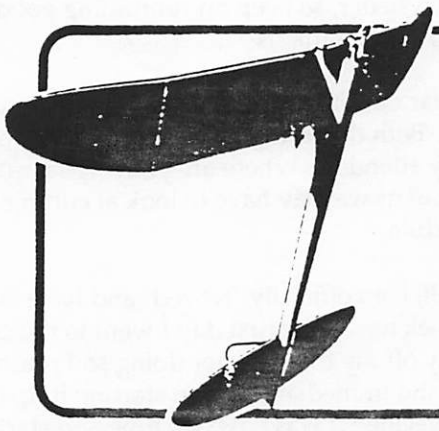


MINNEAPOLIS MODELER

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ESTABLISHED 1937 -- CHARTER No. 379

Annual Dues: Open.... $15.00 Senior.... $5.00 Junior.... Free
Subscription rate for non-members.... $6.00/year

President	**Don Spehn**	**561-6508**
Secretary	**Larry Roberts**	
Treasurer	**Gary Fessler**	**422-0593**
Editor	**Dave Braun**	**457-2264**

No. 242 **Jan. - Feb. 1995**

Coming Events

January 8, 1995

Gary Oakins C.D. 429-3150

Peanut Scale	Walnut Scale
No-Cal Scale	Sheet No-Cal Scale
Bostonian	Penny Plane
Easy B	Catapult Glider
Mini Stick	Junior Rubber (J)

Hand-Launched Glider (J) (S/O)

February 19, 1995

Hank Liljequist C.D. 545-8178

Peanut Scale	Walnut Scale
Bostonian	Penny Plane
Easy B	Parlor Mite
Phantom Flash	Junior Rubber (J)
Catapult Glider	Mini Stick

Hand-Launch Glider (J) (S/O)

Entry Fees: Junior..... $1.00 per event (or scale plane) $2.00 maximum.
Senior/Open..... $5.00 - 1st event; $3.00 - 2nd event;
$2.00 - each additional event or scale plane.

Time: Contests will be from 1:00 P.M. to 6:00 P.M. *Must be out by 6:15 P.M.*

Registration: Will close one-half hour after start of official flying.

Rules/Map: Modified, model and contest, rules /map of site location on reverse side.

Note: All ages combined except as noted: (Junior) - (Senior/Open).

SITE: Minneapolis Jr. Academy

3500 Williston Rd. Minnetonka, MN.

The Prez Says or Spehn Speakith:

Guess who's prez? I know, I know, I said I wouldn't be running again but that was before the deal I was making on a lake place fell apart at the last minute when the current owner got cold feet and decided he didn't want to sell after all. As this is the wrong time of the year to look at lake property we will have to wait until spring to start a new search. Now that I'll likely be here longer than anticipated I said I would consider another term and due to lack of other interest you will have to put up with me again, at least for awhile.

We had elections at the last club meeting. It was quite amazing how everyone suddenly developed a profound interest in their shoes and lost the ability to speak. This mystery was heightened by the strong involvement and vocalization over another issue. (More later.)

As far as the election results, we have a new secretary, Larry Roberts, and a new prize committee member, Tom Grant. Welcome guys. I think everything else is pretty much the same. Gary Fessler and Mike Spiess have applied for contest director status with A.M.A. Thanks are due for their involvement. Thanks also to former secretary Don Berggren and others who served on committees or in some way contributed in the past year.

Now, about the "More later." I don't think I ever saw an issue that drew more attention and opinions than our current financial status. Everyone had an idea or comment and certainly was not afraid to share it. After three months of shouting and nearly uncontrollable excitement we have reached a resolution. First, the problem may not be as bad as perceived. Second, a motion was passed to restructure contest entry fees somewhat. The new fees will be implemented with the summer schedule and are $5 for the first event and $3 per event thereafter. If you fly multiple events you're going to have to pay for each one. No more freebies. The last item is that a donation box will be placed at all club functions. This is a voluntary gift if you feel flush and wish to help defray club expenses. I feel this is a fair resolution and primarily puts the burden where the problem arises. At this point the club will monitor contest receipts and expenditures more closely to avoid similar problems in the future. My New Year's wish is that I don't miss any more meetings and walk blindly into a hotbox.

The club has received some national attention. Mike Spiess' hint on transferring patterns to wood appeared in the free flight column of the January issue of Model Builder. Dave Braun's HLG "Bolo" is featured in the October issue of the Free Flight Digest. Congratulations guys. Both these items were gleaned from our newsletter, so keep on submitting good stuff and you too can be famous.

So far our indoor season can best be described as pathetic. Both the trim session and the first contest were poorly attended. Where are you? We need a better turnout or we may have to look at cutting back on the schedule.

Well, I am officially "retired" and have been for a full week now. The first day I went to the credit union to pay off my truck. After doing so I returned to the vehicle and immediately upon starting it up the darn thing decided it was payback time and started missing and running roughly. I limped it to a garage and $250 later it is running smoothly again. Unbelievable!! Just like it had a mind of its own. The rest of the week was uneventful except I still haven't found any time to do fun things like fool around with toy airplanes.

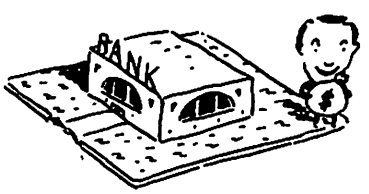
As the new year is upon us the old bard again dusted off the crystal bowling ball and consulted the Ouija board with the broken pointer to come up with a few fearless predictions.:

1. *We will have more than one contest day with decent conditions.*
2. *"I shall return" Saunderson does.*
3. *The club will likely be looking for a new flying site.*
4. *Oakins becomes a trappist monk and takes a vow of silence. (The ball is a little cloudy on this one.)*
5. *There will be an increase in membership of new "old" modelers.*
6. *The prez wins the lottery and buys a flying site.*

Oh, oh, the wife is home from work (heh, heh, heh) so will have to close and get to the honey-do list.

Don Spehn
President, M.M..A.C.

Don Rubs It In...



I'm ***retired***, and you're ***not!***

Meeting Minutes Nov 4, 1994

Place: Donaldson Co.

Time: 7:55 p.m.

Present: 22 members

Treasure's Report Improving.

Correspondence: Received a flier from Davids studios, they are selling T shirts for the 57th FAC price is $12.00.

Old Business Don Spehn confirmed a change to the Indoor contest date: Feb 19th. Turkey shoot was won by Gary Oakins with 9 maxes. Don Spehn commented on the ideas to restructure our prizes, dues and entry fees. Jack O'Leary donated a Cox TD and timers, proceeds go to the club.

New Business Aaron Peterson announced that Boy Scout troop 100 will be at the metro dome Nov 21 From 3:00pm to 5:00pm. Don Davis has kits for sale, for more information contact Aaron Peterson or Pete Owen. The Club Christmas party will be at Don Patersons home, a flyer will be sent out with the details and date. The election of officers was held, Don Spehn offered to run again if someone would fill in if he moves to his retirement home, Gary Fessler also agreed to run again for Treasurer, Your new Secretary is Larry Roberts, and Denny Sussman will do the prizes Dave Braun announced that he would like someone to take over some CD meets.

Meeting Adjourned @ 8:45.

Show and Tell Mike Speiss showed a Rubber kit by Estes priced about $9. Don Spehn showed his Atwood .60 great shape.

From the Soapbox-

"Still bugs me after all these years..."



At one Nationals in the '70s, Peanut Scale was won by a model of the B-70 Bomber. It was powered by a Cox .020!



The contestant said that the rules (heh, heh) didn't specify "rubber power."



Where was the CD? Didn't anybody say anything? What about ***"intent."***



How would you have liked to finish ***second?*** Was this necessary? How could.....ARGGH

Minneapolis Model Aeroplane Club - Monthly Meeting MINUTES

THE THECKRETARY SPEAKETH

Little did I know when I volunteered my services November 4, 1994, to be club secretary, that my first time on the job would be so exasperating. Not to be defensive, but you guys really laid it on thick! Consequently, I'm already finding it extremely difficult not to editorialize my notes; if only to eliminate the inane and the insane. Most assuredly you wouldn't want that [December 2, 1994] meeting's real agenda reprinted verbatim, so please accept any apologies I might have to make regarding the contents of this report; deleting the insidious without deleting the contextual contents is a bit straining.

MEETING MINUTES > December 2, 1994

Place: Donaldson Co.

Time: Meeting called to order at 8:10 P.M.

Present: 22 Members - I think.

Treasurer's Report: Current bills paid.

Correspondence: Aaron Petersen elected to Association of Minnesota Aero Modeling Clubs; he discussed that connection in regards to Hobby Auction & Swap Meet, at Apache Mall, December 10, 1994, at 10:00 A.M. Aaron also presented commentary on Metro Dome flying November 11, 1994.
Card passed and signed by all for Bob Oppegard.

Old Business: Gary Oakins informed club that we will be exchanging newsletters with St. Louis free flight club; he couldn't remember name.
Christmas Party to be held December 10, 1994, at Don Patterson's; "scheduled" take off at 7:00 P.M. Inconclusive discussion about beer and wine for party; oddly, no discussion about hangover cures.
Salutations to Don Spehn on his retirement from B.P.P.D. Also kudos to Don Monson for our having a meeting place. Item > Contest Directors: See President's Column.

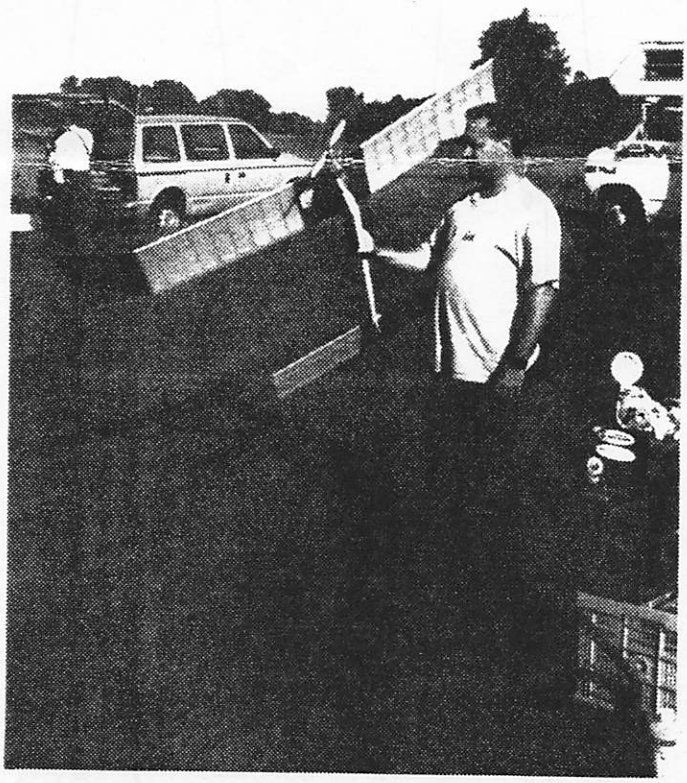
Don Spehn initiated discussion of club's financial condition; presented general outline of four ideas that might solve current and future problems: (1) Cap on entry fees (2) Lessen cost of prize(s) (3) Reduce costs through item control (4) Cut number of contests. Though not an agenda item, it was also suggested having a "donation" can be present at every meet (I presume at the contest director's table).
(1) Cap on entry fees: Proposal voted on TWICE! Same results both times; e.g., Initial Fee $5.00, Additional Fees regardless of number of entries > $3.00 each. First Vote > Gary Oakins made [ammended] motion, seconded by Herman Fessler; Second Vote > Aaron Petersen made motion, seconded by Gary Oakins.
(2) Cost of Prize(s): Apparently - though this wasn't entirely clear as to whom, where, and why - there is a ?Prize Committee? "studying the issue."
Items (3) & (4) reduced to contradictory discussions amongst all participants, some of whom contradicted themselves; impossible to sort out.
Don Spehn again read the four criteria of the agenda, adding that none of this would take effect until the 1995 outdoor season; further discussion tabled until next meeting. Thankfully, End of Old Business.

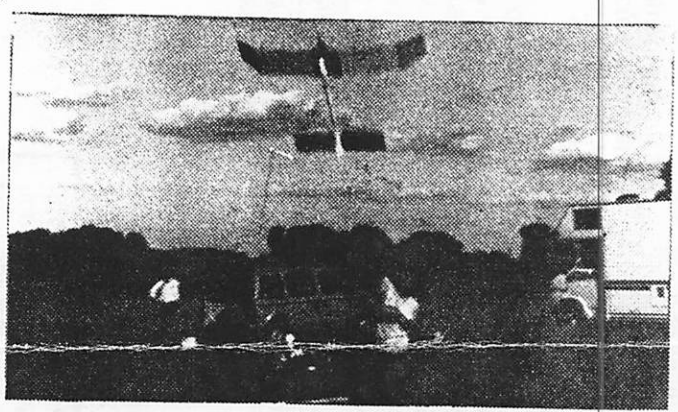
Minneapolis Model Aeroplane Club - Monthly Meeting MINUTES

New Business: Gary Oakins delegated himself - general consensus that it was his job anyway - to go see Mr. Hentges at Christmas. Gary initiated discussion over size of annual donation/Christmas Present, with Denny Sussman offering substantial rebuttal. Don Spehn suggested current arrangement of a $75.00 Dinner Certificate at the Four Seasons. Motion to accept made by Aaron Petersen, seconded by Terry Taylor.
Don Spehn asked for contributions towards costs of last newsletter for 1994, as postal costs are scheduled to substantially increase in early 1995.
Don mentioned that Security wanted us out by 9:30 P.M.
Neither president nor secretary noted who made motion to adjourn meeting.

Raffle: 1st Prize went to Hermann Fessler; 2nd to Aaron Petersen; 3rd to Al Mueller; who won what was not clear.

FOOTNOTE - December 10, 1994 - Christmas Party: Some folks unfamiliar to Secretary, many other folks not present; lots and lots of good food, a very good time and good people. Many thanks to our hosts, the Pattersons.







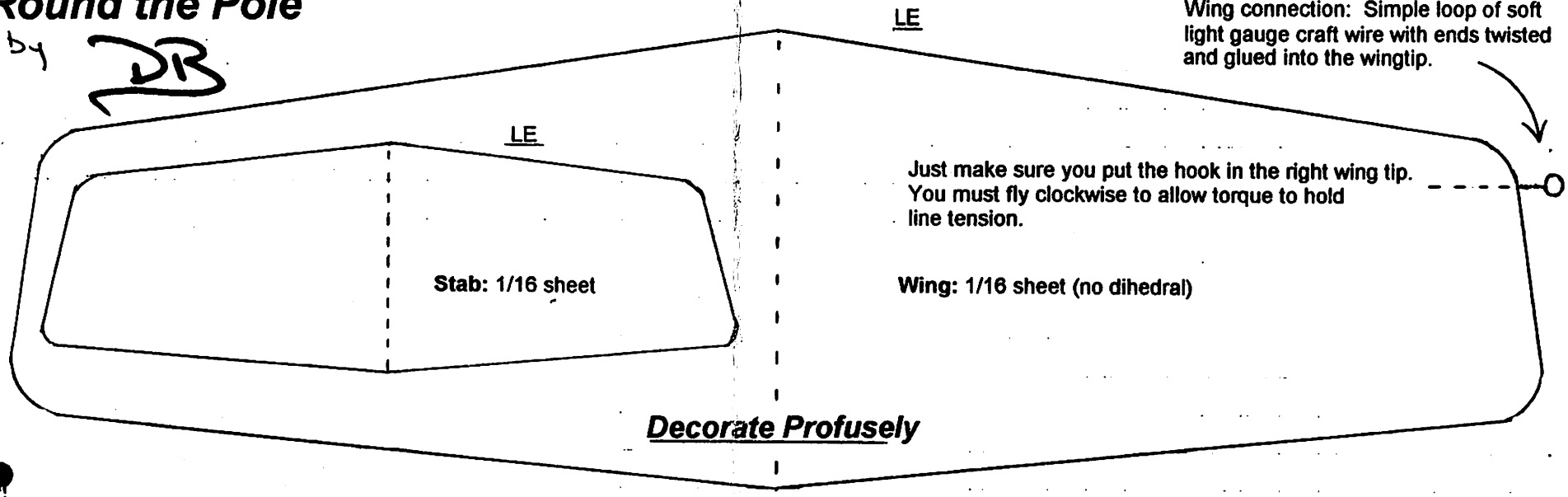
Gary Crawford and his K&B .40 powered Witch Doctor 800. Top-right photo shows the WD 800 rapidly grabbing a big chunk of Minnesota sky. ***Hot, Hot climb!***

Photos by Jorge Triana

Jim Anderson shows off his beautiful 2X Bostonian. Read Aaron Petersen's fine article about doubling up your Bostonian pleasure in a previous issue of ***The Mpls. Modeler.***

'Round the Pole

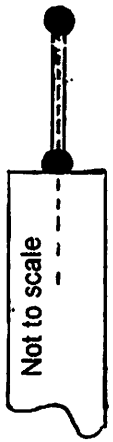
by DB



Wing connection: Simple loop of soft light gauge craft wire with ends twisted and glued into the wingtip.

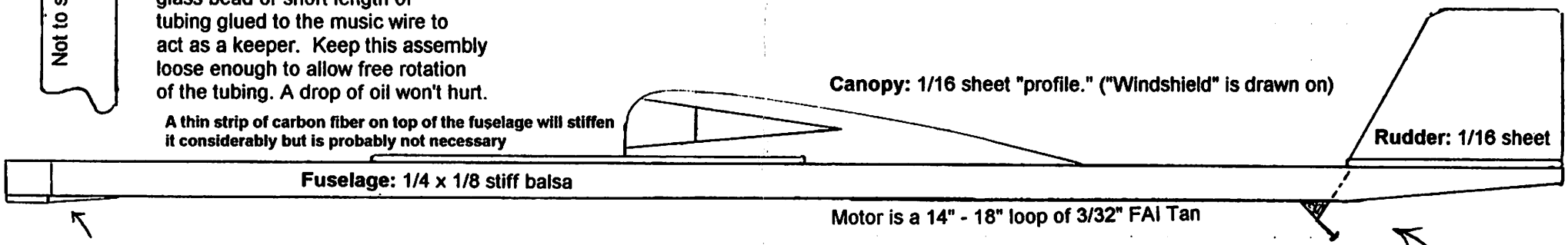
Just make sure you put the hook in the right wing tip. You must fly clockwise to allow torque to hold line tension.

Decorate Profusely



Pylon: 1/16 " music wire inserted in the end of a 3' dowel or broomstick. A glass bead or a short length of 1/16 ID tubing goes over this, then about 1" of 1/16" ID brass or aluminum tubing on top of that. Top it off with another glass bead or short length of tubing glued to the music wire to act as a keeper. Keep this assembly loose enough to allow free rotation of the tubing. A drop of oil won't hurt.

OK Skysters, it's time for some truly ***motorvatin'*** 'round the pole action. Anybody with a scrapbox worth its weight in 14 lb balsa can be dodgin' one of these 10" bullets in under an hour. Simplicity is the key, so rummage around for some 1/16" sheet that you were saving for a birdhouse, pop a cool one, tell your wife to hold all calls, and get started.



Add shims to front end to make a snug fit for a sleek-streak prop assembly. Cut the prop down to 4" or add a prop of your own. I fly with a 4" KaySun.

A fully wound motor yields about twenty laps, thus a "race" of about 35 laps would necessitate at least one pit stop. A few simple rules regarding winding, spare motors, etc. would result in a nice event to hold at club meetings. This also makes for a nice action display at mall shows or school demos.

Rear hook is a bent pin fronted with a triangular balsa support

Support pylon between gallon paint cans, books, etc. If you want to go first-class, fill a coffee can or ice cream bucket with redi-mix and support the pylon vertically until the cement sets up.

Line: 4' of dental floss or equivalent tied tightly to the rotating tube. A small drop of CA on the knot is OK. A tight simple hook (like a Christmas ornament hook) bent from light gauge wire and tied to the other end makes for a quick line-to-plane hookup.

MMAC Indoor Meet Results - Dec. 4th, 1994

Peanut Scale (4)

	Plane	*Scale*	*Flight*	*Total*
1. Don Berggren	Ganagobie	54	40.1	94.1
2. Hank Liljequist	Fike	49	31.5	80.5
3. Jim Anderson	Fike	54	21.3	75.3
4. Harold Wachtler	Cougar	43	26.3	69.3

Walnut Scale (7)

1. Jorge Triana	Miss. Gr. Rap.	58	66.0	124.0
2. Hank Liljequist	Vagabond	52	44.2	96.2
3. Bill Thomas	Aeronca	52	33.7	85.7
4. Don Spehn	Porterfield	46	35.4	81.4
5. Dave Braun	Skyfarer	46	34.0	80.0
6. Jim Anderson	Ord-Hume	50		
7. Don Spehn	Stinson	51		

Penny Plane (3)

1. Bill Thomas	4:20
2. Jorge Triana	4:10
3. Jim Jorgensen	3:19

Parlor Mite (4)

1. Jorge Triana	3:52
2. Don Berggren	3:24
3. Hank Liljequist	3:13
4. Jim Jorgensen	1:41

Mini-Stick (3)

1. Jorge Triana	4:20
2. Dave Braun	4:18
3. Hank Liljequist	1:54

Bostonian (9)

1. Jorge Triana	90.9
2. Jim Anderson	65.3
3. Don Spehn	62.4
4. John O'Leary	59.3
5. Dell Marchant	51.8
6. Jim Jorgensen	40.4
7. Bill Thomas	37.0
8. Dave Braun	12.7

Phantom Flash (4)

1. Dave Braun	88.7
2. Jim Anderson	74.6
3. Hank Liljequist	58.0
4. John O'Leary	14.3

Hand Launch Glider (3)

1. Dave Braun	47.5
2. Don Spehn	45.6
3. Dale Mendenhall	39.5

EZB (3)

1. Jim Jorgensen	4:45
2. Hank Liljequist	2:55
3. Jorge Triana	2:42



Contest High Point getter was Jorge Triana with 30 pts.

Book Review-

Expansion Engine Powered Model Aircraft by Bert Pond

This is the only known book on this subject, and is profusely illustrated with over 200 photos and plans of planes and engines that you can make. It covers the period from the early 1800s to the present and features the latest state of the art info on expansion powered engine technology. Some of the data is is applicable to other types of planes as well. The air-powered models start every time and fly on free fuel; just pump up and fly! You never run out of fuel with these air-powered models. One litre pop bottles make ideal air tanks, so you can drink the pop while building the plane! This is the only known book on the subject and should be in the library of every true modeler. It makes a fine present for your modeling friend who has everything else.

200 pages 8-1/2 x 11 bound plus 20 bonus pages of folded 11 x 17 inserted plans and pictures. Soft cover ***$22.95*** postpaid / Hardcover in Air Force blue with gold lettering ***(Nice) $35.00*** postpaid. Orders can be sent to: ***Bert Pond, 128 Warren Terrace, Longmeadow Ma. 01106***

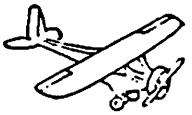
Here's what others have said about this fine publication -

Hi Bert,
Nice C.A. book
really great, looking
forward to your
next work of art
Sincerely
Dick Berge

Dear Bert, My wife and I just returned from an 8-day vacation to find your beautiful book waiting! Have only skimmed through it so far, however can easily see it is a gem, and the binding is first-rate.

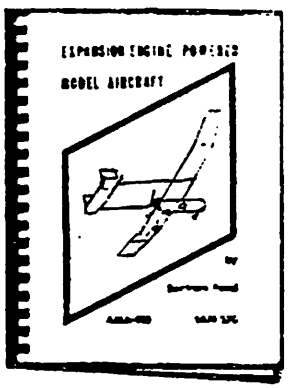
Wanted you to know it had arrived safely, and will get back to you with a proper letter as soon as practical. (We have over 50 pieces of mail awaiting answers!).

Best regards, and congratulations on this splendid production. Bill



Bill and Joan Hannan

Dear Bert. Just to let you know the book arrived this morning and it's absolutely SUPERB. My only complaint is that I have been sitting engrossed and my business is suffering badly! You really owe to be complimented on a really worthwhile effort MIKE BEACH



*Review and information provided by Bert Pond (**El Presidente Uno** of the MMAC)*

From The Editor's Desk or Thoughts While Glued to an EZB Wing

I'd like to thank Frank Zaic for the skein of Pirelli rubber he so graciously sent. As I mentioned to him in a note, most of it will be used in the various junior programs promoted by the MMAC primarily through Aaron Petersen's ***Starbird*** efforts....Those of you with sharp eyes probably noticed that the pages in the last issue of the newsletter were out of order. This was an error on the part of the printer. As I explained to the kid behind the counter exactly what I wanted, I never did get the feeling that his bulb was lit, and sure enough, when I picked up the finished work the error was discovered. The upside of this is that I was given 50% off the final price, thus assisting the club in its current strive for solvency....Congratulations to ***Don Spehn*** on his recent retirement from the police force. After years of a high stress occupation, Don deserves a break. **Good luck Don!** The attendance at our Dec. 4th indoor meet was somewhat disappointing, but a good time was had by all, even though there was an unexpected conflict over gym usage with a volleyball group. Hopefully this can be avoided in the future...

Free Plug Dept: ***The Flying Aces*** newsletter keeps getting better and better with each issue, especially since their plans now arrive unstapled and separate....Bert Pond extends his best wishes to the members of the MMAC. As you know, Bert was the first president of our club. Read the review of his fine book, ***"Expansion Engine Powered Model Aircraft"*** elswhere in this issue....As a member of the Dakota County Historical Society, I recently attended their annual Christmas open house. As you recall, the MMAC put on a static show and flying display in their hall a couple of years ago. To break the ice with their new director, I threw a mini-stick in the van before going down. He had heard of our previous efforts and was genuinely impressed as I assembled the plane and wound the motor. I told him that at a contest the previous Sunday it had done in excess of 4 minutes. I launched it and watched it promptly screw itself into the ground. I mumbled something about torque and incidence, picked up the plane, made an adjustment, launched, and again witnessed a feeble two-circle ten second flight into the floor. Nothing I could do would get the plane up and cruising. I attributed the poor performance to an excess amount of turbulance from the overhead heating vents and the cluttered floor area. (The hall was being used for an exhibit about the history of farming in Dakota County and had many stand-up type displays and even a full sized tractor on the floor). Never the less, he was sufficiently interested to welcome us back in the near future if we so wish. Of course, when I got home, I promptly flew the mini-stick in the living room for two plus minutes. ***Embarassing!...***

I received a nice catalog in the mail from ***OK Engines.*** It's just chock full of replacement parts and factory new engines all at what I would consider extremely reasonable prices. There's no price on the catalog so I assume its free if you want to send for one. Maybe throw in a stamp or two for return postage. ***O. K. Engines, P.O. Box 355, Mohawk, NY 13407...*** I've always envied Jorge Triana for his guitar playing ability but haven't seen him perform for a while. I recently caught him with the ***Riverside Latin Blues Band*** at Chang O'Hara's in St. Paul. Jorge has become an ***ace stringbender.*** All fellow MMACers should take the opportunity to drift over to Chang Ohara's on Selby Ave. on Wednesday nights at 9 pm. Score extra points with the locals by wearing your MMAC togs...Just learned that another 80 acre parcel of our flying site has been sold off; **Merry Christmas.**

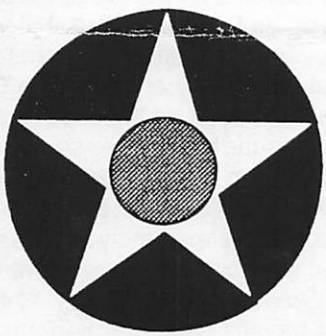
1994 -1995 Indoor Season Points Totals

1.	Jorge Triana	30	5.	Jim Jorgensen	9
2.	Hank Liljequist	14		Don Berggren	9
	Dave Braun	14		Bill Thomas	9
3.	Jim Anderson	12	6.	John O'Leary	6
4.	Don Spehn	10	7.	Dell Marchant	4
			8.	Dale Mendenhall	1
				Harold Wachtler	1

Roundels, Stars and Bars

A Wings Whiplash Report

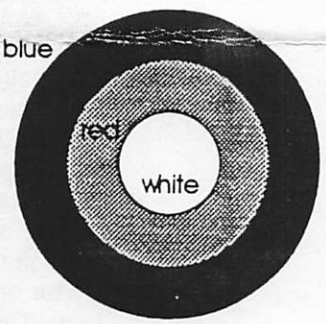
Many of you have been putting off building your favorite warbird for fear of using the wrong insignia. This became evident when the conversations of would be Top Gun participants focused on the genealogy of the US star and bar. Not wanting to endure yet another void in our repertoire of modeling trivia, I embarked upon an extensive research project to search out the truth.



According to the Official Guide to the Army Air Corps, circa 1944, the white star on a blue circular field with a red center circle was officially sanctioned on January 1, 1921. This same insignia surfaced much earlier enhancing the wheels of Rickenbacker's WWI Hat in the Ring Squadron Spad. There is also some questionable evidence of them appearing on the wings of some vintage Curtiss Jennys that predate the official recognition by the military. The military did not want to be premature on such an important issue as insignia designation until they were absolutely sure that there were no aerodynamic penalties or social/political ramifications. (Indians didn't count since they had been adorning their teepees, bodies, and war wear for aeons with similar stars and roundels without properly registering them as trademarks or "official" protected insignia.)

During the void between the birth of the Aeronautical Division under the Office of the Chief Signal Officer US Army in 1907 until the "official" recognition of the approved insignia in 1921, these air pioneers, engaged in WWI, solved the identification problem by borrowing the roundel approach used by other Allied and some not-so-allied air powers. All except the Germans, who, with typical German expediency, frugality, (only black paint must be inventoried, everyone had white paint for squadron designations, maintenance instructions and other sundry military graffiti) and strong nationalism, chose a black cross, an emblem they have, with minor variations, stuck with until today. (It must be mentioned that the German NAZI party adopted an Indian good luck symbol, seen on the vertical fin of their WWII aircraft. It was their bad luck that they made it backwards.)

Even at this early time, roundel reservations were rapidly devoured by political entities commanding, or planning to command, one or more aircraft. From the outer ring in, blue/white/red by the British, red/white/blue by the French who called it a roundeau, green/white/red by the Italians, and a rainbow of variations by lesser powers, leaving the US Air Service with the rather gauche choice of red/blue/white. Perhaps, while it is unrecorded, the flamboyant Rickenbacker and his aesthetically pleasing wheel decorations may have formed the basis for the adoption of the familiar white star on a blue circle with a red center as the official badge of our fledgling air service. Rickenbacker's post war popularity would serve to absolve the military from any lack of creativity. The design prevailed until in the heat of battle in WWII whereupon the red center was mistakenly perforated by ground fire coming from friendly (at least by definition) forces. These friendly forces confessed that the red center looked much like the despised Japanese Imperial Air Force red meat ball. No one ever brought up the fact that there existed a small degree of animosity between the mud soldiers and the air warriors that were frequently billeted in clean beds and were afforded at least the minimum of human luxury in the battle area while the miserable ground troops decomposed in their wet craters. The perceived popularity of these virtuous smelling air knights with the fairer sex no doubt added to the resolve of the muddy marksmen to some degree.



Fearing an untimely depletion of these handsome pilots when they were most needed, the military took decisive action on August 18, 1942, and redesigned the white star on a blue circle with a red center by removing the red center. Now we had a safe and easily recognizable insignia were it not for the fact that many of the unwashed ground troops were color blind. Were they not, they too would have opted to be handsome air knights. Their visual impairment rendered the white star on a blue field to just another round circle to be shot at. Again in another decisive action less than a year later on June 29, 1943, two rectangular bars were added to the white star on a blue circle. Apparently a supply of red paint remained after removing the red ball and still being within the acceptable military time frame for usable stores, it was applied as an outline to the white rectangular bars added to the white star on a blue field. It is not sure if the ground troops were now better able to distinguish friend from foe or they came to the realization that the planes with





the bar dot star outlined in red served to contribute in some small way to their well being in the fox holes. During this whole campaign, the British would maintain a stiff upper lip when being shot at by anyone who would mistake the emblem of the Royal Air Force for that of the enemy and retained their roundel without removing the red center. The French on the other hand were reported to have surrendered to anyone who had the audacity to point a gun in their roundeau's direction, making any design changes a moot point.

Faced now with an organization proficient in insignia design, another iteration was promulgated before the cessation of

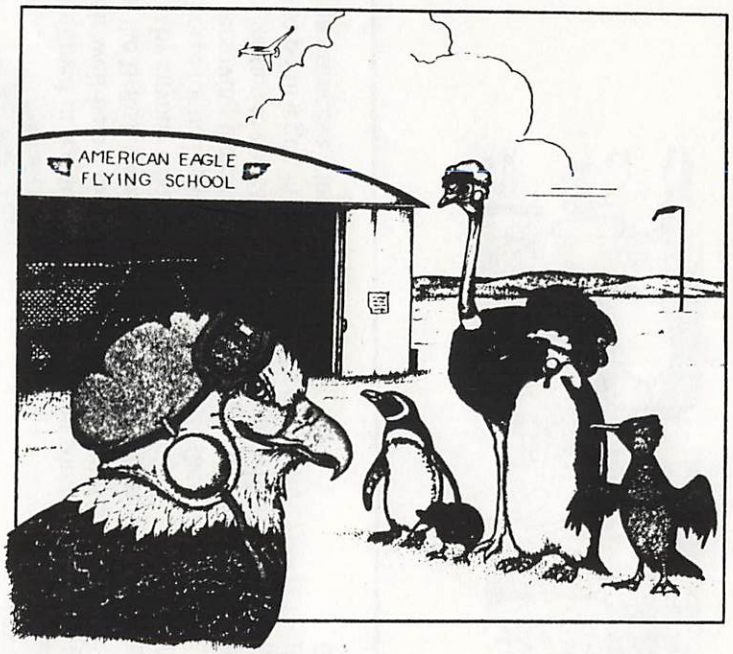




hostilities, and no doubt coincident with a war time shortage and subsequent depletion of the red paint supply, on September 17, 1943, the red outline was replaced by the standard issue blue. This design apparently lacked the degree of pizazz warranted by the sky warriors, or another cache of red paint was uncovered, and in January, 1947, a red stripe was added to the bars. This proved to be a remarkably enduring change, surviving a number of minor wars, police actions, drug busts and humanitarian efforts, New Coke, Lite Beer and gays in the military. It remains with us today as the hallmark of preeminence in the air while at the same time creating an even greater mystery. What drove the Army, Air Force, Navy, and Marines to concede to use the same emblem?

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Season's Greetings