



The AMA History Project Presents: Autobiography of JAMES (JIM) ALABACK



Modeler, Writer, Pioneer, Model Club Organizer

April 12, 1925- April 1, 2009 Started modeling in 1933
AMA #4483

Written & Submitted by GJA (12/1996), Transcribed by NR (01/1997), Edited by SS (2002), updated by JS (10/2007)

Career:

- 1992-2002: Monthly column in Flying Models
- Wrote articles for Model Aviation, Engine Collectors Journal, Flying Aces, Air Wars, Model Builder, & Flying Models
- Aerospace Museum Consultant for San Diego Aerospace Museum
- One of the Founders of Model Engine Collectors Association (MECA)
- Assisted in forming Society of Antique Modelers (SAM)

Honors:

- Award winning AMA Newsletter Editor
 - 1997: Kits and Plans Antiquitous Hall of Fame
 - 2001: Model Aviation Hall of Fame
-

A Lifetime Model Aviation Hobby

By Jim Alaback

I was born in Milwaukee, Wisconsin, on April 12, 1925. Neither my parents nor other family members had a particular interest in aviation during the 1920s, so I wasn't exposed to it except through seeing an occasional plane pass overhead in the skies. The sound of an airplane engine always called for a quick dash outside to see the airplane go over. For me, the highlight of this period was seeing the Graf Zeppelin pass over our house on its globe circling flight in 1929. The heavy, slow rumble of its engines announced its approach. Nothing before or since could ever have prepared me for the grandeur of this monster ship of the air as it passed overhead (so slowly it seemed) and then disappeared in the distance.

Discovering Model Airplanes

My first knowledge of the existence of model airplanes did not come until 1931 or 1932. One day after school, I stopped by a classmate's house and there saw his older brother building a solid wood, scale model airplane. It was a low wing, single cockpit job with a cowled radial engine, a then modern racer or pursuit plane. The boy was shaping the solid wood fuselage with sandpaper. With its radial cowling at one end, it looked like a wooden clothespin, but the other end tapered to a point instead of having the split legs of a clothespin. I wondered how he had done that! In any event, I found out from him about model plane kits and where to get them (at a school supply store near our school); and that was the beginning of a hobby that has been my constant companion for all the intervening years to the present day. It has provided me with education, a

life objective, continuing challenge, many satisfactions and even provided solace in life's occasionally difficult times.

Although I have modeled continuously since 1932, there were two periods in my life when I was unable to participate in club, contest or publication activities to any degree: my college and military service years of 1942-47 and at the height of my career responsibilities, about 1966-83, as Vice President of Research and Engineering for Sunbeam Corporation and a Director of Roper Corporation (both were Fortune 500 companies).

Since my retirement to San Diego in 1985, I have been more active in club, contest, and publication activities than ever before. I am very grateful to live these wonderful years in retirement, years for modeling to my heart's content.

A “Solid” Beginning

My first models, like most beginners in the early 1930s, were solid scale models. The first ones were built at my mother's kitchen table (and had to be cleared away before meal times). My first carving tool was a paring knife from the kitchen. These first solid models were either Guillow's "Fly-A-Way" kits or very similar to them. Typically, they included a plan (a crude outline of a six inch wingspan scale model, with no cross-sections given) a block of balsa for the fuselage and a couple of sheets of balsa for the wing and tail.

There was also a pair of hardwood wheels and a stamped tin prop. The wood was not printed to give the outline of the parts. The outlines of the various parts had to be traced onto the wood, using carbon paper under the plan and laying it over the wood for each part to be duplicated. My article, "A Solid Beginning," in Model Builder magazine for August 1992, elaborates on these early models and includes a reduced size reproduction of a Guillow's "Fly-A-Way" solid model plan as well as several other later solid model plans of better quality.

First Flying Models

Although I cannot remember many of the specific models built before about 1934, I do recall the sequence from solids to simple flying models such as all balsa gliders and stick Rise-off-Ground (R.O.G.) types. I learned by doing and from contact with other boys who shared my interest in modeling planes. By early 1933, my father's work had taken us to Detroit, Mich. He used to bring back an occasional Peerless kit for me from his business trips to Cleveland, Ohio, where the Peerless Company was located. Among the specific models I remember building were the Peerless Challenger (stick R.O.G) and Clipper both dating to 1934. The Clipper was a 16-inch wingspan sport model, with a triangular fuselage cross section. Both flew well.

In Detroit, a next-door neighbor boy, Jack Nelson, became a



good mentor for me. He was a few years older than I was and a much better modeler. I still recall a Curtiss Robin he built. It had a dark blue fuselage, red wings and tinted yellow cellophane windows for the cabin. It inspired me to want to build flying scale models. Flying scale models were the most challenging, but also had the most appeal since they looked like “real planes” in addition to being able to fly. Although the flying scale model was not a good choice for a beginner, the appeal was such that most beginners wanted to build them rather than the good



flying but unrealistic stick R.O.G models or gliders. As a result, a great many model plane kits were started but never finished!

I succeeded in completing and flying a scale rubber-powered Vultee V-1A model in 1935, on August 6. It may have been my first successful flyer in the scale category, I am not sure, but I can date that flying session because when I came back from flying it for the first time, the radio was just reporting the death of Wiley Post and Will Rogers the previous evening (Aug. 15, 1935) in Alaska.

Model Airplane Sales Premiums

My 1935 model of the Vultee V-1A was about 12-inch wingspan. It was built from a kit obtained by mailing 10 cents and a Velveeta cheese wrapper coupon or two to the Velveeta Company. That was one of many gales promotions in the 1930s by cereal companies and others that offered model airplane kits for something like 10 cents and two box tops.

One of the greatest of modeling sales promotions was Skelly Oil Company's daily radio program, “The Air Adventures of Jimmie Allen.” This program, which ran from 1933 through 1937, offered a constant stream of promotional items, including Jimmie Allen model plans and kits and regional contests for the Jimmie Allen models, which were called “Jimmie Allen Air Races.” The Jimmie Allen radio programs were recorded and continued to be re-run in other parts of the country with different sponsors until several years after World War II.

I listened to the Jimmie Allen program on the radio in 1935 and 1936 and remember wheedling my dad to get gas at the local Skelly station (just what the sponsor wanted) so that I could get Jimmie Allen premiums. In 1935, I talked Dad into getting me a “Jimmie Allen Thunderbolt” kit. It was a large, 28-inch span semi-scale model of Captain Page's Navy Racer.

My “Old Timer Topics” columns in Flying Models (October 1995 and May 1996) were devoted to a much more complete discussion of the Jimmie Allen sales promotions by Skelly and others.

My FM column for March 1997 covers highlights of other ongoing promotions through the 1930s, including the model aviation columns and programs in the major newspapers. The two of national scope were Hearst's Junior Birdmen of America and Scripps-Howard's Junior Aviator programs and contests. These modeling programs were comprehensive. They provided a continuing stream of modeling news and education, as well as progressive construction articles. These were inspirational and led the club members to advance their skills and participate in local and national contests sponsored by the newspapers. They were very influential and are well remembered by modelers who lived in the big cities where the papers were published.

I still have my Junior Birdman wings.

Model Magazines

In looking back, one of the things I remember with the greatest fondness is the role played by model magazines in promoting and sustaining my interest in modeling.

It seems to me that the beneficial influence that modeling magazines have always had on the hobby would be hard to overemphasize. Particularly so for modelers who live away from major metropolitan areas, whose primary inspiration, education and contact with other modelers comes through magazines.

Prior to my discovery of model magazines, I saw the occasional model construction article in boys' magazines such as *The American Boy* and *The Open Road for Boys*. Such articles also appeared in *Popular Science* and other magazines of that type. These were always of great interest of course, but just whetted my appetite for more.

It was in 1934 that I found *Model Airplane News* and *Flying Aces*. What a thrill that was. Now I could read a whole magazine every month about nothing but model airplanes and see all the mouth-watering advertisements for them too!

I have a special fondness for *Flying Aces* (now *Flying Models*). It offered more plans and always seemed to include some simple but highly flyable designs. *Model Airplane News*, under Charles H. Grant's editorship, was the scientific modeling leader. Later, under Gordon Light and William Winter, *Air Trails* found its niche by providing a continuing stream of construction articles for the planes that were winning the major contests.

Modeling Books

I received a few modeling books as gift and found and read many more in the public library. At



the time, these seemed out-of-date as compared to the monthly magazines, but did provide some very good basic instruction on model building materials, tools and methods. I think the most useful in the early 1930s may have been Edwin T. Hamilton's Complete Model Aircraft Manual (Harcourt, Brace and Company, New York, 1933). I still have a copy of this book and am still impressed with the amount of work that obviously went into its preparation.

Just before World War II, the most significant book to me was Charles H. Grant's Model Airplane Design and Theory of Flight (Air Age, New York, 1941). This book was a compilation of and an elaboration on a series of articles originally published in Model Airplane News from about 1934 onward. Unlike most other books of the time, it was devoted to design, not building, of models. The articles and book taken together were one of the influences that led me to study engineering at Parks Air College and then Purdue University, where I received my degree as a mechanical engineer, with aeronautical engineering option. (Typical of most pre-World War II engineering universities, a separate degree curriculum for aeronautical engineering had not yet been established.) Grant's book, like Hamilton's, represented an incredible amount of time and effort. Although Grant wrote others, this book to me was his life's work. Also, like Hamilton's, it has stood the test of time. Much in both books is valid and useful today.

First Model Club

My father's work had taken us to from Detroit to Chicago during 1934. We lived in the western suburbs of the city. Although I had the advantage of seeing the Chicago newspapers (Junior Birdmen!), I was too young to be able to attend meetings of the prominent Chicago clubs. So near and yet so far – I was really living in “Hicksville!” In 1936, I formed and became the first president of, the Hawthorne Model Airplane Club at Hawthorne Junior High School in Elmhurst, Ill. It was the first club I had ever had a chance to belong. We had meetings one night a week after school. We built models together there, with the more experienced builders teaching the newer ones. Although I knew very little, I seemed to know more than the others, so I became somewhat of a mentor myself!

The school supplied a meeting room and storage space for our supplies between meetings. In the spring of 1937, we had our first contest. It was for solid scale models, which were judged for workmanship and finish by the science teacher who was our faculty adviser, Mr. Nygaard. I won the contest. The following year we expanded our contest considerably, having two flying events for rubber powered models in the school gym along with a repeat of the solid scale model event. The flying events were for duration in two classes: models over 25" wingspan and models 25" or less in wingspan. I won both of these events – the larger one with a Curtiss Robin and the smaller one with a Flying Aces Moth. (The Moth was still a potent competitor in Old-Timer contests of the 1990s!)

Hobby Shops

I never had access to a hobby shop, as we know them today, until sometime after World War II. Before the war, except in big cities, a shop specializing in model supplies apparently couldn't

provide enough sales volume to support the shop owner.

In the smaller cities and towns, hobby supplies had to be sought out via mail order or from a hobby counter in such places as dime stores, hardware stores, department stores, school supply stores, drug and notion stores, and so forth. In the then little Chicago suburb of Elmhurst, model supplies and kits could be found in the dime store, the bike shop, and the news agency. Sales clerks in none of these stores offered any expertise in modeling, such as might have been found in a real model shop.

It was a great treat, once a year, to go Christmas shopping with my parents in downtown Chicago. At Christmas, the big department stores had hobby departments with fabulous displays of beautifully built models overhead and counters filled with the most unimaginable (to this boy from the boondocks) wealth of model airplane kits, accessories and supplies.

Gas Models

Although gas models had been flying since Langley's quarter size model of the Aerodrome in 1901, they were not a real factor in the general modeling scene until two years after the Brown Junior engine entered production in 1934. The Brown, Junior was the only popular model gas engine available during 1934 and 1935, and its total production for the two years amounted to only 4,000 engines. The first gas model plan appeared in Model Airplane News in 1935. Flying Aces did not feature a gas model plan until 1936 and Air Trails until 1937. The first national advertising for gas model kits appeared in 1936. The kits included Scientific's Miss America and Megow's Flying Quaker. Berkeley, Comet, Peerless, and Cleveland offered their first gas model kits during 1937.

In 1935, Model Airplane News formed the International Gas Model Airplane Association (IGMAA). It promoted local IGMAA Chapters, which were exclusively gas model clubs.

In Chicago, the leader in gas modeling was a man named Pat Sweeney. He was an Air Service veteran of World War I who operated the Uptown Hobby Shop in Chicago. He formed a gas model club, called the Central Gas Model Plane Society (CGMS) in September 1935.

The CGMS sponsored a contest at the Elmhurst Airport in 1936. It was the first gas model contest I attended, and perhaps the first one they held. I had never seen a gas model until then. There were only a few gas jobs present for the contest and the builders were young to middle-aged adults. A few, like Sweeney, got their engines running and put up some flights. These were very realistic and impressive in comparison to the flights possible with rubber-powered models. It seems in memory that most of the planes never put in a flight, though the builders spent their time endlessly cranking their engines without succeeding in getting them to run long enough to attempt a take off.

The CGMS undertook a most ambitious show in March 1937. It was a gas model display in the Hotel Sherman located in downtown Chicago, March 12-14. I attended this show and was

overwhelmed at the sight and sound of the models and engines on display there. In addition to CGMS members' planes on display, manufacturers were also present with their wares. I particularly remember seeing the recently introduced Ohlsson and Elf engines. This show was publicized heavily in the Chicago newspapers and was well attended. A good, well-illustrated review of the show is contained in, Flying Aces magazine for July 1937 (pages 58 and 59).

My First Gas Model

Following the CGMS show in March, I began to think of the possibility that I might build a gas model myself, although financing loomed as a large problem at the time. However, I was now beginning to earn some money doing odd jobs and began saving. Meantime, I was absorbing everything I could about gas models from reading the magazines (by this time I had subscriptions to MAN, FA and AT). In Elmhurst, I did not know of a single gas model under construction, so again I was in the "Boondocks" and on my own in planning my first gas model.

Comet introduced their Curtiss Robin six-foot gas model in the spring of 1937. It was designed, like most of the early "gassies," for any 1/5 or 1/6 horse powered (hp) engine. From the advertising, the kit appeared unusually complete and contained many prefabricated parts. Also, I'd had fine flights from rubber powered Curtiss Robins, so I believed that the design had the potential to be a good flyer.

Comet's Curtiss Robin became my choice for a first gas model. I got the standard kit at \$4.95. The standard kit had bamboo paper, sponge rubber wheels and a birch prop blank, whereas the deluxe kit, at \$6.50, had air wheels, silk, and a ready carved propeller. The introductory advertisement for the model in MAN, July 1937, is still burned in my memory!

I bought the kit, but had no engine. I thought I'd have to worry about getting an engine later and hoped that I might be able to talk my dad into financing it. In the meantime, I went ahead and built the model. It went together well and was really easier than I had thought a gas model would be. However, it did take considerably more time to build than a rubber powered model. When it was finished, since I still had no engine to install, I test glided it with weight in the nose to balance it. On the first, hand-launched glide the leading edge of the stabilizer whacked me in the back of the head. I hadn't allowed for how much bigger this gas model was! The whack ruined that first test glide but I can't remember that it damaged the model or the head.

In late summer of 1937, Bunch announced a price reduction from \$17.50 to \$14 for its factory assembled Mighty Midget 1/5 hp engine. This looked like a price breakthrough to me and I managed to convince my dad of that, too, and to finagle the \$14 from him. With the engine in hand, I started the process of trying to run it on a test stand, as recommended in the instruction manual. I mixed the white gas and SAE 70 oil, bought a pair of doorbell batteries, and had a go at it, using the 13.5-inch diameter, 8-inch pitch propeller I had carved from the blank in the kit. I could get it to pop some, but not to run. Shades of that 1936 contest, where most of builders spent the day cranking their engines instead of flying! My dad had no knowledge of such things and could not help. I tried our neighbor, a former World War I pilot, but he knew nothing to help me either. I persisted in my attempts, even writing the factory for advice, and finally did

somehow get it running. However, it ran in a slow, labored manner and wouldn't keep running more than perhaps 30 seconds. Even so, I put it in my plane and got ready for a first flight. I was able to get the engine to run about the same in the plane as it had on the bench.

I took the plane to an open field that seemed big enough and gave it a try, using a R.O.G. take off. To my utter amazement, the model did take off and fly! It stalled under power and, true to form, the engine died out after about 30 seconds for no known reason. I went on to fly the model, marginal as the power was, into the summer of 1938. I then displayed the model as the centerpiece of my one-man show on model building at the Elmhurst Library. By this time, I felt that I wanted to build something else, so after the show, I removed the engine and sold the model to the Elmhurst Bike and Key shop for display in their shop window. It remained on display there until after World War II.

As a postscript, I should say that years later, I discovered the problem that caused the short, slow runs of my Mighty Midget engine. That engine will run well with a 12-inch diameter, 611 pitch propeller, turning up 6,400 R.P.M. and delivering the rated 1/5 hp. The propeller I had used in 1937 was the one from the kit (13.5-inches x 8-inches) and although it should be fine on the lower speed, .60 CID Brown Jr., it was just too much prop for my .49 CID Mighty Midget. All 1/5 hp engines were not equal.

Later Pre-War Gas Models

I traded in my Mighty Midget for a Husky JV "small-bore" engine (.19 cid) in 1938 and built a CAVU for it (Ken Willard's design in MAN, April 1938). The Husky ran easily and powerfully, but broke a connection rod after only a few minutes of running. I replaced it under warranty with a new rod, but that also broke after a short period of running. I also replaced the second rod under warranty, but then the crankcase lug for the rear cylinder hold-down screw broke, so I didn't run the engine any more. (I still have it. I had the lug repaired by aluminum welding in the 1960s. It's a rare engine now and a nice display item, but too delicate to be practical for use.)

Following the Husky, I bought an Ohlsson 23 in 1939. In memory, that was the sweetest engine I ever had – easy starting, powerful and rugged. That was the start of real gas model success. I used the 23 in an original design job and in a Comet Mercury, which placed third in a large regional contest in early 1940. I lost the 23 out of sight in 1941 in a 53-inch Pacer, which I had built from plans by Sal Taibi in MAN, February 1941. I bought a second Ohlsson 23 and built another Pacer for it. I flew that one through June 21, 1942, which was the date of the last contest I entered before service in World War II.

From 1940 onward, I was earning enough money from spare-time work that I could afford quite a bit of gas model activity. All told, I bought seven gas engines between 1937 and 1942 and built 17 gas models for them in that period. Three models were original design, one a hybrid and the other 13 were from magazine plans or kits. The smallest was an American Ace 36 with a second-series Atom, the biggest an 80-inch Cleveland Playboy. I had the best flights from a Spook 48 (my first thermal flight), a Comet Mercury, the two Pacers (all powered by Ohlsson 23), and the

Playboy 80, powered by an Ohlsson 60 Custom.

More Pre-War

After 1937, I continued with my rubber-powered and scale modeling although I had to make time for gas model activities.

After leaving junior high school, I again had no local club to belong to in Elmhurst, so this limited my contest opportunities. However, I did enter a scale model contest in 1938, sponsored by the Elmhurst Bike and Key Shop. I won with a Ryan ST model built from a Paul Lindberg kit. The first prize was a Megow $\frac{3}{4}$ -inch = 1-foot super detail model of the Stinson SR-7.

Also in 1938, I entered a larger, west suburban area scale contest sponsored by a movie theater in nearby Lombard, Ill. I entered the Ryan ST again and won second prize in this contest, a Comet Clipper kit. (First prize was a Syncro Ace engine.)

A few of the best flying rubber jobs in this period were a Convertible Ski model designed by Henry Mayors, published in FA in March 1937 though it wasn't built until 1939 or 1940, an Earl Stahl designed Interstate Cadet (MAN, 1/41) and a Modelcraft Pacific Ace 30. I built the Pacific Ace from a kit, which I had purchased at the Modelcraft plant in Los Angeles in June 1939. We were on a family vacation in Los Angeles and I talked my dad into taking us to Modelcraft, as I had never visited a model airplane factory before. The "factory" was actually a room behind the retail sales storefront. The "engineering department" consisted of a rather unprepossessing, red-nosed man at a drawing board, and the assembly line probably had no more than a half-dozen employees did. Quite a disappointment, but I did appreciate the man in charge, probably Barney Snyder, giving me the tour.

I also continued to build solid models. Due to their life on a shelf instead of in the air and their small size, eight of them have survived – four of them having been built before I went into service. The oldest one I still have is a DH.88 Comet Racer. It was built from a Megow kit in 1936.

All told, I built 149 models from 1932 to 1942, 78 rubber-powered, 42 solid scale, seven built-up scale, five gliders, and 17 gas models. That is a rate of almost 14 models a year. In the 54 years since then I have built another 152 models or a rate of about three per year!

College and War Years

Due to accelerated wartime schedules and by carrying extra courses I was able to complete my junior year in college before entering the Navy in 1944. I served to Lt. (Jg) in Naval Air Intelligence, being released from active duty in 1946. I then returned to Purdue for the summer and fall terms of 1946, receiving my degree in February 1947. I continued to build models as time and space permitted during my college and war years. At Purdue, I was a member of the Purdue Aeromodelers Club, but was not too active due to the pressures of the times. I did start a

78-inch span Class C original design, but did not complete it until after my return from service.

In the Navy, I did build one Atom powered Free Flight gas job and two Control Line models. My first of the type was a Stratocat with an OK Super 60 and an original with a Melcraft 29, both built after V-J Day and before release from the Navy.

Postwar Club Activity

In 1957, I started a club, the Twin Cities Whirlwinds, in Benton Harbor-St. Joseph, Michigan. This club is still active under the name Southwestern Michigan Whirlwinds. I flew my first Radio Controlled (RC) models in this club. They were a Fox 15-powered Midwest Esquire and then a Cox 049 powered Guillow's Vanguard. This was in the rubber band escapement RC era and I did not find RC very rewarding. I also flew some more Control Line, but did not find that as appealing as Free Flight either. Since I didn't care for the screaming noise, unrealistic appearance and flight pattern of contest Free Flights of that time (picky, picky), I ended up flying sport rubber and gas of the type I had enjoyed before the war. In short, I was flying Old-Timers although this was not a recognized activity in the late 1950s.

My interest in old engines and old models led to my involvement in the founding of the present-day Model Engine Collectors Association (MECA) as one of the two founding national directors under President Alan Shively. I also donated the funds for a Ditto machine so that Alan could start the MECA Bulletin.

Shortly after the start of MECA, I began corresponding with John Pond and assisted in starting the Society of Antique Modelers (SAM), by sponsoring the beauty trophies at the 1965 and 1966 AMA Nationals old timers' events. I also prepared full-size Old-Timer plans for John Pond, to help promote old time modeling.

Most recently, I founded another national Old Timers organization, Kits and Plans Antiquitous (KAPA). This club is for modelers who are interested in collecting old plans and/or kits, or who have an interest in the history of early model designers and kit manufacturers. Over 700 modelers have joined KAPA since its founding in January 1993. It publishes the quarterly journal, the KAPA Kollector.

Since retiring to San Diego in 1985, I have been an active member of SAM 41, the San Diego Aeroneers. I have served almost continuously as president, secretary, or newsletter editor for the club since 1986.

Postwar Contest Flying

Actually, after 1964 I only became significantly active in contest flying again after retirement to San Diego in 1985. By this time, my contest flying was mainly motivated by a desire to support club activities by my participation in monthly contests, which run year-round in this climate. I did enter a few national SAM Champs contests, and placed in some events:

1984, Jimmie Allen - Second;
1991, Half-A RC Scale - Fifth and Rubber Scale - Third;
1993, Rubber Scale - Second.

In regional contests, I placed as follows:

1964, Chicago Aeronuts' Old-Timer Contest – Third in Class C Gas;
1988 and 1995, San Diego Orbiteers Jimmie Allen Air Races, - First;
1991, San Diego Aeroners Annual Invitational – Grand Champion;
1992, John Pond Commemorative Contest – First in Half-A RC Scale and Electric
Texaco

Locally, I have won innumerable monthly contest events as well as one or more annual club high points trophies yearly, in the Aeroners (SAM/AMA), Orbiteers (NFFS/AMA), and Scale Staffel (FAC/AMA) clubs' contest programs.

Published Plans and Articles

Among many published items, the following selection is representative (published plans are in italics):

Flying Aces

- May 1940: “Petrel” vs. Truck - [The first thing I ever had published in a national magazine was this letter to the editor on P. 54.]

Engine Collectors' Journal

- July 1964: The Early Bunch Engines
- July 1965: Ohlsson Miniature and Gold Seal
- January 1966: The Small Ohlssons, Part I
- April 1966: The Small Ohlssons, Part II
- January 1989: The Comet 35 Prototype
- October 1994: That Earliest Ohlsson 60 Custom [with Vic Didelot and Ted Enticknap]

Model Aviation

- January 1983: *The Bellanca Skyrocket (article and 3-views)*
- June 1993: Cover photo

Peanuts and Pistashios, Volume 2 (1987)

- *Mauboussin Hemiptere 40 (3-view drawing)*

Model Plans and 3-Views (1991)

- *Bellanda Skyrocket CH-400 Special (3-view drawing)*

Stick & Tissue, Volume 2 (1992)

- Solids... A Beginning

Air Wars 1919-1939

(Associate Editor, as well as articles)

- Fall/Winter 1991: The Grasshoppers
- Spring 1992: The Culver Cadet
- Summer 1992: Culver, After the Dart

Model Builder

- August 1992: A Solid Beginning

Flying Models

- June 1993: Piper J-2 Cub (plans and construction article for Half-A RC model)
- September 1993: Dry-Bending Laminated Outlines
- June 1994: Take Better Model Photos
- September 1992 to present: monthly column, "Old Timer Topics"

The KAPA Kollector

- No. 1, 1993: Comet's Brightest Stars, Part 1
- No. 2, 1993: Earl Stahl, Wizard of Flying Scale
- No. 3, 1993: Comet's Brightest Stars, Part 2
- No. 5, 1994: Comet's Brightest Stars, Part 3
- No. 6, 1994: A BURD Always Flies Copyright
- No. 8, 1994: Early Gas Models; How to Restore Plans
- No. 9, 1995: Designed by Herbert K. Weiss, Part 1
- No. 10, 1995: Designed by Herbert K. Weiss, Part 2
- No. 11, 1995: Comets Five-Cent Flyers
- No. 13, 1996: Fred Schlienzen and Vito Garofalo
- No. 15, 1996: Modeling For Victory

Newsletter Editor

- Southwestern Michigan Whirlwinds (AMA Chapter), Circa 1957-1963
- San Diego Aeroneers (AMA and SAM Chapter), 1986 to present (winner of AMA Honor Society for Newsletter Editors, 12/1988)

Aerospace Museum Consultant

Since 1986, I have been a consultant on the History of Model Aviation for the San Diego Aerospace Museum. This has involved the planning and execution of the Museum's now nearly complete display of its collection representing the history of model aviation from 200 BC to the present. Although time consuming, this has been a most rewarding and educational experience, and one which has helped me with historical topics that I cover in my monthly "Old Timer Topics" column in Flying Models magazine.

*(Signed) Jim Alaback
12/1996*



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AMA History Project
National Model Aviation Museum
5151 E. Memorial Dr.
Muncie IN 47302
(765) 287-1256, ext. 511
historyproject@modelaircraft.org

