

RCMW-FSP

April 2016



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RCMW is the only model airplane magazine that provides all plans as full size PDF files in every issue. All pages of the monthly online magazine can be printed out, including the full size PDF files, using your own computer printer.

If you like to build models you will appreciate the ability to see again antiques, old classics, reproductions of kits, as well as new designs made for the reliable, lightweight Micro RC equipment currently available.

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Roland Friestad
1640 N Kellogg Street
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USA



For the Model Bulder and Flyer - April 2016 Issue



Full
Size
Plans



Well, the new version of the website software is up and running, and as expected there were a few glitches. But most of them are sorted out now and we can forge ahead.

We had to manually enter the names of subscribers and remaining time on each subscription in order to transfer the information into the new website software. Kind of tedious on one hand and on the other hand it was necessary to assign new passwords in most cases because although we can change your passwords, once that is done they are encrypted so that we cannot read them.

So, if you have problems logging into the website and accessing the issues, just send an email message to me or to our webmaster and we can set your username and password to whatever you wish.

The webmaster is Lubomir (Lubo) Hrnecar who is an avid model builder and lives in the Slovak Republic. He is president of SAM chapter 122 and is a life member of the Society of Antique Modelers. He is also works professionally as a systems manager and really knows his stuff - His e-mail address is --

hrnecar@sam122.sk

Of course, my email address is

cardinal.eng@grics.net

Our model articles and plans for this issue include a pretty broad range of models starting with a very early ducted fan scale model of the F86 SABRE which was a mainstay of the airforce in the early 1960's. A lot of todays fighter aircraft seem like many of todays cars, like they came out of the sam basic mold. But the SABRE, like the MUSTANG is very distinctive and everyone knows it by sight.

The AERO COMMANDER is another of those very distinctive aircraft and you can build your own from our full size plans. Both the AERO-COMMANDER and the SABRE are from the September 1953 issue of *Model Airplane News*.

Comet brought out the GOLDEN EAGLE, designed by well known modeler Joe Konefes in 1938. It's a good looking model and is said to be a good competitor as well in Old Timer free flight circles.

And finally, another GOLDEN EAGLE, but his one by Hal Stewart in the 1990's is a Texaco Stand-Off Scale free flight design of an aircraft that was produced and marketed in 1929 and was designed by Mark Campbell.

Our download of a full digital issue of a back issue model magazine for this time is the July 1986 issue of *Model Builder*. They were getting into the "cheesecake" business in competition with *RC Modeler* as can seen by the front cover.

Keep 'em Flying,
Roland Friestad, Editor

New Website Notes From the Editor

WE HOPE YOU LIKE OUR NEW LOOK

Well, it's been a bit like going to the dentist as we update and revise the RCMW website. One of those things you dread but it has to be done.

We've had a few "glitches" along the way but most of the heavy lifting is over now. There were some security issues that needed to be improved upon. And there were also some irritating little bugs that had to be either worked around or stomped out. I think we're there now !!!

We had to manually transfer the existing subscribers and the time remaining on their subscriptions to the new website. This is now done although some mistakes were inevitable. So if your subscription should be one of the mistakes please let us know and we will fix it.

Because of security reasons, the passwords assigned to you in the previous website are encrypted so that we do not have access to them. This is a standard security precaution so that if a website is hacked it is very difficult or perhaps impossible for the hacker to obtain passwords.

If you wish to have your username or password changed, please contact me or Lubomir Harnicar, who is the webmaster. We will make the revisions manually and let you know when to test out the revisions.



To login, just click on the three horizontal bars in the upper left corner of the home page as shown above. This will open a sidebar as shown below. Clicking on the black X will close the sidebar.

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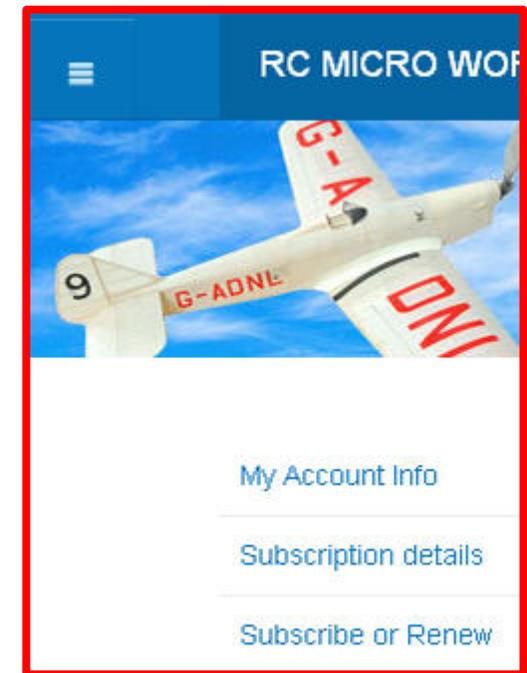
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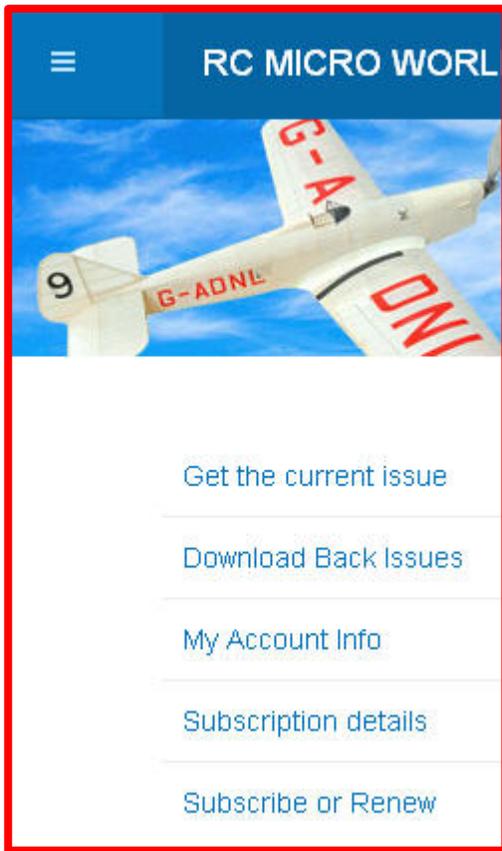


You can check these items by clicking on each one in turn. If you wish to "Subscribe or Renew" that selection will take you to an area where you use PayPal to make a transaction.

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After you have paid for your subscription and it has been activated, when you login you will see the following information in the sidebar.



“Get the current issue” takes you to a page where you can select “download” and the current issue will be sent to your browser. Right click “Save As” and tell the software where to put your download.

“Download Back Issues” takes you to a listing of available back issues with small pictures of the covers and information about dates and sizes of the file. Again, just select “download”

and Right click to save when the cover page appears.

“My Account Info” will show you the starting and ending dates of your account and if it is active or expired. There is also a selection named “Renew” that you can use if desired.

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“Subscribe or Renew” is pretty self explanatory as it takes you to a page that allows you to use PayPal to pay for a subscription. You will get a receipt from PayPal and we will be notified so that your account will be activated. Because of possible delays due to the volume of business conducted through PayPal, activation or renewal of your subscription may take a while. If not activated within 24 hours, please contact the webmaster or the editor.

You can contact the webmaster, Lubomir Hrnecar by sending an email to --

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Or you can contact the editor, Roland Friestad by sending an email to --

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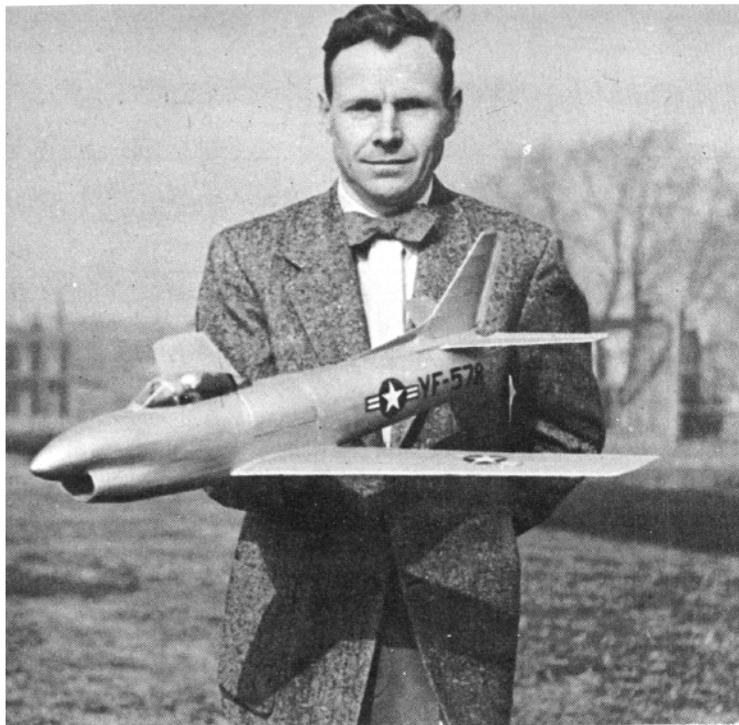
Printing Full Size Plans

One of the features of RCMW not found in other model magazines is the inclusion of full size plans in every issue. This is possible because we are an online magazine and use Adobe PDF files for transmitting our publication.

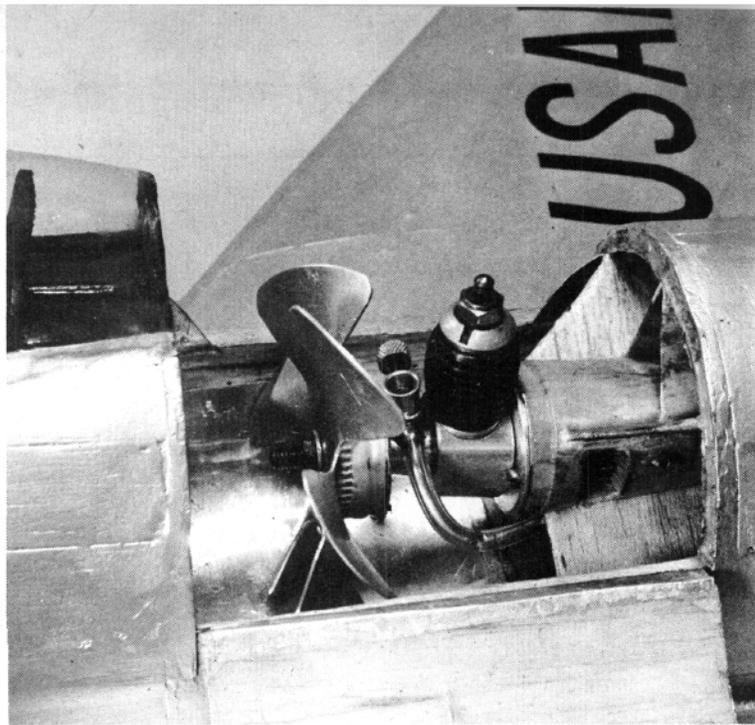
When you view or print the pages of the magazine the plans may appear to be the same size as the other pages but actually they are not. If you look at the upper right corner of each plan page, you will see a pair of numbers which represent the actual size of the plan when printed at full scale.

If you note the page on which the plan appears you can transfer or copy the entire issue to a USB Flash Drive, take the drive to your local copy shop and have them print your selected pages out at 100%. My local Staples store does this for about 65 cents per square foot.

The dimensions in the upper right corner represent the length and width of the plan measured to the OUTSIDE of the black border when the plan is at 100%. This allows you to check if the plan is printed correctly. Note that the normal tolerance on large format plotters is 1% so a 48 inch dimension could be off by as much as a half inch. This may not make any difference but if necessary a cooperative operator can make corrections for you if required.



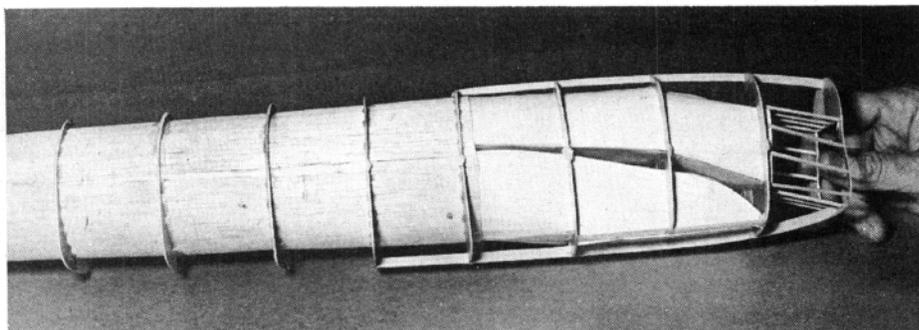
For its low power, this jet is surprisingly large. Here, the author is holding the Sabre to show its relative size. Note the helmeted pilot.



With fan blades twisted to proper angle (30 degrees) the engine turns 15,000 rpm. Bottle cap on shaft behind fan is used for pull-cord starts.

The Sabre

by THOMAS H. PURCELL, JR.



Jet duct forms the internal structure. Points to note: upper and lower keel strips and the bond paper ducting to the nose and underside air inlets. Slight torque effects not a problem to adjust.

The man who first proved that scale jet jobs can be flown with ordinary engines, details construction of his successful F-86D for Half-A engines.

► The F-86-D was chosen for the ducted fan power system because its parameters best favor stability in flight. One unusual development was that the full scale prototype set a world speed record after the model had been completed. This phenomenon is probably unique in the history of model aviation.

The model flies very realistically and is easily controlled by the tab settings. It weighs 6 oz. and has a static thrust of 3 oz. This 50 per cent thrust to weight ratio is probably better than that of the full scale Sabre. The scale ratio is 15.8 to 1. The full scale Sabre flew almost 700 mph. Thus, if the model should fly 44 mph, it would move as many plane lengths per hour as the prototype. The flight speed of the model has not been measured; but in normal sport flying the model appears to be going about 35 mph. This compares with 550 mph

full scale, which is a good cruising speed for such an aircraft.

If trimmed for left circle, the model so flies regardless of power conditions. The low torque makes the model easy to trim for powered flight and greatly reduces the stability requirements as compared with conventional propeller-driven models.

The use of moderate dihedral was predicated on the need for some control over the well known tendency of models to spiral under power. A distinct advantage in a swept wing is variation of effective dihedral with lift. This means that, if the model tends to spiral, it is necessary only to trim the model for slower flight, which makes the wing operate at higher lift. This gives the airplane more effective dihedral and eliminates spiral tendency. The builder is warned (Continued on page 44)



After fairly fast hand launch, the Sabre climbs steadily. Scale speed of the model is 550 mph.

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L₁—Change to 8 turns #20 enameled wire, wound near open end of coil form.

L₂—Antenna coil is 3 turns #20 over L₁ and adjusted as per original article of Feb. '53.

C₁—Change to 10 mmf.

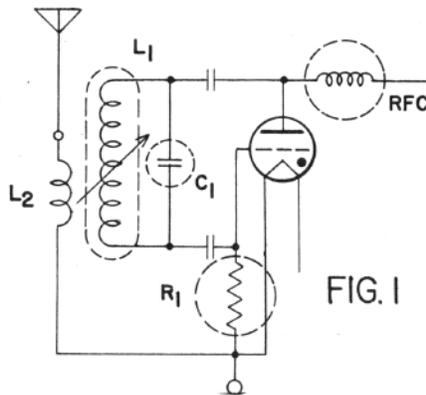
R₁—Change to 3.3 megohms.

RFC—Change to a 1/4 diameter form wound with 60 turns #32 enameled wire.

Q—Recently I attended a get-together of RC flyers and saw what I considered a lack of cooperation when everyone flew on one frequency.

A—So far this is a condition which has ironed itself out fairly well. We have 27,255 mc and 465 mc frequencies which are license-free bands, and also the popular 50-54 mc ham band. The majority of RC flying takes place on 27,255 mc, followed by 465 mc, while most of the hams operate on 52 mc. This means that in a crowd of 30 RC flyers, only one or two planes can fly at a time without interference to others on the same frequency. Signaling devices of all kinds have been tried to warn all concerned that a certain plane is about to fly on a given frequency. In a small crowd this works out fairly well; however, much needs to be done in order to prevent interference with planes in the air. One club has assigned one man as a monitor, with whom all flyers must check before sending up their planes, to make sure they do not interfere with a ship already in the air. It has also been suggested that each ship on a particular frequency be painted a given color, such as red for 27,255 mc, yellow for 465 mc, and white for 52 mc. This sounds like a good idea if the model builders could be persuaded to stick to one color scheme.

In closing, we should like to request again that you send in your problems, inquiries, and news on RC to this column. In this way, we can give all modelers a cross section view of what goes on in the RC field.



The Sabre

(Continued from page 14)

to trim the model very carefully by test gliding before attempting powered flight. The plans presented are intended to cover the main details necessary for the construction of the ducted fan and its components. Details of the wing, tail surfaces, and scale trim are noted briefly, as space permits.

Sabre construction starts from the inside because that is the simplest way to install the duct. Select a medium thick sheet of 1/32 in. balsa for the fuselage bulkheads. Trimming is facilitated and structure is strengthened if the bulkhead sheet stock is covered with a cross grain layer of tissue on both sides before the bulkheads are cut out. The bulkheads are best outlined on the sheet stock by tracing over carbon paper. Then they should be trimmed to size on the inner contours, but oversize on the outer.

Make two of each and butt cement the halves together. The duct material is selected, thin 1/32 in. sheet balsa. Form this sheet stock by wetting it and wrapping it around a quart size soda bottle or a similar sized tube. This should follow edge cementing enough sheets together to form the largest diameter in the duct.

The duct sheet should dry on the forming cylinder while it is held in place by rubber bands. The duct walls, from bulkhead No. 5 to the tail, form a truncated cone. Therefore, the sheet which forms these walls must be tapered. This is best accomplished by rolling an undersize cone from the duct material and slipping bulkheads Nos. 5 to 12 over this cone. Then the cone is expanded by pushing crumpled newspaper into the larger end until the cone completely fills the circles inside the bulkheads.

Spaced properly, the bulkheads are then cemented to the duct walls except near lapped wall material. When the cement has dried, the wall, slit lengthwise in the lapped portion, will have perfectly mated edges. When the excess sheet material is removed, the remaining edges should butt together closely. A seam of cement at this joint should dry while the expanding paper is still inside the duct.

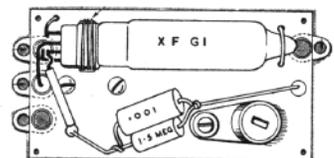
Upper and lower keel strips which form the structure backbone forward of bulkhead No. 5, cut out and attached to bulkhead No. 5, permit location of the remaining bulkheads in their proper places. The general arrangement of these bulkheads can be seen on the plans and in the photograph of the fuselage internal structure.

After the bulkheads in the forward fuselage portion are in place, the bond paper duct walls are installed by "cut and try" procedure. The intake duct walls need not be very smooth, but sudden changes in the duct internal section area should be avoided. If installation of the intake ducts generally follows the photograph of the fuselage internal structure, performance will be satisfactory.

Additional pieces corresponding to the upper halves of bulkheads 5 and 7, and the strips which form the horizontal frames and edges of the access door should be cut out and cemented in place according to the plans, then the nose carved to approximate shape and cemented in place. When all cement has dried well, fuselage bulkheads should be trimmed to their proper contours and the whole assembly sanded to make a faired body when covered.

The fuselage is covered with strips of thin 1/32 in. balsa sheet, though if tissue is preferred, the established practice with stringers should be followed. The Sabre was originally covered with tissue and was only 2/10 oz. lighter than when planked. Some ballast may also be necessary at the tail of

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the tissue covered model. The planked model required none, and the center of gravity is indicated on the plans. The fuselage near the wing root remains uncovered until the wing is mounted on the fuselage. In cutting out the access door, location of the door frame can be determined by inserting a pen-light in the duct and observing the shadows of the frames. The edges of the door and frame should be sanded to insure easy opening. If hinging and latching are not done according to plan, the builder is cautioned that door latches must be designed to permit automatic locking. Thus a minimum of time is lost, after the engine starts, in getting the plane airborne.

The fan is made next with .032 in. thick, soft aluminum. After the shaft hole is drilled, a pair of sharp dividers will help scribe very accurately the 3-in. diameter circle for the fan. Then a hexagon inscribed within the circle may be a base upon which to construct the fan outline. The outline shown on the plans has been found to work best. With sheet metal shears, the fan is cut to approximate shape, then very carefully filed to proper shape, while balanced by a drill bit shank through the shaft hole, supported on a pair of level, parallel, straight edges. Accurate outline construction and careful shaping of the face eliminate the need for much balancing.

Next, the engine mount is constructed. The block, labeled IM on the plans, may be of hard balsa or soft pine. It should be noted that the bolt holes are angled inward in the plan view. Power plant space is at a premium in this type of model, so the angle was adopted to allow a taper in the mount block and give more duct area aft of the engine. The engine mount support is a long cone of 1/32 in. balsa and parts 1M, 2M, 3M, and 4M. Thus, because of its high stiffness, the mount is free from vibration. The

In the August issue a heat-range chart of representative glow plugs was presented. The list is expanded here to include OK plugs; additional plugs will be listed when data is received.

TYPE OF PLUG IN ORDER OF HEAT RANGE

1/4-32 SHORT REACH

HOTTEST	ATWOOD STD.
	SPITFIRE
	OHLSSON HALF A
	ATWOOD (NEW TYPE)
	K & B STD. †
	OHLSSON RACING
	OK †
	THIMBLEDROME HOT SPOT †
	K & B EVERGLO †
	CHAMPION VG 3 †
	OHLSSON STD. †
	K. L. G.
	ARDEN

1/4-32 LONG REACH

HOTTEST	OHLSSON RACING
	OK †
	CHAMPION VG 2 †
	OHLSSON STD. †
	ARDEN

3/8-24

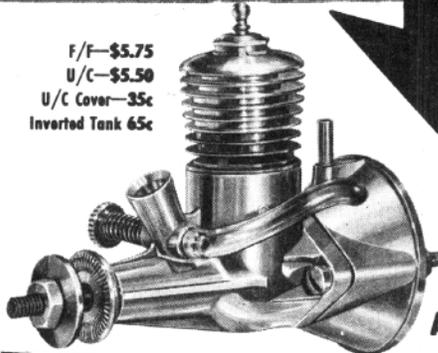
HOTTEST	OHLSSON RACING †
	CHAMPION VG 1 †
	OHLSSON STD. †

† DENOTES ABILITY TO WITHSTAND 2 VOLTS FOR STARTING

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Held April 7th at
SANTA ANA, CALIFORNIA
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(Site of the National Indoor Events)

Yes, modelers, the new Atwood .049 engines really "cleaned up" against all competition. This was the first big event of the season. It was a definite preview of things to come. Here is a partial list of ATWOOD-POWERED winners!

1st—1/2 A OPEN SWEEPSTAKES
Toshi Matsuda—Time: 15' 29.2"

1st—1/2 A JUNIOR EVENT
Wally Richards—Time: 16' 21"

4th—1/2 A OPEN
W. S. Casselberry

Join the "Big Switch"

—to this more powerful 1/2 A engine that's really hot and more adaptable. An engine with new, different, improved timing, larger crankshaft and by-pass area.

Watch for the new Atwood .15 International—same design as our .049. And don't forget our .051—all based on 20 years experience.

No Wonder

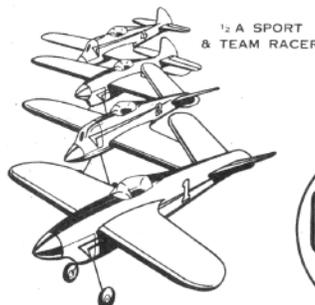
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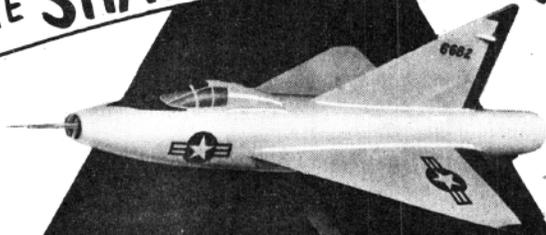


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true length of the struts in view AA is determined by the roundness of the duct. Therefore, these struts must be fitted by trial after the mount is centered in the duct.

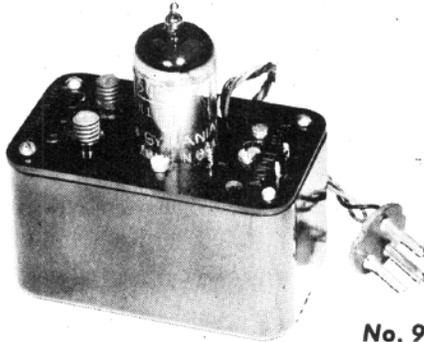
When the cone shaped mount has been completed, the engine should be temporarily installed and the fuel tank connections tested with water. Then, after the engine and mount assembly are in the duct, the fan should be put on the engine shaft and the prop nut tightened. The starting cap need not be installed until the model is finished. With the fan in place on the engine shaft the mount can be centered by wrapping the fan with bond paper until it fits snugly into the duct. If the duct is out-of-round in places, these spots may be enlarged by slitting the duct wall and pushing it outward a little, then recementing it in the offset position. Try the door with the fan still wrapped and adjust it until it closes smoothly. The clearance around the fan should be about 1/32 to 1/16 in.; however, good thrust has sometimes been obtained with as much as 1/8 in. clearance. With the fan centered in the duct, the mount struts can be trimmed to fit and then cemented in place. Once the cement is dry, the fan and engine may be removed until the airplane is finished. The builder will now realize that a special right angle screwdriver (obtainable at any dime store) will be necessary for engine changes.

The wing is of multistringer construction, which is resilient in a wing first ground contact, and also looks good when covered and painted aluminum. A left and right wing should be made, and stringers, shear webs, and tip are added. The wing can then be sanded to shape, and the aileron tabs trimmed and installed. The essence of a good tab is its ability to maintain adjustment during hard landings. The use of sufficiently soft but stiff aluminum strips for hinges is recommended. Also the tab should have a narrow chord so that minor adjustments do not overcontrol the model. The wing *must not* be covered before installation on the fuselage. On the installation procedure, the stringers are trimmed back from the airplane center line to the first rib, omitting the leading and trailing edge. The plan view indicates the exact dimensions of the leading and trailing edge cut off. Now, with the wing placed precisely as it is to be on the finished model (*the wing incidence is zero and the dihedral is shown on the plans*), the leading edge, the trailing edge, and the ribs are cemented at bulkheads 5 and 6. When this cement is dry the model may be lifted from the jig and the wing checked for alignment, followed by installation of the carry-through structure and root fill-in sheets.

The horizontal surface is constructed over the layout shown on the plans. In similar fashion the vertical surface can be constructed. All surfaces are covered, and the tabs are trimmed out and re-installed with soft aluminum hinges. After the superstructure is built at the tail of the fuselage, the vertical and horizontal surfaces are mounted. As with the wing, proper angles must be set before cement is applied.

The wing is now ready for covering, with the model on a flat surface and wingroots aligned parallel to the surface. Pins and scrap balsa will jig the tips to 5° negative incidence, and allow covering the upper surface while it is thus held in position. With the model upside down the lower surface may be covered. The tip washout has been put in to prevent tip stalls. In order to insure symmetrical alignment of the wings, it is suggested that they be jigged into position while the covering is being sprayed and doped. This alignment of the wings and surfaces is very critical. This writer believes

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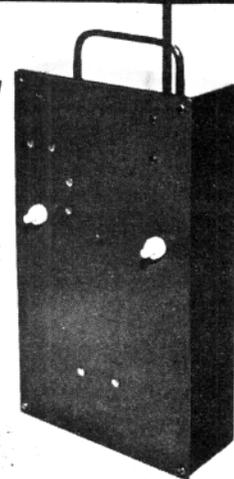
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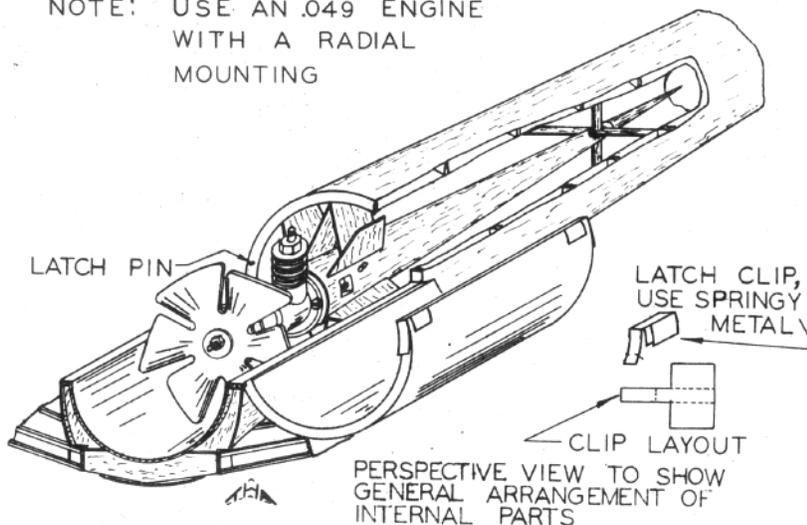
that most flight troubles arise from small misalignments of the wings and tails.

The sketched canopy is stretch-molded cellulose acetate, but the builder may use alternate forms of structure. The molded canopy plus a pilot with a white crash helmet gives the model that "real airplane look" when it is in flight. The builder will decide insignia and color scheme. The model shown is of the YF-86D, but the airplane is now in production and many colorful squadron insignia will soon appear in pictures of the plane.

Successful flying of the model depends on patient adjustments during test glides and initial powered flights, preferably made in a field with high grass. The model should

be held just ahead of the wing during launching and a fairly rapid thrust given. Trim the model to glide as slowly as possible and make a *slight* turn to the left. The intake on the underside sucks the nose down under power and gives the same effect as heavy down thrust. Therefore, the model flies at a good speed under power and then slows down for a safe gliding speed with power off. The first powered flights should be in *calm* air, so a little patience in this respect will be greatly rewarded during the initial flight stages. The Sabre will fly well in average breezes but it is not made for high winds. Other flight patterns can be tried after the characteristics of the model are learned.

NOTE: USE AN .049 ENGINE WITH A RADIAL MOUNTING



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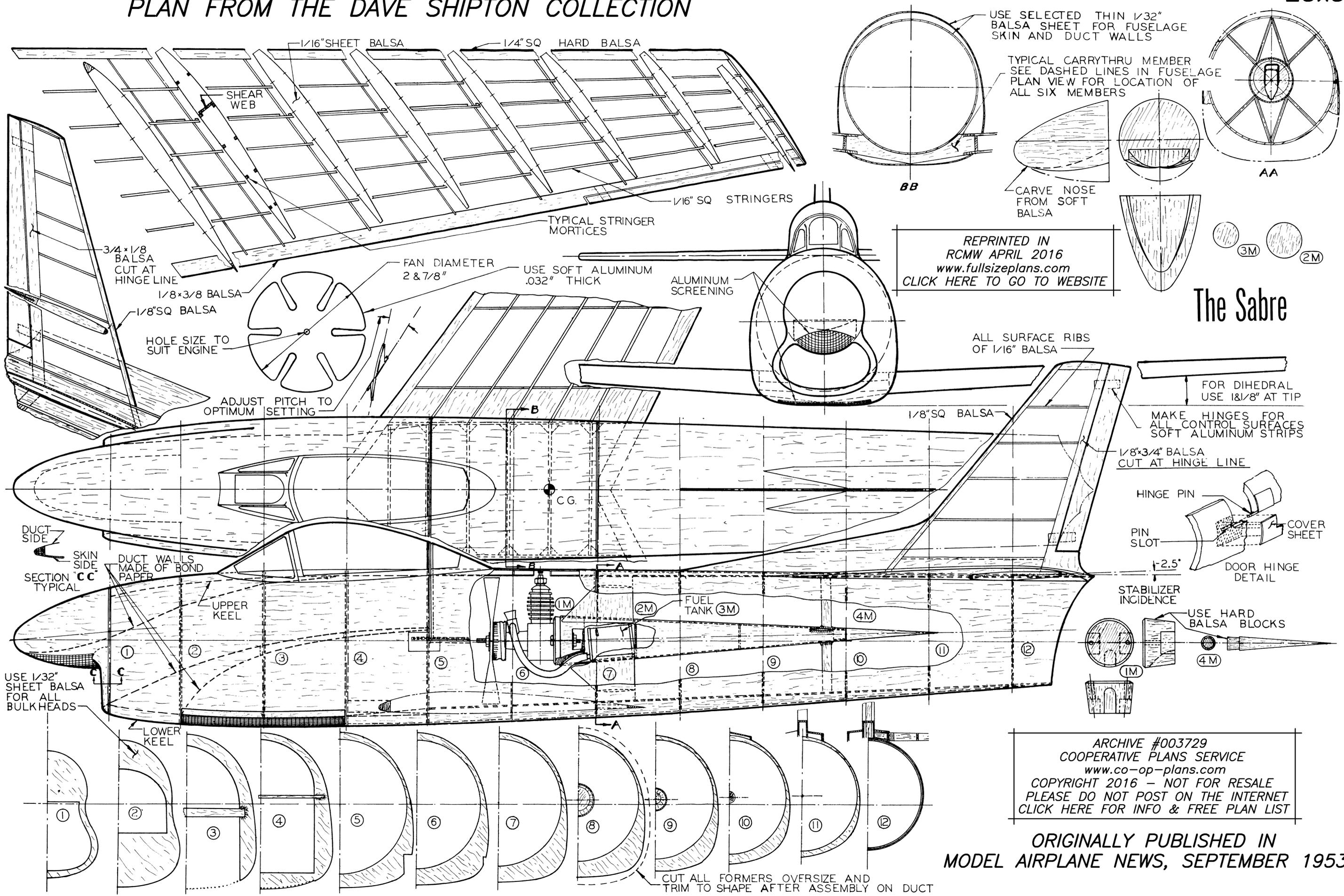
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MODEL AIRPLANE NEWS, SEPTEMBER 1953

CLUBS - NEWSLETTERS - FORUMS - PLANS

There are mountains of information on the internet, a combination of trash and treasure. This is our first shot at compiling a list of useful links related to model airplanes. We will expand this page and after another issue or two it will be moved to a location accessible from the website rather than being part of each issue of RCMW.

If you belong to one or more model airplane clubs, this would be a good place to have a link to your own website. It would be a good way to find potential members in these days when model building and flying seems to be losing out to television, ipads and computer games.

Get your club listed here so a modeler looking for a club to join can find you.

Send me an e-mail and we can get it done !

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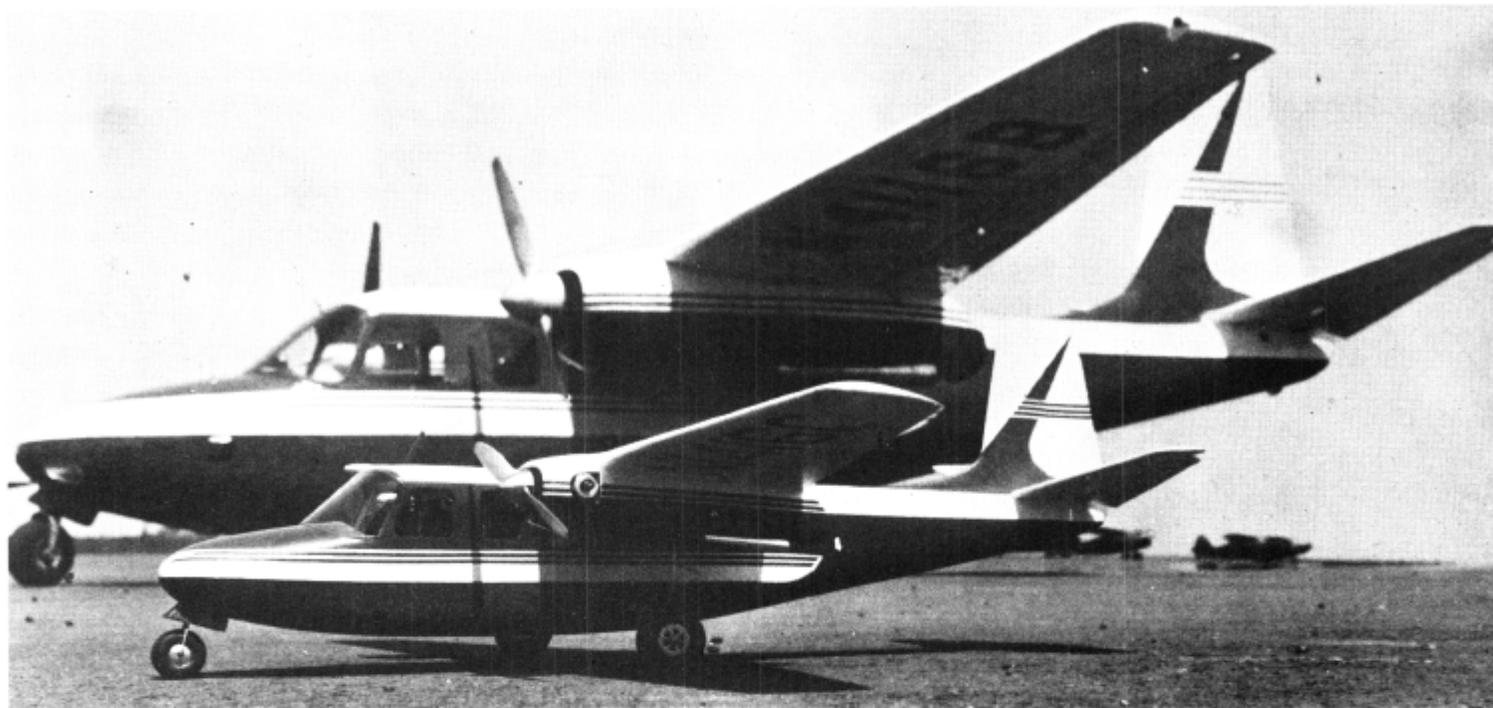
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Aero Commander



Except for the barely visible head of one of the Cub 14's, the model is dead ringer for the big ship from which it was copied at the airport.



Factory data plans contributed to the amazing authenticity of the 55-inch model. Its total weight is only 51 oz., compared with the usual five-pound twins.

Gather round, you twin-engine fans. Here's a ship that is scale, light, real flier. For the .14, it takes new .15's.

Below—A red-and-white color scheme, with red striping and lettering, dresses up the ship. MAN cover artist Jo Kotula designed color scheme for the real plane.



BY JIM MOYNIHAN

► This twin was designed expressly for executive transport use, highlighting the growing demand by America's businessmen for a ship to meet their specific needs. With a performance ratio of 5 to 1, high speed 211 mph, stall at 40 mph with power on, it is one of the most efficient airplanes in this country. Powered by two geared 260 hp Lycomings, it cruises at 197 mph, climbs 1,700 ft. per minute. Carrying five or six passengers with optional seating arrangements, the span of the Commander is 43 ft. 10 in., overall length, 34 ft. 1/2 in. and the height, 12 ft. 10 in. The author was fortunate enough to get in a flight in the ship shown in the photographs and can vouch for the wonderful flight characteristics of the prototype. Many thanks are due genial Doc Marsden and Bill Wheeler of Buffalo Aeronautical Corp., local Aero distributors, for their help and cooperation.

The photos will vouch for the fidelity to scale in the model. The plans were drawn from factory data and frequent visits to the airport, although the model is no even multiple scale of the original. It came out to about 53 in. wingspan, but more important, around 400 sq. in. of area, the main goal. We did not want a heavy high-powered ship, so we designed for a weight of 48 oz. ready to fly and decided on the Cub .14's for power, although the K & B 15's would also work out well. Total weight actually came to 51 oz., including 4 oz. of nose ballast. Construction has been altered slightly since then, so you should come out okay without the need for ballast. Our wing loading then is about 18 oz. per sq. ft., contrasting with the average five-pound scale twins at 36 oz. and up. The low loading means real flying on the wings, less pounding of the landing gear and less need for high power. Convinced?

(Continued on page 52)

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these appear, so far, to be mainly adaptations of existing spark-ignition models. A typical plug is illustrated. It resembles earlier Russian spark plugs in external appearance and is large compared with American and European glow plugs.

In all, the Russians seem to be a good five years behind ourselves in model engine design. The engines we have reviewed are in no way slavish copies of the products of Western countries, and this is a field where Russian modelers would undoubtedly profit by a study of recent American and European progress.

Aero Commander

(Continued from page 20)

Cut out the wing ribs from hard sheet stock. Select a piece of hard balsa for the leading edge and taper each piece as shown, but don't cut out the contour in it until the wing is planked. Select a sheet of hard balsa for the spar. We picked a hard sheet with the grain running diagonally and cut the spar out in one piece, balancing the run of the grain to avoid a weak center. Pin the spar, bottom 1/8 in. strips and the ribs in place for the first panel. Add the top 1/8 in. strips and the wing tip block. The 1/8 may seem fragile but it is only used to back up the butt joint of the planking. They are spaced 3 in. from the leading edge for 3-in.-wide 1/16 in. planking. Build left and right wing frames and join.

If your spar is one piece, build one side, tip it up to lay the spar flat and then build the other side. Gusset the center joints and cement freely. Now drill through the ribs for the leads and install the bellcrank, the mount and the wire line leads. Now plank the top of the wing only. Incidentally, there is no trailing edge, the skin being lapped and cemented to form this member. You will note all through the ship that the frames are weak. This is intentional since we are trying to load up the skin too instead of just using it to cover openings. You will find the finished components very rugged, so put away those plywood braces, and follow the drawings.

Now bend up the main gear legs using 1/8 in. wire and mount on the nacelle bulkheads with J bolts. Cement all the nacelle bulkheads in place using fuel proof cement or, as we did, Weldwood. Note in particular the leading edge cut-out for the firewall bulkhead and the dowels driven in to beef up this area. Now add the fuel tanks and engine mount nut plates. We used the wedge tanks shown which are homemade although any commercial wedge is okay. Now finish the wing planking and strip plank the nacelles. Carve to a finish the leading edge and sand the entire unit until a fine finish reveals no joints. Now cover the whole unit, preferably with silk, or use Silkspan, and coat with fuel proof clear dope until a slick ready-to-paint surface is achieved. This calls for generous application of elbow grease. Use fine sandpaper, and for a fine finish, work from the frame out. No filler or sealer of any sort apart from clear dope was used on the ship in the photos.

Carve the engine cowls next, fit them up to your engines, and cement the lower halves to the firewall bulkheads. The top halves are removable for access to the engines and should be provided with your favorite type cowl catch. We used a piece of music wire bent in a semi-circle to clip on the engine cylinder head. The other end of the wire is embedded in the cowl piece and cemented freely. The dowel locaters are then added to position the upper cowl halves. This completes the unit, which should weigh about 18 oz. with wheels and without engines.

The tail components are simple and straightforward. Note that hard 1/32 in. is used to plank the tail assembly. It too is silk

covered. The only unique feature here is the scale hinge line and homemade hinges shown. We always use tube and wire type hinges anyway for their strength, freedom of movement and ruggedness. However, standard cloth hinges can be used which will eliminate the scale hinge line. Do not attach the elevators to the stabilizer just yet.

Cut out the pieces for each fuselage side, and the nose pieces too, but not the windows, which should simply be drawn with pencil for the present. Cement the side pieces together to form finished sides. Cut out all the bulkheads while the sides dry. When the sides are VERY dry, set them up on the rear lower flat edges and add the rear-most bulkhead. Line up the sides at right angles to the bench surface with a triangle and let it dry thoroughly. When it is set, add the remaining bulkheads and vertical braces to complete the frame. Now plank the top and bottom from the wing trailing edge position to the rear and from the leading edge forward except for the top of the nose. Now add the fin, dorsal, rudder stabilizer and the elevators, attaching a piece of 1/16 in. wire pushrod long enough to reach about an inch through bulkhead 9 with elevators in neutral position. Now bend up the wire nose wheel frame as shown and mount it in the nose. Plank up the top of the nose section and add the nose and tail blocks. Now that the fuselage has rigidity, cut out the windows and sand the whole works.

Fit the wing in the slot and cement it thoroughly. Add gussets and more cement from the bottom through the opening in the fuselage, and line up the wing carefully before the cement sets. When it is dry, finish the fuselage planking, sand completely and cover with silk and clear fuel proof dope as you did the wing unit. Our ship required four heavy coats of clear with in-between sanding to achieve a fine surface to paint.

The original is red and white, as is the prototype with the design shown in the photos and drawings. All lettering and striping is red. How to go about getting a mirror finish has been described so many times, we won't go into it again here. One thing is sure: there is no easy way. It takes a lot of dope and a generous mixture of patience and work, no matter whose system you use. Anyone can get a good finish if he is willing to spend time, so go to it! We didn't go all out on ours, yet it is passable. It took four coats of color over four of clear. All the stripes and lettering are Trim Film.

Now balance the airplane 1-1/4 in. back from the leading edge at each tip. If you need ballast, add it now through the windshield and window openings. Add the windshield center brace, windshield and side windows.

For flying, the two tanks should first be thoroughly filled. Now start the inboard engine, adjust it and then pinch off the fuel line until it quits. Don't touch the needle valve once it is set. Refill this tank immediately and choke the engine once. Now start up the outboard engine and adjust to peak. Letting this engine run, go back again and fire up the inboard engine, not touching the needle valve. Now adjust slightly until they roll in synchronization, and now you're ready to go. There are no tricks at all to flying the airplane. If you use this procedure, the outboard engine will quit first and you can fly on the inboard side. It will fly well on either engine so don't worry which dies first. One engine out means less pull and less speed but no loss in control at all. (Remember that low wing loading.) And when it's going on one engine and that quits, the bottom won't fall out; it will glide out fine. The best props so far have been 9-6 Power props with the tips clipped 1/4 in. on each end and the blade narrowed about 1/8 in. It'll just break 61 mph on 52 ft. lines. END

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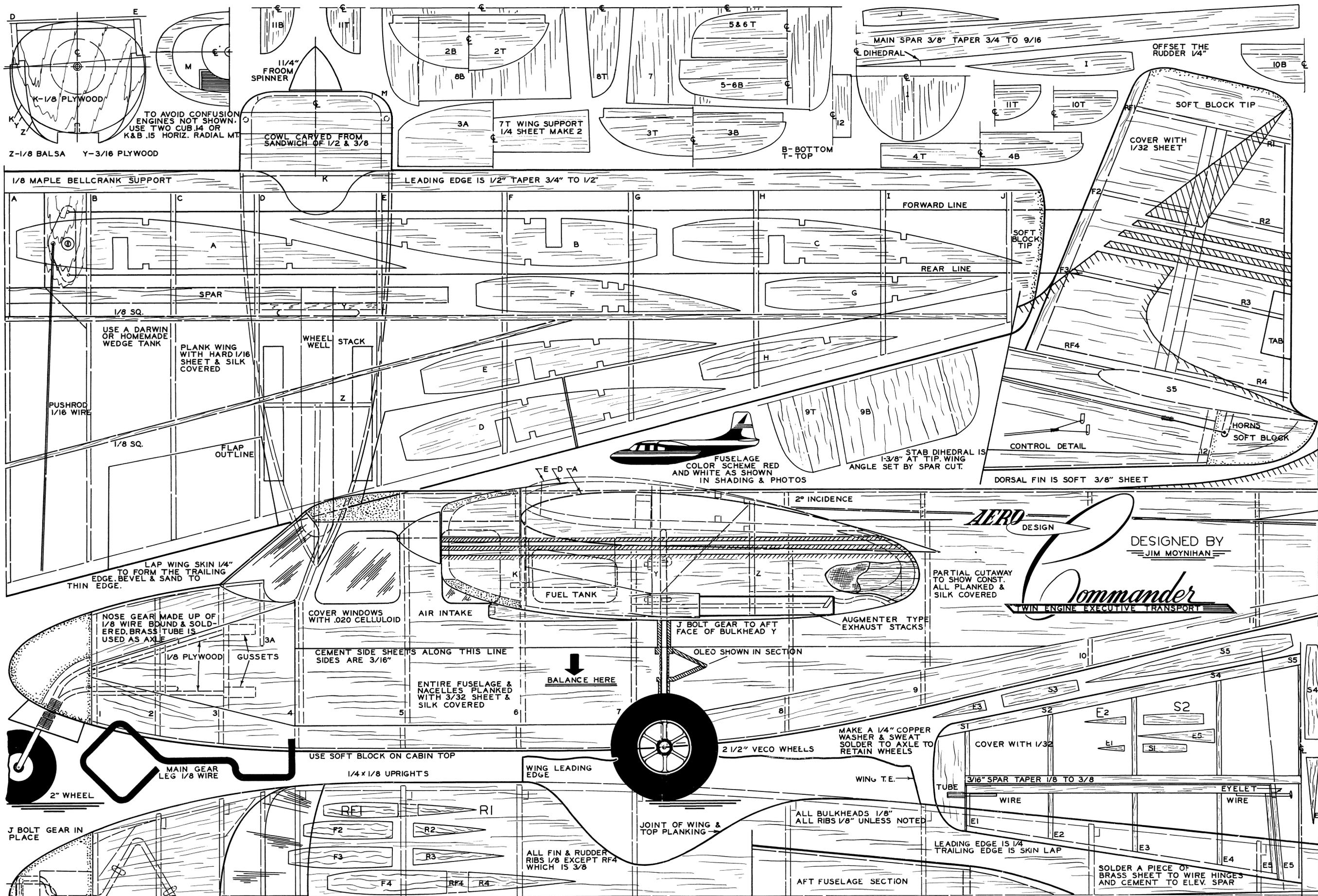
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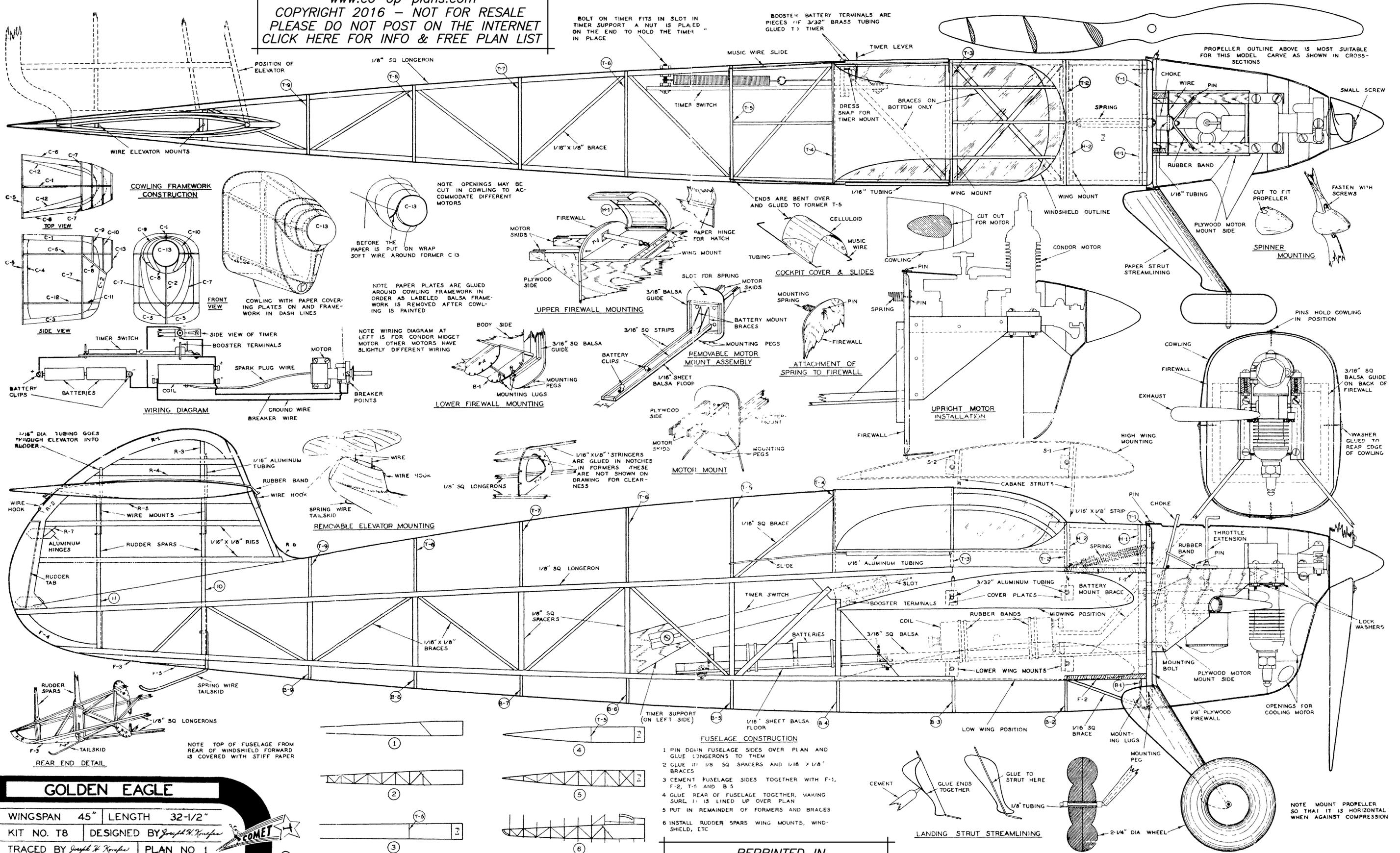
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JIM MOYNIHAN

Commander

TWIN ENGINE EXECUTIVE TRANSPORT

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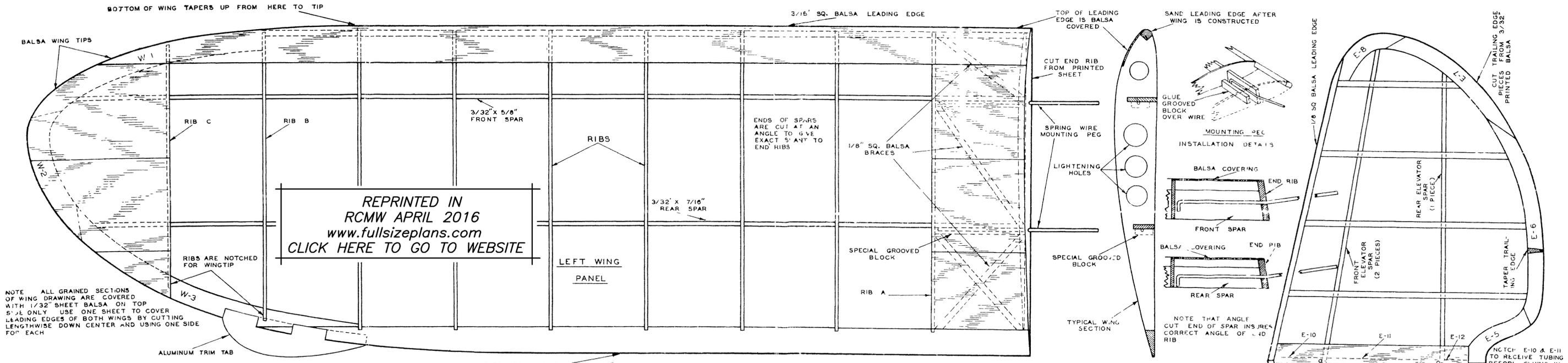
- FUSELAGE CONSTRUCTION**
- 1 PIN DOWN FUSELAGE SIDES OVER PLAN AND GLUE LONGERONS TO THEM
 - 2 GLUE 1/8" SQ SPACERS AND 1/16" X 1/8" BRACES
 - 3 CEMENT FUSELAGE SIDES TOGETHER WITH F-1, F-2, T-5 AND B-5
 - 4 GLUE REAR OF FUSELAGE TOGETHER, MAKING SURE "11" IS LINED UP OVER PLAN
 - 5 PUT IN REMAINDER OF FORMERS AND BRACES
 - 6 INSTALL RUDDER SPARS WING MOUNTS, WINDSHIELD, ETC

GOLDEN EAGLE

WINGSPAN	45"	LENGTH	32-1/2"
KIT NO.	T8	DESIGNED BY	Joseph W. Kenner
TRACED BY	Joseph W. Kenner	PLAN NO.	1

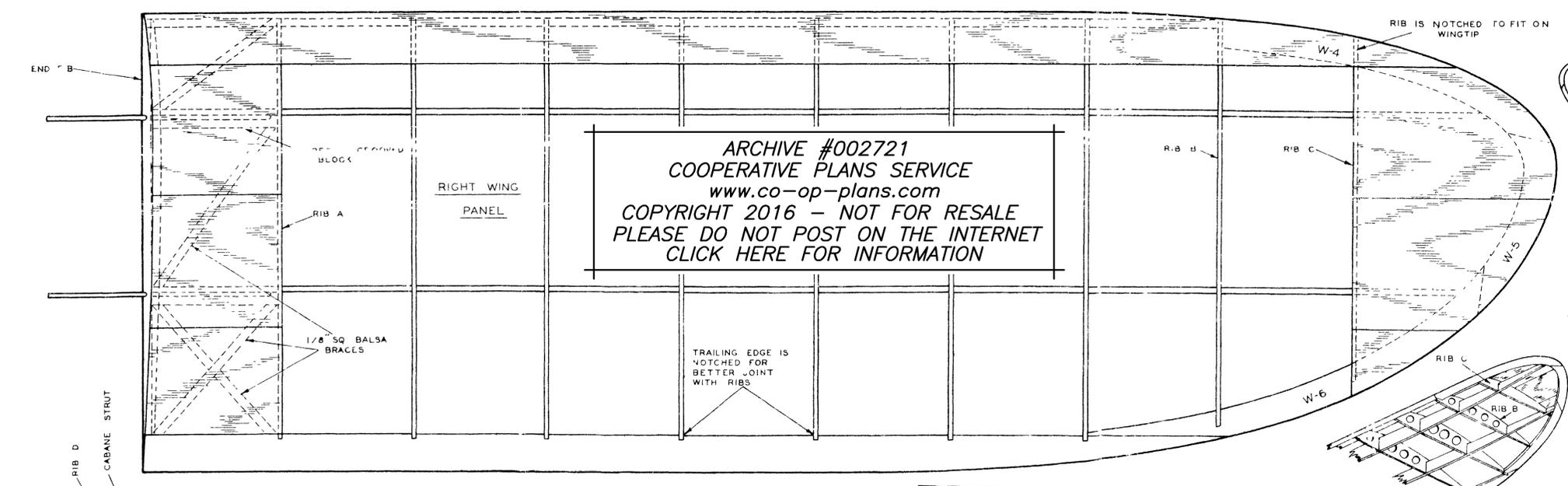
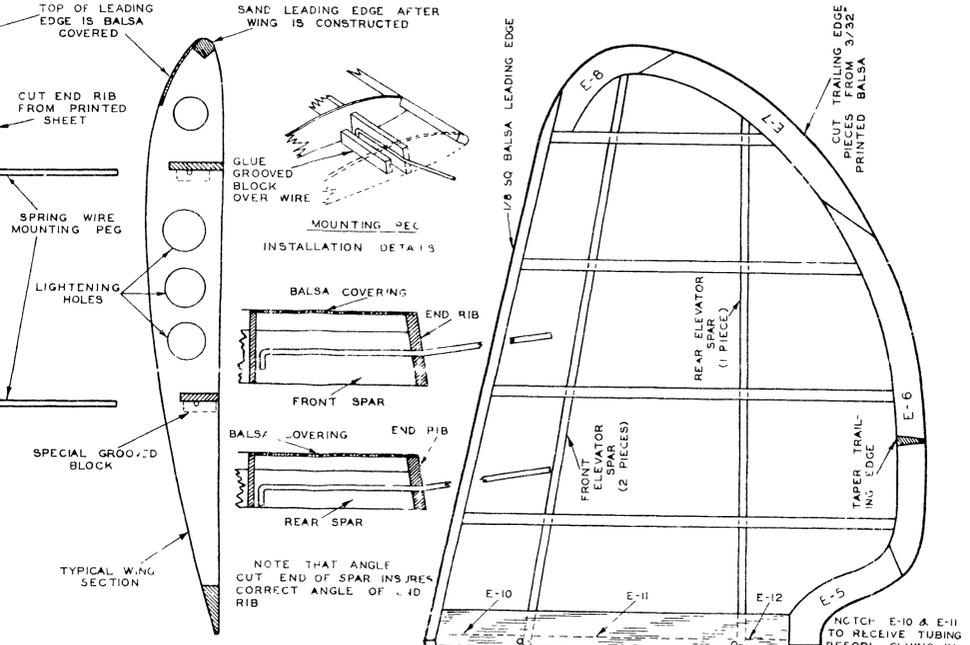
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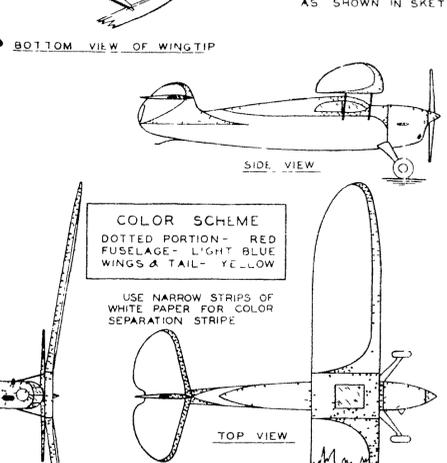
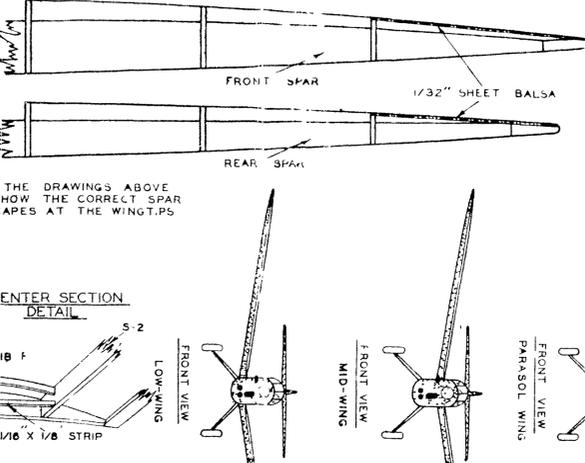
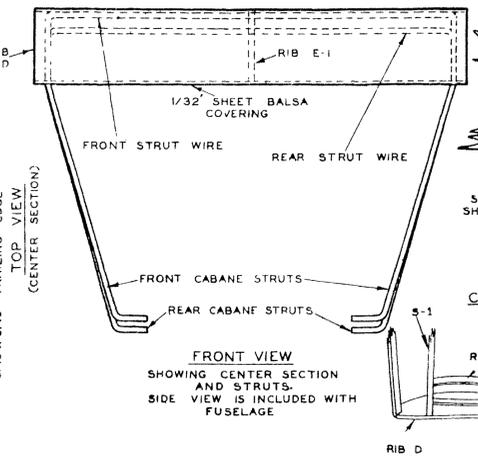
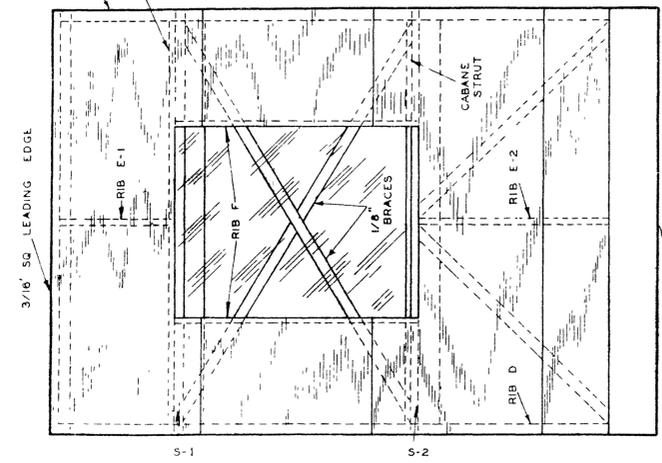


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NOTE ALL GRAINED SECTIONS OF WING DRAWING ARE COVERED WITH 1/32" SHEET Balsa ON TOP SIDE ONLY. USE ONE SHEET TO COVER LEADING EDGES OF BOTH WINGS BY CUTTING LENGTHWISE DOWN CENTER AND USING ONE SIDE FOR EACH.



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THE OUTLINE DRAWINGS AT THE LEFT SHOW THE SUGGESTED COLOR SCHEME AND ALSO THE THREE DIFFERENT WING POSITIONS.

SPECIFICATIONS	
WINGSPAN.....45	WING LOADING.....54 LBS./SQ FT
LENGTH.....32-1/2"	PROPELLER.....10" DIA 7" PITCH
WEIGHT WITH MOTOR.....1 LB	DIHEDRAL-EACH WING.....3-3/8"
WING SECTION.....N-22	INCIDENCE IN WING.....3°
WING AREA.....263 SQ IN	

GOLDEN EAGLE

WINGSPAN 45" LENGTH 32-1/2"

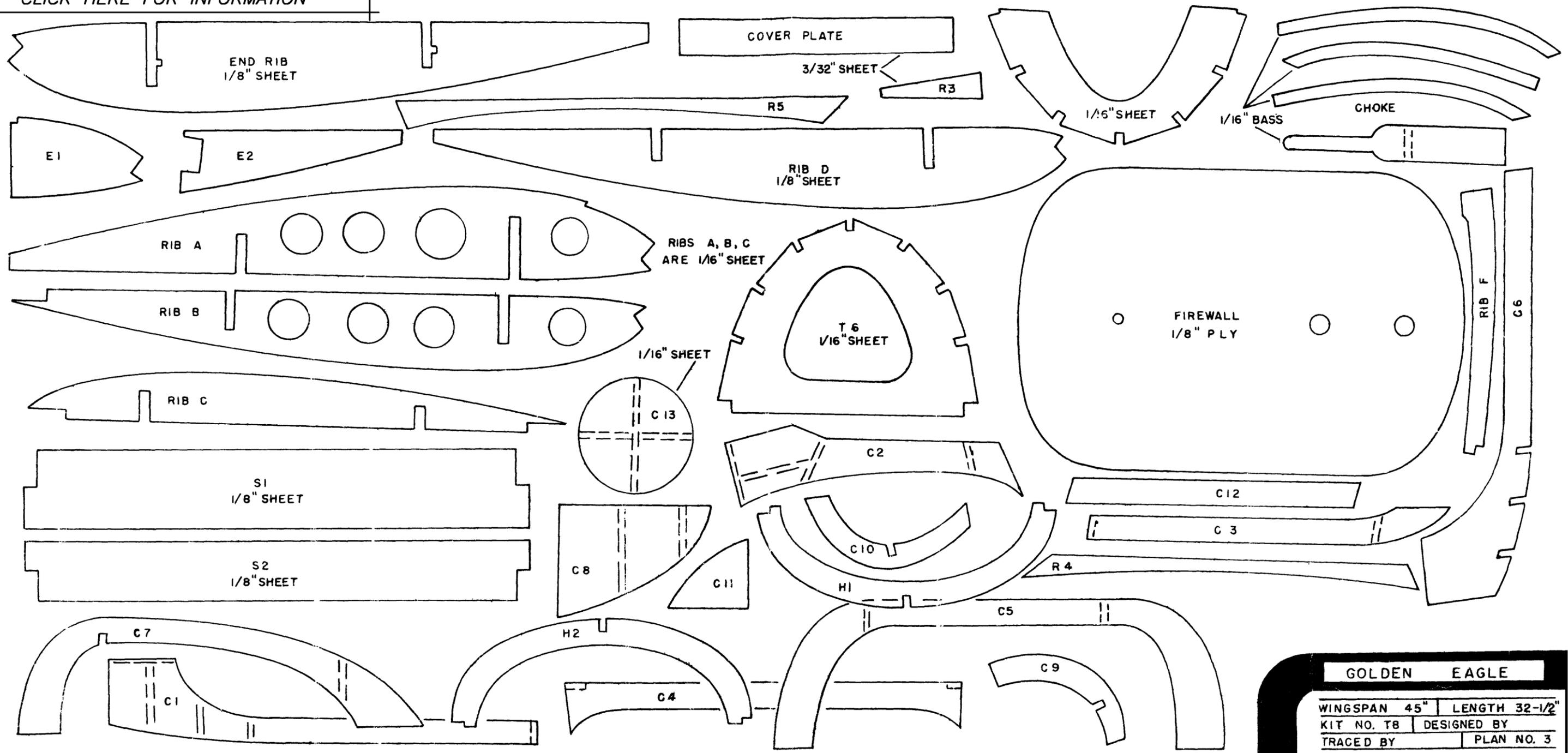
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TRACED BY *F. A. Williams* PLAN NO.2

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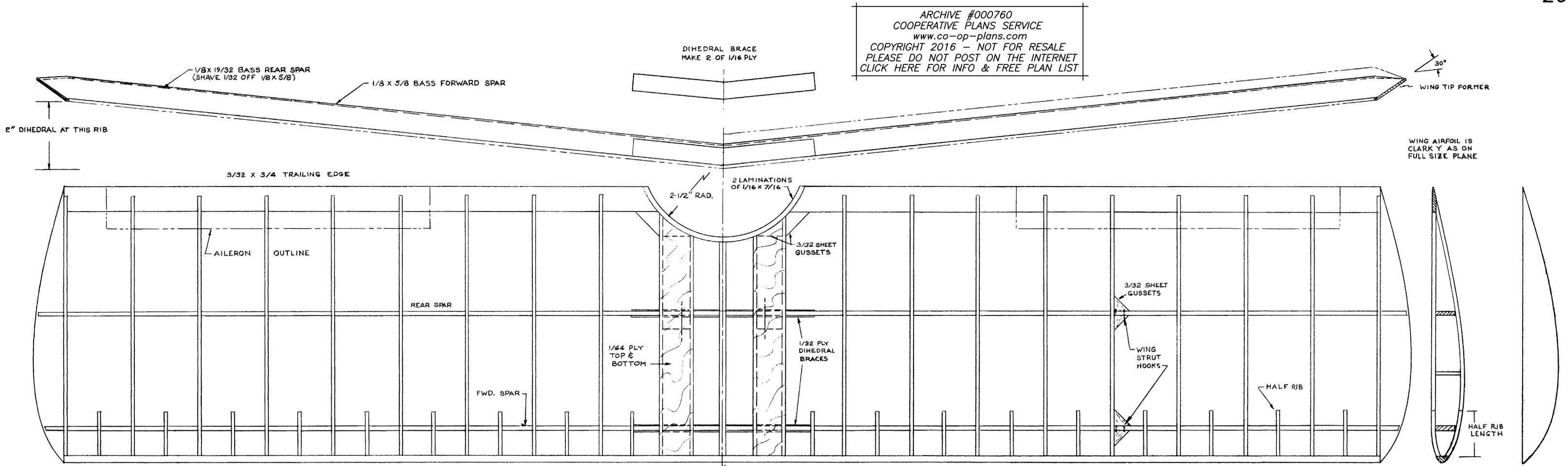
PLAN FROM AVANZ - RESTORATION BY MARK VENTER



GOLDEN EAGLE	
WINGSPAN 45"	LENGTH 32-1/2"
KIT NO. T8	DESIGNED BY
TRACED BY	PLAN NO. 3

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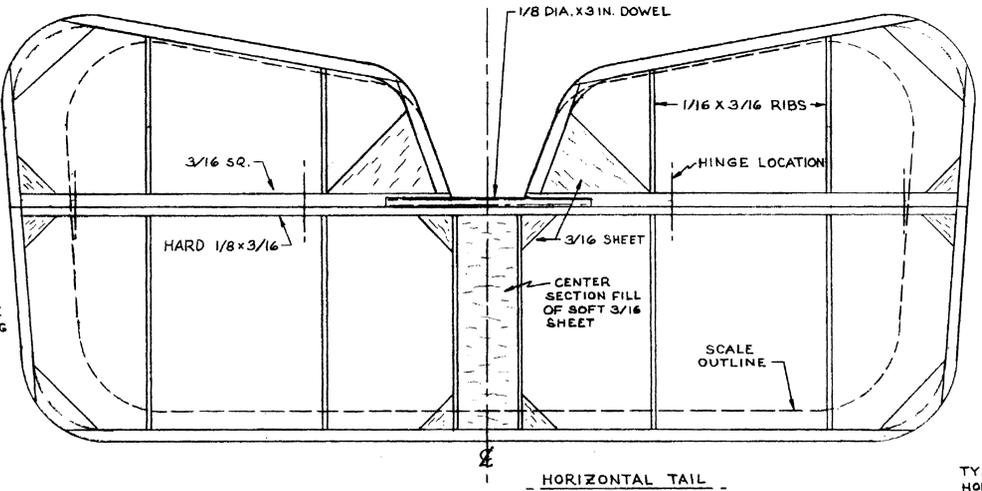
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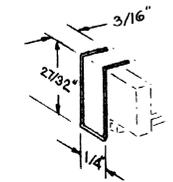
MAKE HORIZONTAL
TAIL OUTLINES OF
1/8 SQ. WITH 1/8
SHEET GUSSETS
EXCEPT AS NOTED

NOTE:
ALTERNATE
CONSTRUCTION
MAKE HORIZONTAL
TAIL OUTLINE OF
3 LAMINATIONS OF
1/16 x 1/8
CUT APART AT HINGE
LINE AFTER SANDING
TO AIRFOIL SHAPE

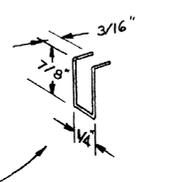


TYPICAL FLAT BOTTOM
HORIZONTAL TAIL
CROSS SECTION

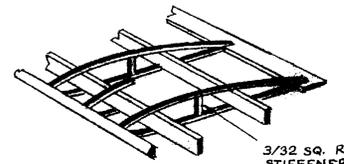
EPOXY STRUT HOOKS
TO WING SPARS -



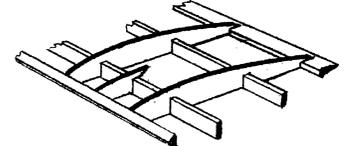
FORWARD STRUT HOOK
MAKE 2 OF 1/32 M.WIRE



REAR STRUT HOOK
MAKE 2 OF 1/32 M.WIRE



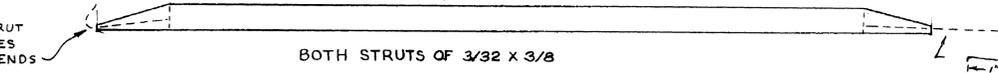
SLICED RIB WING CONSTRUCTION
3/32 SQ. RIB
STIFFENER



ALTERNATE WING CONSTRUCTION: USE
SAME SPARS - CUT SHEET RIBS FROM
1/16 SHEET WITH SPAR NOTCHES AT LOWER
SURFACE - LEADING & TRAILING EDGES
SAME AS SHOW ON WING PLAN

WING RIB - SLICE
FROM MED. 3/32
SHEET - 24 DF
EACH UPPER &
LOWERS
18 HALF
RIBS, UPPER &
LOWERS.
1/16 SHEET WING
TIP FORMER
MAKE 2 - BEVEL
STRAIGHT EDGE
TO FIT

EPOXY STRUT
CROSS WIRES
TO STRUT ENDS



OUT BOARD STRUT HOOKS - MAKE 2 RIGHT HAND
& 2 LEFT HAND OF .020 TO .030 M.WIRE. BEND
OUTBOARD END FOR SNUG FIT INTO WING STRUT HOOK
WITHOUT VIBRATING LOOSE DURING POWER FLIGHT.

THIS END ATTACHES
TO WING

WING STRUT ASSEMBLY

STRUTS ATTACH TO FUSELAGE & WING BY SQUEEZING
TOGETHER. SLIGHTLY TO ALLOW CROSSWIRE ENDS TO
FIT INTO THE WIRE STRUT HOOKS. THE STRUTS ARE
NONE FUNCTIONAL AND THE SPRING BACK IN THE
CROSS WIRES WILL KEEP THEM HOOKED IN PLACE.

1/2A TEXACO STAND-OFF SCALE MODEL
1929 **GOLDEN EAGLE C-5**
WING SPAN=41-1/4 IN. WING AREA=323.5 SQ. IN.
REQU'D MIN. WT.= 18 OZ.
DESIGNED & DRAWN BY: HAL STEWART JULY 1993

SHEET 2 OF 2

PLAN LOANED BY JOHN STELLATO

Back Issue MAGAZINE ARCHIVES

By Roland Friestad

Here's the next in our monthly complete magazine available for download to subscribers. This time it is a selection from the late-lamented Model Builder, an issue from July, 1986 which was one of the "cheesecake" issues. The equally late-lamented RC Modeler magazine started the cheesecake series and Model Builder attempted to keep up with the competition.

To get your copy, just go to the following link and click on the download button that after a short time will appear in the upper right corner of your browser screen. The issue will be downloaded as a PDF file and you can read or print out any or all of the pages as you choose.

[-- CLICK ON THIS LINK PLEASE --](#)

This download link will be expire on July 1, 2016, so if you'd like this issue for your own collection, better do it now.

As a note of interest, this issue is stored in the "cloud" that you see mentioned as one of the latest of the buzzwords used by the computer folks. I use a service called Mediafire which can easily handle very large files that would otherwise cause problems with downloading.



MODEL BUILDER

JULY
U.S.A. \$2.50
Canada \$3.00
ICD 08545
volume 16, number 174

WORLD'S MOST COMPLETE MODEL PUBLICATION

FEATURES

- All About CO₂ Power
- How to Fly R/C Helicopters
- Phoenix Formula One Classic

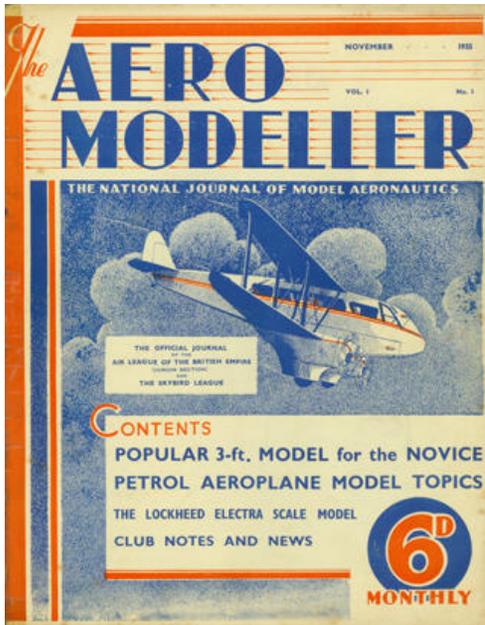
CONSTRUCTION

- Jumbo Rubber SPITFIRE
- Swept-Wing R/C VIKING
- C/L Carrier Profile GUARDIAN VIII & IX

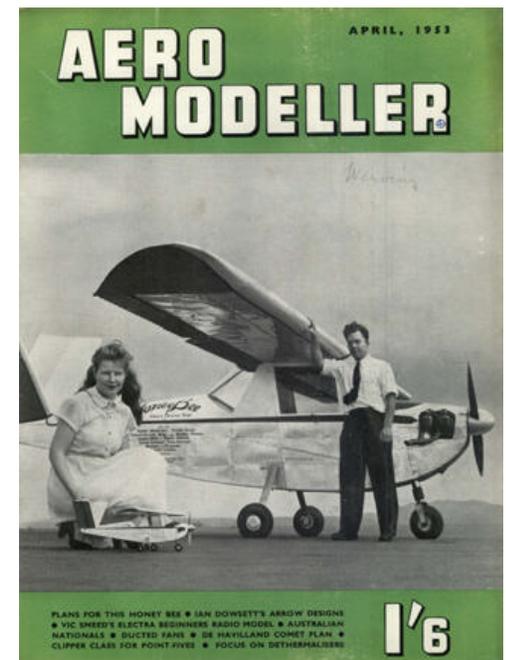
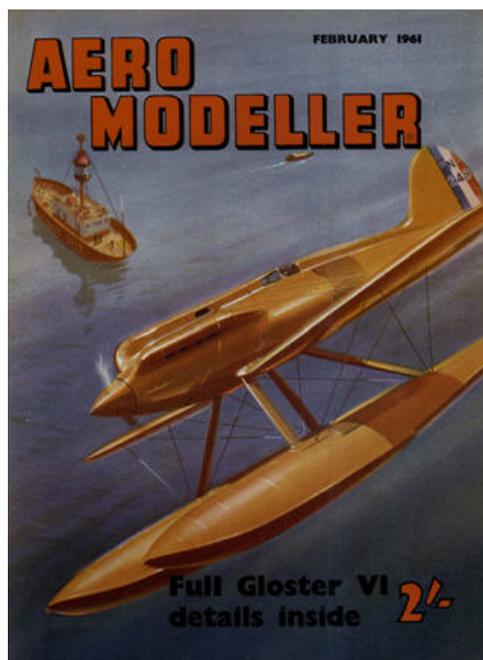
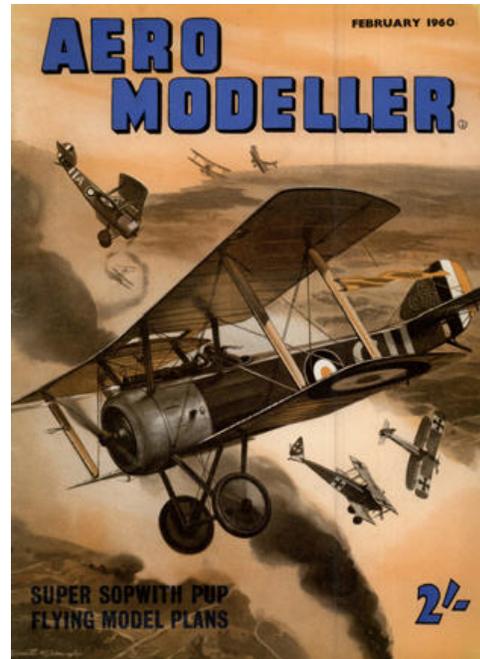
74820 08545 07

At Last! - The first batch of the AEROMODELLER digital collection. All 240 copies from the 1950's and 1960's. Now working on 1935 through 1949 - Vol 1 No 1 cover below.

To get the 1950's-1960's set, send \$75US via PayPal to cardinal.eng@grics.net - For Check or money order send to Roland Friestad - 1640 N Kellogg Street - Galesburg, IL 61401



Cover from Vol 1, No 1 - Nov 1935



Back Issues Model Airplane Magazines

If you're like me, you enjoy paging through model airplane magazines and plans, sometimes to find a project to build, to research a particular aircraft, or to just spend some pleasant time away from the daily grind.

If you like to build models, the magazines of today don't offer much since they are primarily expensive catalogs of ready- to-fly models. There's nothing wrong with RTF or ARF models but they don't offer much to interest model BUILDERS.

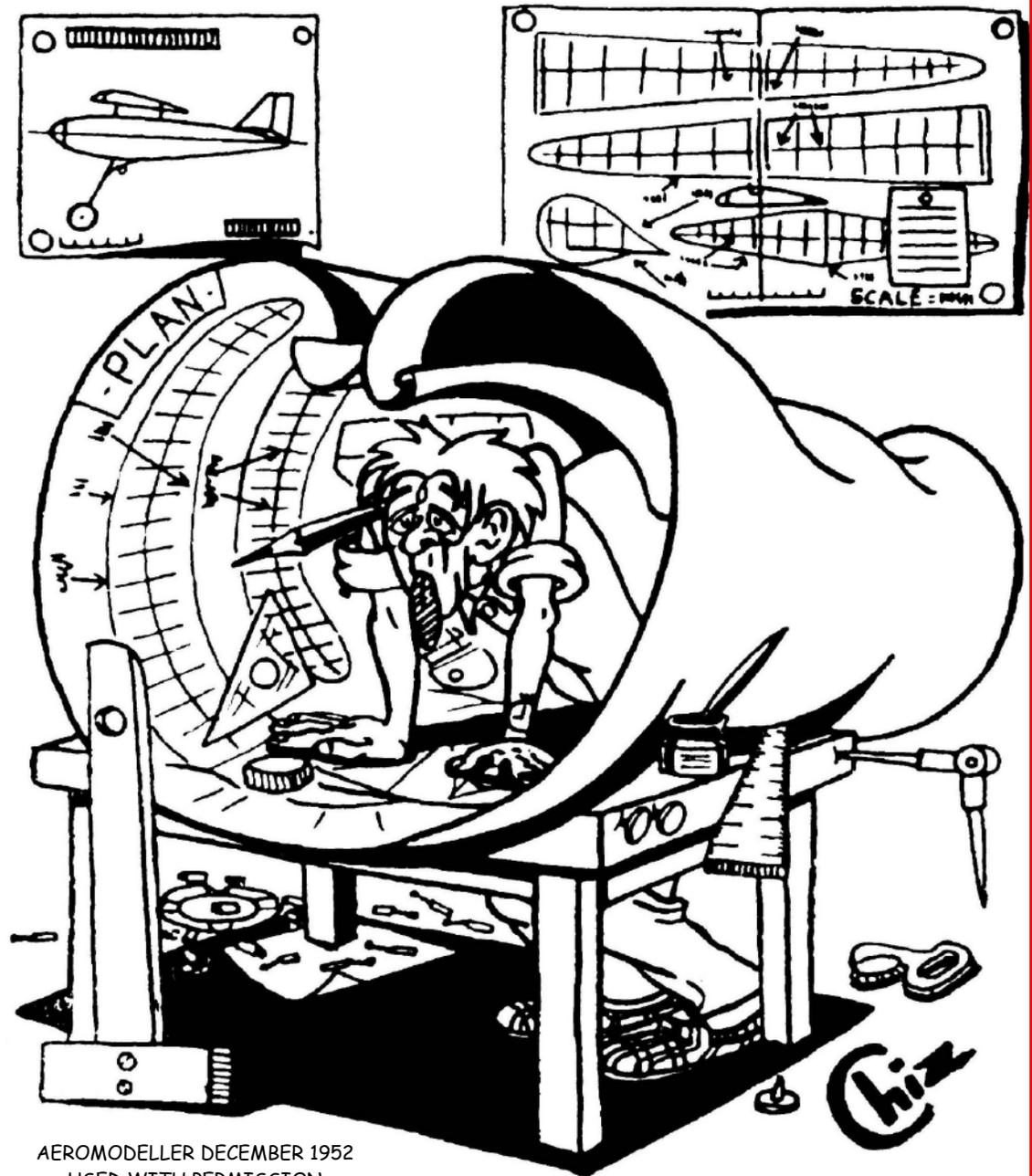
That's NOT the way it was in the past, when you had to build a model before you could fly it. If you're an old-timer, as I am, you have fond memories of Air Trails, Flying Models, Model Airplane News, Aeromodeller and many of the several other magazines available "way back when".

If you're a relative newcomer to modeling and want to learn how to build them, those old magazines can provide a wealth of useful information, plans and how-to-do-it articles.

There are several problems with those old magazines. They are sometimes hard to find, often in bad condition, and in many cases they are so fragile that they can fall apart just by turning the pages. This is because they were often printed on pulp paper, also known as newsprint. Newsprint is inexpensive, but has residual chemicals that cause it to deteriorate when exposed to the air and particularly to sunlight. Your wife or "significant other" might also ask "When are you going to get rid of all those smelly old magazines?"

I admit to being a bit of a "nut case" but have been collecting these magazine for over 50 years and now I am trying to digitize them to preserve them for other modelers. They are now available as digital PDF files. See the details on the next page.

Keep 'em Flying - Roland Friestad



AEROMODELLER DECEMBER 1952
USED WITH PERMISSION

All collections are furnished on custom USB Flash Drives

AEROMODELLER is now available !! - 240 issues covering all of the 1950's and 1960's - \$75US via PayPal - Postage Paid worldwide. See page 31 of this issue of RCMW

More to come including MODEL CRAFTSMAN, FLYING ACES, POPULAR AVIATION, MODEL AIRCRAFT (British) Watch this space.

AIR TRAILS - This magazine went under several names. The final issue was published in March of 1975. There are 435 monthly issues included in the complete set and priced as follows ---

D001010 - January 1937 through December 1943 - 84 issues - \$50

D001011 - January 1944 through December 1950 - 84 issues - \$50

D001012 - January 1951 through December 1961 - 132 issues - \$50

D001013 - January 1962 through December 1971 - 96 issues - \$50

D001014 - January 1972 through March 1975 - 39 issues - \$25

AIR TRAILS ANNUALS -

D001009 - 1938 through 1969 - All 25 issues - \$30

D001015 - SPECIAL - Complete set including the annuals - \$200

MODEL AIRPLANE NEWS - The first issue of this magazine was published in July of 1929 and it is still being published. We have the following collections currently available ---

D001002 - July 1929 through December 1942 - 161 issues - \$50

D001004 - January 1943 through December 1952 - 120 issues - \$50

MODEL BUILDER - This magazine ran from the first issue of September~October 1971 through the final issue dated October, 1996 -

D001001 - The complete run - 295 issues - \$75

FLYING MODELS - The first issue of this magazine to use the name was published in June of 1947 and it is still in publication. We have the following collections currently available ---

D000013 - June 1947 through December 1963 - 123 issues - \$50

RC MICRO FLIGHT & RC MICRO WORLD - The complete run of RC Micro Flight, 1999 through 2004 and all issues of RC Micro World, 2005 through 2012 are available - D001016 - \$30

NEW - Now available is a digital collection of the first 10 years of RC Modeler magazine, starting with the first issue published in October of 1963 through the issue of December 1972 - 109 issues in all on a single USB drive card. -

\$50 - Postage paid world wide

All prices include postage paid worldwide

**Send payment using Paypal to
cardinal.eng@grics.net**

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Circle your interests and give this
sheet to someone who has a hard time
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Effective Nov 1, 2015 - Subject to change without notice