



The AMA History Project Presents: Autobiography of ARTHUR (ART) AZLIN

Modeler from around age 8



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My first model airplane was a rubber band model built when I was between the ages of 8 and 10. From these, I progressed to a U-Control Cox .049 engine-powered *P-51*, which I repaired using Amberoid glue. These types of models were my main focus through my early teens. As I matured, model aviation took a back seat and music became my main hobby.

After high school (in the late 1950s), I joined the army. I was in my early twenties, and while stationed in Italy, I started a small model airplane U-Control group. Our airplanes consisted of All American *Tomahawk Chiefs* using McCoy 35 engines and Veco 35 engines. During my 8 ½ years in the military, stationed in various places, we also had U-Control groups. I formed many of these myself and fully supported others.

In 1964, after discharge, we moved to Huntsville, Alabama. At this time, I started inquiring about Radio Control model airplane systems. My first system was a Citizenship that was installed in a Goldberg *Senior Falcon*, a high-wing trainer. During the next few years, I progressed with the technology and advancement of new systems up to the point of being sponsored by Pro-Line Electronics. I also served as President of Rocket City Radio Controllers (RCRC) in Huntsville, Alabama.

I was heavily competing in Pattern competition all over the southeast. I flew in the Nationals in Chicago and went from there to qualifying for the 1972 Masters. The airplane I flew in the Masters was a *Gladiator* with a Weber 61 and Pro-Line radio system. I placed 13th in that competition out of the top 33 pilots in the United States. The top five pilots when on to represent the United States in the World Championships.

In 1974, a tornado completely wiped out my house and all my airplanes and equipment. I left the hobby. However, in 1986 I returned to modeling and now tried helicopters, my first being a Dubro *Shark*.

Subsequent to retirement from Chrysler at 65, I was involved in a government Unmanned Air Vehicle (UAV) project. However, I am now fully retired and enjoying building and flying many various types of aircraft. At the present time, I have four ducted-fan jets, a *B-25* and am now finishing a Scale Carden *CAP 232* (35%) with a DA100 engine. My present radio systems consist of Futaba and JR. Future projects will be building two *B-25s* at the same time.

This is a very rewarding hobby, meeting new people and making new friends all over the country. Now the most rewarding part of the whole hobby is passing on the skills I have obtained to the next generation and hope that they will have the same enjoyment that I have experienced over the years.

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