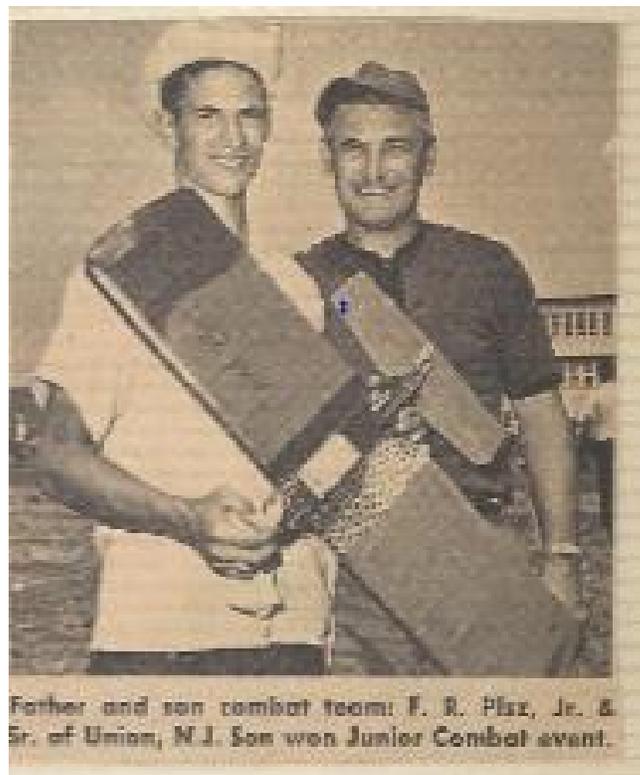


Frank A Pisz
National Champion-Junior Combat
Willow Grove Nationals 1961

I first became interested in model airplanes when I was about 11 years old. My home town, Union, New Jersey, had a wonderful recreation program which included the "Union Model Airplane Club" which had a flying field within walking distance of my home. I would frequently walk down to the field and watch the members fly. Eventually I started building some "beginner" kits, joined the club, and shared in the fun. My father took interest, he would come with me to watch me fly, and eventually joined the club and helped support its' many activities. I am very grateful to my Dad who gave up Sunday morning golf games with his buddies to take me to various model airplane meets in the New England-Pennsylvania-Delaware area throughout my teenage years. As my building and flying skills improved, I participated in more and more events including combat, navy carrier, stunt, rat racing, scale and beauty and even free flight. None was a specialty; all were equally enjoyed. Here's a brief "story" of the club written by Larry Scarinzi and I think published in "Model Airplane News" around June of 1963. The club members were (and still are) wonderful people, I developed some lifelong friendships which endure to this day.



Frank and his Dad at the 1961 Nats

In Union (N. J.) There is Strength



Fifteen years old, the Union, N.J. club successfully mixed all ages for a shining record.

THE "U.M.A.C." STORY

MY INTRODUCTION TO THE Union M.A.C. came in 1948 when the newly formed club boasted only 16 members. With this group I "grew up" in the hobby.

Since then this club has grown to an East-Coast "Giant" of 140 members (not including a long waiting list) who participate in all phases of modeling. Both refueling and non-refueling control-line endurance records have been held by club members.

Through the early efforts of Fire Chief Denk of Union, N.J., along with such hard workers as Vernon Davies, Henry Himmelman and Frank Pisz, the club has grown to what it is today. It is estimated that club members have won over 1,000 trophies in regional and national meets during its 14 years of existence—six members captured between 75-120 trophies apiece. Several members have had their models featured in model magazines and a few designs have been made into kits.

The town of Union has a dynamic recreation department, with the backing of the Mayor F. Edward Biertuempfel and Mrs. Ester Egbert, Superintendent of the Recreation Department, who strongly favor recreational activities of interest to younger (and older) people. The Mayor believes in getting idle hands busy through some recreational activity.

Annual club activities include two picnics on the flying field free to members and their families, an annual AA meet held on Memorial day, and flying

indoors at the Panorama of Recreation, sponsored by the Recreation Department. Indoor flying sessions are held periodically throughout the winter. A Christmas party for club members and families also is held. Along with this about ten small contests aimed at junior participation are put on annually.

The most gala affairs are the club picnics, one in the spring and the other in the fall. In the morning glider and non-powered events are held. In the afternoon two gas events are held, usually something like Combat and A/2. Several older members can be seen in the cooking area handling pound after pound of hot dogs and hamburgers.

The Panorama of Recreation consists of short acts put on by the different active clubs in the town. The portion put on by the model club consists of several microfilm flights, flying of many indoor rubber jobs, an occasional air-car or CO: powered rocket demonstration and, by far, the noisiest demonstration is a flight of an .020 powered "Queen Bee" (MAN June, 1960). We actually fly a control-line biplane on the stage. Because of space limitations, line length is 10 feet. Imagine doing horizontal eights in the orchestra pit! A red streamer is tied to the model for visibility and to slow it down.

The smaller club contests aimed at general participation include A/2 speed, A/2 destruction, simplified team racing, balloon busting, non-scale .35 carrier, combat, A/2 free flight, hand-launched

glider, Ceiling Walker, etc. Certainly the most enthusiastically received event lately has been destruction. In the last four destruction contests members lost 42 models. We older members do not encourage this kind of flying.

The Memorial Day meet has consistently been a highlight. It draws between 250 and 310 contestants.

The Christmas party includes the exchange of small gifts, and giving out awards and trophies to club members. High point trophies are awarded to two Juniors who have acquired the highest number of points.

All clubs encourage competition flying, including Union. Often overlooked is "sport" flying. This is what the hobby is built around and it should be en-

(Continued on page 10)



Three of four AYSC state champs are U.M.A.C. members, L to R: Franki Pisz, '59; R. Morris, '62; Buddy Wieder, '60.

"UMAC" STORY

(Continued from page 3)

couraged more. It is strongly encouraged in Union as evidenced by the wide variety of airplanes built and flying on the club field. Basically a control-line field, a typical Thursday night flying session would see a line up of U-control models at each circle fire plus about 10 A/2's.

Weekly meetings draw from 40 to 55 members. There is a short business session followed by a display of models by their builders, and a bull session that is carried over to the local pizza house.

All-time "greats" of our club include Red Reinhardt—for his numerous wins in stunt. Red showed the boys how to do it when there were no "Noblers" or other stunt designs to imitate. Red won stunt at the Mirror Meet so often that I've lost track of the number of times. Then there are Bill Davies, Hobby Himmelman, Richard Karp, Frankie Pisz, and many others.

Of the four AYSC state champs selected so far, three were from the Union M.A.C.

Members come from all walks of life—executives, engineers, oil burner servicemen, truck drivers, salesmen, etc. barriers are non-existent.

—LARRY SCARINZI.

The club was full of talent in many of the different model airplane categories and provided an opportunity to "learn and grow" in each event.

Here's a picture of me with Larry Scarinzi in May of 1958 at a combat championships held at Roosevelt Stadium, Jersey City, NJ.



INQUEST—Frank Piza, 12, of Union helps Larry Scarinzi of Bloomfield dismantle his wrecked model plane after it crashed during trials in Roosevelt Stadium, Jersey City. Newark East Photo

^{MAY 1958} Airplane Winner

Iselin Man Tops Model Tourney

Staff Correspondent.

JERSEY CITY—George Schnebke of 47 Harding Ave., Iselin, yesterday captured state honors in the New Jersey model airplane combat championship held yesterday in Roosevelt Stadium.

Despite occasional showers, the first championship drew an estimated 200 gas model airplane fans, including 50 com-

petitors from eight Eastern Seaboard states.

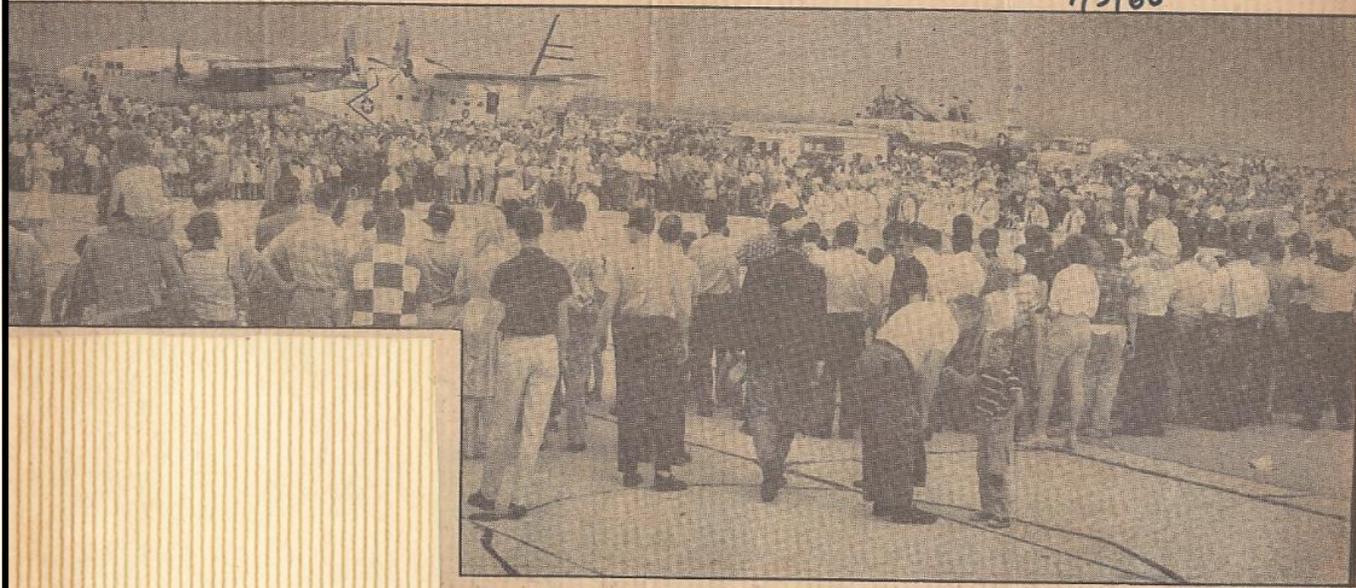
Schnebke won a gold plaque as the highest state scorer. Other winners were Charles Kowalewski, 24, of 396 Commercial Ave., for scoring the highest among Jersey City contestants, and Donald Bartlett of Brooklyn, who was top scorer among out-of-state competitors.

Kowalewski, who also took third place in statewide competition, received a gold plaque, and Bartlett won a gold cup trophy.

Awards were presented by Bernard J. Berry, City parks director. The championship was sponsored by the CSCO Black Hawks Model Airplane Club of Union City and the city department of parks.

In the 1950's and 1960's there was a large interest in model airplanes by both, the modelers and the general public, as evidenced by the crowds at the New York Mirror Meet in July, 1960:

7/3/60



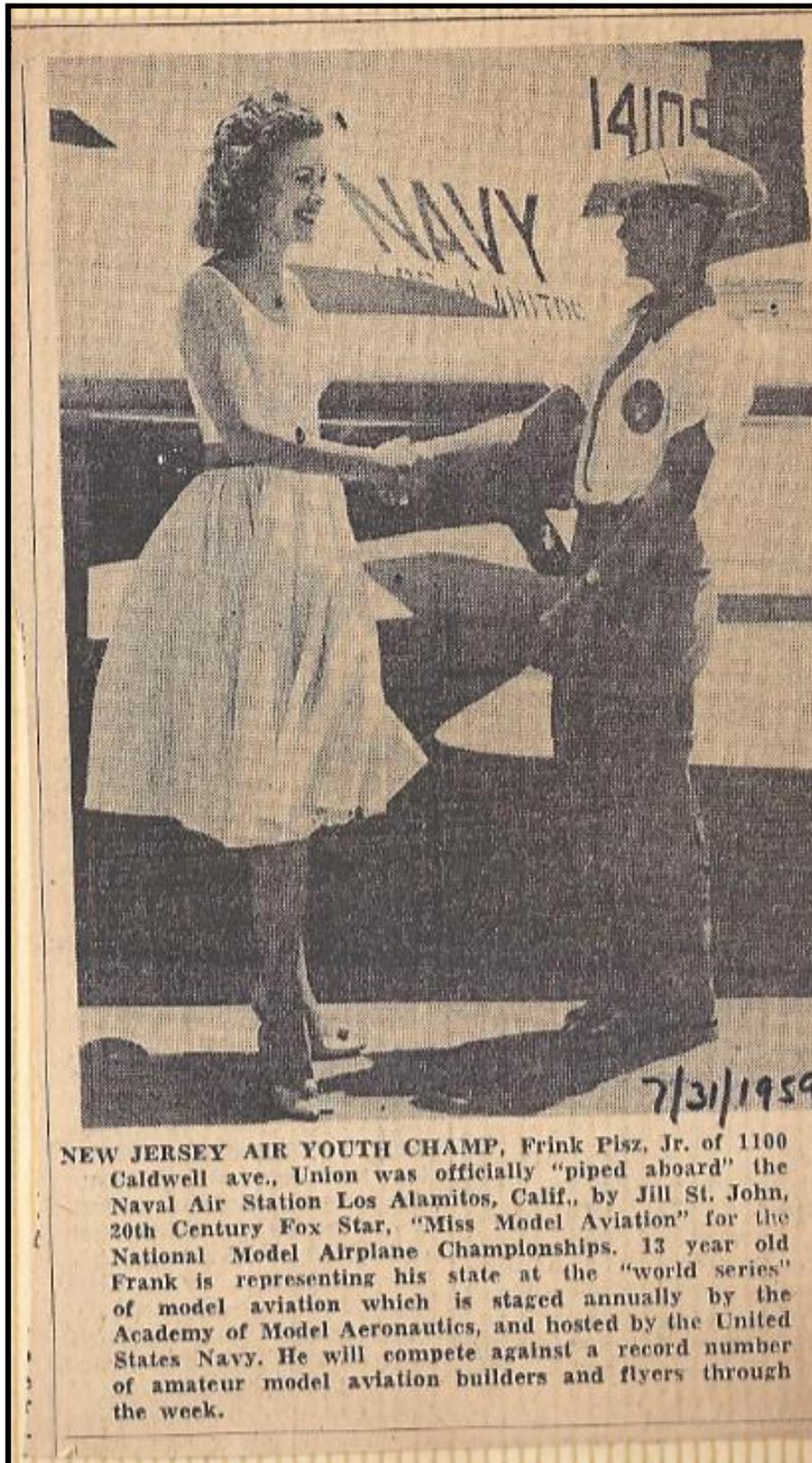
Crowds pack "midway" at the Mirror's 15th annual Air Show and Model Flying Fair at Floyd Bennett Naval Air Station, Brooklyn.

NEW YORK MIRROR, SUNDAY, JULY 3, 1960 ★★★



The pits hum with activity as some of the 1,000 air enthusiasts who competed ready models for their big moment. Hundreds of valuable prizes went to the winners.

One of the most memorable events of my "model airplane flying days" was the winning of the 1959 Air Youth Championship. This award, which was presented by the Model Aeronautic Division of the Hobby Industry Association of America, financed round-trip airfares for each of the 50 State Champions to the 1959 National Model Airplane Championships held at Los Alamitos Naval Air Station, Los Alamitos, CA.



NEW JERSEY AIR YOUTH CHAMP, Frink Pisz, Jr. of 1100 Caldwell ave., Union was officially "piped aboard" the Naval Air Station Los Alamitos, Calif., by Jill St. John, 20th Century Fox Star, "Miss Model Aviation" for the National Model Airplane Championships. 13 year old Frank is representing his state at the "world series" of model aviation which is staged annually by the Academy of Model Aeronautics, and hosted by the United States Navy. He will compete against a record number of amateur model aviation builders and flyers through the week.

After greeting me in Los Alamitos, Ms. St. John planted a kiss on my cheek which I'll never forget...imagine being kissed by a movie star! I didn't wash my face all week!

The Union Model Airplane Club gave its full support too. They paid for and helped construct a large wooden crate (about 6' x 5'x4') to ship my airplanes from New Jersey to California and paid for shipping expenses. My Dad accompanied me to California. While I didn't place in the top tier in any event (won a 4th place and 5th place ribbon in Navy Carrier and Stunt) the trip and event were memories of a lifetime.

Another highlight of my "model airplane flying days" was the winning the Jr. Combat event at the Willow Grove Nationals....1961 using a "Quicker" with a Torp .35. It was an elimination event; thus the plane took a bit of a beating on the way up to the winner's circle. I had brought about 12 "Quickers" to the event and only used the one in the photos.



In reflection, the model airplane community has had a very strong and positive influence in my life. Having lost my hearing to causes unknown at age four, and facing an uncertain future, the building and flying, the model airplane club support, the strong friendships developed, the numerous competitions, and the wonderful support of my father contributed to my developing a "can-do" attitude about life. I went on to earn a graduate degree in mechanical engineering, to hold a wonderful and successful 40-year career with Westinghouse Electric as a turbine design engineer, and to marry and raise four wonderful sons. Yes, I also went on to earn a private pilot license with single-engine land, single-engine sea, and commercial glider privileges. I'm currently living my retirement dream of building a "real" airplane. The modeling spirit still lives within me; I have 5 models under construction but on hold while building the "real" one. I hope to finish those models upon completion of the real one and rejoin the modeling community.

Editor's Note: Frank now resides in Lakeway (Austin), Texas. He enjoyed flying combat in competition from around 1958 through 1964. He also enjoyed flying navy carrier, stunt, rat race, scale, or whatever event a meet would host.