



# The AMA History Project Presents: Autobiography of EVAN T. TOWNE

**Modeler, Author, Engine Collector**

Born April 21, 1925      Started modeling in 1937

AMA #715642



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Written & Submitted by ETT (08/1996); Updated (07/2002); Transcribed by NR (08/1996); Edited by SS (07/2002), Reformatted by JS (02/2010)

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The father of the Wright brothers was a bishop in the United Brethren in Christ Church, and in 1878, he gave his two young sons, Wilbur and Orville, a French Penaud rubber-powered model that had lasting consequences. My father was also a preacher in the United Brethren church. It was no great surprise that I was crazy about airplanes. I was born in 1925, just two years before Charles Lindbergh electrified the world with his famous flight. As a kid, flight was sort of magical to me.

In 1937, while dad was preaching in Elkhart, Indiana, Howard Pippenger, who went to our church and was a couple of years older than I, was a very good model airplane builder, and got me started building models. As it was at the end of the Great Depression, I began with solid models and 10- and 25-cent rubber-powered models. I was hooked, and have enjoyed models all my life. My favorite model then was a 23-inch Megow's Fokker D-VII, covered in red tissue. It was squished when mother cleaned under my bed!!

My bedroom was just a step away from the church roof, so I often flew my models out over Middlebury Street from the highest point of the church roof, once in a while the model would go all the way across the street to the Grace Lawn Cemetery! Around this time I was visiting an uncle in Munson, Michigan, and his neighbor, Mr. Richard Britch, heard that I was a modeler and gave me a N.I.B. Joe Ott Kingfisher, six foot Free Flight gas model and a N.I.B. 1939 Brown Jr. model engine.

When we moved to Hillsdale Michigan in 1940, my models went with me. My first AMA number was 15056 and it expired October 7, 1943, exactly two months before I entered the U.S. Army Air Corps. While I was finishing up my Boy Scout's merit badges for Eagle, I spent 298 hours building the Kingfisher. (All but the landing gear, mounting the engine and doping the whole plane.) Twenty years later after the seventy-eleventh Industrial Arts student ask me to take it down from the shop ceiling and sell it to him, I set a price on it, and quickly I was three dollars richer. I wasn't sure if one dollar was good pay for 100 hours of work or not?! I never saw it again!

Pippenger soon went into the Air Corps, and ended up in the 8th Air Forces as a ball turret gunner in a B-17 heavy bomber. We had kept in touch, and he told me that the requirements for cadets had been lowered to just passing the mental and physical exam. I even had visions of becoming a pilot!! I took the cadet exams and I passed! I quit high school and enlisted on my 18th birthday. I reported December 7, 1943, but soon washed out and ended up a tail gunner in a B-17, went on

nine missions from Foggia Italy, (15th A.F. 97th B.G. 341st B.S.), was discharged February 28, 1946 with 27 months in the service.

Even in the Army I was a model builder, I built a P-38 solid model at a craft shop in Waco, Texas, and a P-51 overseas in our tent. After I had flown four missions, I received a rest leave to the Isle of Capri, for a week. While there I found a model builder from the Rainbow Division in the infantry, (I don't remember his name). He asked me if I knew anything about a model diesel engine, I told him I did not. He told me that he had bought one in Milan called a Movo, and it was a great engine – without any apparent ignition system! He sent me the address.

Later I was allowed a rest leave to Switzerland. We passed through Milan and stayed there overnight. I located the Movo address and when I saw one run – I decided on getting two, at \$30 each. Later in a hobby shop in Zurich, I saw the now famous Dyno diesel, but I already had two – darn! I did buy some large glider plans of beautiful sweeping Italian design. Some of the plans had the German Swastika printed on them. Then I bought a glider kit. This was a squarish German design, and was obviously a war kit, as it had hard wood rather than balsa. It was called Segelflugmodell Pro Aero 1. It was a German Youth kit.

Back in Foggia, I finished the glider on December 6, 1945 and flew it a few times. It was a little heavy, but considering everything, it flew quite all right. I still had it when discharge time came. It wouldn't make it home in one piece as it had a wingspan of about three feet. When I packed up I just left it hanging on the wall, I hoped that someone would do something with it!

I had saved my Army pay, and had a nice sum when I got out. Because I had not become a pilot in the service, I had decided to buy a war surplus L-5 Stinson Sentinel and learn to fly. While I was in the Army, my father had been asked by the church to move to Huntington, Indiana, the denominational headquarters, and be an editor in the United Brethren Publishing building that Bishop Milton Wright had started.

Arriving home to a new town, I started getting acquainted. In no time at all, I found the high school, where I preceded to enroll so I could graduate. I also hung around a hobby shop so much that the owner asked me if I would like to buy it. After giving it a good think, I decided to do just that! So I quickly decided to be a modeler instead of a pilot. At 20 years of age, I became the youngest Junior Chamber of Commerce member in town, and also the oldest member in the 1947 high school graduating class.

With the newly named “The Towne Hobby Shop” I organized The Prop Busters model airplane club and set about building a Class A Jr. Playboy with an Arden .09 B.B. engine (on ignition). Soon I became Scoutmaster of Troop 127 at Huntington College, and the YMCA asked me to start a weekly model class at the Y. I found out the basic dimensions for a glider and we started designing and flying them. One of my students, Jim Fisher, started with my design and designed H.L. Mark XIII from it, and placed first in the 1959 Japanese Nationals (Nats) in Tokyo. Frank Zaic included the drawing in his 1959-61 Model Aeronautic Year Book page 205 b.

About this time, Control Line models were becoming popular, and probably by now, the Playboy had bit the dust. Our club got permission to grade a flying circle at Lake Clair, just outside of Huntington. Model Airplane News (M.A.N.) magazine in March 1948 had the results of the 1947 Nationals, and the open stunt-winning plane was called the Hot Rock; the plans for it were on page 9. I decided that I should start at the top (foolish boy!). And I built my Hot Rock from the plans in M.A.N. Because of my diesel experience, I purchased one of Leon Shulman's Drone diesels.

The Hot Rock was designed around this power plant and had so much elevator that it could make almost square corners. I was lucky on my first short flight; I only broke the prop and bent the landing gear back. This should have given me some ideas of its maneuverability, so I would not over-control on the next flight. But on the next flight I peeled the fuselage like a banana and the wing popped onto the ground. I had taken pictures of it before, after and then after the re-build.

The before was taken before any color had been on it, so it didn't look that sharp. When I rebuilt it, I painted the fuselage yellow and the wing black, and with black trim, it looked nice, and I took another after picture. This gave me an idea – why not have a before-after in reverse. The before is the wreck and the after is the re-build job. They bought it!! And in the November 1949 issue of Model Aviation News, I had my plane and information in it.

A champion in Italy, Giuseppe Gottarelli of Bologna, saw it and wrote to me. He had also built one, but had installed an Italian Super Tigre G-19 engine in his. He and I exchanged letters and did some swapping. I got the G-19, (this engine was the easiest starting .29 sized diesel that I have ever seen). He got some supplies and a McCoy. 19. I'm sure in over 20 years of teaching at least 600 students have started this diesel engine! By contrast the Drone was very difficult to start the first time, but once running, I could fly all day long.

Believe it or not, but I did learn to fly U-control with that plane. I even flew the first intentional loop in Huntington County. The amazing thing is that my original plane still hangs upside down in my den (even if the mineral oil did cause the rubber tires to deteriorate and fall off some time ago). After I learned to fly, I got out the 25-cent Megow Fokker rubber-powered plane and re-designed it to U-control strength, with an Arden .199 on glow; I flew it many times. It hangs on the same ceiling as the Hot Rock.

It might seem like I gave up Free Flight, but this is not true. When the tiny K & B Infant glow plug engine came out, I just had to have one. For it, I took a Super Yogi free flight Class B model and reduced the plan to about an 18-inch wingspan. I built it very light and I flew it a few times. It surely was not overpowered but it did give a pretty good account of itself. I liked things small, so when Campus Industries came out with a really small CO2 engine called the A-100, this was another that I had to have. In February 1953, I put it in a little Fokker tri-plane by Carter Craft Models.

About this time, 1953, our church mission board asked my wife and me to go to Sierra Leone, British West Africa, as missionaries. Thinking my model days were over I sold some of my

models and engines for pennies, and loaned some other ones, including one of the Movos to a buddy. For instance, I sold the Yogi with engine for \$2. Several years later when I wanted one for my collection it took almost eight years to find even the pieces of one. (I traded a Fox .15 in running condition for it – I had to machine a back plate ring and dummy tank to make it look good! I finally did get a good one still later.) Our first daughter, Linda Gail, was born in Sierra Leone. We were there for three years. When we returned, we moved to Muncie, Indiana, and I went to Ball State University and got my industrial arts degree and also my master's degree. While there our second daughter was born, with the Mendi name of Komeh. In order to make industrial arts more interesting I wrote two papers using the model airplane engine to:

1. Tell how and why the two stroke cycle engine runs, and
2. Show the development of a Modern American Industry.

Engines started with ignition, (until just after World War II) then the glow plug, then diesel, CO<sub>2</sub>, electric and other sources of model power. To do this it was necessary to have a fairly large collection of model engines. I was lucky, even though I didn't have a lot of money to buy them at that time engine prices were at rock bottom. Many were given to me because I wanted to teach with them. Others were very reasonable. I remember one of the first; a boy brought me a Royal Spitfire .065 that I bought for 35 cents.

My first engine display was downtown in the front window of Mark's shoe store, for Heritage Days in 1964. Then for a number of years I displayed them in various display cases in Huntington College buildings. Each semester I would load up the car with boxes of engines. Each engine was mounted on a nice Elm base and properly labeled. I built lightweight stair step display cases, and usually covered several worktables at school as I displayed them. Finally, I was taking as many as 300 engines to display. Then I would talk about the model engine development to all my seventh grade classes, usually starting with Bill Brown Jr.

In 1964 we went back to Sierra Leone where I taught technical education (English term) in our secondary school (high school). This time I took several diesel engines along, as I could get kerosene or truck diesel fuel, mineral oil and ether – ingredients for the fuel, (and even no need of batteries.) By the way – this is free – this is the reason many third-world nations like diesel engines rather than glow engines, which take exotic ingredients in fuels.

I borrowed a non-working gasoline engine from our hospital's washing machine, (with the promise of getting it running) and put it on a table saw where I sawed up planks and sheets of African balsa wood, (called bawvoi) after it was brought by my students into the shop attic and dried out. Yes, I had my students designing gliders again!!! These boys had never seen an airplane except those that flew over. As soon as I had a good supply of bawvoi (or umbrella tree), I designed a U-Control that I called the African Hoe, I first put in it an E.D. Bee .060, that I had gotten from Larry Conover. But it was underpowered; I switched to a McCoy.09.

Out in front of the technical building was a large compound where marching took place and, of course, sports of all kinds. It was an ideal place to fly a U-control model. The class filed out onto the field and I started the engine. One of the students held the plane until I told him to release it.

As it snapped into the air and went around and around I suddenly realized that the field was quickly filling with people, they just seemed mesmerized by the whirling model. When the model was on the far side of the field they would surge forward to see it, only to turn and rush back out of the way as it approached them.

When the fuel was gone and the engine coughed and glided to the grass, every one pressed forward to see the “tiny engine with the big voice.” This was an experience that seemed to leave them completely flabbergasted. Where did all these people come from? It sure was an attention-getter! Of course, all of my students were eager to explain what had taken place. Several flights later, after some crack-ups, the crankshaft broke, ending that! After this, my students tried to outdo one another to see whose gliders would stay up the longest. We kept the gliders rather small, so construction would not take too long, but they could see what worked and what didn't. We still got several over 20 second flights, which I thought was acceptable. Some of the gliders did have a strange appearance. I also had my big old O. K. 60 cut-away from my hobby shop days to show how a two-cycle works.

In 1973 I joined MECA (Model Engine Collector's Association) and soon after, ECJ (Engine Collectors Journal). On November 17, 1973 I joint-sponsored a “Collect-together” in my school room, and won a second place trophy for my display. In September 21, 1974, I got a runner-up in Chicago. At the Muncie Grand National Collecto, in September 1994 I received third place for my Brown C02 display. In 1968, one of my neighbors had built his own Radio Control (RC) equipment. I talked him into coming to our school and flying his plane for the whole school, which he did to the enjoyment of us all.

For some time I had been frustrated because it was so hard to get cut-away engines to help me show just where things were happening inside an engine. I had converted some badly damaged ones into teaching aids, but I was not really satisfied with them. In September 1974, I heard that Ted Brebeck had opened up the old OK Engines Company in Herkimer, New York, and was selling OK stuff again. I then wrote to Ted to see if he had any big .60 cut-aways left and told him how I wanted them to help in industrial arts classes.

He wrote back that he didn't have any left, but the Boy Scouts of America had asked him to put out a Merit Badge pamphlet on how an engine runs. He told me that if I would pay for his gas, that he would come out to my school and talk to my students, and present me with lots of engines with which I could make cut-aways. He wanted to see how I presented the information to my classes. This sounded rather expensive, but I decided to give it a try.

On October 14, 1974 he came, stayed at our house, and talked to my classes. He brought some of the famous old Herkimer display boards and a few things that I was needing. He offered to sell to any of my students a NIB OK Cub .049 K for \$2 each. The K was a kit engine that could be assembled with a few tools, and was touted as a craft project for clubs, scouts, schools, etc. I ordered 21 of them for my students; they really liked them!!

When Ted went back to New York, he left a box containing 119 OK .049 A's (these were engines

returned from Comet Co. when they went bankrupt) that I was to use any way I wanted. I took the ones that were complete, mounted them on boards, wrote up instructions on how to get them running and sold them for \$3.50 to pay for Ted's gasoline. Many of my students bought them.

I started chopping into several others until I developed a design that made an excellent teaching aid that showed everything from the glo-coil all the way down to the front rotary valve. When it was turned over it looked like a complete engine. I made up about a dozen that I could pass out to my students. I took one and step-by-step I showed what was happening and where. They would do the same with their own copy and we covered the how and why. They loved it when I took a "mouth" fold-up paint sprayer and a bottle of water and "carbureted" all the length of the black board with a fine mist!

I also made up a two-page step-by-step instruction sheet that could be used if they missed the demonstration. I actually gave and sold some to different school systems. In April 1980 I entered one in a teaching aid contest for industrial arts and got a second place win in the state. About this time our school decided to have time available for clubs, so I sponsored a gas model club. We managed to have only one small school contest, in the high school parking lot where I gave out about seven or eight plaques for prizes.

On August 11, 1980 I went to a MECA National Collectogether at Dayton, Ohio, and set up my display. Right across the aisle from me was a person that looked familiar. All of a sudden I read his name and almost came unhinged – it was Bill Brown!! Here was the man that I had told all kinds of stories about to my industrial arts students. I had read everything that I could get about how he had almost single handedly started the model engine industry. I spent a couple of hours pumping him for information, and found that a lot of my stories were not correct.

After awhile he announced that he was going to run his original 1931 engine in the parking lot. I left my display unattended, went out with my camera and watched as he unscrewed the cylinder, and replaced it finger tight, then fired it up!! Yes, I got a series of pictures of the dramatic performance!! I told him that he needed to get the true story of what happened told for future modelers and historians.

I had two articles printed in Engine Collector's Journal. The first in February 1994, page 6-7, was "The Last Thirteen Molnars," then in April 1994, pages 6-7-8, "The Orr.65 Story." In Model Builder magazine, my school and my activities were discussed in April 1987 issue, page 14). Also in Model Builder, I had articles about the Super Tigre G-19 in January 1988, a mention of my CO2 documentation in June 1994, page 26, "Engine of the Month" in June 1996, pages 52-87. In Flying Models magazine the Baby 1911 engine in September 1996, page 17. It is enjoyable seeing something of mine in print.

I wrote some stories of how I used my engines to tell about modern technology, they were printed in our local paper. In the 1960s I put up an engine display at Ball State Teachers College in the industrial arts area, as well as several times in display cases at Huntington College, our denominational college. Later I also started displaying my engines at model shows in Fort

Wayne, Elkhart, and South Bend – all in Indiana.

When I first displayed my collection with the Fort Wayne Flying Circuits Static Show in 1979 and 1980, my display was given Outstanding Award trophies (until the club members saw I was getting them instead of them – and I didn't even belong to their club). I was interviewed over the radio about the collection by Bob Severs, an RC man who was also an announcer at radio station WOWO in Fort Wayne.

Sometime in the late 1970s I located a Weiss engine. When I looked up information about it I found that it was a 1920s engine. It was all sand cast aluminum, so I borrowed it and in the school foundry I made a replica, and started running down more information on it. A couple of years later I had made three replicas: 1911 Baby, a second generation Weiss and a Weiss casting kit stationary engine that represented the 1911 through 1929 years. Years before Bill Brown's .60 that started the model engine business. Now I had more stories to tell my students. The last week of my teaching career I got permission to run my Dyna Jet during the outdoor athletic events. It was a show stopper!

On July 9, 1992 I went to Lawrenceville, Illinois to the Society of Antique Modelers (SAM) Champs, and again saw Bill. This time I think I started selling him on the idea that someone should write up his true story. Thom Oden asked me to complete what I had started to do by presenting a complete documentary of Bill's C02 engines. By buying a couple more engines from Bill, I now had examples of both the first generation, (Campus Industries), then his second generation, sold under Bill's, (Brown Junior Motors, Inc.) banner. Each letter to Bill included prodding on his story, as well as correcting information for the C02 story.

In September 1994, my wife, Mary, and I visited with Bill and Dorothy, at their home-factory for two delightful days, while I taped an interview and got information for Bill's story. After several re-writes and much research, I have completed the story that I call “Mr. Model Engine – Bill Brown.” I am very grateful that he has allowed me to tell his story.

My latest project (January 1994) was the building of a 1/20th scale, 24-inch wing span, display model, of the Wright Brothers Flyer, including figures of Wilbur, Orville, the take off ramp and, of course, the photographer. The diorama has been displayed at Huntington College, Huntington Public Library and I have taken it to three different grade schools where I have talked about the plane and people involved in the world's first practical airplane.

### **Things about which I am most proud as a model devotee**

1. I built solid and plastic models, gliders, rubber-powered, C02, ignition, diesel, glow, Free Flight and U-controls and even a mahogany childproof Fokker Tri-plane for my grandson.
2. I ran a hobby shop, organized a model club, taught model classes, co-sponsored local contests, and took modeling to Africa. I used Engines in Education in industrial arts classes, for over a 27-year span.

3. I made, in the school foundry, copies of the three big Old-Timers (1911 to 1929) for my students to see and to display. I also cast a 17-inch aluminum Chauviere-style propeller for the Baby # 109 that is in the Smithsonian Institution.

4. I did a complete documentation on Bill Brown's tiny jewel-like C02 engines, including “The Story of Bill Brown, Mr. C02,” sold over 40 copies. (I have five copies.)

5. I have written several stories that have been printed in Engine Collectors Journal, Model Builder magazine and Flying Models. I hope soon to have one printed in Model Aviation.

6. I have boxed, set up displays, shown and talked about engines six or seven hours, either one or two days at a time took it back down, re-packed, drove home (as far away as 90 miles) and put them back on shelves. This I have done about 35 times since 1964 for various engine displays. At the end I was displaying over 300 mounted and identified engines on five stair step display racks.

7. My most important accomplishment has been authoring Bill Brown's own story, approved by him, that I have named “Mr. Model Engine – Bill Brown.”

8. Many people have told me that my collection should be in a museum. I get many good comments from non-modelers, as well as modelers about it.

*Evan (Mr. Engine Display) Towne  
591 Buchanan St.  
Huntington, IN 46750*

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*Below is a list of articles, pictures, or information about me that were printed or on the air.*

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M = model related  
+ = photo and story

Jan. 1943		Award	Order of the Arrow
May 1943		Hillsdale Daily News	Camporee
June 7, 1943		Hillsdale Daily News	Weekend Camp
June 20, 1943	+	From Church Bulletin	Take Cadet Exam
July 16, 1943		Hillsdale Daily News	Camp TeeTonk-Ah staff
July 25, 1943	+4	Jackson Citizen Patriot	“Commandos”
Nov. 15, 1943		Hillsdale Daily News	Rank of Eagle
Dec. 29, 1943	+	Hillsdale Daily News	Aviation Cadet
Dec. 5, 1943		From Church Bulletin	Leaves for camp
Jan. 2, 1944		From Church Bulletin	Evan Towne Writes
1944		From Church Bulletin	Pvt. Towne from Las Vegas
1944		From Church Bulletin	United Brethren Meet
Feb. or March 1945		Huntington Herald Press	Corporal



April 17-19, 1945	+	Elkhart Daily Truth	Sgt w/photo insert
March 30, 1947	+	Herald Press	Be American
1947 – 1950?	+	Herald Press	Exchange Club Scouts
1947 – 1848?	+	U.B. Christian Conservator	My Happiest Christmas
Nov. 1949	M +	Model Airplane News P-31	Hot Rock (Before and After)
June 1964	M	First Time Display Engines	Mark's Bros. Store Window
1967?	M +	Herald Press Picture	South Upper Elementary
1968?	M	Class RC Demo – Steve Frank	South Upper Elementary
Sept. 1970	M +	Big Engine Display	Huntington College “Hub”
Sept. 13, 1970	M +	Herald Press Picture	Hub “Ivan” Towne article
Oct. 24, 1971		Herald Press Picture Only	H.C. Parade (1930 Hudson)
Aug. 1971	+	Hudson Essex Terraplane	Listed with 1930 Hudson
May 1972	+	Picture on the cover of WTN	Hudson Essex Terraplane Club
Sept. 10, 1972	M	Displayed 100 MAE	Smith Field, Fort Wayne, Ind.
May 1973	M	Ignition only display	Crestview School
Nov. 17, 1973	M	My Collector MECA #47+	Crestview Industrial Arts
Nov. 17, 1973	M +	My Collector – ECJ #52	Crestview Industrial Arts
Nov. 17, 1973	M +	E. Collector's Journal #52	Meet Evan T. Towne
Sept. 21, 1974	M	First runner-up	Chicago Collecto
Oct. 15, 1974	M	Ted Brebeck talked to classes	Crestview Industrial Arts
May 3, 1975	M	W.O.W.O Radio Fort Wayne	Bob Severs “Live Interview”
April 1977	M +	Hoosier School Libraries	Donated 049 Cut-away
Jan. 1978	+ 2	Herald Press	Media Area “New Table”
Sept. 29, 1979	M	First Fort Wayne Display	Glenbrook Mall
1980	M	Second Fort Wayne Display	Glenbrook Mall
May 1980	M	IIEA Teaching Aid Contest	Fort Wayne second place
April 3, 1981	M	Dean Wann Display	Huntington RC
1981	M	Fort Wayne Display	Glenbrook Mall
March 12-31, 1982	M	First Elkhart Display	Concord Mall
1982	M	Fort Wayne Display	Glenbrook Mall
Jan. 26, 1983	M +	Herald Press Photo	Carter and Me “Junk” article
Feb. 1983		Mechanix Illustrated, p. 8	Golden Hammer Award
March 12, 1983	M	Elkhart Display	Concord Mall
April 1983	M	Tri-Valley RC News	“250 Engines”
March 10, 1984	M	Elkhart Display	Concord Mall
March 8, 1985	M	Elkhart Display	Concord Mall
March 9, 1986	M	Elkhart Display	Concord Mall
Nov. 17, 1986	+	Huntington County TAB	Triumph Spitfire “Local Man”
March 1987	M	Elkhart Display	Concord Mall
April 1987	M	Model Builder, p. 14	Engines in Industrial Arts
May 2, 1987	M	Fort Wayne Display	Glenbrook Mall
Sept. 1987	M	Model Aviation	District Report

1987		Sierra Leone Display and Coins	H.C. "Rich. Lyn."
Jan. 1988	M +	Model Builder, p. 27-28	Super Tigre "G-19"
Jan. 20, 1988	M +	Huntington Press Photo	Engine Featured "G-19"
Feb. 3, 1988	M	Warren Weekly	Engine Featured
March 1988	M	Elkhart Display	Concord Mall
May 28, 1988		Huntington H.P.	25 Years Service
1988	M	Fort Wayne Display	?
Dec. 1988	M	The Hanger Pilot, p. 7	Hosler Fury correction
Feb. 19, 1989	M	Fort Wayne Display	?
Feb. 23, 1989	M +	Herald Press (Ignition)	College Display "Rich. Lyn."
March 11 - ?, 1989	M	Elkhart Display	Pierre Moran Mall
May 6-7, 1989	M	First Display Pot-O-Gold	Notre Dame Center
May 1989	M	Open house display	Salamonie School
June 1989	M	Ran Dyna-Jet engine outside	Last week I taught school
Summer 1989	+	H.C. News and Views, p. 21	My 1953 choir picture
March 17-18, 1990	M	Elkhart Display	Pierre Moran Mall
April 1990	M	The Fly Paper S.B. RC News	My letter
April 1990	M	Air Tales (Tri-Valley Rt.07)	My letter
May 6, 1990	M	Second Pot-O-Gold	Notre Dame Center
Feb. 24, 1991	M	Pot-O-Gold	Century Center
March 23-24, 1991	M	Elkhart Display	Pierre Moran Mall
June 8, 1991	M	Mecca Display	Sturgis, Michigan
Jan. 4-5, 1992	M	Fort Wayne Display	Coliseum
Feb. 1992		Army Pictures	Huntington College
March 1, 1992	M	Fourth Pot-O-Gold	Century Center
Jan. 2, 1993	M	Fort Wayne Display	Coliseum
Feb. 21, 1993	M	Fifth Pot-O-Gold	Century Center
Jan. 8, 1994	M	Fort Wayne Display	Coliseum
Feb. 1994	M+4	ECJ ps. 6-7	Last 13 Molnars
Feb. 21, 1994	M	Wright Flyer Display	Huntington College
March 20, 1994	M	Sixth Pot-O-Gold	Century Center
April 1994	M+6	ECJ, p. 6, 7, 8	Orr. 65
June 1994	M +	Model Builder, p. 26	Hannan's plug (CO2 information)
July - Aug. 1994	M	Ignition Engine Display (BBJ)	Huntington Public Library
Sept. 12, 1994	M+2	Grand Collecto	Muncie, Indiana
Jan. 7-8, 1995	M	Fort Wayne Display	Coliseum
Jan. 20, 1995	M	Seventh Pot-O-Gold	Century Center
Jan. 6-7, 1996	M	Fort Wayne Display	Coliseum
March 20, 1996	M	Eighth Pot-O-Gold	Century Center
March - April 1996	M	Wilbur-Orville Display	Huntington Public Library
May 15, 1996	M	"Flyer" Talk 3 classes	Lincoln Fourth Grade School

May 26, 1996	M	Fifth Grade Talk – “Flyer”	Van Buren School – Frank’s
June 1996	M +	Model Builder, p. 52	J. Pond (Baby E.O. Month)
Sept. 1996	M	Flying Models, p. 70	Jim Alaback (Baby story)

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