

Exhibits

SAM 1

The Model Museum Flying Club

May 2011

Club Meeting June 4th, Runway Grill 12:30

Club Contest June 11th & 12th



The man himself- Tim Dannels
Photo courtesy of MECA

The Society of Antique Modelers (SAM) and the Model Museum Flying Club (MMFC) both have their origins in Denver, Colorado. As does the Model Engine Collectors Association (MECA). There is just one person connected to all three organizations and that is one of our elite Life Members, Tim Dannels.

Round about 1960, Tim was rummaging through his collection of old plans and rediscovered Joe Knoffe's Buzzard Bombshell. He built the plane, added a Dennyrite .57 ignition motor and here's the results in his own words:

"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 it 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!

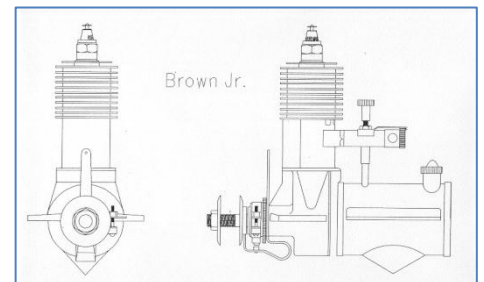


Picture courtesy of Laser Design Services

Of course the sound of a Dennyrite and the smell of the exhaust from the white gas and oil also began to get some attention. I wasn't the first one at the field to see an ignition engine fly a cabin model, some of the old timers were interested, too. "

So the Buzzard stirred up some interest with the local flyers; a lot of whom had fond memories from the early days of flying. Pretty soon Tim's place became a veritable hotbed for "old timers" as more builders and flyers from the local region started meeting there in 1960 and 1961 with a common passion for old time airplanes.

The fellas started calling Tim's garage workshop "the Model Museum" because of all the old time airplanes there- and the name stuck. Somewhere along the line a decision was made that the only the kind of airplanes to be considered as an old timer was one where the plans showed real engines; ones with coils and spark plugs, not them new-fangled glow engines!



Drawing courtesy of RJL Engines

As with all gatherings of men, both young and old, the desire to have some competition grew- just to find out which design was the best, of course. In order to hold a contest, you need

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to have a club. So the Model Museum Flying Club was born in 1962- and the first "old timer" airplane contest in Denver was held that year. In 1963, a hotshoe flyer named Art Hillis showed up with a Scientific Mercury for the Old Timer contest, but that's another story.

So fellas, there it is, the birth of the Model Museum Flying Club and the beginning of the SAM movement here in Denver. Check back with us in the next issue to find out how SAM got started from all this hullabaloo.

Written by Mike Fields based on Tim Dannels work "Model Museum Flying Club"

The Model Museum Flying Club adds another Life Member

Jack Warkins was proposed for the status of Life Membership and was accepted by the membership of the club at the June meeting. During the sixties, Jack was a member of the Aurora Prop Busters when the MMFC was sharing the East Colfax flying site with them. Jack joined the MMFC somewhere about 1980 and has held the office of President or Vice President numerous times over the past thirty-plus years. Jack was instrumental in helping to set up the SAM Champs held in La Junta, Colorado. Health issues have slowed Jack down a bit, but he has continued to be a solid supporter of the club, still participating in every contest and club event. Congratulations, Jack!



Duane Hjerleid presents Jack Warkins with the Life Member certificate. Fields photo

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From the Pilot's Seat

SAM-1 sure has had a time with the flying season so far this year. It seems the weather has just not cooperated very well. This past weekend was the postponed weekend to fly since many of us were together for Janson's funeral on the 11th.

Carol and I went out to the field on Saturday the 18, however we were the only one to show up. Actually the wind was down in midmorning.

Wondering if I could still pick a thermal, I readied my last Catapult glider, and I did pick a thermal. The glider flew out-of-site north-east over the factory on Quincy so we went home. As we were leaving Jim Barkdull came to test an R.C. plane. I understand that when he was leaving, Jack also came out but he turned around and left.



I found a couple of gliders at home that I patched up and headed out again on Sunday. Rich and Kathy were at the field so Rich and I had a glider contest. Thanks to my OOS flight on Saturday, I won 1st and Rich won 2nd. I am attaching a picture taken by Kathy of our glider mass launch. We left just after lunch as it started to rain and we declared the contest over.

We have paid the field lease and thanks to prorating the costs with the MMM club, SAM-1 is solvent and doing well. Come to our next meeting on August 6th and find out the details.

Our next fun fly is July 9 and 10 which coincides with the MMM 14 round contest which starts on Friday 8th and ends on the 10th. Be sure you don't miss this one as the flying activity should be intense. Then on August 13th and 14th, we will have the SAM-1 Memorial contest and the travelling trophies will be awarded.

They are the Half-A Texaco, the Wally Simmers, and the All around Groshieder trophy. Last year none of the trophies were awarded for the lack of 3 contestants in each of the categories. We hope for a better turnout this year. COME AND FLY.

Duane Hjerleid, President

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June Meeting Minutes

Sam 1 Business Meeting for June, 2100

- Treasury balance read and approved by the 10 members present.

- The club voted to install Jack Warkins as a life member, and a plaque was provided by Mike Fields.

- May contest was blown out.
- June 11-12th contest rescheduled to June 18-19th.
- July 9-10th contest reminder
- August 13-14th is the Sam Memorial contest. Trophies will be awarded.
Mike Fields is RC CD, Duane Hjerleid is FF CD

- Jerry Jones reported that Sam 1 members that are not Mecca members will receive discount rate at Mecca Expo XIII convention. The Double Tree Hotel will be offering discount rates for those attending convention.

- Show & Tell
 - Jim Barkdull auctioned off Sparky rubber powered model.
 - Terry Edwards showed a full size Simplex, powered by a Dennyrite engine and covered with Silray material.

- White Elephant
 - Bill Lovins won an original "Zero" free flight Kit.

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Respected SAM 1 and MECA Member Passes-Dave Janson hooks a ride on the heavenly thermal.

Most of you know David as an avid modeler and engine collector. He could always be counted on for an off-color joke or dry comment whispered in your ear, usually in the middle of a meeting. The verbal sparring matches that he and Dave Ramsey held during club meetings were things of legend. I can still remember him leaning over and starting a conversation in that dry, raspy voice with "Now Mike, you know that..."

David knew his time on this earth was limited and a few months ago he distributed a couple of thousands of dollars' worth of collectable engines to the members of the club. He displayed an unbridled act of generosity which none of us will soon forget.

David was a personal friend of the family. He and my mother both worked for Boulder Valley School District for over thirty years. Twenty five of those years my mother ran a high-risk student program for the District and this program meant that she and David worked very closely together. This tribute is from my mother, Beverly Fields:

Unfortunately, I was not at his service to speak of this man but.....

He was one of Boulder Valley School District's most valued men. He and his secretary produced work for the district which now requires multiple personnel to fulfill the same tasks. The two of them compiled the scores for the tests used at that time, did the drop-out rates for each high school, and made sure that kids got to school. His old VW would pull up at a child's house, and he would say to the kid in bed, "Okay, put on your clothes, we are going to school." And the kid would go...

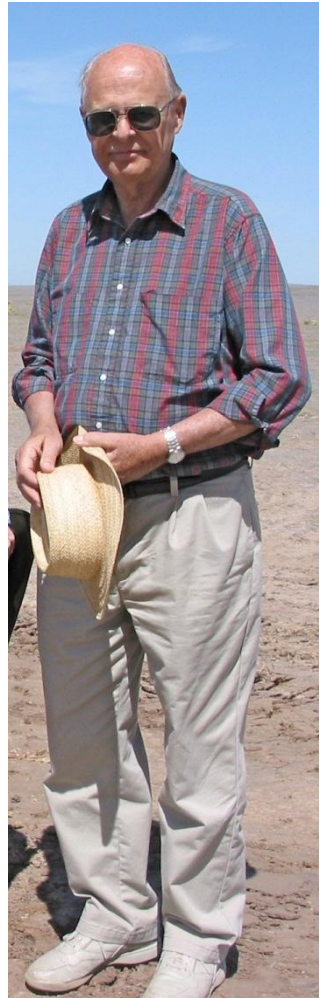
As a teacher for "high risk" students at the high school level, David and I were in frequent contact- at least several times a week. Our primary concern was the student. He did the house calls and I did the assessing of the student's needs. We worked hand in glove.

It was so wonderful for me to find someone else whose primary concerns were for each individual student. He had to attend principals' meetings in the afternoons and board meetings which often ran until after midnight. He was always trying to catch a catnap during these meetings; it made me discontinue my doctoral program for I realized I wanted to be with the students and not in meetings. But, somehow, he was able to accomplish both. Both ends of his candle must have been mightily burned, which I am sure could have not been done without the support of his beloved family.

The tension over a high risk child was always alleviated with, "Do you have time to hear a joke?"

David Janson, you are sorely missed by so many.

Beverly Fields



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AMA History Program

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The AMA History Program Presents:

R. SAL TAIBI

Modeler since 1933

Birth Date: April 5, 1920

AMA Number: 3255



Career:

- In September 1938, he designed the Powerhouse
- In April 1939, set a national record with a Bay Ridge Diamond Demon with an Ohlsson 23
- Met Joe Raspante in 1937; in 1939, designed a 12-foot Radio Control model for him
- In 1940, the Powerhouse model won contests and the plans were published in Model Airplane News
- Designed the Brooklyn Dodger in 1941
- Went to work for the N.A.C.A at Langley Field, Virginia in 1941
- Won a first at the National Model Airplane Championships at Chicago, Illinois in 1941
- In 1958 designed another model called The Starduster
- Has been flying Old-Timer and modern Free Flight since retiring in June 1970
- Served as president of the Society of Antique Modelers (SAM) in the mid-1980s for four years and as secretary/treasurer for two years
- Attended every National Championship (Nats) from 1939 to 1994, except in 1946 when he was still in Germany
- Attended every SAM Champs since 1966
- A member of AMA since 1936

Honors:

- 1974: Model Aviation Hall of Fame
- 1975: AMA Fellow
- 1978: National Free Flight Society Hall of Fame
- 1989: SAM Hall of Fame

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Lifetime Membership in the following organizations:

- AMA
- SAM
- The Fresno Club
- The Scamps club
- The Thermal Thumbers Club



[The Brooklyn Dodger](#)

Photo Courtesy of 1942 Air Trails

As a teenager:

In 1934, I met Louis Cannava who was in the same class that I was. Louis was to have quite an influence in my life. Not directly, but through the manner of introducing me to the hobby of building model airplanes.

Louis and I were inseparable chums. We walked to school together, played after school, and generally enjoyed each other's company, as young boys will. Louis was a model builder, while I had no interest in it. I would just watch.

One day, Louis' mother sat on one of his models. I guess at that point, Louis had it. He offered me what was left the model and kit. I said yes, and Louis gave me everything – the kit, glue, pins and a small work board. It was that simple, I was a model builder.

I got so interested in model building that I spent less and less time with Louis and lost even more interest in my schooling. My all-consuming interest seemed to be in building models.

This eventually led to dropping out of school. I had an argument with my civics teacher, and that was my last day at school. I was motivated with building models and not toward schooling. My parents were not hard to convince. They needed the money.

So I left school and got my first job in the fur industry. I worked downtown in the manufacturing district in New York. I worked eight hours a day for six days a week and was paid \$12 a week. I don't remember how much money my parents gave me, but I had enough for model building, so I was content.

In 1938, I met another model builder named Leon Shulman. Leon was a good influence on me as he believed in competition, and flew in local contests. So I was off to making a name for myself in the field of model aeronautics.

Leon had introduced me to the Tambe Club. I belonged to it for a while until people like Leon, Scotty Murray, Mickey Beitchman, Pinky Fruchtman, Carl Cecil, Maurice Shoenbrun, and I broke away from Tambe in 1936 and formed the Brooklyn Skyscrapers Club.

We went to all the meets in New Jersey and Pennsylvania. I went for two years and did not win even a measly 10th place. In September 1938, I designed the Powerhouse. I won my first prize – first place in cabin. Then in April 1939, I set a national record with a Bay Ridge Diamond Demon with an Ohlsson 23. I won first place at Lake Hopatchong in September 1939, setting a class C Rise-off-Water (R.O.W.) record at that meet.

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I met Joe Raspante sometime in 1937. He was flying a Buccaneer standard and was just finishing Snow White. We flew together in all the New Jersey and Pennsylvania meets. Sometime in 1939, I designed a 12-foot Radio Control model for Joe. It really looked like an enlarged Buccaneer. We would go out to Hicksville to fly it. It weighed in at 17 pounds, ready to fly and had an O.K. Twin in the nose. This airplane was so heavy that the O.K. Twin would just barely fly it. I would get the engine running, pick it up, run as fast as I could run and throw it.

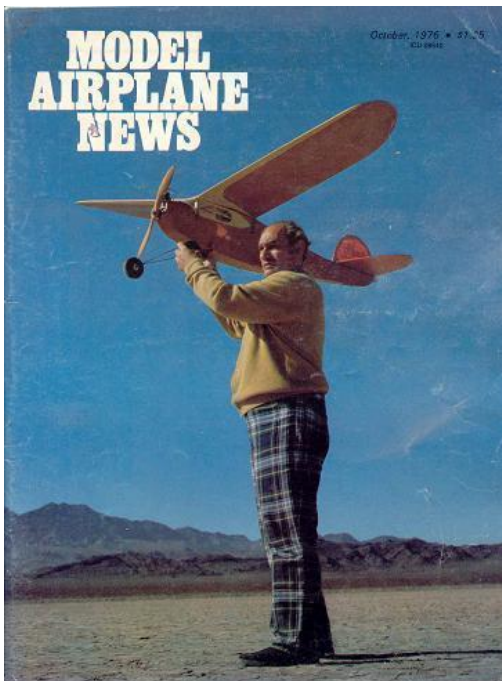
It would settle down to about two or three feet off the ground and then start a very slow climb. Joe would kill the engine at about 200 feet and gently fly it back to earth.

We flew it in the 1939 and 1940 Nationals (Nats), always second to the Good boys. They were the first ones to complete the ½-mile upwind and return. It only took about four or five minutes,

but seemed like an hour – what a struggle.

Joe went to work for Sperry Gyroscope and a was so involved with the Bombsight work that he missed the 1941 Nats. In September of 1941, I went to work at N.A.C.A., and did not see Joe again until about 1948 or 1949. I visited with him at his home on Long Island.

In 1941, I designed the Brooklyn Dodger for H&F Models in Brooklyn. I ran the Berkeley Models saw room (cutting balsa) from 1938 to 1941 when I went to work for the N.A.C.A at Langley Field, Virginia.



The Powerhouse model won quite a few contests for me and early in 1940, the plans were published in Model Airplane News. This was the first of about a dozen model designs that I had published in various model magazines. As my reputation as a serious contest flyer and designer grew, it seemed to spur me on, and in 1941, I was fortunate to win a first at the National Model Airplane Championships at Chicago, Illinois.

At this point, I might say that winning in a contest requires much preparation, almost perfection in flying, plus a little break in many other factors, which I will attempt to place in their proper order.

First, a well-trimmed and sturdy model can be flown when there are thermals in the flying area. As Free Flight models are judged for endurance of flight, only the second reason is apparent. Get into a thermal and get a good flight.

Third, the judge who does the timing should have good eyesight. The models drift with the wind and if the timer has poor eyesight, he will lose contact with it and the flight ceases when that happens.

Fourth, the model must be retrieved for another flight. The winner is determined by the highest total time accumulated for the three flights.

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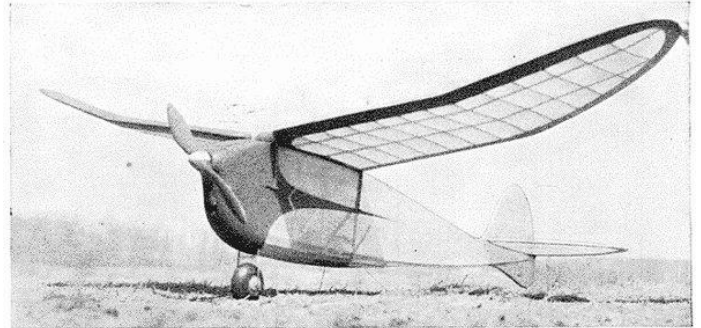
Well, I was fortunate to get all of my flights in at the Chicago Nats. All were thermal flights and I was very careful about picking my timer for good vision.

At that time I thought that I had reached my highest achievement, but 48 years (1996) have gone by since Chicago, and I still keep bringing home the trophies.

The Adult

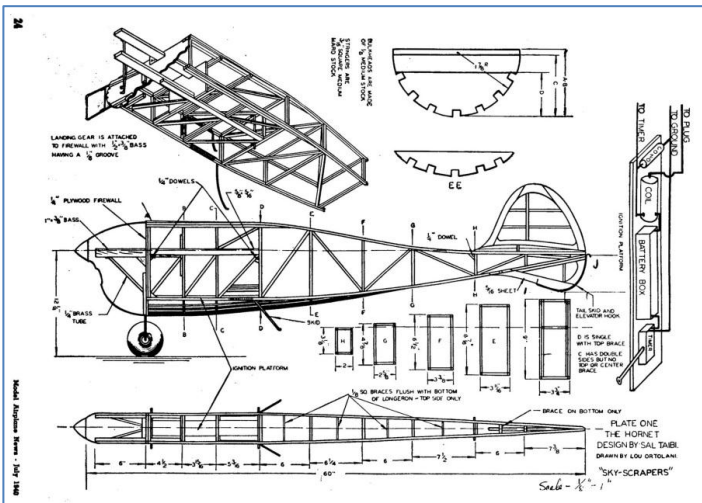
My fame as a model builder led to a job with the National Advisory Committee for Aeronautics at Langley Field, Virginia. I had been there for only three months when Japan hit Pearl Harbor.

The programs at Langley Field changed from a casual research effort, to an all-out effort for the design, modification, and flight proofing of our military aircraft.



The Hornet

Photo Courtesy of Model Airplane News



At this time in 1942, I was offered an apprenticeship in tool making, which I accepted. All the draft age men at Langley Field were placed in the Army Reserves on an inactive status. This would keep us out of the draft and also discourage voluntary enlistments. We were needed for the research effort at Langley Field. Many tried to enlist, but were sent back when it was learned that they were employed at Langley Field.

The area around Langley Field was a real hotbed for model aviation, also. Most of the fellows employed at Langley were model builders like myself. Of the 500 employed at Langley, about 150 were avid modelers. In 1941, I met Frank Vollrath. Frank worked with me in the Machine Shop. We were good friends and fellow modelers. Frank was married in late 1943, and brought his bride to Copeland Park, Virginia, to live. In a few months, his wife's sister came to visit for a few weeks. Her name was Nathalie Mary Snavelly, and she was a gorgeous woman, and lots of fun. After a whirlwind courtship, we were married in Copeland Park, Virginia.

We lived quite happily for about a year, when we got the bad news. The reserves were being called to active duty. I was called in April 1945. While I was in basic training, Germany surrendered. I was sent to Lowery Field, Denver, Colorado, for training as a B-29 Machine Gun Turret Mechanic. My wife had joined me just prior to leaving Basic Training Camp, so we journeyed together to Denver.

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I went to school during the day, and because I was on separate rations, was home every night at 5 p.m. My wife worked during the stay in Denver for a sugar company. Between her salary and my allowance for separate rations, we lived quite comfortably. I often look back and think of our three months in Denver as our second honeymoon.



Bill Lovins with his Spacer by Sal Taibi

About three or four months later Japan surrendered, and I was given orders to report to Camp Patrick Henry, in Newport News, Virginia, about 10 miles from where we were married. A few weeks later, I left for overseas duty with the Occupation Forces in Europe. We were the first boatload of replacements for the homecoming fighting forces.

We landed in Le Harve, France on the coldest night I can remember. Prior to landing, the officer of the day came into our compartment and told everyone to get his or her long underwear on. It was an order.

I had on my long underwear, two pairs of socks, O.D. wool pants, tucked into my combat boots, O.D. shirt, a sweater, an Eisenhower jacket, and an overcoat. I was clothed for cold weather, and I do not know when I have been colder. I shook from the cold, of course, standing on the dock for an hour while the Red Cross served coffee and donuts, and it did not help a darn bit.

We boarded a train to Paris and upon arrival, the officer in charge said, "Get one case of C Rations for each car." By that time, I knew how the Army worked, so I got a case for myself. It was a wise decision. As it worked out, our overnight ride turned out to be a week's ride to never-never land.

Everywhere we went, the officer was told, and "Your division doesn't belong here." After a tour of France, and part of Germany, we finally arrived in Furstenfeldbruck, home, at least for a few days. We were then transferred to the air base at Landsburg, a town that had become famous because it was in that town that Hitler had written, "Mein Kampf."

During the day, it was my job at the Landsburg Air Base to do the necessary machinist operations in the base motor pool. I built model airplanes in the evenings and flew them whenever I found the opportunity. I would say that my only problem was sex or the lack of it. Leaving the U.S.A. after being married for only 19 months, and being in my middle 20s, I missed the normal sex relations.

My moral standards would not let me fraternize, so I stayed away from women. I would say that this was my toughest adjustment that I had to make while overseas. I did the normal sightseeing, Munich Beer Gardens, went to a few operas, spent two days at Berchtesgarden (Hitler's retreat), and visited my brother-in-law a few times. Frank Vollrath was stationed about 100 miles away and it was pretty easy distance to cover in a day and visit for a while.

I think my first sergeant had as happy a reaction as I did when my shipping orders came through, for my return to States. I needed that poor guy with the same question, every time I saw him, "When am I going home?" He was almost as happy as I was to be going home.

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We each invested \$550 and started manufacturing the Starduster series of Free Flight model airplane kits. In time, we added two other items to our line. All this effort has been on a spare time basis. The wives do some of the packing and make trips to the post office and the bank.

The first year this was easy to accomplish, but it has grown to be quite a task. We are at the point where I feel that we will have to hire at least one full-time employee. Our investment has paid off quite well, but we are at a point now where we must expand further or sell the company to someone who can operate it on a full-time basis.

In 1963, I was interviewed for a position at the Downey branch of the Bureau of Weapons. The interviewer stated he liked my qualifications but did not know if I could be hired for lack of education. At this time, he was shocked that I had made no effort to complete my high school education. Up until this interview, most of the people that had hired me knew my past experience, and had hired me for the job that I could do for them without the need for the educational requirements.

A few weeks later, I had my wife make the necessary inquiries to the local school in regards to enrollment for study to earn my high school diploma.

The first week in January 1963, I took the GED tests. I took psychology, US government, and history. Upon completion, I was eligible to receive my diploma.

I graduated in 1964 from Lakewood High School. I retired in June 1970 from my government job, and have spent the ensuing years helping my son, Mike, at Superior Aircraft. I do all the die cutting for Mike. I now fly both Old-Timers and modern Free Flight. I have three Old-timer models.

Since retiring, I have been active flying Old-Time models, such as modern AMA and Nostalgia. I have dabbled with Radio Control and actually placed third in Radio Control Old-Timer Antique. I still go flying at least twice a week.

I made my first trip to England in 1986 and loved the people and the flying. Nan went with me in 1994, and thoroughly enjoyed the country and the people.

I served as president of SAM in the mid 1980s for four years, and as secretary/treasurer for two years.

At age 75, I was lucky enough to win the Free Flight Power championship, in 1995. I still enjoy building and flying and my wife Nan keeps saying, "Keep flying. It's keeping you young."



Though of simple construction it is a fine performer because of clean lines and excellent design

THE NATIONALS WINNING PACER

A consistent class C winning gas model that is easy to build

by SAL TAIBI

THE Pacer placed first in the open class "C" event at the 1941 Nationals. On its first flight, with a 7 second motor run, it flew for 1 minute and 22 seconds. The duration of the second flight was 13 minutes and 55 seconds, and the third and final flight was 10 minutes and 5 seconds.

There are many factors that make up a championship flight, and although luck is an element, the model itself must get up there quickly and then glide well enough to take advantage of lurking thermals. The ship must be consistent, stable, and a dependable flier that performs well under all conditions. The Pacer has these necessary "virtues".

Class "C" ships usually outscore the smaller class "A" and class "B" models, but their drawback is comparatively poor climb. The class "C" Pacer compromises between the fast climb and poor glide of smaller ships, and the exceptional glide and poor climb of larger ships. The result is a fast climbing class "C" model that gets up to the thermals, and then has the ability to take advantage of them. The Pacer is powered by a motor having a displacement of .85 cubic inches. Because it has a wing area of 562 square inches, the model has to weigh 31.4 ounces; it is simple, rugged in construction and flies easily.

Fuselage
The first step in building the fuselage is to draw the top view full size. An elaborate drawing is unnecessary; a center line with the width markings suffices. The formers and bulkheads are drawn full size on the plans and can be traced directly to balsa with carbon paper, or can, like the formers, be built on the plan.

1/4" x 1/2" gunwood is spliced to the two longerons before starting to build the "crutch." Former 1 is built of 3/16" x 1/2" balsa; 2, 3, 4 & 5 of 1/8" x 1/2" balsa; 6 & 7 of 1/8" x 3/8" balsa; 8 & 9 of 1/8" x 1/4" balsa; and 10 & 11 are cut from 1/8" sheet balsa. The bottom bulkheads are cut from 3/32" sheet balsa. While the crutch is drying, cut out the fire wall and bulkheads, and build the formers. After these have been cemented to the crutch, the 1/4" square top longeron is added. The 1/8" x 1/4" bottom stringers are then inserted in the bulkhead notches. Mark the formers where the 1/8" square stringers cross them, and cement the stringers in place. The fuselage wing rest (WR) is now traced off the plan, cut out, and cemented in place. 1/8" sheet is filled in beneath the top longeron and between the formers, to prevent the top longeron from sagging. The landing gear is bent to shape and glued to the firewall with pieces of 3/16" x 1/2" grooved basswood as shown on the plan.

3/32" O.D. aluminum tubing is securely cemented behind former 10. The tubing passes through the top longeron and through a 1/4" square brace that is cemented between the crutch longerons. This tubing is the pivot about which the rudder turns. A piece of 0.16 aluminum 7/16" x

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From MAN's Gas Models book

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Addendum

I have attended every Nats from 1939 to 1994, except the 1946 Nats as I was still in Germany.

I have attended every SAM Champs since 1966 and have been a member of AMA since 1936. I hold a lifetime membership in the following:

(AMA) Academy of Model Aeronautics

(SAM) Society of Antique Modelers

The Fresno Model Club

The Scamps Club

The Thermal Thumbers Club

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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