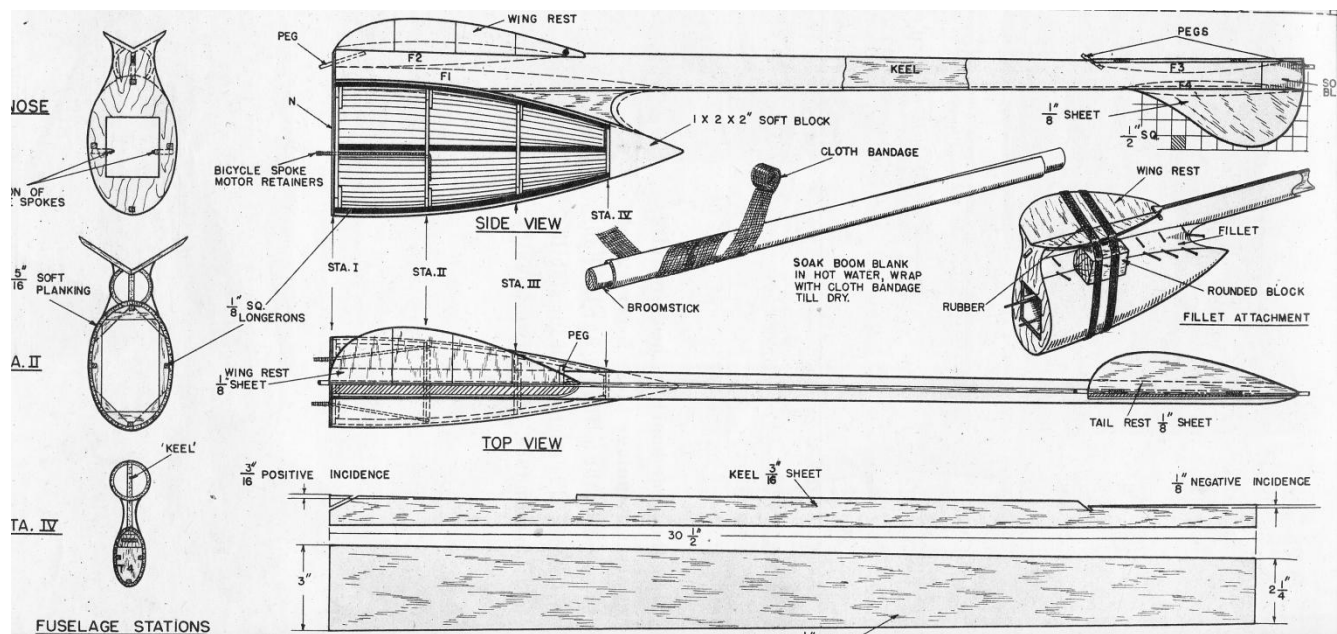
Club Meeting April 2nd, Runway Grill 12:30

Club Contest April 9th & 10th

The Thermic 72 I brought to the last meeting got Dick Sills and I talking about pod and boom designs. I mentioned the Boomer Bus and Dick knew of the design, but several people at the meeting didn't- so here it is, folks, the Boomer Bus!



Pictures and plans courtesy of February 1941 edition of Air Trails



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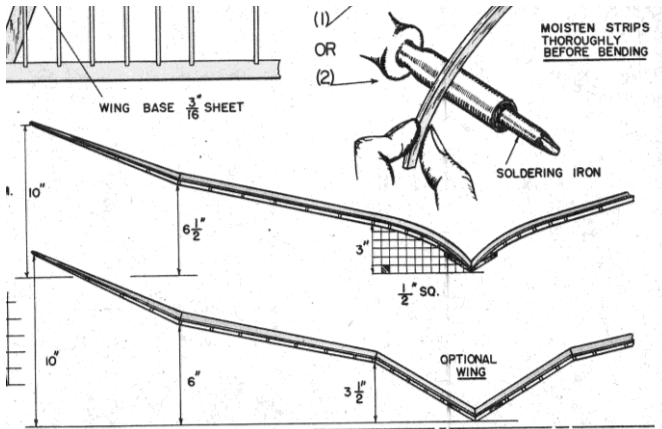
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The Boomer Bus plans call for a rolled tail boom- I have never had good luck with this because the wood always seems to split on me- maybe somebody out there knows the secret? It is interesting that a keel is inserted into the tail boom for added strength and help in setting the decalage.

The pod formers are built up using sides, tops and overlapping corner pieces- not sides and tops glued to a square interior frame like so many other designers have done. Then the framework is planked- oh, stop whining- at least it isn't a monster-sized ship like Winnie Davis' Big Gull!

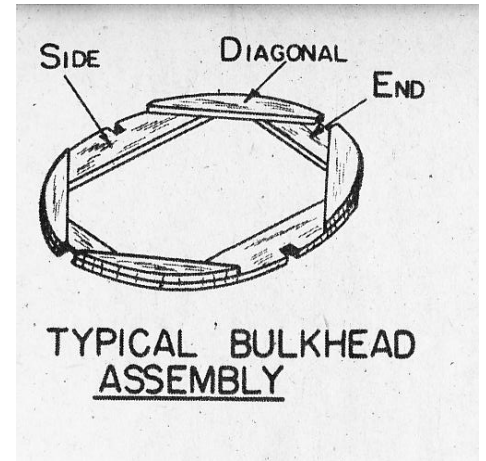


Notice the choice in style of dihedral given in the article plans- curved inboard section for the gull wing or a composite of flat sections. The flat section scheme isn't nearly as sexy as the curved section scheme, but it promises to be a lot easier to build.

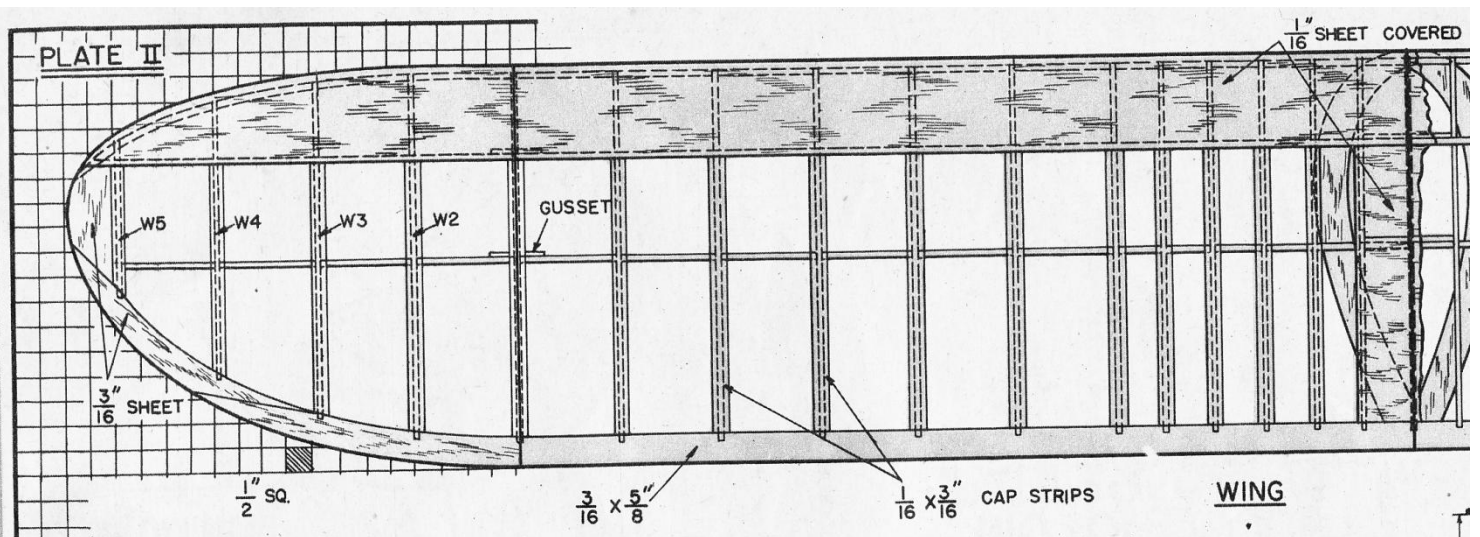
You can see the plans call for the time honored practice of soaking the spar and bending it over a heated soldering iron. If it takes two hands to hold and bend the wood, then who the heck

is holding the soldering iron? This is one of the cases where it may be easier to use pins in the plan to form the curve of the spar and then laminate four 1/6" x 1/8" strips against the pins using super glue. The curve is gentle enough that soaking the balsa wood wouldn't be necessary.

Another nice feature of this gull wing is the curved outline of the outboard sections are built flat- eliminating the need for compound curves in the outboard sections!



Plans and drawings courtesy of February 1941 edition of Air Trails





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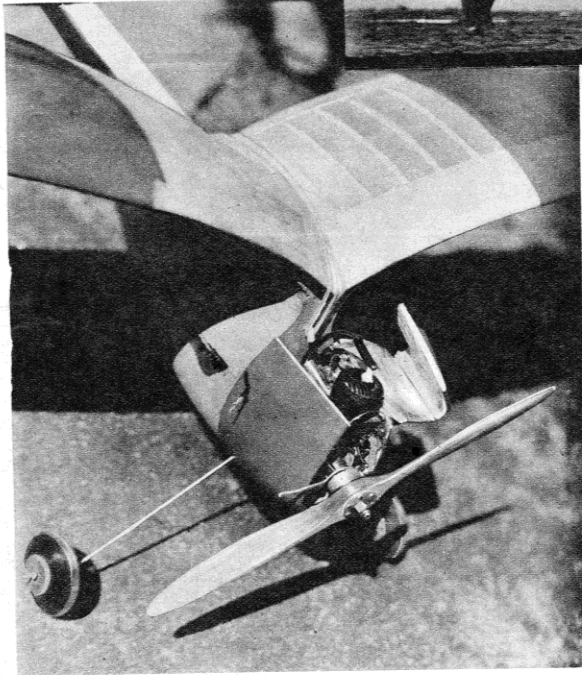
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Accessibility of motor and ignition are important on the contest field. Entire unit removes as shown on silhouette.

Below—The cowl has a hinged top. A Vee center section may be substituted for gull without loss in performance.



**ie New Ruler  
B gas model.  
Bowlus Baby  
d for stability  
two minutes.**

A great photograph from the article depicts the Boomer Bus gliding along and showing off the gull wing dihedral.

How many people build up a cowl and then hinge it like Hank did? What a master builder he was!

The Boomer Bus has 385 square inches of wing area and a span of roughly 53 inches in the plan view. Too large for 1/2A Texaco but a great Class A or B free flight ship.

This bird would be a perfect candidate for the "Miss Seldom Seen" competition.

I bought some plans from Al Heinrich which state they are scaled up- but they appear to be scaled up to the original size based on the Air Trails article. Heinrich's plans do not have all of the necessary information- you need the Air Trails article to get all of the fuselage cross sections and construction methods.

I haven't seen any kits offered for this one-of-a-kind airplane, so break out the tools and start scratch building one today!

The only other pod and boom gas job I'm aware of is Chuck Hollinger's Nomad- but it isn't nearly as pretty as this bird!

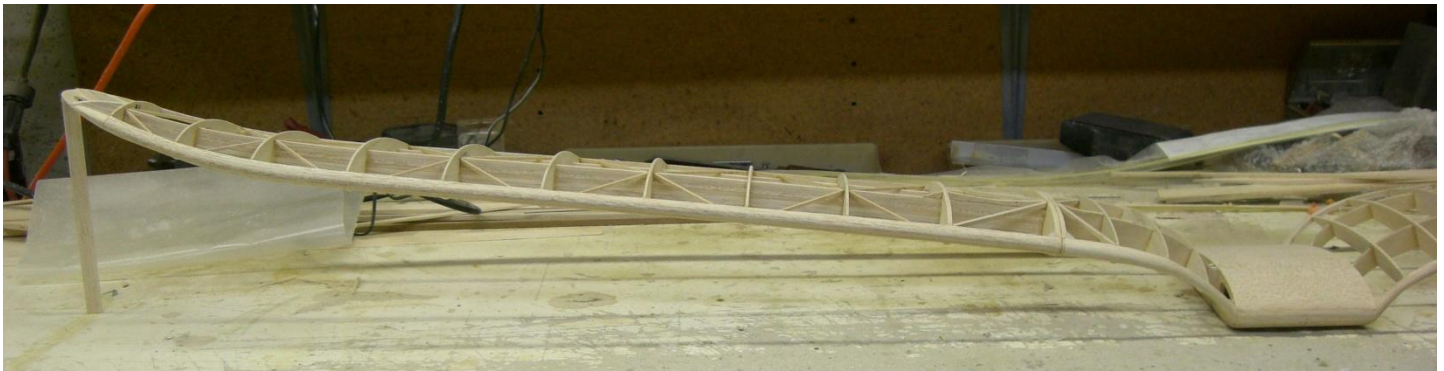
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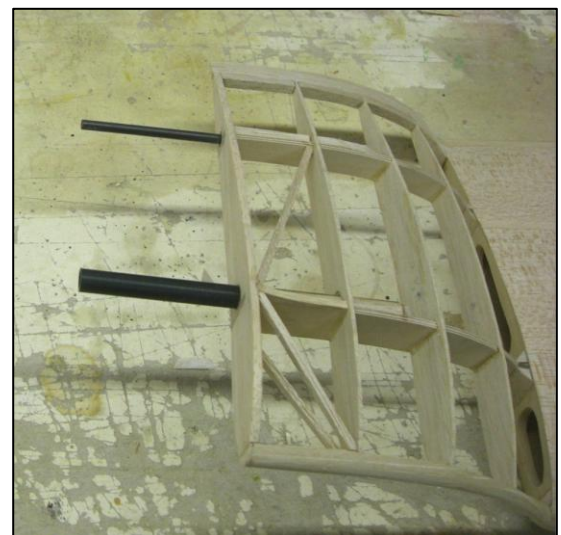
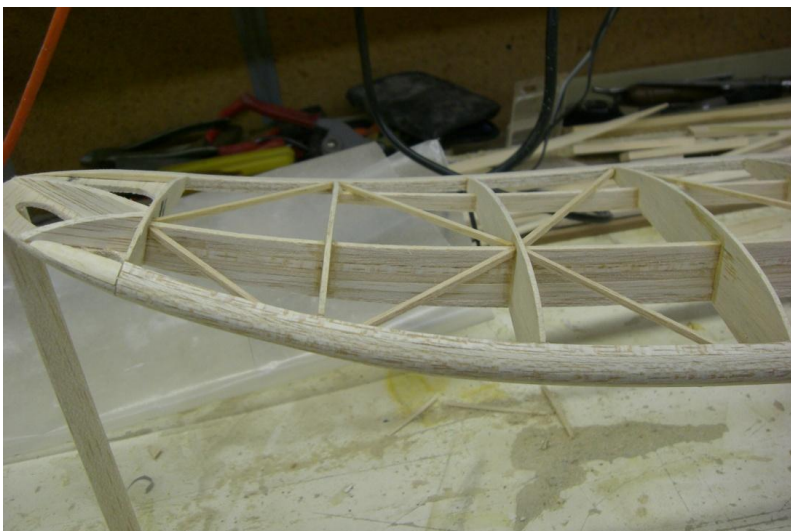


**Speaking of gull wings-** One of the sexiest gull wings is found on the Mystery Man. The photos show the wing and the curved building jig I created to build the outer wing panels. The inner section was built "in the air" and used pre-cut curved plywood spars. Leading edges and trailing edges are laminated to form the compound curves. Outer spars are also laminated for maximum strength and to form the curve. Harry Klarich provided the partial kit.

Using a curved wing jig helped keep things flat and warp-free. The Mystery Man has plug-in outer panels because the center section is glued and faired into the fuselage.



This photo shows the center section with the carbon fiber joiner tubes to hold the outer wing panel.





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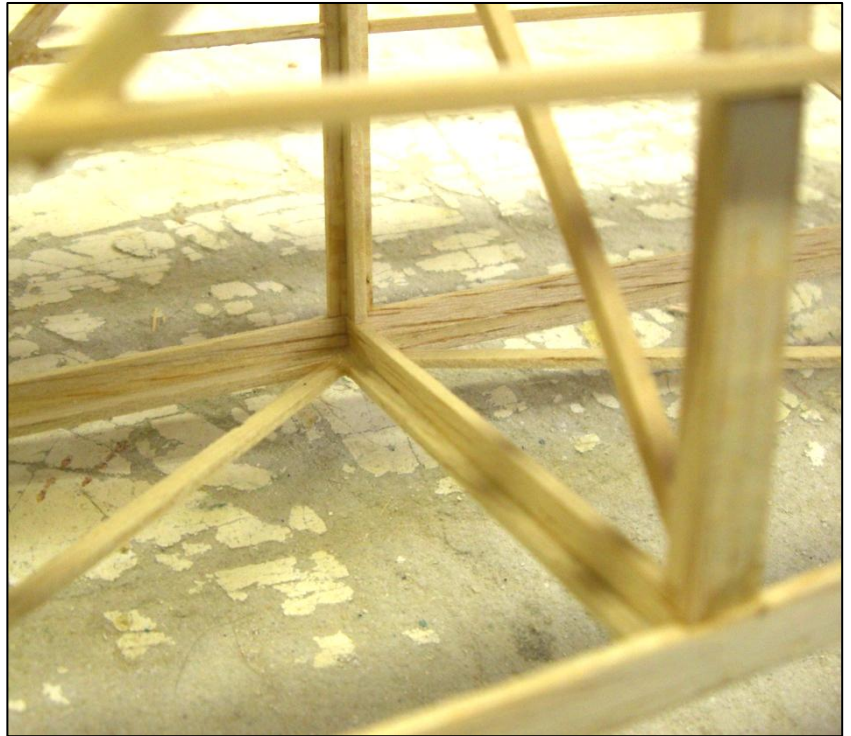
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The photo of the fuselage framing shows off some of the building tricks I have used to try and lighten up the frame without sacrificing too much strength. Notice the longerons are  $\frac{1}{4}$ " x  $\frac{3}{16}$ " and  $\frac{1}{4}$ " x  $\frac{1}{16}$ " "L" section instead of  $\frac{1}{4}$ " squares. The uprights and cross members are  $\frac{1}{4}$ " x  $\frac{1}{16}$ " with  $\frac{3}{16}$ " x  $\frac{1}{16}$ " "T" section.

Going with built up sections allows you to have curved longerons without building in a lot of stress from trying to curve a thick member to shape. Unless you want to try soaking the wood and using a soldering iron!

I didn't bother building the launching dolly for this bird- I figure a hand-launch is a good way to go. Here's a picture of the mono-wheel landing gear housing.

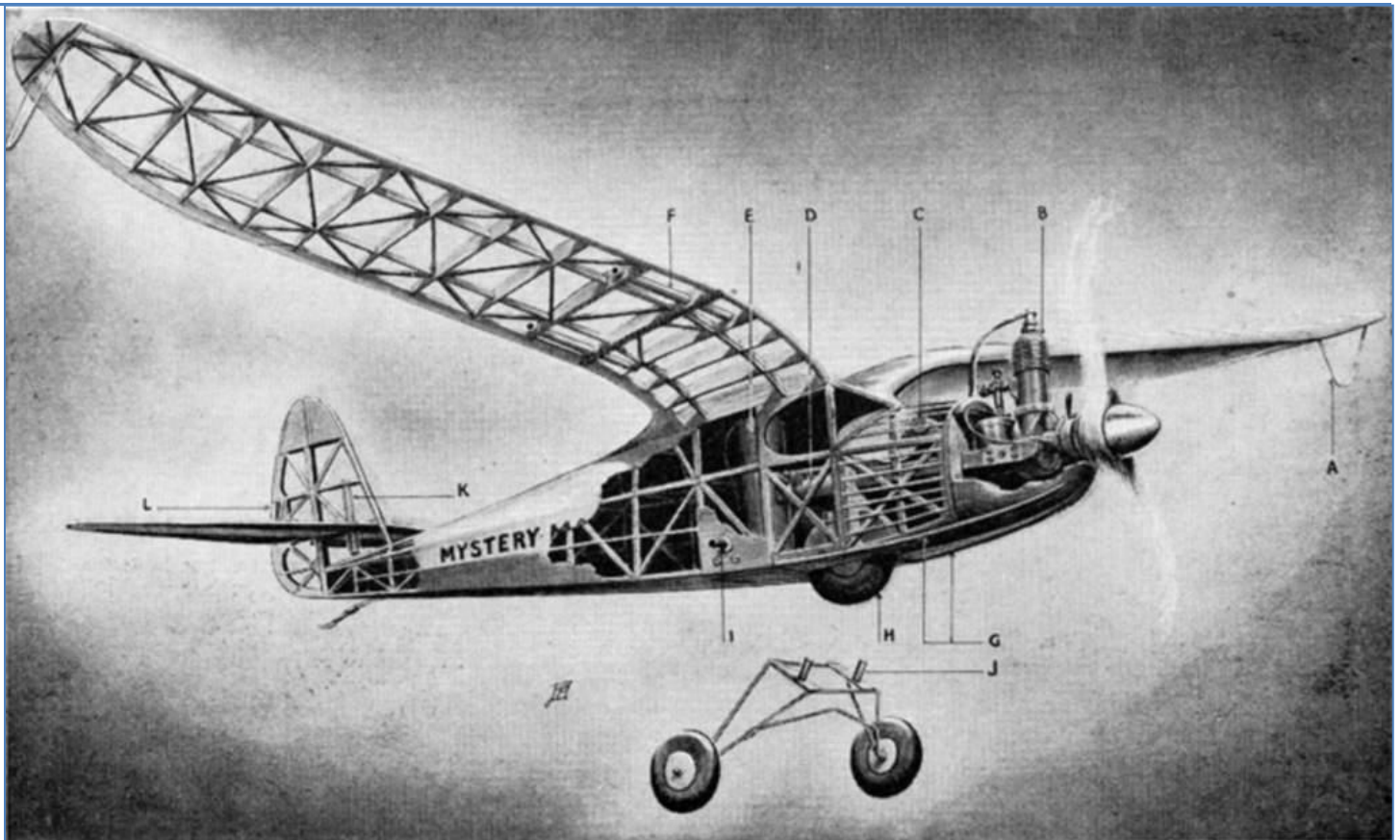


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A—wing skids; B—Brown engine; C—condenser; D—coil; E—battery tube; F—attachment for detachable wings; G—landing skids; H—monowheel; I—switch and booster plugs; J—take-off dolly; K—detachable fin; L—rudder tab.

Here's a nice cutaway drawing of the Mystery Man from Air Trails- note the graceful lines and the high-mounted horizontal stab- Weathers sure knew how to design a beautiful plane!

## **Bike Race Schedule for Quincy Road- courtesy of Al Yuhasz**

According to the latest information from Arapahoe County, bicycle races have been scheduled on Quincy Ave. on the following dates:

July 10

July 30

August 20

August 21

September 11

**Here's the web address for the weather station at the flying sight:**

<http://www.nrel.gov/midc/lrсс/display/> -thanks to Al and NREL

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## From the Pilot's Seat

It's that time of the year again! We look forward to new planes to trim out as nice warm calm flyable weather returns, the winter and building season wanes, and the flying time ratchets up.

That's good theory, at least, hopefully for all of you. In my case, I had hopeful expectations of completing at least three planes I have started for this flying season. None of which I have completed. I envy our editor as he seems to complete a plane every month or two and still have time to work. Time management you say, well maybe, but the older I get the busier I have become, with fewer accomplishments. Where has the winter gone?



I have also just received the latest "Sam Speaks" magazine. The article by the Rock Mountain District V.P. is interesting and follows the similar trend that we in SAM-1 are experiencing. SAM-1 is credited as a "Star Chapter" along with several other chapters, due to "meeting and flying on a regular basis". That is true as far as meetings are concerned; however, we now only have about four to six regular flyers and as we do fly monthly in the summer however, we also have only one contest each year. Last year we could not award the trophies, as we only had one or two fliers per category. This year we will have the Memorial Contest in combination with the 3-M club so maybe we can get at least 3 competitors per category and award the trophies once again.

In looking back at past rosters, we had about 80 members in 1985, 65 members in 2002, 45 members in 2008 and it looks like 19 members this year. This seems to be following the National trend.

Our hats are off to Dave Janson who for the last two meetings gave excellent presentations on the Ohlsson and Rice and the Ross model engine companies respectively. He also brought engine examples from his extensive engine collection. It was a hands on show and tell of fine engines and the background history of each. He has promised another presentation next club meeting. Thanks a bunch Dave.

The real question is how to save the movement of flying Old Timer and Vintage models. The preamble to the SAM rulebook states that the "vintage designs is intended to be casual, enjoyable and interesting for both the competitor and spectator alike". We do that at our monthly contests, so come out to our field and enjoy the flying.

Duane Hjerleid, President



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## **Another SAM 1 Member Passes-A sorta strange salutation in memory of Ralph**

**Vescera. By Bill Gieskieng**

First of all you must realize that Ralph was not a likeable guy. To paraphrase a comment from a universally likable guy, "Ralph sets a new speed record in alienating people." Now one might self-righteously say, "Bill, that is just being nasty, after all Ralph is not here to defend himself." Truth is, Ralph couldn't care less what people think/thought about him.

It seems that in every organization there is to be found one or two extremely negative personalities that put the rest of the crowd to the test in many ways; including their grasp of brotherly love. To accomplish this unpopular but vitally needed task Ralph's personality was the perfect catalyst. Since I was like iron filings to his magnet we naturally became 'friendly' but argumentative antagonists concerning any subject whatsoever. Our ongoing battle went on for years...honestly, I couldn't stand losing to this hyper-contender.

So sometimes I cheated.

Ralph and I argued over 1/2A design philosophy. I built a large, light-weight 'floater" while he came up with a more conservative design. He showed up with it in hand and challenged me to a test-glide contest which would consist of duration and glide ratio. We walked over to mound overseeing South High's baseball field. On the count of three we both launched...Ralph's ship looked okay but ordinary...meanwhile my ship zipped past his landing spot then floated a hundred feet further to land soft as a feather.. Raph couldn't speak; He looked desperate, trying to grasp the magnitude of his defeat. I got softhearted and confessed that I had used the auto-stab feature to pull it off. He quickly bounced back to his usual self..

HLG was Ralph's thing...I couldn't beat him so I came up with a folding wing... He went looking at the rules book; no help there, but for Old Timer catapult he did get the contest director to outlaw my special 6" nylon dowel with the rubber running down the hole drilled in the center. I've pouted ever since.

But Ralph was no dummy...when I lived out in Lakewood Roland and Ralph both showed up one evening. Somehow the usual arguments got around to Chess. Ralph challenged us. (Ha! this should be a lark, or so I thought ) Ralph lucked out and beat us one right after the other...Hmm..this was going to be tougher than I thought! I put the sandpaper down. Ralph foolishly offered us a handicap...no pawns or bishops for him....he removed his Queen from the board!

AAAGH! Once again he beat us both. (I can't speak for Roland, but I have never played chess since)

A few years later Ralph was telling me that my exercise routine was rotten, that it made my heart too small. He challenged me to a walking contest over on the South High School track. The next day he shows up...and so did a friend who had jogged 12 miles for lunch. The rules were, no running...just walking, but keeping the time for each lap under a maximum. We would go until someone dropped...the young lady wanted to get into the contest...so, moving ahead a couple of hours I had lapped Ralph once, the young lady lapped him twice; Ralph was having trouble, there was a pebble in his shoe. So he called it quit. But the argument on exercise went on... so we all retired



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to the 24 hour gym on Hamden Ave.

To really, really ruin Ralph's day, the young lady (5'4" 110 Lb ) could actually use more weight in the inclined press than he could... I had never seen him before or since looking so disheartened. He acted so meek and almost even instruct-able... But, of course, the next day he declared it all a mere fluke...He felt I had cheated in that I had taken a bottle along so I could pee without stopping- thus undoing his self-dehydration plan #9 from outer space.

There did come a time some years later when I had to eat crow....In some agony I wrote Ralph a letter confessing that on one heated and ongoing argument I had been dead wrong; that he was right, and I needed to apologize. He gallantly took my defeat in stride and didn't crow nor ever mention it again As for the once young lady...she didn't grow an inch higher, but her weight finally hit 340Lb.

There is one image of Ralph that sticks in my mind above all others...and oddly enough that is one I never saw with my eyes...Ralph told me about a contest held in New York using Jimmy Walker folding-wing "Interceptors" He described his buddy standing in the back of a pickup truck holding the dowel as high as he could as Ralph stretched the rubber to the max until the Interceptor's tail nearly touched the roadway. ZING!!!! like a homesick angel!!

So long, ol' thorn-in-my-backside! Have a good trip... See ya later!! 😊



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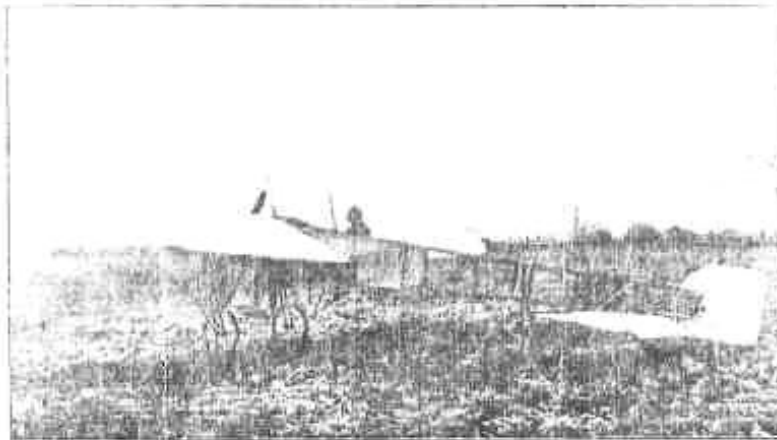
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Here's a real Old Timer for ya!

Ad courtesy of Jim Barkdull

## PRICE LIST of BLERIOT XI MONOPLANES

(GRASS CHANNEL TYPE)



Assembled machine, Less power plant; for 74-100 H. P. motor, **\$1,000**  
 Assembled machine, Less power plant; for 55-70 H. P. motor, **\$850**  
 Not assembled machine, Less power plant; but all parts shaped  
 and cut to size, accompanied with working drawings for assembling, **\$600**

### SPECIFICATIONS

FOR 74-100 H. P. MOTOR

SPREAD OF WINGS, 38 FEET 8 INCHES  
 LENGTH OVER ALL, 24 FEET 10 INCHES  
 CHORD MAIN PLANE, 8 FEET 8 INCHES  
 SUPPORTING SURFACE, ABOUT 160 SQUARE FEET  
 SEATING CAPACITY, 1 PERSON

FOR 55-70 H. P. MOTOR

SPREAD OF WINGS, 34 FEET  
 LENGTH OVER ALL, 22 FEET  
 CHORD MAIN PLANE, 7 FEET  
 SUPPORTING SURFACE, ABOUT 130 SQUARE FEET  
 SEATING CAPACITY, TWO PERSONS

EIGHTH REAR AND CONTROL, GENUINE BLERIOT  
 COVERING - RAID IMPERMEABLE CLOTH  
 PAINTING AND FITTINGS OF ALUMINUM AND STEEL

IMPORTED MUSIC WIRE AND REEPLING EXTRA  
 FLEXIBLE CABLE USED THROUGHOUT  
 SHELLEY SEAMLESS STEEL TIE ROD USED

ONLY HIGHEST QUALITY OF MATERIAL AND WORKMANSHIP USED THROUGHOUT

ALL ASSEMBLED MACHINES GUARANTEED TO FLY

### PRICES OF PARTS

Main engine, uncooled, unbraced, \$225; covered, \$270; Vertical rudder, assembled, unbraced, \$20; covered, \$22  
 Landing gear and steering gear, "A" \$50; "B" \$75; Fittings and Chassis Assembled \$100

Control, \$125. STEERING WHEEL, SEAT, FOOT YOKE, DEVICE OPERATING, WARPING OF MAIN  
 PLANE, ELEVATING PLANES AND VERTICAL RUDDER.

Landing Gear, \$200. 4 WHEELS, TIRES, CASTINGS, ETC. ALL BRAZED AND ASSEMBLED

Aluminum brace, operating elevating plane	\$9	Aluminum brackets, fitting together to fasten	each \$1
Aluminum brace, operating seat	\$11	Aluminum device, changing angle of incidence of wing	each \$10
Aluminum brace, connecting to fuselage (4)	\$2	Aluminum device, cutting edge, main plane, elevating gear	\$6
Aluminum brace, vertical rudder, pair	\$8	Aluminum brace, adjusting on spars, main plane, set 1/2"	\$1
Aluminum brace, elevating gear, pair	\$10	Turnbuckle size No. 1, set 20, 25, No. 2, set 30	\$1

ALL SPECIFICATIONS GUARANTEED

AMERICAN AEROPLANE SUPPLY HOUSE

1000 1/2 AVENUE S. W. P.O. BOX 100 111 1/2 - ARDEN VILL



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*The Model Museum Flying Club*

March 2011

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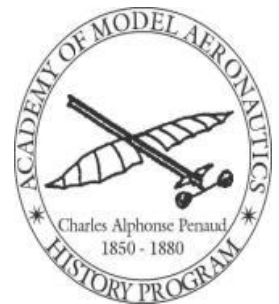


*The AMA History Program Presents:*

## **Biography of Wally Simmers**

**February 25, 1918 to 1999**

**AMA Number: 913**

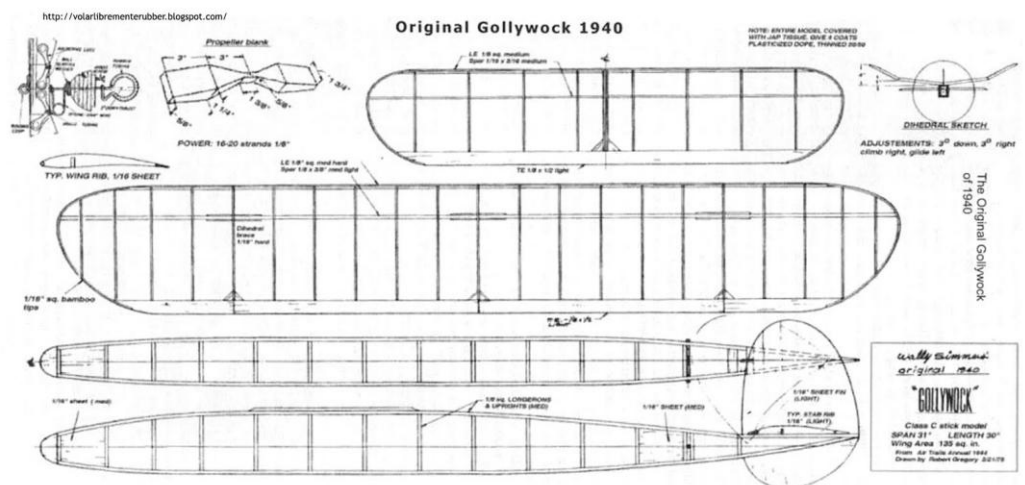


### **Career:**

- Twice the Chicago champion in the Junior Birdman program
- Held the senior and open indoor hand-launched glider national records
- Opened a hobby shop on the south side of Chicago that supplied quality balsa
- Produced indoor glider kits such as the Jabberwock and Gollywock, which were the first production kits to include folding propellers
- Organized Midwest Products, Midwest Supply and K&S Engineering

### **Honors:**

- 1980: National Free Flight Society Hall of Fame
- 1982: Model Aviation Hall of Fame
- 1992: Society of Antique Modelers Hall of Fame
- 1998: AMA Pioneer Award
- 1998: AMA Keeper of the Flame Award



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*The following was written by Otto Curth and published in the National Free Flight Society Journal.*

## **A Most Active Modeler of Yesteryear**

By Otto Curth

Twice Wally was the Chicago champion in the Junior Birdman program sponsored by Hearst Newspapers. As a result, he traveled to the East Coast and to Texas to compete in the finals. He also held the senior and open indoor hand-launched glider national records.

During his younger days of competition Wally was the mainstay of any contest in and around the Chicago area and surrounding states. He was always been a leader in the South Chicago area when it came to helping any new modelers join the fraternity. Wally always had an eye for what was needed in the modeling game. He learned early that if you cannot get what you really need, develop it yourself. Therefore, he did. First was the hobby shop in Chicago. This was the spot on the south side of Chicago to get quality balsa and other competition products.

As a result, he soon branched out and started to produce indoor gliders in kit form that truly were competitive. Who will ever forget the two famous Class C rubber models with the famous names of Jabberwock (cabin) and Gollywock (stick) he produced. These two kits contained good contest quality balsa and were the first production kits featuring folding propellers.

Wally was always looking to produce products that were needed by model builders. He was the organizer of Midwest Products, Midwest Supply, and K&S Engineering – all very notable as suppliers to the hobbyist. Wally remained active as a builder/competitor at least in indoor hand-launched gliders up through his final years.

*Louis G. Vargo wrote the following in 2008.*

## **Wally Simmers As I Knew Him**

By Louis G. Vargo

I first met Wally Simmers in 1940 when he was in his early twenties, but already somewhat of a living legend. He got this status by leaving, as a teenager, his family farm in New Lenox, Illinois for the big city Chicago, then becoming a nationally acclaimed model aircraft designer, builder and flyer, then founding a going business (Midwest Model Supply), and generally developing the skills that would serve him for the rest of his full life.

By 1940, his two outdoor rubber-powered models, the Jabberwock and Gollywock, were being kitted by Midwest and were seen at every contest of note. I had bought a Gollywock kit in the spring of 1940 and with it went on to win a first place in Junior Mulvihill Stick at the AMA National Contest held in July. Wally did, of course, value the publicity the win gave his product, and, as I saw more and more of him when I went to get supplies -- I had progressed to a scratch builder-- he got to know me also. Bob DeBatty, another teenager like me, was the part-time saw man for Midwest, and my knowing Bob cemented our



Midwest's Founders, Frank Garcher  
(Left)  
& Wally Simmers (Right)



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relationship. Soon, probably in early 1941, Wally asked me if I wanted to work at Midwest after school. I jumped at the chance and began my days as an employee, assembling kits, filling glue and dope bottles (1/2 oz. in those days), cutting balsa wheels on a drill press, packing orders for mailing, and many other tasks that have left my memory.



Photo courtesy of Craig Limber

Let me describe the physical side of Midwest Model Supply at this time, and, in so doing, also sketch a bit of Wally Simmers the person. The company was in a row of wooden storefronts on South 69th St. in Chicago. The buildings dated back to about 1880 so that they were past their prime years. Little maintenance was done especially during the years of the Depression, which was just ending in 1940. At Midwest, there was a front retail area with the usual glass cases. Behind this area on one side was what I will now call the "living area." At the time, this space (about 8 feet x 12 feet) was too different from my middle-class home to comprehend fully. There was at most a 40-watt bulb hanging

from a cord to the ceiling. This light showed piles of clothes and bedding under which there were two beds. An electric

hot plate with food around it could be seen. The look was one of great disorder and uncleanness. This is where Wally and his friend, Raoul Hoffman, lived. Mr. Hoffman was a German expatriate with some engineering credentials who "minded the store" during retail hours. Mr. Hoffman is also to be noted as the man who had the title of Technical Director for the 1940 and 1941 AMA National contests. As such, he planned and supervised the "processing" of thousands of models for wing area, weight, and cross-sectional requirements. He had the full help of a Chicago Park District staff under Frank Nekimken.

Neatness and cleanliness were not of much concern to Wally -- he always looked rather disheveled in his clothes. What drove Wally at this stage in his life was the spirit of entrepreneurship. He wanted to make his business grow. By 1941, Wally decided that the Jabberwock and Gollywock needed upgrading. First, the Dynamoe was the Jabberwock successor. It never caught on well in sales. Many regarded its retracting gear as a gimmick; many found trouble with the Rise-off-ground (ROG) demand. Many others, however, did like the replacement of the bamboo wing tips with balsa. Second, the "New Gollywock" replaced the old.

Wally asked my father who was a skilled draftsman to draw it up, and the result was the now-extant plan that carries my father's name in the title block. It was the Dynamoe wing, stabilizer, and rudder, which were transferred to the old Gollywock fuselage. These two Gollywock designs mentioned here are the only ones falling under the SAM Old Timer rules deadline of 1 January 1943.

Wally was a good boss. One incident occurred which shows his concern for his employees. I came into the back shop of Midwest one day after school and saw a large shipment of kits and supplies in an obviously damaged condition. I had filled the order a week or so earlier and mailed it, but it was not wrapped well enough and was sent back as "delivery

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rejected." We used corrugated cardboard to wrap orders for shipment (no cartons) and had only the old-style water-activated tape to hold things together. Anyway, it was my fault and I felt terrible about it. Wally never chewed me out; he just said to repack and resend. Since the order was bulky and beyond my ability to do a good job, I think I got DeBatty to wrap it -- he was stronger and a better shipper than I.

A word about pay at Midwest: I received 15 cents/hour cash and 15 cents/hour credit toward store merchandise. On December 15, 1941, I reached the \$16.50 mark in credit and brought home my new O&R 23, which is on my mantel today.

Wally was not building or flying much on his own during 1941. He spent most of his days securing orders from wholesalers and other business matters. We (DeBatty, my brother, and I) persuaded him to join us in the "Miss Production" project for the Illinois State Championships, but he seemed spent from years of competition. Remember that in the 1930s he held both indoor HLG records and indoor "B" stick. His exertions in outdoor rubber events need no recounting.

Wally had a girlfriend at this time named Aggie. She was always kind to us teenagers, but I can recall not showing her respect because of her appearance. She was disheveled like Wally. I am sorry for that Aggie. Wally kept his personal life to himself and he never tried to corrupt us kids with adult talk. He was quite honorable in matters such as this.

The Pearl Harbor attack and the US entry into World War II changed the scene at Midwest Model. Wally was of prime military draft age, he was unmarried, and his job did not exempt him from the draft. His mission for the remainder of the war was to remain a civilian, and, short of that, a noncombatant. He got an initial deferment because he was the sole support of his mother back on the farm. When that expired, he contrived to get a job as an essential war worker. From what I can remember of his telling me about this story at the AMA Pioneers' meeting in Muncie in 1998, the job involved inspecting some important wartime device. When this job ended, the US Army finally had its chance with him. Wally managed to retain his noncombatant status, and an Air Trails magazine of September 1946 shows him in uniform ready to cause his sergeant to seek an early medical discharge for himself.

However, I have extended this account to the end of the war in 1945 without further remarks about 1942. This was my last year in high school; my parents had given my brother and me sets of golf clubs, and could now join Wally in his favorite sport: golf. Even DeBatty caught the bug. We would be working at the shop and suddenly Wally would yell out, "Let's go play golf!" And off we would go to the Walnut Hills course picking up our clubs along the way. Wally was surely uninhibited and free-spirited. His favorite song was Rose of San Antone. He would break out singing it at any time and make us feel cheerful.



Wally Simmers with a Towline at the 1948 Nats



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I rode back home from the St. Louis contest in the summer of 1942 with Wally and his friend Chuck. Wally had a reputation (well deserved) as a believer in the winding rule, "Wind until it breaks, then back off a few." Very few would hold for him. These were pre-stooge days. Chuck, a non-modeler, would hold for him and was regarded as a savior. Back to the non-stop St. Louis to Chicago trip: Wally owned a 1936 Ford business coupe. The qualifier "business" meant there was no rumble seat. We were jammed in the car and Wally lived up to another of his traits of reputation. He drove fast in a seemingly careless way, so that every 50 miles or so would see at least some minor near misses. These events would be followed by Wally's baritone voice:

"Deep within my heart lies a melody

A song of old San Antone..... "

Such was life with the owner of Midwest Model Supply! I went into the Navy in February 1943 ten days after I graduated from high school and thus ended my direct contact with Wally Simmers until, as I mentioned before, we had several chats at Muncie in 1998. Wally was killed the next year in a car crash.

*The AMA History Program was developed to preserve the history of model aviation. We share the stories of people like you who contribute to the history and future of model aviation. You do not need to be a famous modeler to participate. We want the stories of all modelers in order to document the real history of aeromodeling. You can help us do this by sending in your biography and encouraging other modelers to do the same. See the AMA History Program website at <http://www.modelaircraft.org/museum/history.aspx> for writing guides, biographies of other modelers, and more. –AMA History Program*

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