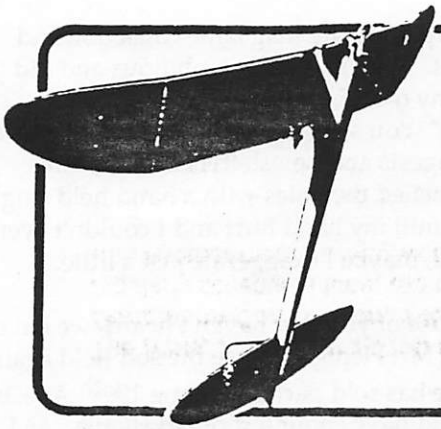


MINNEAPOLIS MODELER

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President	**Don Spehn**	**561-6508**
Secretary	**Larry Roberts**	**753-5643**
Treasurer	**Gary Fessler**	**422-0593**
Editor	**Dave Braun**	**457-2264**

No. 243 **Mar. - Apr. 1995**

Coming Events

March 12, 1995
Don Monson C. D. 457-2321

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

April 23, 1995
Dale Mendenhall C. D. 535-2976

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

SITE: Minneapolis Jr. Academy

3500 Williston Rd. Minnetonka, MN.

The ***Mpls. Model Aero Club*** meets at 7:30 pm on the first Friday of each month at the ***Donaldson Corporation, 1400 W. 94th St., Bloomington.*** If there is a holiday conflict with the regularly scheduled time, the meetings are usually the following Friday. If in doubt, double check with another member who won't be sure either.

The ***Apache Plaza Mall Show*** will be held on March 11; a one day affair this year. Come and witness the normal traffic jam at the MMAC display area as people line up three-deep to watch parlor mites and Starbirds circle the area. The enthralled throng's attention will be diverted only when the PA announcer declares that the Broken Hull RC Boat Club has won the award for the Most Popular Exhibit.

The Prez Says or Spehn Speakith. . .

Wow! Our annual club auction was a huge success. Almost $500 was raised. This certainly is one of the best, if not the best, auction I can remember. Many thanks to all who contributed merchandise and all who purchased the goodies. A special thanks to our auctioneer, Col. Norm Janzen, who did his usual fine job in getting everyone to loosen their pockets and dig deep.

As most of you know, I left the work force at the end of November. I planned to build, build, build. As of this writing one model started over a year ago has been finished and an all sheet NO-Cal was made in one evening. That's it. What happens to the time? This question is posed to those of you who have more experience in this retirement business. I will anxiously await an answer.

Along this same line, I looked over the club roster and found that over half of us are no longer working. This would appear to indicate we are a club of "grumpy old men" as are most of the other free flight clubs in this country. Very few young people seem to be interested in doing what we do. We've been over this all many times before so I guess the thing to do is just enjoy our thing while we can.

Mentioned building an all sheet No-Cal. We had this event at our last contest. Not many participated. You're missing a lot of fun. I built a Rumpler Taube and it flew well. Had a blast doing R.O.G.s and just watching it circle around. I'm not just talking this up because I proposed the event. It really is fun, inexpensive, easy to build, and there are unlimited numbers of subjects to choose from. Mine was from an old plan of a built-up type structure that I just modified to all sheet construction. Several kits are also available. Times were respectable and should increase with further experience. I see no reason that if built light, flights of a minute or more cannot be obtained in a gym. As I recall, flight times of peanut, walnut, etc. were not all that great when we first started the events. Try it - - you might like it.

The winter doldrums have finally arrived. It's too cold to go fishing and they quit biting anyway. The past week or ten days have been the kind where you don't even want to go outside. Did I build? No. Sorted and updated my magazine collection and reboxed it all. Then felt really ambitious and did the same to all my old "F.F. Digests" and "MMAC Newsletters." You see I never throw anything away. Put all the digests and newsletters in three-ring binders. Punched the holes with a hand held single hole punch until my hand hurt and I couldn't even close it. Well, maybe I exaggerate just a little.

For those of you that haven't heard, we have the OK from Mr. Hentges to use the sod field again this year. He has sold part of it along 109th Ave. but we still should have enough room available. As I understand this same part has been sold before and then defaulted back to Hentges. Time will tell if it will be developed. Please wait until the field dries out some in the spring before you go tramping around or risk getting a vehicle stuck. We are very lucky to still have this site.

The latest acquisition at a flea market/antique show was another case to display collectible engines. This one was designed to display wristwatches but will work very nicely to show several engines.

Against my better judgement I started building a new peanut scale model. Just call me "Dumb and Dumber." I hate it! Big guys should build big models. Frustration, Fretting, Foul-up, Fhooey!

Brag, Brag, Brag. While going through old newsletters, I ran across some predictions yours truly made in January of 1989. Among them: *"The metrodome is obtained as an indoor site."* How about that?

Cheers,

Don Spehn
MMAC



MEETING MINUTES: January 6, 1995.

PLACE: Donaldson Co.

TIME: Meeting was called to order at approximately 8:10 P.M.—8:33 P.M.; unfortunately, there weren't any shotguns present to enforce the call to order.
Club President Don Spehn presiding; club treasurer absent with leave.

PRESENT: 23; With twenty three people present, sixty four were talking, and eighty four agendas were being presented!

I have absolutely no idea who presented what, who seconded it, and I'm fairly positive that very few of those present actually know what was voted on.

THE THECKRETARY SPEAKETH

Just as America's continued success as a free country depends upon the sacrifices of it's citizens, so does the continuation of this club and what we represent in terms of modeling. Without **constructive input** from **each and every member**, this club is destined to fail its intended purpose. That means - irregardless of how long you've been in the club or how old you are - that each us has to **actively participate** in the **decision making** and **maintenance of the organization** as well as **promoting the club and seeking out new members** (and **keeping them**), particularly Juniors of **both** genders. (Lest we forget, this club was originally founded by the Minneapolis Park Board **for the youth of the city, AND WE AIN'T GETTING ANY YOUNGER!)**

So why did I come back to this club to the degree that I did? I'm a model builder and occasional flyer who happens to like [the challenge of] free flight. Also, in years past, I've been given the oppurtunity to teach groups of both youngsters and adults how to build and fly both free flight and control line model airplanes. Furthermore I was given cause to realize just how much some of you mean to me in terms of friendship.

TREASURER'S REPORT: Relayed via club president, that we're temporarily in the black and outstanding bills pertain to current indoor season so far.

DECEMBER MINUTES: Accepted as published.

CORRESPONDENCE: Letter from Bud Tenney, Chairman Indoor Contest Board, cryptically referring to both the 1995 Nat's site(s) and some ongoing debate elsewhere with the AMA over "them versus their" costs of the Nat's; also his reminding all readers of his newsletter that "at least three new district v.p.'s had been elected," but then he publishes up-to-date v.p. listing anyway ?
There was some desultory ?discussion? over mention in newsletter from Tenney about AMA requirement of 5 pre-registered entrants or no event.
Don Spehn mentioned that per requests, extra indoor contest schedules had been printed anew.
Also, current NFFS newsletter talks about new "button dethermalizer," how one can obtain one, etc.; if you'd like to know more, see me, your lowly scribe.

Don mentioned that he'd received notice that MECA would be holding swap meet at Apache Plaza March 11, 1995.

OLD BUSINESS: Once again thanks [from those that were there] to the Patterson's for the Christmas Party. January 6th was Al Mueller's wedding anniversary; also he's recovering just fine from eye surgery but not at the speed he'd like. (Note: My uncle who's about Al's age and who flies R.C. - Grassfield's R.C. Club - regardless of the temperature, had

the same surgery and passes this along to Al: If it took your eyes fifty years to get screwed up, don't feel compelled to complain if it takes longer than you think it should to regain your eyesight. Maybe God wants you and your eyes to slow down and rest a bit.) Something there for all of us.

NEW BUSINESS: Don Spehn met with Loren Hentges January 6, 1995, to discuss land that was recently sold by the Hentges. This piece of property is east/northeast of 109th and Hwy. 65, and abuts our southernmost flying field; it does **not** include the field entrance off of 109th. Mr. Hentges stated that the location shouldn't pose a problem for us, and he has no future plans to sell any more property.
Don brought up subject of current indoor site with the remark that we may need to find a different site for next season due to competition from a volleyball club that has a five year lease on the site (which may or may not take into account our scheduled meets).
Gary Oakins brought up subject of [site informational] flyers to be passed out to **NON-MMAC** folks who **use & abuse** the Hentges property; apparently more on this at next meeting.

Next meeting, February 3rd, is Auction Night - meeting starts at 7:30 P.M. with a very brief business meeting planned - bring lots of **good stuff** and help the club stay solvent. **Bring Money TOO!**

Club president Don Spehn (who **only** attempts [in vain] to reassemble Tomy Timers **only** when talking on telephone with your lowly scribe) initiated creation of the Outdoor Contest Schedule for 1995 which will remain essentially the same as the 1994 Schedule with some additions and deletions:

Spring Meet -AA- May 21, 1995, Don Monson C.D. (457-2321), ½A Gas, A Gas, BCD Gas, Nos-Gas (9 sec.), .020 Replica (12 sec.), Pee Wee 30, Mulvihill, P-30, Embryo Endurance, A/1-A/2 Nordic, H-L Glider, Junior Event;

Two Day Meet: June 10 & 11, 1995, Gary Oakins (429-3150) & Mike Speiss (507/931-1686) C.D.'s, **[Saturday] Mini FAI Meet, -A- June 10,** ½A Gas, P-30, A/1 Nodric, H-L Glider; **[Sunday] -AA- June 11,** A Gas, BCD Gas, Nos-Gas (9 sec.), .020 Replica (12 sec.), Mulvihill, Coupe d'Hiver, Embryo Endurance, MMAC Scale, Catapult Glider, Junior Event **(NOTE: A/2 Nordic DELETED);**

Summer Meet -AA- July 16, 1995, Hank Liljequist C.D. (545-8178), ½A Gas, A Gas, BCD Gas, Nos-Gas (9 sec.), Pee Wee 30, CO_2 - Mini 6, Mulvihill, Coupe d'Hiver, P-30, Embryo Endurance, Old Timer Rubber (< '46), A/2 Nordic, H-L Glider, Junior Event **(Note ADDITION of NOS-GAS);**

Almost Silent Meet -AA- August 6, 1995, Gary Oakins C,D. (429-3150), Open Power, Nos-Gas (9 sec.), .020 Replica, Mulvihill, Coupe d'Hiver, P-30, Embryo Endurance, MMAC Scale, Catapult Glider, H-L Glider, Junior Event **(NOTE: Jetex 50 and A/1 & A/2 Nordic ARE DELETED);**

NEW EVENT - NEW MEET

August Fun Fly, August 20, 1995, [In our haste to create this event, NO C.D. was designated! Though, since Denny Sussman brought it up, maybe he should/could be the C,D,] with SAM Event on **trial basis** - SAM Rules apply w/$3.00 entrance fee - otherwise, it's identical to Turkey Shoot October 29th (there was also some confusing discussion over prize money - don't know whether this pertained to SAM event only, or to entire meet - I trust that our "lost [the damn] plans again" president will clear things up);

Fall Meet -AA- September 10, 1995, Dale Mendenhall C.D. (535-2976), ½A Gas, A Gas, BCD Gas, Nos-Gas (9 sec.), Pee Wee 30, Mulvihill, Coupe d'Hiver, P-30, Embryo Endurance, A/2 Nordic, H-L Glider, Catapult Glider, Junior Event **(NOTE: Nos-Gas ADDED; Mini-6 & CO2 DELETED);**

Oktoberflug -AA- October 8, 1995, Dave Braun C.D. (457-2264), ½A Gas, A Gas, BCD Gas, Nos-Gas (9 sec.), .020 Replica (12 sec.), Mulvihill, P-30, Embryo Endurance, Old Timer Rubber (< '46), A/1 & A/2 Nordic, Catapult Glider, H-L Glider, Junior Event;

Turkey Shoot, October 29, 1995, Aaron Petersen C.D. (224-6136), same event policy as 1994.

MOTION TO ADJOURN AT 9:25 P.M.; motion haphazardly carried (unfortunately, there was no loud-hailer available to make it official).

Raffle: As treasurer was not present, raffle was not held.

SHOW & TELL: Newcomer Phil Vogt showed us an original sport stagger wing, rubber powered; told me later that he has five wing combinations for it, including sweptback, and it flies equally well as reverse staggered, or forward staggered, or as a standard rigged biplane, with all wing combinations, and was originally designed in the 1940's.

Don Spehn showed off two creations: his Berkley RAM ROD 600 (for which he found the magazine plans for, but only AFTER he finished building the model; this seems to be a recurrent problem for Don: finally finding the plans for a model AFTER he's built it); and his latest NO-CAL creation, a very nicely done Rumpler Taube. (I wonder if he's found the plans for it yet.)

Your lowly scribe: L.O.R.

P.S.: REMEMBER THAT FEBRUARY 3, 1995, IS AUCTION NIGHT. THE RIGHT WAY TO SPEND YOUR ALLOWANCE.

P.P.S: If it's any consolation Don, I'm even worse than you. In 1971, I carefully cut out all the parts for a .35 Bolton-Paul Defiant semi-scale stunter that had appeared some years back in American Modeler magazine. After molding all the various parts in balsa - the model had preformed leading edge and other sundry parts to cut down on weight - I layed out all the parts for assembly, only to discover that the box that **I'd thrown away** thinking it was full of scrap balsa, was **actually full of ribs and formers for the Defiant.**
In 1992, Paul Newman at Woodcraft Hobby, allowed me to use his jig saw to cut out parts for a model I was building for a customer. There were twelve ribs per wing, and almost all were identical for a given rib station for both top and bottom wings, tapering in depth towards the wing tip, with that rib being W-12. As I was cutting the ribs, using a plywood pattern, Paul and I were discussing a forthcoming model railroad project I was scheduled to work on for him. **So guess how many W-12's were cut (and no balsa left over to cut all the rest of the W-1 through W-11 ribs).**

A Lesson Learned...



It's a long story...



...so I won't bore you with details.



Just remember that...



... CyA is not rubber lube.

MEETING MINUTES: February 3, 1995

PLACE: Donaldson Co., 1500 W. 94th St., Bloomington, MN

TIME: Meeting called to order at approximately 7:35 P.M.

(NOTE: Business meeting minutes ?recorded? by club prez; therefore, the veracity of the information is questionable. He had both the Thecretary and the Treasurer listed as AWOL; he FORGOT (!) that we had both informed him that we had to work.)

PRESENT: "Lots of folks."

TREASURER'S REPORT: Relayed via Dell Marchant - "at least eight dollars in account."

CORRESPONDENCE: Letter from Plan-It Industries - Fred Guilfoyle - CAD Generated 1/4-A duration plans; see Don Spehn for further info. From Dave Braun, a new member from Dresser, Wisconsin, John Rudrogen.

OLD BUSINESS: February 27, 1995, 3:30 to 6:00 P.M., flying in Metrodome; loading dock entrance.
Mall show at Apache Mall still on for March 11, 1995; plans to be finalized at March Meeting.

NEW BUSINESS: See Old Business.

Motion to adjourn Business Meeting at 7:50 P.M.

AUCTION: Norm Jansen very ably officiated as a dedicated auctioneer with Dell Marchant assisting him as financial record keeper. Norm definitely deserves a round of applause for his very fine job as auctioneer. Auction was adjourned at 9:45 P.M.

P.S.: Shortly after the Theckretary arrived, Don Monson showed up with his car stuffed with oldies - FF & CL - and the Theckretary, along with a couple others, assisted Don in carrying in the assorted bits and pieces. In retrospect, I could've just walked over to my van with 75% of what I carried in, because what wasn't sold, Don gave away. I mention all of this because one of the items I carried in, was a Class C/D free flight, red in color, and after the auction, I ended up with the wing to that plane. I would appreciate a contact from whomever took the fuselage, as I would like to have the entire assembly. Contact me at 612-753-5643; I have voice mail, so you can leave a message; if you took the fuselage assembly for any particular parts or accessories, that's okay as engine mount and/or timer would not be applicable to my particular needs.

Next Meeting: March 3, 1995 @ 8:00 P.M. @ Donaldson Co.

MMAC Indoor Results - Jan. 8th, 1995

Walnut Scale (4)

	Plane	Scale	Flight	Total
1. Jorge Triana	Ms. Gr. Rapids	58	65.4	123.4
2. Hank Liljequist	Vagabond	52	36.4	88.4
3. Don Spehn	Porterfield	46	41.7	87.7
4. Dave Braun	Skyfarer	46	33.7	79.7

Peanut Scale (5)

1. Jorge Triana	Hem. 40	57	52.0	109.0
2. Hank Liljequist	Fike	49	35.0	94.0
3. Jim Anderson	Fike	54	29.2	83.2
4. Gary Oakins	Lacey	46	28.3	74.3
5. Don Berggren	Ganagobie	54	12.1	66.1

No Cal Scale (6)

1. John O'Leary	136.0
2. Hank Liljequist	123.0
3. Don Berggren	102.2
4. Dave Braun	101.1
5. Jim Anderson	52.1
6. Terry Taylor	32.0

Sheet No-Cal (2)

1. Don Spehn	26.5
2. Terry Taylor	25.1

Easy B (3)

1. Jorge Triana	5:35
2. Hank Liljequist	4:31
3. Jim Jorgensen	2:55

Penny Plane (2)

1. Jorge Triana	3:27
2. Jim Jorgensen	3:07

Mini Stick (3)

1. Jorge Triana	4:38
2. Dave Braun	3:26
3. Hank Liljequist	1:17

Contest high point total to Jorge Triana with 34

Catapult Glider (5)

1. Gary Crawford	44.3
2. Del Marchant	31.7
3. Dave Braun	28.5
4. Terry Taylor	27.3
5. Don Spehn	21.1

Bostonian (7)

1. Jorge Triana	100.3
2. Don Spehn	68.0
3. John O' Leary	66.9
4. Jim Anderson	65.2
5. Gary Oakins	53.2
6. Del Marchant	32.9
7. Dave Braun	23.8

Hand Launched Glider (5)

1. Gary Crawford	55.6
2. Dave Braun	48.6
3. Dale Mendenhall	42.8
Don Spehn	42.8
5. Del Marchant	30.2



Notice! The date of the April indoor meet has been changed to April 23.

MMAC Indoor Results - Feb. 19th, 1995

Walnut Scale (5)

	Plane	Scale	Flight	Total
1. Jorge Triana	Ms. Gr. Rapids	58	59.6	117.6
2. Bill Thomas	Aeronca	52	36.4	88.4
Hank Liljequist	Vagabond	52	36.4	88.4
4. Dave Braun	Skyfarer	46	37.0	83.0
5. Don Spehn	Porterfield	46	36.8	82.8

Peanut Scale (5)

1. Jorge Triana	Hem. 40	57	48.0	105.0
2. Hank Liljequist	Fike	49	47.3	96.3
3. Don Berggren	Ganagobie	54	35.4	89.4
4. Gary Crawford	Farman	55	33.9	88.9
5. Jim Jorgensen	Farman	50	36.0	86.0

Bostonian (6)

1. Jorge Triana	80.0
2. Don Spehn	74.8
3. Jim Jorgensen	72.3
4. Mike Spiess	67.0
5. Dell Marchant	51.5
6. Dave Braun	10.4

Phantom Flash (4)

1. John O' Leary	163.1
2. Dave Braun	127.8
3. Hank Liljequist	72.4
4. Bill Thomas	58.5

Mini Stick (3)

1. Jorge Triana	4:59
2. Dave Braun	4:18
3. Mke Spiess	2:28

Parlor Mite (3)

1. Don Berggren	3:50
2. Mike Spiess	3:10
3. Jim Jorgensen	1:32

Easy B (3)

1. Bill Thomas	6:41
2. Jim Jorgensen	5:24
3. Hank Liljequist	4:31

Penny Plane (3)

1. Jorge Triana	4:37
2. Bill Thomas	4:16
3. Jim Jorgensen	2:54

Hand Launched Glider (4)

1. Gary Crawford	54.9
2. Dave Braun	48.4
3. Dale Mendenhall	42.6
4. Don Spehn	26.3

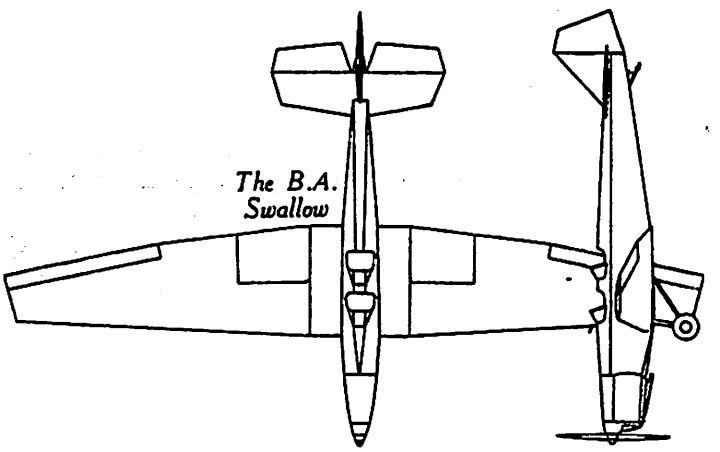
Catapult Glider (4)

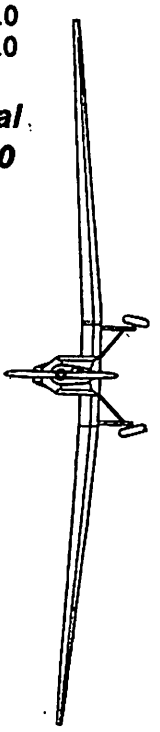
1. Gary Crawford	45.2
2. Dell Marchant	35.4
3. Dave Braun	30.6
4. Don Spehn	23.6

Junior Rubber (5) !

1. Cody Spiess	45.0
2. Cris Bayliss	31.0
3. Nick Igoe	30.0
4. Kieth Igoe	26.0
5. Pat Frankowsky	19.0

Contest high point total to Jorge Triana with 30





MAAC Report by Aaron Petersen

I am now your representative on the board of the Minnesota Association of Aeromodeling Clubs. What does the MAAC "do"? Well, for one thing, it organizes the Apache Mall Show, which this year will be a one-day affair on 11 March. This show has been good for the MMAC, bringing money into the treasury and members into the club. Also good public relations. The MAAC intends to organize other shows as well, perhaps one big one this summer involving all kinds of model clubs -- outdoors with flying. Also, we are talking a lot about youth programs, etc. -- a subject dear to my own heart. Furthermore, in numbers there is strength, and in organization there is strength when it comes to dealing with agencies, government bodies, etc. regarding flying sites, programs and the like. In short, MAAC's goal principally is to strengthen the hobby/sport we all enjoy so much and to enhance its prospects for the future in Minnesota. If you have concerns you want to bring forth, please do not hesitate to bend my ear. I will keep you posted on these pages of details of future activities and programs.

MODEL AVIATION EXHIBIT

MARCH 11, - SATURDAY
9:00 TO 5:00

R/C AIRPLANES	FREE FLIGHT
R/C GLIDERS	INDOOR FLIERS
HELICOPTERS	SCALE MODELS
C/L MODELS	R/C BOATS

INDOOR AND OUTDOOR FLIGHT DEMONSTRATIONS

BUILDING DEMONSTRATIONS

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A Presidential Salute

Abraham *"Honest Abe"* Lincoln; President, statesman, emancipator, and deluxe category III timer.



Satellite City

*The following was taken from the National Aeronautic Association newsletter **For the Record.***

Bob Hunter started modeling in the early 1930s at the age of seven. Like most modelers, he couldn't get enough of it. His son, Bill, began modeling about 1955, at the age of six or seven. Building models proved to be a common interest for father and son that lasted more than 39 years.

In 1957, Bob Hunter designed the Satellite, the airplane that would later be the origin for the name of the Hunter's company, Satellite City. Sundays always meant flying. Bob and Bill could be found on almost any Sunday morning at Sepluveda Basin, a flood control basin, now a park in the San Fernando Valley of California, along with many (sometimes hundreds of) other modelers. Back then it was designated "Los Angeles Model Airport". in 1958, Bob Hunter arranged for a group of several San Valeer club members, including junior and adult flyers and their models, to be flown–at no charge–to the AMA Nationals at N.A.S. Glenview in Illinois. The group of juniors, including Bill, came back only two or three short of having won every 1st, 2nd, and 3rd place trophy in the four classes they had entered.

It wasn't long before a group of friends from the field and the "San Valeers" began building Satellites exclusively and flying from the same launching pad. This group included many junior modelers, sometimes as many as 15 on a given weekend. One day someone referred to that particular launch pad as "Satellite City" and the name stuck.

The 1959 Nationals were held at N.A.S. Los Alamitos, in Southern California. Bob and Bill competed for the overall national championships in their respective age classifications. By the end of the week's events they had won the titles of Junior National, Open National, and Grand National Champion. This was the first and only time a father and son had ever won these titles in the same year.

Understandably encouraged and excited by their impressive show in the '59 Nats, the Hunters commenced preparations for the 1960 Nationals, at N.A.S. Dallas, almost immediately. A rules change for the AMA Free Flight power events had made all their existing models useless, which meant new models for each of the four events had to be built and flown in western competitions. Meticulous plans were made for the road trip to Dallas and a cartop box was borrowed to carry the models over their 1959 Ford station wagon. However, hundreds of hours of planning and building were destroyed in a minute when, on a stretch of highway just outside Blythe, California, at about 75 mph, the top of the carrier blew off and all their models were sucked out. They could only watch in horror as wings and stabilizers were pulverized by the unheeding traffic that followed. That ended the 1960 Nationals for the San Valeers. The experience was to prove so devastating to morale that the hunters gave up modeling for five years.

In 1966, Bill started getting the modeling bug again and managed to infect Bob with it, too. They started making plans for the 1967 Nationals to be held at N.A.S. Los Alamitos and in late 1966, they started building hot and heavy. Bill must have been bitten by the modeling bug pretty badly, as he won the Senior title at the 1967 Nats.

In 1969 Bob and Bill collaborated on redesigning the Satellite. Once again a group started to slowly build around the design. The group became known as "Team Satellite" and it was quite a team! An invitational, informal arrangement, their goal was that either someone on the team or someone else flying a Satellite would win every AMA power event at any contest they attended, in their age groups. Naturally, this was not always possible, as the competition was intense, but very often a team member or individual Satellite entry took the prize.

It became quickly apparent that one of the ways to achieve the team's goals was to be able to build faster than the competition. Waiting for glue to dry was the big holdup. Something instant–a glue that would cure as fast as the pieces could be assembled–was needed. With nothing suitable available in the hobby shops, they turned to the aerospace industry for help in developing a new adhesive. The glue they developed reduced weight, cut build time in half, made it possible to rapidly repair crashed models on-site, and accelerated design development.

The team soon accumulated so many wins and national records that modelers all over the world were ordering plans and kits. Like most modelers, they couldn't help sharing what they knew, and so the word was spread about the big advantages of "instant" building. In late 1970 they started making "HOT STUFF" available to all the modelers on the field. As more of the modelers saw the instant repairs Bob and Bill did and witnessed the team's successes because of them, the contests began to take on the air of a clinic for building and repairing models. More than once the Hunters assisted in or performed what had previously been an impossible repair of a competitor's model that went on to place in that event.

The 1973 Nationals were scheduled for Oshkosh and the Hunters really looked forward to going, because the National Free Flight Society had chosen the Satellite "1000" as Model of the Year. The award was to be presented at its annual Symposium, held during the Nationals. The "1000" (the designation for wing area in square inches) had been in kit form for a few months and this award couldn't have been timed better.

Again they planned on driving, so a cartop carrier was very carefully scratch built by one of the team members. This time it was a fiberglass clamshell affair and very, very strong. (Memories of 1960 still gave them nightmares.) Their group left home early enough to allow for every possible unexpected delay along the way.

But disaster struck. They blew both tires on the trailer in short order. Bill nodded off at the wheel and rolled the Suburban, scattering support gear and model parts everywhere. The team picked themselves up, trucked the wreckage back to LA and spent a frantic night repairing the salvageable models in time to catch a flight to Oshkosh the next morning. The only rebuilt model to place in its event was a "show" Satellite 1000, 30% heavier than the competition weight from the glitzy finish job Bill had put on it, which not only won 1st place in its category, but posted the highest time of the whole Nationals!

In line with their philosophy, that you helped, instructed, provided the best product and the fastest service, and the rest of the world would take care of itself, Bill and Bob produced an instruction sheet detailing the how-to's of "HOT STUFF," which eventually turned into the *Tip Booklet.* Since the inception of Satellite City, "How-To" information had been part of what the Hunters considered service. The Tip Booklet was joined by a "How-To" video tape entitled *Video Tips* which the Hunters offered free to interested modelers. *Video Tips 2,* a much improved, more polished version, was developed with comments from other modelers.

One of Satellite City's proudest times came in 1984 when they got a call from Dick Rutan of Voyager Aircraft. Dick said that they had been using "HOT STUFF" in constructing the Voyager. Bill and Bob had been hearing of the project and its goals through the news media and had fallen in love with the look of the Voyager, so they were delighted with the news. Dick explained about the Voyager project in depth and told them that the Voyager people had been buying "HOT STUFF" through a local retail store. With that, the Hunters immediately offered to support the project from then on with whatever products and help they could give. A package left that day for Hangar 77 containing lots of "HOT STUFF" and a copy of *Video-Tips 2.* Three days later, Dick called back to thank them and to say that, after viewing it himself, "the whole project crew had to sit down to watch the tape and "if we had seen this tape before we started construction, we could have saved 10% of our total construction weight." From that time on, "HOT STUFF" was used by Voyager Aircraft in all the new ways the tape had shown.

In December of 1986, the time arrived for the crucial test–around the world nonstop and without refueling. "HOT STUFF" was part of the project right up to 15 minutes before takeoff for the nonstop global flight. Evidently, a control cable had come loose from its mount and was discovered just prior to takeoff. One of the Voyager's mechanics sent Satellite City a photo showing a bottle of SUPER 'T' and KICK-IT sitting on the fuselage while the legs of a mechanic stuck out from the top access.

Another surprise for Bill and Bob came that same year. The Academy of Model Aeronautics chose Satellite City as the recipient of its very first AMA Technical Product Award for their introduction of cyanoacrylates to the hobby industry and for its "Profound Affect on Modeling." This was a tremendous recognition and they were deeply moved by it because it sometimes seemed to them that many had lost sight of the fact that it was Satellite City that had started something that was to change the way modeling was done around the world.

All around us are people who have made–and continue to make–lasting and significant contributions to aviation. One of NAA's primary roles is to identify and recognize these unsung heros of aviation without whose contributions we would all–pilots and non-pilots alike–be that much poorer in spirit.

Bob Hunter, founder of Satellite City, passed away just a few weeks after receiving the award from AMA. The Academy would like to express our condolences to his family and many friends, modelers and non-modelers alike, whose lives he touched in so many ways.

1994 -1995 Indoor Season Points Totals

1.	Jorge Triana	94
2.	Dave Braun	42
3.	Hank Liljequist	40
4.	Don Spehn	34
5.	Gary Crawford	28
6.	John O' Leary	25
7.	Jim Anderson	21
	Don Berggren	21
9.	Jim Jorgensen	20
	Bill Thomas	20
11.	Dell Marchant	16
12.	Dale Mendenhall	7
13.	Mike Spiess	6
14.	Gary Oakins	5
15.	Harold Wachtler	2

Juniors

1.	Cody Spiess	7
2.	Cris Bayliss	4
3.	Nick Igoe	3
4.	Kieth Igoe	2
5.	Pat Frankowski	1

From the Cactus Squadron Newsletter

