

The Thermaleer

John Pond: March 20, 1917- June 11, 2001



***Special John Pond
Commemorative Issue.***



(The story of the Man with the Plans.)

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Sunday afternoons and Thursdays, Thursday Old Farts Fun Fly (TOFFF's day) there is casual flying at the SWAMPS club on a private property at Lang Lang, (conditions permitting) by courtesy of David Chigwidden. Members are welcome, especially those new to flying. Location and local field rules can be obtained from Fred Chigwidden, you can reach him on 03 5997 5675

**President's report:**

I hope you have all been working hard repairing and building some new models for the upcoming season. The first event is the

Half A Texaco International, September 8th through to the 16th. Barry Barton will be the C/D for our entry, myself and Barry have been practicing using the 8oz / sq foot wing loading rule, my Atomizer now weighs nearly 16oz instead of 11oz, I had no trouble at all getting a Max, so don't be put off, have a go,

The Eastern States Gas Champs at Albury/Wodonga are next at the end of September, we will be flying to the SAM 1788 rules, Duration rules are in the Thermaleer. For '38 Antique we will use the trial of revised engine runs.

I have put my Oliver Tiger in my 3.5lb Read Zephyr and at 70 second per lb., it showed a lot of promise. Last year's Victorian State Champs will be finished off at our November Haddon Event on the 17th and 18th, Texaco and 2cc left to finish off, we have been asked by the MAAA to help with the running of the Old Timer Events at the Nationals in December,

Hope to see you all at the next bi-monthly Meeting on the 27th of September

KEVIN FRYER

President SAM 600 of Australia
email-<fryerkd@bigpond.com>.

Next Meeting:

Meeting #75, Thursday 27th September 2001, 7:30pm sharp at Saturn Hobbies, located at 17 Ardena Court, Bentleigh East (Melway 68 J-12). off East Boundary Road.

Saturn Hobbies will be open prior to 7:30pm.

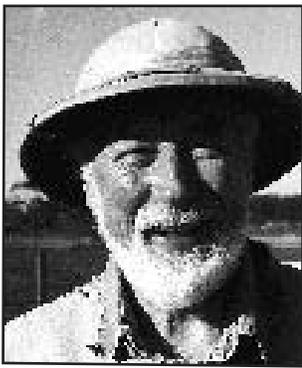
Meeting #76, Thursday 22nd November 2001

Meeting #77, Thursday 24nd January 2002

Meeting #78, Thursday 28th March 2002

Meeting #79, Thursday 23rd May 2002

Meeting #80, Thursday 25th July 2002



Editor's Report.

Wonderful news to report. Trevor Boundy, our esteemed WebMaster has taken out the top prize at the recent "NetAlert Gippsland Diegesis

Festival". This is not only a credit to Trevor but reflects very positively on the quality standing of SAM 600 of Australia.

I'm sure you all join me in extending the heartiest congratulations to Trevor. The official logo of the "NetAlert Diegesis Festival" is shown below.

I trust that all members have spent the

winter months building, test flying and generally getting things organized for the coming season. Your President Kevin Fryer and our nw Contest Director Mark Collins have worked hard to put together what promises to be a very full schedule.

I am also your representative on the MAAA Old Timer Rules sub-Committee which I reported on extensively at our last bi-monthly club meeting. Well, nothing further as far as the committee has progressed, although I note that the MAAA Old Timer rules for the forthcoming Albury-Wodonga Nationals have been published on the MAAA web page so as far as the MAAA events are concerned that is that.

We are seeking clarification from SAM 1788 as far as the rules to be flown at the Eastern States Gas Champs and no doubt this will happen at our upcoming meeting.

All the best for the coming flying season. PCB



On Saturday 25th of August at the Gippsland 2001 Diegesis Festival, Noni Hazlehurst presented the WebMaster for SAM 600 of Australia with the winning prize for "Individual Open Web Site" design.

WebMaster's Report:

The last two months saw 230 visitors to SAM 600 of Australia web site and 400 visitors to the Model Recognition site, not bad for our non flying season I suppose. The Recognition site has broken the big "1K" barrier, with over 1000 pictures of models available.

The new committee was elected at the last meeting and this newsletter goes out to 65 people, with a number of non financial members getting a newsletter with the hope they will be rejoining.

I was very saddened to hear of Tony Cincotta's news, that his entire motor collection was stolen, makes you wonder what's happening to this world we live in.

SAM 600 of Australia:

<http://www.sympac.com.au/jtboundy/sam600/index.htm>

Model Recognition page:

<http://www.sympac.com.au/jtboundy/pics/SamSearch.htm>



That was the flying season - That was !

A special report from Barry Barton.

It began, as is now usual, with the 'VIC versus NSW' Eastern States Gas Champs at Wangaratta. Day one saw the Gordon Burford event flown for the first timer in Victoria with a healthy entry of around a dozen. Condo-Smith took it.

In '38 Antique, the purist Alan Wooding, with his "Lanzo Stick" and OK on spark (what else) showed how '38 REALLY should be flown. VICS did get a look-in in DURATION when Trevor Boundy sashayed his Saito powered "Super Quaker" into top position. HALF A was down on numbers Day Two with the wind howling and only Chris Lawson and Ian Avery able to fly reasonably. To kick off next fly season we travel to Albury-Wodonga for this event, which may even be at the Nats venue.

Editor Peter Bennett, back from the USA SAM Champs at Pensacola, gave us an inkling of what happens in the Big Boys Weeklong Playground. This was fully reported, with photographs, in the #70 issue of "The Thermaleer" last December. Peter flew an Elfin 2.49cc diesel Playboy loaned by Ed Hamler and took out 3rd place in A TEXACO.

Back in Oz our next event was Haddon mid-November in fantastic conditions. Kevin Fryer plus "Atomizer" blitzed the disappointingly small HALF A field, the entire event was memorable for the 'pre-season' blues suffered by many who hadn't fired up much since last season.

The ROY ROB, late January, our only perennial Trophy Event, went to Mark Collins with his immaculate models; "Cumulus" (5th DURATION) and "Bomber" (1st TEXACO). A disappointing lapse of concentration put local hot-shot and Roy Rob

specialist Ian Robinson well off the pace this time around.

A new field for the next event at Geelong as we were being pushed off our previous location at Dogs Rocks Road by the urban sprawl and other club interests. The Leopold Club welcomed us wholeheartedly but the Wind God blasted us mercilessly with Fred Stebbing creating a new Victorian record by losing not one, but two models oos downwind. To this day one remains lost. HALF A was flown with eventual winner Mark Collins and his perfectly balanced "Bomber" disappearing into cloud occasionally creating havoc with the other high flyer who flew Mark's model when only one emerged from the cloud.



Haddon, the traditional site for Old Timer events since the last Victorian Nats, hosted the Victorian State Championships. Rex Brown and Ron Adamson making the effort to join us from South Australia. Sadly, only DURATION and HALF A were flown Day One with day Two blown away. Ron took DURATION and Mark HALF A with the other event to be slotted sometime this coming fly-season.

Cohuna, our next outing, is attracting increasing numbers with the locals lifting their game to match, and at time excel the "out-of-towners". Veteran flyer Graham Sinclair made a spectacular return after a long lay-off. He took out both TEXACO and DURATION. Featured on the day were the diesel powered models in Texaco which easily took the top

placings. Robert Taylor made his debut at this meeting with no placings but obviously he learned quickly as future results show.

The BIG ONE, Swan Hill. Bigger by far than this year's WA Nats, much much bigger than the Darwin Nats, seven events over three days with flyers from SA and Vic combining for the Premier event on the Vic

calendar. The stand-out memory of the event being Rob Taylor's win in TEXACO with his "Cloud King" powered by an OS F/S fitted with his own home-made super charger and driven by his own hand-carved prop. Despite his model being 'put-down' by one prominent modeller as a "load of rubbish" Robert showed a great deal of self-effacing character and we wish him even more success in the future. Trevor Boundy took out 1st place in DURATION with his "Super Quaker 103%" and Ron Adamson easily won "Champ of Champs" at Swan Hill with fellow South Australian Rex Brown hard on his heels.

The Nats at Busselton W.A. were remarkable for the effort put in by the locals and the overpowering numerical superiority shown by the O/T flyers. Bruce Knight of NSW blitzed the event with Vic flyers Chris Lawson (2nd DURATION) and Barry Barton (2nd HALF A) being our highest placings. Many W.A. modellers sampled O/T flying for the first time here with creditable results. We hope to see some of them over for the next Nats at Albury/Wodonga. Paul Baartz and Alan Trott, the two dedicated O/T flyers from W.A. should come over and join the fun.

With the fly-season nearing conclusion there remained only the SA State Titles and the inaugural Tri State Gas Champs at Jerilderie. At Monarto the Victorian invasion paid off for Mark Collins with firsts in Texaco and Nostalgia, a third in DURATION and a fifth in HALF A giving him "Champ of Champs". A strange recurring phenomenon this, when SA flyers go to Swan Hill they succeed, yet when Victorians go to SA the reverse happens.

Quite a few models blown away at Monarto but at least the event was completed with the "inner man" happy with the event as usual.

JERILDERIE was a brave venture at season's end, the concept was great but once again the weather put the mockers on. One day windy, the other fogged in. Never-the-less five truncated events eventually took place without the South Australians who were sadly spooked by the weather forecast. It was pleasing that John Whittaker took out the "Champ of Champs". The Tri State Gas Champs were considered a success and will be on the contest calendar next season.

That was the season that was, with the usual never-ending diversion of "RULE CHANGE" to darken an otherwise radiant pastime. Outstanding features were an increasing diversity of models,

particularly in Victoria, the successful emergence of the "Red Ripper" in Half A, the maintenance of flying numbers in the face of an ageing member base, the surprise put on by Robert Taylor off a dairy farm somewhere, an idea mooted by a SAM 600 member that a future SAM Champs annual Old Timer event be held exclusively in the Eastern States at venues to be decided, a wing loading chart a la USA circulated by two of Victoria's most successful flyers - Mark Collins & Trevor Boundy and JERILDERIE which showed that bad weather pursues us, even North of the Victorian border. BB

In accordance with the MAAA Rules, the following fuel allocations will now also apply to SAM 1788 events, including the upcoming Eastern States Gas Champs.

Antique Engines.....	4 cc/lb
Four-Stroke Spark Ignition.....	2 cc/lb
Diesel Engines.....	2 cc/lb
All other Engines.....	2 cc/lb
Four-stroke Glow Engine using standard fuel as supplied.....	3 cc/lb

Standard fuel blend is 5% nitro methane, 15% oil and 80% methanol.

Flight Procedures.

Maximum flight time is 10 minutes (600 points) with NO landing bonus. In the event of a fly-off, normal fuel allocations shall apply.

Other SAM 1788 Rules.

Also the following new rules have been adopted -

12 . 1 These rules as amended in 2001 shall remain in force until the SAM 1788 Annual General Meeting, April 2004.

12 . 2 Notwithstanding Rule 12.1, following consultation with members the SAM 1788 Rules Committee reserves the right to amend these rules to recognize advances in engine or fuel technology plus safety issues that may arise or variations to ensure consistency with other SAM Chapters.

A BRIEF HISTORY OF THE MODELING LIFE OF JOHN POND

by his son, AL

John was born March 20, 1917 at Pierre, South Dakota, in 1923, when he was six years old, he and his family moved to San Francisco, CA. for better business opportunities. His first contact with the aeroplane world was due to Lindbergh's famous New York-Paris flight in 1927. It literally took the country by storm and John was no exception. He was a very impressionable ten years old at that time.

No one had ever seen anything like that before, and it deeply impressed John. It was the start of many youngsters, including John, to becoming air-minded and building replicas of real-life aeroplanes. He started to build model aeroplanes immediately after that experience, but due to the Great Depression looming, his parents couldn't afford to buy the wood necessary for his needs. So, looking around for any type of wood to whittle models from, he found apple boxes and apple crates as his chief supplier for the next several years. John's father had an old touring car, and John would take his models on a ride with his father and hang the airplanes out the window just to watch the propellers spin.

In 1929, working at odd jobs when he was 12 years old, he could finally afford the balsa needed to build realistic solid scale models of the real-life airplanes that he so admired, in fact, he built over 70 models in a two-year period, 1929/1930. The local bank in the neighborhood was delighted to hang John's models in its lobby as a colorful display. It was a most prolific time in his early career of modeling, and helped to hone and shape his skills into building real flying models that he would continue to build throughout his life.

In 1931, when he was 14 years old, he built his first rubber-powered model, a scale-like Howard Pete, a popular airplane of the times from money he had managed to save up doing odd jobs around the neighborhood. After this very satisfying experience, he then concentrated almost exclusively on Cleveland Kits thereafter. To him, they were the most realistic of all model kits then on the market. Sometimes he had to work two or three jobs at a time just to earn the money to buy the kits for this marvelous hobby he had discovered. By then, he was deeply involved

in modeling, and wished to share his enthusiasm and interact with others who were also model airplane-minded.

In order to do this, in 1933 he joined the San Francisco Chapter of the Junior Birdmen Of America. Also during this time, he founded the "Ace-Hi Squadron #153" in 1934. This was a small model aeroplane club made up of ten boys his own age whom John had recruited by himself to share a common interest: modeling. Eventually, the club later changed its name and became known as The San Francisco Vultures. This model airplane club is still in existence today after 64 years With John Pond as the AMA Club Leader Member.



In 1934, John had branched out from flying scale models and was building twin pushers, cabin and stick competition models, and becoming a real driving force on the modeling scene. He "spark-plugged" his model airplane club, the SF Vultures, as well as all contests that were being held by the club. In one way or another, he was involved as either club contest director, timer, judge, contestant, or just lending a helping hand to other modelers who were new to this sport. He was always ready to recruit new members to the world of flying models, and went out of his way to encourage every friend and acquaintance he knew to get involved. Some of the original members of the Vultures MAC are still among

his best friends today.

In 1936, when he turned 19 years of age, flying a rubber powered model of his own design, he set the Junior Birdmen Of America World Record for Outdoor Commercial Models. Also at this time, he was made Field Director by the Junior Birdmen Society in recognition for his unselfishness in sharing his modeling knowledge and for taking the time helping others to get started in building models. Quite an award for someone that young!

In 1937, gas models were really starting to come into their own, and John decided that he was ready for the "big leagues." He built his first gas model on assignment for the Red Shield Boy's Club, so that he could use the proceeds from that assignment to buy his first miniature gasoline engine, a Baby Cylone, to make a gas model for himself. He still has correspondence between himself and Bill Effinger, of Berkeley Model fame, discussing the problems and merits of flying gas models in 1937, particularly the giant Cavalier that John built. One of the first successful gas models on the West Coast, a picture of John and his model can be found in the March 1937 issue of Model Airplane News magazine.

At this time he was also the only Resident Instructor in model aeronautics for the San Francisco Boy's Club. Because of his willingness to help other modelers succeed in flying, and his positive encouragement to all modelers, he was elected President of the San Francisco Junior Birdmen Wing. Not only was he now heavily involved with the Junior Birdmen, he also made the time to hold every elective position in the San Francisco Vultures airplane club at one time or another. He did this to keep the model airplane club energetic and viable.

The largest San Francisco newspaper at that time, the San Francisco Examiner, was looking for a columnist for their proposed featured stories on model airplane building and flying.

He was approached and asked by the newspaper to be the featured columnist for the section of the Junior Birdmen, which was to report on the modeling world and strive to make all youngsters air-minded. He accepted this offer and challenge, and made the Junior Birdmen column an interesting and informative aeroplane digest for all readers of every age. At this time he 20 was years old, and he was doing

what he loved best, flying models in competition with other friends and modelers. He very seldom failed to place among the top three in any of the many model airplane contests entered during this time. To this date, he still has numerous awards given to him during this period tucked away in an old chest. As an example, the San Francisco Parks & Recreation Department sponsored a model airplane contest with four events, open to the public. John entered this contest, and flying against other experienced modelers, promptly took First Place in ALL FOUR events, even though he was helping other modelers to compete against him at the same time!



Around 1937-1938, at 21 years of age, he joined the I.G.M.A.A. which later became the Junior N.A.A. and then evolved into the A.M.A. As a result of his expertise and recognition of his willingness to help others, he was made the West Coast Representative of this organization. Again, he threw himself wholeheartedly into this latest challenge, always looking for new club members, and encouraging those who were first starting out in the modeling world by helping them in any way he could. It was always a cardinal rule with him to share and support others who were novices, regardless of age.

In 1939, at age 22 at the California State Fair, against a full field of modelers, he won First Prize with a rubber hydro model of his own design, and several second prizes in different events. At this meet he also brought with him a brand-new, never flown before, compressed air model that he had designed on his own with no prior knowledge or help from any of the "experts" at the time. With no previous experience, and against other modelers who knew compressed air techniques, he promptly took 2nd Place!

At the start of 1940 he reorganized the San Francisco Vultures MAC to be a more exciting and energetic club. Also during this same period of

time, he participated in all of the Scripps-Howard Newspaper airplane contest events. Scripps-Howard was so impressed with this young man that they asked him to put together and arrange the start of hydro contests for all modelers. He promptly organized and directed these events for the Scripps-Howard Newspaper Organization. It was the beginning of a relationship between John and Scripps-Howard that was to last for the next 35 consecutive years.

He was also married at this time to his lovely wife, Maryann. It was not unusual to see the both of them out on the flying field together over the years, with Maryann as the official score keeper for the contestants. She was always passing out cold drinks to the modelers during the hot summer months, while John was either being the Contest Director or a contestant himself. They were married for 56 years, before she passed away quite suddenly and unexpectedly in 1996.

Some time after World War II, John looked at the gas modelling scene in California and knew that a model building boom was about to occur because all the restrictions on materials had been lifted by the government at the close of the war. During the next several years there was a tremendous surge of interest in flying models, and especially the free flight classes in California with its wide open spaces and flying fields. So in 1950 he founded the Northern California Free Flight Council which would serve as the sanctioning body for modelers interested in this type of flying. In order to keep it strong and healthy, he again held every position available at one time or another in that organization from President on down.

Again, as on so many occasions in the past, he would reach into his own wallet to provide trophies and awards for the modelers who entered contests sponsored by the NCFFC. In this way, he could ensure that as many modelers as possible would be honored. During this period, he also had time to hold the National Class C Gas Record for five straight years. This organization is still very active and strong to this date, holding many exciting contests each year.

In 1950, Plymouth Motors was sponsoring the Nationals which were to be held in Detroit, Michigan. John, encouraging and supporting his 9-year-old son Al, helped him become a Northern

California Champion, eligible for a free trip back to the Nationals, courtesy of Plymouth. With John as chaperon and plane handler, Al won 3 large trophies at Detroit. In 1953, again he helped his son to become a Northern California Champion, but economic constraints precluded them from making the trip back to Detroit again. It wasn't unusual to find the Pond family out on the flying fields at that time: himself, his wife, and sons Al and Gary. Their models and pictures were featured many times in the old modelling magazines.

In the ensuing years, John noticed that the trend in free flight was to hotter motors, pencil bombers, and more competition. "It was not a direction that he and several others of his friends wished to go, and so they looked to the old gas models of the 1930s and 1940s for a more relaxed type of flying. This form of sport soon caught on with hundreds of modelers, and John saw a real need for organization and to establish uniform rules and regulations for these "old timers."

In 1962, he was one of the founders and main booster of the Old Timer Movement which models pre-WW2 gas models. This was later to be called the SAM Organization, which is an acronym for Society of Antique Modelers. He held every conceivable elective office for that organization, but was especially proud of the position of Historian. To help the SAM Organization become a viable part of the modeling world, he attended every single first Old Timer Annual organized by the various model airplane clubs across the country. He even went to England and Australia (seven times!) to promote the ideas of the SAM movement while it was still in its infancy. SAM is now a world-wide organization with branches in just about every country.

Along with the SAM movement, in 1964 he organized, developed and officiated the Old Timer Events at the Nationals in that same year. Thanks to John, SAM was now part of the Nationals! John directed that branch of the Nationals for the next 20-25 years. It may be noted that during its infancy, again he sponsored each O/T Event himself, bought all the trophies and awards out of his own pocket, and lined up several sponsors. All this just to make sure that as many people as possible could have a chance at obtaining one of the awards.

John was also the founder and organizer of

the Old Timer Reunion Banquet which is held every year at the Nationals for the past 23 years. This banquet is used as the vehicle to award all prizes and trophies won by modelers, and to make the presentations deserving and meaningful. To make it doubly entertaining, John would line up old model airplane stills and movies and recruit other modelers who were dynamic speakers for the banquet members.

He founded the first Old Timer Radio Control Assist Club on the West Coast, later to be called SAM 21. He organized and officiated the first Old Timer meets at Taft, CA, and at San Diego, CA. He was the Contest Director of all SAM Taft Championships, save one. He thought nothing of driving several hundred miles each way, just to ensure that a local contest would be a success and bring in new modelers.

To honor John and his efforts, members of several Southern California model airplane clubs have initiated a very special annual contest for all flyers. It is called "The John Pond Commemorative," and is staged each year during the summer months.

He is also one of the founding members of the Model Engine Collectors Association. It was felt at that time that many of the older engines should have a place in the history of modelling, and so the collection of these motors was on to save as many as possible of these early engines for posterity. They have become quite an investment now and make magnificent displays for the owners who are fortunate to have acquired them.

During John's career in the world of modelling, he has designed and flown all of these original models. Below are just a few of some of the original designs made by this most prolific modeler:

1. Midget Twin Pusher (2nd Place, Jr Birdmen Eliminations).
2. Outdoor Cabin (Junior Birdmen Record Holder) .
3. Outdoor Cabin Seaplane (California State Fair Champion).
4. Outdoor Diamond (2nd Place, Jr Birdmen Eliminations).
5. Gas Model (West Coast Gas Record Holder, 5 years) and Perpetual Trophy Winner donated by AMA's Frank Ehling.
6. Hydro Gas Model (1st Place, Treasure Island Meet).
7. Blackburn "All Metal" (2nd Place Exchange Club Winner).
8. Morane Parasol 223 (1st Place Exchange Club Winner).
9. Outdoor Towline Glider (2nd Place Scripps-Howard Event).
10. Payload Gas Model (2nd Place Los Alamitos Nationals).

11. 1/2A P.A.A. (West Coast P.A.A. Elimination Winner) .
12. P.A.A. Cargo (West Coast P.A.A. Elimination Winner).

His accomplishments, in addition to being a very prolific builder and modeler throughout the years from 1927 to date include uncounted trophy wins from many, many contests over the years. In fact, his garage was so full of awards, his wife used to complain jokingly that she had no room to walk around! Not many people know of the awards and meritorious achievements that he has received, because he is very reluctant to talk about himself. However, it is up to this scribe to describe some, but by no means all, of the awards and achievements he is most proud of:

1. Academy Of Model Aeronautics Hall Of Fame.
2. Academy Of Model Aeronautics Leader Member.
3. Academy Of Model Aeronautics Life Mender #251.
4. Academy Of Model Aeronautics Contest Director.
5. Academy Of Model Aeronautics VP District 10 (3 terms).
6. Junior Birdmen Of America San Francisco Area President.
7. Junior Birdmen Of America Contributing Editor.
8. Scripps-Howard Newspaper Contest Director.
9. National Free Flight Society Hall Of Fame.
10. Society Of Antique Modelers Life Member.
11. Society Of Antique Modelers Life Member (Australia).
12. Society Of Antique Modelers Chapters 21,26,32, Life Mem.
13. Society Of Antique Modelers Distinguished Service Award.
14. Northern California Free Flight Council Founder.
15. Western Associated Modelers Life Member.
16. Model Builder Magazine Editor "Plug Sparks" for 20+ years.
17. Model Builder Magazine Distinguished Service Award.
18. Model Engine Collector Association Founding Member.
19. Model Engine Collector Journal Contributing Editor.
20. Air Trails Magazine Contributing Editor.
21. Model Airplane News Contributing Editor.
22. West Coast Model News Contributing Editor.
23. Western Associated Modeler Vice President of Free Flight (Has been a member of that organization for over 32 years).

These are just a few of the acknowledgements he has received over the course of an incredible 70 years of modelling. In actual fact, he has received awards many times over what is printed in this brief synopsis of his modeling career.

His generosity is legend and well-known by many modelers. For example, if he had visitors to his home admiring his models and motors, and

they couldn't afford to build their own, he promptly gave them a model or motor so that they could begin to enjoy building and flying as much as he does. They were absolutely amazed at this kind and generous gesture, and it gained him many true and lasting friends over the decades.

He has directed well over 100 contests and meets as the Contest Director, and has never failed to have a cheerful word to all contestants, whether he



was competing against them or just officiating. In fact, he was sought out many many times to be a guest speaker or lecturer for various events and promotions concerning aircraft models. A witty and gregarious person, he is well-liked and respected by hundreds, if not thousands of modelers.

Having saved every model airplane plan that he could obtain since the 1930s, he started the John Pond Old Time Plan Service in 1965 as a way to introduce new modelers to the fun and enjoyment of modeling and "scratch building." It may be noted that when this plan service was first started, if he received a request for a plan he did not have, he promptly drew it up to full size at no charge to the modeler. He then only charged \$1.25 per copy to keep everyone's interest focused on building and flying models, his first love.

His plan service has always been a family operated endeavor, and has grown to over 12,000 different full size plans. It is the largest known historical archive of its type in the world, and is dedicated to all airplane modelers the world over.

The plans are still sold for just what it costs for the paper, exactly the way the service was first intended to be. His catalog is well over 300 pages now, and includes all categories of modeling: Old Timers, Nostalgia,

Radio Control, Control Line, Stick & Tissue, and Flying Scale. In appearance, it is like a small telephone book. It further contains much of the scale 3 views found in the old pulp magazines, such as Flying Aces, etc., along with almost 1,500 model engine layouts, suitable for placement of motors or just plain collecting. Many of these drawings were done by John himself for Model Builder Magazine. He also has plans considered by many to be quite rare and a big part of modeling history.

His catalog is priced at \$10.00, and may be ordered through the John Pond Old Time Plan Service, P O Box 90310, San Jose CA 95109-3310.

Each year, he receives many letters of thanks from modelers around the world who are most appreciative of the size and availability of the selections listed in his catalog. Many modelers have written to say that they thought they would never be able to obtain that particular model plan again that they built when they were younger. They are pleasantly surprised to see that John carries it in his inventory and amazed that they can still obtain copies of the original plan through his service. It is letters such as these that make his continuing efforts to sponsor his plan service a worthwhile endeavor after 33 years of continuous service to all modelers.

Throughout the years, John has generously donated literally hundreds of plans and gift certificates to various clubs and contests, in addition to the catalogs themselves. On many occasions, he has totally sponsored various contests, providing the trophies and awards out of his own pocket, in addition to making himself available in any position required to make a successful "meet". During his career in modeling, he has always put the interests of others ahead of his own, as it gives him the same amount of satisfaction to see others become as successful as he has been.

All of this was accomplished while working 40 hours or more a week at the United States Naval Radiation Defense Laboratory along with raising a family of four children. In addition, he went to college night school for 12 straight years, never earning less than an "B" average. Thus he obtained his Bachelor of Science degree in Mechanical Engineering while working, raising his family, going to night school and being heavily involved in modeling.

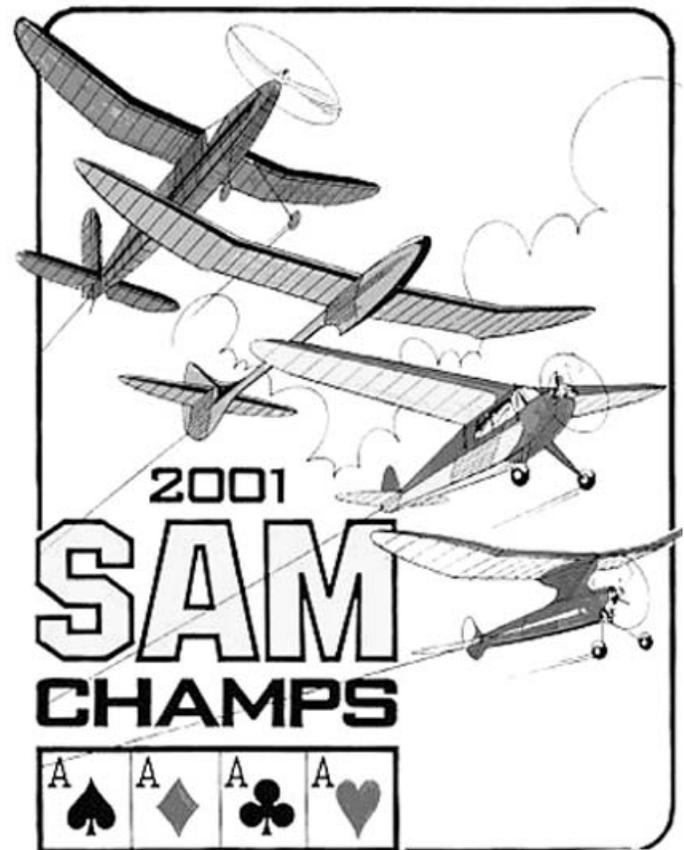
Quite a remarkable person!

John is 82 years old now, and is still active in modeling. Although he uses a walker or a wheelchair to get around in now, he never misses a monthly meeting of the local SAM 21 Chapter. He is still the man to talk to when you have modelling problems or just need historical data. There are very few modelers left with us that have such a plethora of knowledge and a willingness to always take the time to share that knowledge with others.

He will always send his warmest regards and very best wishes, to each and every one of you and wish you the very best of thermals. Respectfully submitted by his son, Al, on Christmas Day, 1998.

cc: Library Of Congress,
Academy of Model Aeronautics

John Pond died June 11, 2001 in Cupertino, CA



Here is the official logo for the upcoming SAM Champs to be held in Nevada USA.

Draft: SAM 600 Contest Calendar for 2001-2002

- | | |
|-----------|--|
| September | 8th through 16th - Half A Texaco International |
| September | 9th - 30th - Eastern States Gas Champs, Albury/Wodonga. Host SAM 1788 |
| November | 17th - 18th - Haddon Field, Ballarat. Host CFMC.
Full Fly-in, Half A, Texaco, Duration & 2cc
with Texaco & 2cc run concurrently as last year's Victorian State Champs. |
| December | 31st to Jan- 6th - 55th MAAA Nationals - Albury/Wodonga. - Host VMAA. |
| January | 26th - 27th - Roy Robertson. Host P&DARCS. |
| February | 16th - 17th - Leopold Field, West of Geelong. Host WCSC. |
| March | 2nd - 3rd - Victorian State Champs. Haddon Field, Ballarat. |
| March | 29th - April 2nd - 9th Annual Easter Comp., Swan Hill. Host SHMAC ??? |
| March | 29th - April 2nd - 20th Annual Easter Fly-in, Canowindra. Host SAM 1788 |
| April | 13th - 14th - Cohuna - Host - CFMC. |
| April | 20th - 21st - South Australian State Champs - Monarto |
| May | 25th - 26th - 2nd Tri-State Gas
Champs. Jerilderie, NSW. |

(Plus two one-day events at a time and place to be decided).



Ramblings: Developments in South Australia, by Don Howie.

Main interest at present has been the Vintage Glider Series with Rex Brown and Ron Adamson

both on 8 points at the end of the second round. The last round was held at S.S.L. Park on the 5th August, with wind and rainy conditions. Rex won the event with his "Arch Angel", whilst the writer managed second place with the 105 inch span "Lulu". The main problem was landing in the designated area (up wind) during the contest. After the 3 events held over the year gave Rex Brown first, Ron Adamson ("Thunder King") second and the writer third.

Main problem in SA is getting the boys to travel any distance for a contest. We did not make it to the Nats in WA, nor the first Tri-State Gas Champs at Jerilderie. I had hoped to be at the Tri-State event, next year we will get better accomodation rather than just taking a tent and camping out.

It has been decided to hold the next SA State Champs on the 20th & 21st April, 2002, provided that Swan Hill at Easter is cancelled. Next year I expect a number of SA flyers will make it to the Victorian State Champs in March if Swan Hill is cancelled. Most of the events are held in March to May and you cannot attend all of the events during this period.

The Nats entry form was most welcome and I expect I will attend this event together with Bill and Chris Britcher. The 7 Old Timer events at the Nats will give plenty of flying. If we start most events early in the day we can finish the events early in the afternoon before it gets too hot.

Main interest (next event) is the Burford models and Nostalgia models. The "Super Thermic" flown in Nostalgia by Rex Brown could become as popular as the "Hyphen", the "Super Thermic" being a Victorian design by Max Nicol from 1952/3. Rex has sorted out the K&B 40 in his "Super Thermic" so it will be interesting to see how it performs at our next contest day at Monarto on the 26th August. Most of the Burford events have been won with Taipan plain bearing engines, but expect this may change in the future. The twin ballrace engine in Bill Britcher's "Jaded Maid" is running very well and takes the 60 inch span model (original size) up very quickly on the 35 second engine run.

The "Jaded Maid", designed by Norman Marcus, was featured on the cover of the May 1951 "Aeromodeller" magazine and the design is very interesting. The original F/F model had a wing area of 475 square



inches and all up weighed only 12 ounces, being powered with a quite potent Elfin 2.49 (radial mount). This engine was also used in the "Super Thermic" of Max Nicol that won open power at the 1952/3 Bendigo Nats. The original "Jaded Maid" was quite fragile, needing to be reinforced in the wing and pylon for the R/C Burford event. DH.

Shown above: Bill Britcher with his 60" span "Jaded Made" Yellow Japanese silk wings & tail. 24 ounces.

As a result of a vote by members of SAM 1788 to change their rules, the following table shows the engine run times to be used in SAM 1788 events including the forthcoming Eastern States Gas Champs at Albury/Wodonga.

DURATION ENGINE RUNS

5 . 2 . 1	Any Scheurle or PDP ported engine other than engines covered by Rule 5.2.8	17 sec
5 . 2 . 2	Any glow ignition engine except Schuerle or PDP ported engine	25 sec
5 . 2 . 3	Any post- 1950 diesel except Schneurle or PDP ported engine	25 sec
5 . 2 . 4	Any post- 1950 spark ignition except Schneurle or PDP ported engine	25 sec
5 . 2 . 5	Any unmodified four-stroke glow engine not having a pressurized air/fuel mixture system other than muffler pressure using standard supplied fuel (5% nitro methane, 15% oil and 80% methanol)	32 sec
5 . 2 . 6	Any Antique glow or Antique diesel engine fitted to an aircraft having a minimum wing area of 225 sq inches per 0. 1 cu in of engine capacity.....	35 sec
5 . 2 . 7	Any Antique spark ignition engine fitted to an aircraft having a minimum wing area of 225 sq inches per 0. 1 cu in of engine capacity	40 sec
5 . 2 . 8	Any front induction, side exhaust, two stroke glow engine fitted with an approved or original factory muffler	25 sec
5 . 2 . 9	Any engine defined as Antique Glow not conforming to rules 5.2.6, 5.2.7, or 5.2.11	25 sec
5 . 2 . 10	Any engine defined as Antique Spark or Diesel not conforming to rules 5.2.6, 5.2.7, or 5.2.12	28 sec
5 . 2 . 11	Any engine defined as Antique Glow fitted to an aircraft having a wing area greater than 170 sq inches per 0.1 cu in of engine capacity (but less than 225 sq In per 0. 1 cu in)	30 sec
5 . 2 . 12	Any engine defined as Antique Spark or Diesel fitted to an aircraft having a wing area greater than 170 sq inches per 0. 1 cu in of engine capacity (but less than 225 sq in per 0. 1 cu in)	33 sec
5 . 2 . 13	Any four-stroke glow engine having a pressurized air/fuel svstem using other than muffler pressure or modified four-stroke glow engine	25 sec
5 . 2 . 14	Any engine not covered by rules above rules, until classified by Rules Committee.....	20 sec

Note that the supplied fuel for an unmodified four stroke is the same as Texaco Fuel

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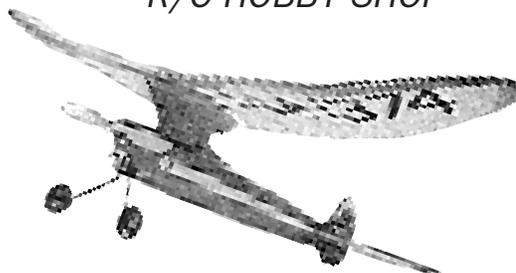
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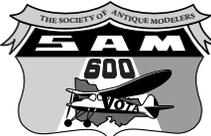
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SAM 600 of Australia Newsletter

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Chet Lanzo's "Airborne" built by Don Bekins and convertible from Powered R/C to Glider R/C as per the original plan. Don said, "Flew it slow with my Texaco Ohlsson teardrop port. Have it set up for Brown Jr., McCoy 60 and Forster 99. I will add power slowly to see how it reacts. It is a real floater!"

Extract from SMALLnet Posting # 387 **Use of PolySpan.** <SMALLnet-list@eskimo.com>

Chris, it seems like each kind of model covering material has its own unique quirks and techniques. A couple of other SMALLsters have also asked recently about Polyspan methods, so for their benefit, here's ONE technique that WORKS. (It may not be the only one, but it's the only one I know.) Apply three coats of plain nitrate (NOT low-shrink) dope to every wood surface that will touch the covering. Sand lightly after each coat dries, just enough to remove the fuzz.

Polyspan applies like tissue, except that moisture hasn't the least effect on it. That means you must position each piece of Polyspan carefully, so as to minimize slackness and excessive material "within the perimeter". Polyspan heat shrinks -- but to a rather limited degree. It's best to apply the covering with that in mind, even if it means covering a wingtip with an extra piece.

I place each piece of Polyspan where I want it, then brush a 50-50 mixture of nitrate dope and "retarder" around the perimeter ONLY. I burnish down the covering and do any minor positioning adjustments that seem needed.

After each section of Polyspan is attached, I trim the outline (usually with sharp scissors) to provide nicely-even "wrap-around" material. Now comes the trick! Polyspan fibers are quite springy, and it's just about impossible to wrap the material around, say, a trailing edge, and adhere it with dope. It won't stay. Instead, with a Q-tip, brush a thin coat of Sig's "Stix-It" onto the underside of the "wraparound material" AND a corresponding area on the "mating part". Let that dry.

Now with a hot "trim iron" (the flat foot works best for me) you skmoodge the Polyspan margin around the outline. This may take a little practice, because three things take place at the same time here. The foot of the iron acts as a rounding-over tool via PRESSURE (not TOO much!) -- and as a contour-former via its tendency to stick to the Stix-It. (This allows a certain amount of "pull" action, to make the Polyspan conform as it is brought around a curved leading edge.) And the HEAT softens the Polyspan, shrinking it too as the loose edge gets "turned under" and adhered. This allows the seams to be "ironed down" almost to the point of invisibility. ...OK, once

the entire model is covered, careful and progressive use of a heat gun will remove almost every wrinkle. Warps can also be eliminated with careful heat application -- but it's far better to avoid those in the first place.

So far as I know, EVERY type of paper or fabric covering for aircraft needs one or two BRUSHED coats of nitrate dope. This seals the surface, adheres the covering to wing ribs and fuselage stringers, and the action of the brush bristles physically forces the dope deep into the fibers (or weave) to provide maximum adhesion. (Butyrate dope's adhesion is FAR less.)

...After I applied the first coat of clear nitrate to my first Polyspan-covered model, I let it dry, then lightly sanded the (expected) surface fuzz. I think I used worn 400 wet-or-dry. All seemed well, and I brushed on a second coat of nitrate. When dry that produced FUZZ GALORE. Horrid. Loathsome!! This reminded me of a couple of earlier "miracle model coverings": Dave Brown's "Skyloft" and Midwest's "Microlon". The fuzz from these awful materials was IMMORTAL.

I was in despair until my son David came by, and provided THE SOLUTION. That was some exceedingly smooth "abrasive pads", of the sort used by plastic scale modelers. (A set of these is available from Micro-Mark, under the name of Micro-Mesh Pads.) I couldn't see HOW such smooth-feeling (1200 and 2400-grit) "abrasives" could tame the fuzz that doped Polyspan generated. Maybe the action is a "burnishing" one -- but IT WORKED.

I went all over my fuzzy airplane lightly with one of these pads. That made everything nice & smooth -- and the next coats of dope went on without a trace of fuzz re-appearing. ...I haven't spray-painted a model since I moved to Alabama. I've gotten to like the "brushed finish look" -- and in fact I don't even fill grain any more. I mean, my models are built from wood -- why be ashamed of that? And as long as the overall appearance is consistent, visible wood grain under the dope doesn't look objectionable to me, nor apparently to those who view my models. And I save weight, time, aggravation, and MONEY.

When I DID spray paint, I used pressure between 25 and 35 psig. I found that reduced pressure minimized overspray, and allowed me to apply "wetter" coats. (Too much air pressure seems to make dope dry "in the air" before it gets to the model.) [Joe Wagner]