



The AMA History Project Presents: Autobiography of RAYMOND (RAY) JUSCHKUS

Born February 23, 1930

Modeler since 1938

AMA #2658



Written & Submitted by RJ (08/2005); Edited by JS (09/2005), Updated by JS (09/2008), Updated by JS (09/2009)

Career:

- 1945-: Member of AMA
- 1945-1950: Member of New York Gashoppers
- 1950s-: Professional photographer, currently retired
- 1960s-: Member of Flushing Model Airplane Society
- 1980-: Member of Long Island Silent Flyers
- 1980-: Member of Eastern Soaring League
- 1980- :Associate Vice President of AMA District 2
- Articles written for Flying Models and Quiet Flyer magazines

Honors:

- 1946: Photographed while flying by New York Daily Mirror, photos published in newspaper issue
- Won third place in C/L Navy Carrier at Miller Field
- 1962: Won first place in C/L Navy Carrier and seventh place in C/L Stunt at the Chicago Nats
- September 2006: Dave Mathweson presented Ray with the AMA Distinguished Service Award at the Northeast Aeronautic Technology (NEAT) Fair for being an AMA Associate Vice President for 25 years.

The following autobiography was written and submitted by Ray Juschkus, and edited by Jackie Shalberg.

My Biography by Ray Juschkus

It all started when I was six years old. I was in the candy store up the street from where I lived. I saw a boy a little older than me buy a two-cent model plane. It was two pieces of balsa wrapped in a little plan that made the wrapper. The next day, as I was walking along the street, I found an empty soda bottle. In those days, a glass soda bottle was worth a two-cent deposit. I ran to the candy store, got my two cents, and bought a two-cent model. I brought it home and looked it over, but it required a knife to carve the fuselage. I begged my Mom to let me use one of hers. She gave me an old one she no longer wanted. I spent hours trying to sharpen it and finally got it to cut the way I wanted it to.

I finished the model in about two weeks, later finding out I needed glue to attach the wing and stabilizer to the fuselage. I think I made about ten of those models. Then I heard Captain Midnight on the radio. If you sent a label from a bottle top of Ovaltine, they would send you a

glider with folded wings and a catapult. When it came in the mail, I put it together, took it to the park, and flew it for hours. I decided after that to build my own flying model and by then WWII had started, so I got one of the last balsa kits at a Hobby Shop. It was a Bell *P-39 Air Cobra*. The framework came out fine, but the covering was a mess. Balsa was not available during the war and most of the kits were made of cardboard, which turned me off. In junior high, I built Spotter models for the Navy. One I remember was the *Lancaster Bomber*.

In 1945, I found a hobby shop that sold a used O&R 23 gas engine for around \$15.00. Although the war was coming to an end, you could not buy a new engine. I asked the man to hold it for me; that I would be back when I got the money. I sold baseball cards and took back soda bottles for deposits to scrape together enough money to buy the engine. Then I had to save to get a coil, condenser, battery and prop to see if I could get the engine to run. It ran fine. I was looking in a new hobby shop, fairly close to my house, when I saw a Free Flight model called the *Spearhead*, and it was just right for the O&R 23. At age fifteen, I got a part-time job in a photo shop working in the darkroom. I had to wash and dry black and white prints and sort them. I managed to save enough money to buy the *Spearhead* and join the AMA. Dues were a dollar and you got your AMA number on decals and a nice lapel pin, which I still have.

I worked on that *Spearhead* whenever I had a moment and when I finished it I took it to a field in Queens called Creedmoor. It got its name from the Mental Institution that was just next to it. I took a subway and a bus to get there. At the field, I started the engine and launched the *Spearhead*. It flew, but it did not have any turn in the Rudder. I ran as fast as I could to catch up with it. It landed in a farm that belonged to the institution. I got it back, packed it up, and went home. I wanted to have someone who knew more than I did to help trim it. Still, it was on that day that I was hooked and knew I would pursue this hobby for the rest of my life.

I finally got the plane trimmed and flew it for some time. After that, I built a *Skyrocket* by Leon Shulman with an Arden 09 engine, and flew that for an entire summer until it crashed. Next, I built a *StratoStreak*. While I was flying that one at Creedmoor, I found out that the New York Daily Mirror was going to have a model airplane contest for the first time, the Daily Mirror Model Flying Fair. The newspaper sent a photographer to take pictures of us flying at Creedmoor. My picture was in the middle photo section of the paper. My mother was so proud. She showed it to everybody. That was in 1946. At that time, I became a member of a club called the New York Gashoppers.

As time went by, we started to lose fields. The firsts to go were Creedmoor and Hicksville, the later becoming a shopping mall. The handwriting was on the wall. Free Flight was dying and my hobby was starting to look like a lost cause. We went to a contest up in West Point and it was there that I saw the first Glo plug. Control Line was gaining in popularity. I saw a demonstration where they did not need a coil, condenser, and batteries to fly a Control Line plane. I built my own plane and was on my way. At first, I got dizzy and had to overcome that. We flew at Flushing Meadow in the large parking lot that is now Shea Stadium. My interest grew in Control Line Stunt and I built a model called the *Warrior*. It had flaps and could loop like nothing we had ever seen before. Then came the *Drone Diesel*, the *Hot Rock* and many more. We would take a train home and a lot of the people went to sleep from smelling the ether from the diesel fuel.

I then joined the Flushing Model Airplane Society around 1960 and was flying Stunt every weekend until one of the members challenged me to fly Navy Carrier. I kept telling them a person did not need talent to fly Navy Carrier. That started a friendly feud. We were at a contest held at Miller Field in Staten Island and one of the members of my club, George DeAngelo, lent me a Navy Carrier model. It was his backup. That was my first contest in Navy Carrier and I placed third. I think that was about 1960. That winter I built my first Navy Carrier model, a Grumman *Avenger*. When I went to contests, I would enter two events, Stunt and Carrier. I was on the rise and winning contests in New Jersey, Connecticut, Massachusetts, and Pennsylvania. In 1961, the AMA Nationals came to Willow Grove, PA. The whole club went and we did a clean sweep of the Navy Carrier event; first, second, and I was third. I was determined to go to Chicago in 1962 and I was going to be National Champion. I ended up winning and placing seventh in Stunt - a great year.

The Navy ran the Nats in those days and they invited me and a friend to Pensacola, Florida. I won this trip due to my win in the Navy Carrier event at the Nats. We were able to see new Navy pilots take-off and land on a carrier. It was the carrier *Antietam*. We went out into the Gulf of Mexico and had the thrill of seeing Navy pilots fly off a carrier deck for the first time. The Nats kept going to places I could not attend because they were too far away. I had just become a father and my wild days were just about over. I would attend contests on occasion. Around 1975, a friend introduced me to Radio Control. Needless to say I was drawn in and started to learn how to fly. I found a place to fly; Cedar Creek Park was dedicated as a flying field. I had to retrain my way of thinking because of my Control Line experience, but I managed to learn and was enjoying it very much. That lasted about seven years.

I saw some guys flying Sailplanes at the Dayton Nationals and it reminded me of my Free Flight days. I took it up seriously and started to attend contests. I joined the Long Island Silent Flyers in 1980 and the Eastern Soaring League, and have flown in competition for the last twenty-five years. Also, in 1980, I was appointed to Associate Vice President of District 2 by then Vice President John Byrne, and have been in that position since then.

I have attended Executive Council meetings in both Reston and Muncie from time to time. John Grigg and I struck up a great friendship when he was AMA President. He invited my wife and me to the dedication of the Reston building. That was a thrill. He later became Vice President of District 2, appointed me his right hand man, and served in this capacity until his premature death. I miss him very much! He wanted me to run to take his place as Vice President, but I lost the race.

I have been a professional photographer for over fifty years and am now enjoying retirement. I have written for Flying Models magazine and had several covers doing kit reviews. I have just finished a *Playboy, Sr.* and it is supposed to be in Quiet Flyer magazine as a review. I now fly whenever the weather is nice and I have around seventeen models of various types.

-Ray Juschkus

DAILY MIRROR, TUESDAY, SEPTEMBER 24, 1946

Tuneup for Free Mirror Air Show



OFF ON TRIAL HOP goes smart little number made by Ray Juschkas, Brooklyn, while two other contestants ready their ships for flight. More than 1,000 will compete at the Air Show and Flying Fair for thousands in cash prizes. Top award will be a \$3,450 plane.



1946: This was the official program for the first Mirror Model Flying Fair

MANY VALUABLE PRIZES

Pictured here are just a few of the large number of prizes that will be awarded to the winning contestants at the Mirror Model Flying Fair.

PRIZES

The New York Mirror acknowledges with thanks the host of valuable prizes contributed by many companies for the Mirror Model Flying Fair. All those received at press time are listed below. Others are expected, and credit for these will be properly given at the Grumman Field.

Television set donated by Viewtone Television & Radio Corp.

Emercon Radio-Photograph donated by Berkeley Model Airplane Co.

Sterling silver cigarette case donated by Bestam Products Co.

Lord Oxford cigarette lighters donated by Oxford-Pyke Corp. (12)

Model Gas Engine Theory, etc. books donated by America's Hobby Center (6)

Year subscriptions donated by Model Airplane News (12)

Medals donated by Academy of Model Aeronautics (24)

Ranger Fuel donated by Ranger Products (for each contestant)

Tiger Motor Fuel donated by National Model Distributors (144 pints)

Medals donated by Pelka Model Hobbies, Inc. (40)

Watch donated by Benrus for flight break record

Watch Charms donated by Champion Spark Plug Co. (10)

Trophies donated by

Air Trails Magazine

Champion Spark Plug Co.

Consolidated Model Engineering Co.

Eagle Model Airplane Co.

Grumman Aircraft Engineering Corp. (50)

Junior Aeronautical Supplies Co.

Mechanics Illustrated

Micro Bill, Inc.

Miniature Motors, Inc. (2)

Model Airplane News

Model Craftsman Magazine

Nathan E. Smith Mfg. Co.

National Model Distributors

Phantom Motors Dist. Co.

Power Plus Wet Cell Co.

Super Motors Inc.

Tri-Gallies

K. & B. Manufacturing Co.

Engines donated by

Aircraft Industries, Inc.

Atwood & Adams Mfg. Co.

Barker Engineering Co.

Cannon Mfg. Co.

Merline Miniatures, Inc.

Minijet Motors (2)

Olsson & Rice Mfg. Co. (6)

Pace-maker Manufacturing Co.

Super Motors, Inc. (2)

Construction Sets, Tool Sets, Model Kits, etc. donated by

Case Products Corp. (3)

Continental Products Co. (6)

Falcon Model Airplane Co.

King Kat Knives (15)

Model Aircraft Research Corp. (6)

Pilot Models

Semar Specialty Corp. (4)

Victor Stanzel Co. (4)

X-Acto Products Co. (4)

Flights donated by

Grumman Aircraft Eng. Corp. (12 one-hour)

Long Island Airlines (4 to Southampton)

Sutton Island Airport (1 solo flight instruction)

Parts donated by

Bright Star Battery Co. (132 batteries)

Davis Aircraft Eng. Co. (12 sets each of 4)

Jones Products Co. (12 plastic propellers)

Vitamin Battery Co. (15 batteries)

TWO PLACE ERCOUPE

FIRST PRIZE

Value \$3450

From the

NEW YORK MIRROR

THESE WERE THE PRIZES FOR THE WINNERS

1946: Interior of the Program: prizes for the winners of the Mirror Model Flying Fair

MAJOR AL WILLIAMS
Daredevil of the Airways and Pioneer in Aviation Progress
A FEATURE ATTRACTION!

The average American needs no introduction to Major Al Williams, World's record speed flier, ace Navy test pilot, winner of the Distinguished Flying Cross, his career is a succession of technical and scientific achievements.

While we may think of Major Williams as a daredevil stunt and precision flier because of his many startling exploits, there is reason and purpose behind the things he does. He risks life and limb to explore the unknown and untired in flying, as a means of gaining vital knowledge and information to further aviation progress. His object is to help make air travel safe



and the American people air-minded. The colorful career of Major Williams began as a promising major league ballplayer with the New York Giants, under John McGraw, but changed quickly when he became a Navy flier in World War I. This experience proved to him that aviation was his sole and overpowering interest, and he has since devoted his entire time and effort to its development.

Major Williams will fly at the Mirror Model Flying Fair, and we are proud to have him with us. He will use his own Grumann plane, which he has been flying for the past ten years.

GREAT NAVY SHOW

The Mirror Model Flying Fair is primarily for model planes. But overhead will roar some of the mightiest and speediest planes of our great Navy.

Fighters, torpedo carriers, torpedo-bombers and bombers will display their speed and versatility over the field.

A giant liltop will be air-borne all day and will settle down over the field to give us all a close-up. Strange looking helicopters will land on a dime and give us a tickle for change.

The astounding drone — the last word in models — developed as a freely maneuverable target, will be catapulted into the air from a truck, will fly and stunt while controlled from the truck by radio, and will land by parachute.

An impressive armada of combat planes, manned by Naval Reserve Officers, will fly over the field in tight formations from their base at Floyd Bennett Field. These men who helped so much in winning the war are keeping up their flying in their spare time to be fit and ready for any emergency. Get out your handkerchiefs and give them a wave of appreciation when they roar past.

The Reserve Officers from Floyd Bennett will fly in the Navy Ground Show — fighters, bombers and torpedo planes — so that you can see them on the ground, close-up.

PLEASE DO NOT TOUCH THESE PLANES! They will have to be flown back, and any damage or change of adjustment might kill the pilot.

Perhaps the outstanding feature of the Navy Show will be the recently developed Fire-bull — a marvelously speedy plane with both an internal combustion motor and jet propulsor. You will see it perform with either and with both.

We have tried to arrange for some very spectacular Naval flying; but as we go to press, we are not sure what form it will take. The Navy Exhibition Team will come if possible — and what marvelous fliers they are!

But there is a possibility that their planes will be grounded due to necessary overhauls raised by their many shows. If that is the case, the Grumann test pilots will tangle your spines by a similarly spectacular act. We don't know which is better; but we do know both are marvelous.

IN APPRECIATION

We want to record here the wonderful way the Nassau County Police have played ball with us to make the show a success. It takes a lot of work and worry to organize the policing of an affair like this.

Our thanks also to the boys of the Red Shoulder-Barks, the Civil Air Patrol — Civilian Stunts on the side and today — policemen.

The Long Island Railroad has prepared its schedule to run the special trains for you today. They deserve our thanks.

Our thanks to Kanyon Instrument Co. of Huntington, L. I., for the use of the anemometer and wind direction indicator.

The U-Control wires are tested by special accurate Chatillon Scales.

LEAPING

All contests in the Mirror Model Flying Fair will be timed with the unerring, split-second accuracy of the famous Benrus "Sky Chief" Chronograph, "the official watch of famous airlines." The watches for this occasion have been checked under expert supervision for two months and are guaranteed perfect.

In a message to the Mirror the Benrus Watch Company says: "Benrus is happy to be chosen as the timepiece for the Mirror Model Flying Fair because many of its con-



stantials today will become those included in the airlines of tomorrow."

Benrus makes the following generous offer to contestants: If any Air race record is broken at the meet, new holder will be presented with "Sky Chief" Chronograph, the watch which timed his plans in achieving this honor. This prize will be in addition to the regular class prize.

It will not be awarded until the new record is officially confirmed by the Academy of Model Aeronautics.

OFFICIALS

LEON SCHULMAN

Contest Director, Member of Contest Board of the Academy of Model Aeronautics, Present nominee for Vice-President of Academy, Chairman of the New York Metropolitan Model Airplane Council, Noted Designer of model kits, Author of numerous articles for several model magazines, Editor of the Model Craftsman magazine, Class A National Cham-

pio in 1940, Schulman's model designs have won first places each year at the national meets since 1938. Rated as one of the outstanding gas model designers and authorities in the country. Directed postwar Eastern S championship meets, which were the last in the East. Winner of several trophies and championships.

TOM HERBERT

Ass't. Director for U-Control Events, Has been building models 22 years. M.E., University of California, Ass't. Director of Research for Consolidated Vulco Aircraft, Aeronautical design consultant, Doing work for American Society of Tool Engineers, Designed wings and empennage of Globe Swift Airplane, Consulting Engineer for North American Aviation of Inglewood, California.

BERNARD SCHOENFIELD

Assistant Director for Free Flight Experiments for A.M.A. for New York. Builder of model planes for 16 years. Set and glider and indoor records. Magazine tributor. Directed Army Aircraft Research Program for large coaches. Chairman of York Aeronautic Club, Chairman of Co Board for Metropolitan Model Air Council.

A PARTIAL LIST OF TOP CONTENDERS IN THE MIRROR MODEL FLYING FAIR

DICK KORDA, Cleveland, Ohio, Present international rubber-powered Wakefield Cup holder. Holder of Class B Free Flight record of fifty-four minutes flying time. Outstanding model builder in the country. Machinist by trade.

ERNEST BABCOCK, Sr. & Jr., father and son combination, Morris Plains, N. J. Holder of present Class C speed record of 117 m.p.h. Championship team. Recently won Ecoupe airplane at Philadelphia contest. The father is an auto maintenance supervisor for Bell Telephone.

HAROLD DE BOLT, ex-Navy man, Wiltonville, N. Y. Champion stunt flier. Past speed record holder. Will fly two models in stunt competition at the same time. Owns model business.

FRANK McELWEE, ex-Army pilot, I belth, N. J. Noted Free Flight center Winner of several contests. Designer of model capable of slow rolling with cross control on control lines. Production line player at General Motors, Linden, N. J.

CHESTER LANZO, Cleveland, Ohio. Free model competitive. Winner at national in Flying Scale event. Entered in Radio control model contest. Engineer with Nat Advisory Committee for Aeronautics in C land.

ARTHUR HASSELBACH, Bronx, N. Well-known control line model designer. Fly a jet-propelled model.

JACK NORRIS, Lakewood, Ohio. R winner in Class A speed event at last meet. Excellent speed contestant.

Interior of the Program: Leon Schulman was the Contest Director for the Mirror Model Flying Fair.

HEADQUARTERS
NAVAL AIR RESERVE TRAINING COMMAND
U. S. NAVAL AIR STATION
GLENVIEW, ILLINOIS

IN REPLY REFER TO

9 August 1962

Mr. Raymond Juschkus
721 Knickerbocker
Brooklyn 21, New York

Dear Raymond:

As Open Sponsored Control Line Navy Carrier Landing Champion of the AMA Model Meet held in Glenview last month, the Chief of Naval Air Reserve Training is pleased to invite you to join with the five other winners and their escorts to make a civilian orientation cruise to the Naval Air Station, Pensacola, Florida, and aboard the aircraft carrier, USS ANTIETAM. A fact sheet is attached.

The date for this cruise has been set for August 21-23, 1962 and round trip Navy air transportation will be provided from your pick up point at the U. S. Naval Air Station, Willow Grove, Pennsylvania. Please plan to arrive at the airfield's operations terminal no later than 6:30 AM on August 21st, or you may arrive the evening before and remain overnight in the Bachelor Officers' Quarters. Your air departure is scheduled for 7:00 AM on that date.

If you are under 21 years of age, you are requested to be accompanied by a male adult escort, preferably a parent or guardian. Regulations prohibit participation of women guests.

Naval vessels and aircraft, by their very nature, present certain hazards not normally encountered on shore. Thus it becomes necessary to exercise a high degree of caution and alertness to safety procedures. Should an accident occur, the Department of the Navy and the Government cannot compensate a civilian guest, except in those cases where law and regulation provide a remedy for injury or property damage incurred as a result of the negligence of naval personnel or employees.

1962: Letter to Ray Juschkus, scheduling a cruise on the USS Antietam.



Ray Juschkus' Grumman Avenger took a top prize in national meet.

Buils Model Planes

This Flying Ace Never Got Off the Ground

For a man who has never flown in an airplane, despite the fact that he spent six years in the Air National Guard, Raymond W. Juschkus, Photographic Services, has an unusual hobby. He builds and flies model airplanes.

Ray recently took first prize in the Navy Carrier Operation Division in the National Model Airplane Championships at the Naval Air Station, Glenview, Ill., July 23-29. Over 2,000 model airplane enthusiasts from across the country participated in the annual event.

Regarding his "grounded" situation Ray says, "I just never had the opportunity or need to fly in an airplane. Also, my job in the Air National Guard didn't require flying."

Entered Contest in 1946

Ray's interest in model airplanes dates back to 1946 when he entered the old New York Daily Mirror model contest. Although he didn't win the contest his interest was whetted and has continued since.

"Long before aviation pioneers made their first flights they were building model airplanes which were used in early experiments," says Ray. "But today they are built primarily for sport.

"There are three methods of flying model planes," says Ray. "The most popular is the control line method in which the flier controls

lines. There is also free flight in which the model flies by means of a timed motor. The engine usually runs about 15 seconds and then the plane glides down to land. The third method is radio control whereby a transmitter on the ground controls the plane's engine."

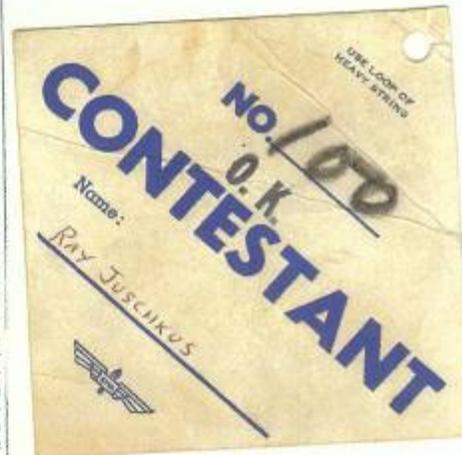
Ray's models — he has eight — fly on the control line principle. In the finals last month, his Grumman Avenger, a replica of the Navy torpedo bomber used during World War II, won the Navy Carrier division. The plane averaged 97 m.p.h.

He also entered two other divisions in the contest — precision acrobatics and proto-speed flying. "In precision acrobatics," says Ray, "special models are flown that perform stunts such as figure eights, square loops, and inverted flying. Proto-speed flying is strictly a speed contest in which models average 120 m.p.h."

Represented Flushing Team

In the three divisions Ray entered he also represented the Flushing Model Airplane Society, a local organization to which he belongs. In addition to Ray's winning the Navy Carrier division, the five-man team took four other top spots.

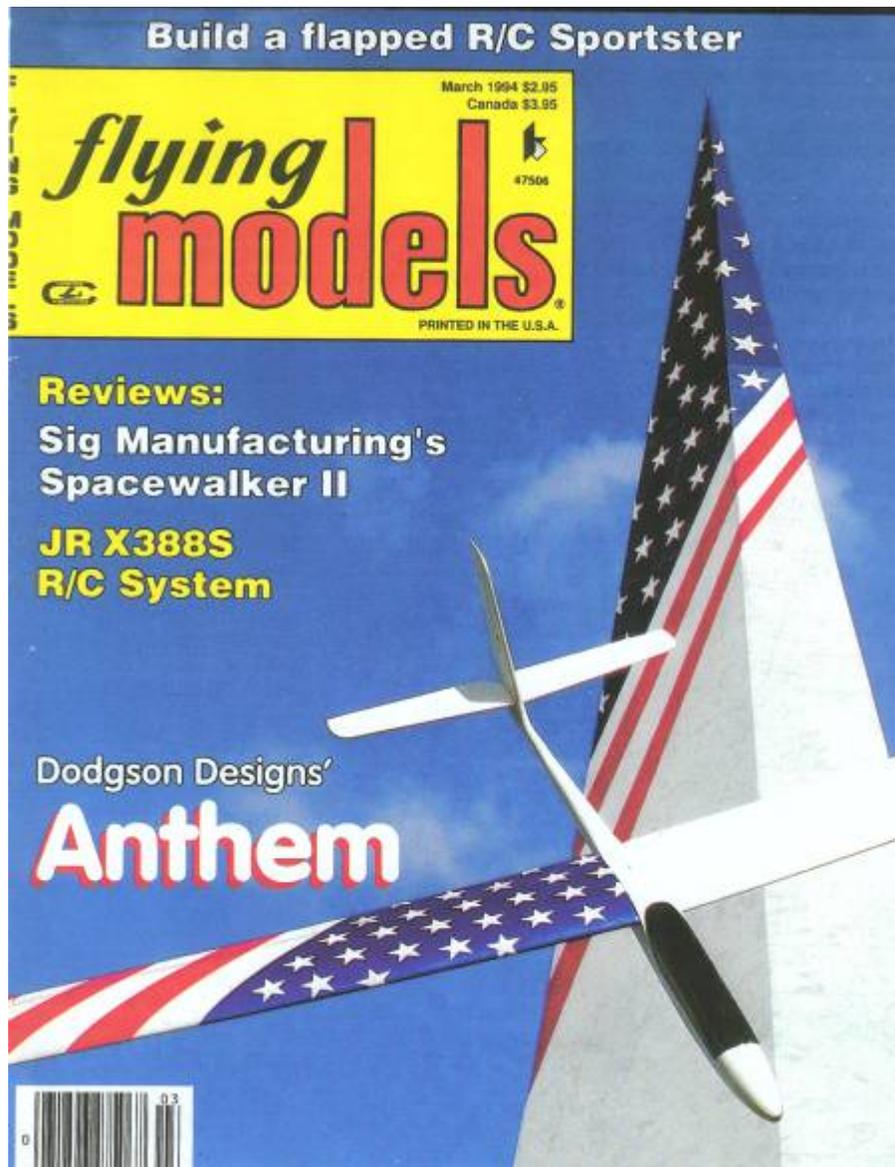
"There were 35 divisions in the contest," said Ray. "The divisions covered the entire area of model flying including jets, tow line gliders, helicopters and indoor flying.



the climax of our club's calendar, local flying events and teaching youngsters about model flying keep us busy year around," continued Ray. "We hold special classes to teach them about the field of aviation as well as model plane building."

For a man who's never been in an airplane you might say that Ray

c. 1962: Ephemera from Ray's competition days: a contestant's numbering tag, photograph, and newspaper article.



Cover of the March 1994 Flying Models issue, which includes the review of the Dodgson Designs' Anthem by Ray Juschkus. According to Ray, "one of my many covers. This was my favorite and most famous."

The following was published in the January 2011 issue of Model Aviation magazine after Ray was inducted into the 2010 AMA Hall of Fame.

Ray Juschkus

Ray Juschkus has been a modeler since 1938 and an AMA member since 1945. He started flying FF models when he was eight years old, collecting soda bottles and selling baseball cards to pay for the two-cent balsa airplanes. The label from a jar of Ovaltine scored Ray a glider with folded wings and a catapult.

Deciding to build his own model, Ray was able to purchase a balsa kit, a Bell P-39 Air Cobra, at a local hobby shop before the advent of World War II dried up the balsa supply. The frame was great, but the covering was not.

In 1945, Ray purchased a used O&R 23 gas engine for roughly \$15. After purchasing needed accessories, again by selling baseball cards and soda bottles, he got the engine in operating condition.

“I was looking in a new hobby shop, fairly close to my house, when I saw a Free Flight model called the Spearhead, and it was just right for the O&R 23,” he wrote.

Ray got a part-time job in a photography shop.

“I managed to save enough money to buy the Spearhead and join the AMA. Dues were a dollar and you got your AMA number on decals and a nice lapel pin, which I still have,” he wrote.

After completing the Spearhead and installing the engine, Ray took the model for its first flight. It flew but it didn't have any turn in the rudder. Knowing he needed help trimming the model from someone with more experience, Ray packed it up. Later he wrote, “It was on that day that I was hooked and knew I would pursue this hobby for the rest of my life.”

In 1946, Ray became a member of the New York Gashoppers, but times were changing. Fliers of the time were starting to lose flying fields to development, so Ray and others tried CL flying.

“My interest grew in Control Line Stunt and I built a model called the Warrior. It had flaps and could loop like nothing we had ever seen before,” he wrote.

Ray joined the Flushing Model Airplane Society and flew Stunt every weekend. Another club member challenged him to try Navy Carrier, and that became the other event he would enter at contests. Eventually he went to the Nats in 1962 and ended up winning Carrier and placing seventh in Stunt.

Fatherhood curtailed Ray's involvement some and the events he attended had to be closer to home. In 1975, a friend introduced him to RC. He was drawn to the sport and learned to fly RC aircraft.

RC lasted until Ray saw some men flying Sailplanes at the Dayton Nationals.

“It reminded me of my Free Flight days. I took it up seriously and started to attend contests,” he wrote. Ray joined the Long Island Silent Flyers and the Eastern Soaring League in 1980 and has been flying competitively since.

In 1980, he was appointed an Associate Vice President (AVP) by then-District II Vice President John Byrne and still holds that position. Ray received the Distinguished Service award for 25 years of service as an AVP.

Ray has written articles for Flying Models, Quiet Flyer, Fly RC, and MA. A professional photographer for more than 50 years, his work has graced the cover of Fly RC. At 80 years old, Ray is still an active flier!

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