

RCMW-FSP

September 2018



Cover by Jo Kotula - Model Airplane News September 1963 - RAF B.E.2a

RCMW-FSP - Index - June 2018

We have made a revision to the way the RCMW Index Page works. It will make it much easier to browse each issue of the magazine.

We are assuming you are using the Adobe Acrobat Reader or a browser that works like the Acrobat Reader.

We can provide the FREE Reader software if you wish, Just Click on this link [CLICK HERE FOR ADOBE READER](#)

On the left side of the issue you will see several icons. Click on the Bookmark icon as shown below.



A list of Bookmarks will appear on the left edge of the screen as shown in the column. If you click on a given bookmark you will be taken directly to that area of the issue. This makes it a lot easier to navigate around the pages.

More About Our Archives & Catalog

We have another website www.digitekbooks.com that serves as a repository of our archives of books and brochures on all things aviation and machine shop related. The back pages of RCMW contained a list of digital model magazine collections available that is now on the digitekbooks website - See pages 33 & 34 of this issue.

About This Month's Cover

This month's cover is from a painting by Jo Kotula that appeared as the cover of the September 1963 issue of Model Airplane News. The RAF B.E.2a aircraft was just one of the many covers by Kotula over many years. He depicted everything from the very early aircraft like this one up to the most modern supersonic jets.

Why Subscribe ??

RCMW is the only model airplane magazine that provides all plans as full size PDF files for every issue. All pages can be printed out. The plans are reduced to fit the 8-1/2" x 11" paper size but there is a link on each plan page that allows the reader to download the full size PDF file.

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.

If you are one of the "Buy-&-Fly" fraternity and would like to learn how to build and repair models, RCMW is also the magazine to read.

Each issue is full of useful information rather than just a seemingly unending series of advertising for expensive models and equipment.

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For the Model Bulder and Flyer - September 2018 Issue



Full
Size
Plans



September in Illinois is upon us. The days are getting shorter and the weather is becoming more variable until the moist and muggy doldrums of fall set in. Flying weather is still OK as long as you are an early riser and can live with the fog.

We have a variety of plans and construction articles for this issue including a mid 1940's version of the Jasco Sailwing flying wing. And since we have a flying wing glider how about the Fierce Arrow, a U-Control flying wing stunter that for such a large wing, doesn't need a huungous engine to haul it around the pattern.

We have changed the way we offer our full size plans starting this issue also. Now the pages on which the plans are shown will contain plans that have been reduced to fit the paper size rather than the full size PDF files. This will make each issue quicker to download and quicker to display. If you print out the pages they will still look exactly the same. But if you want the full size PDF files there will be a link on the bottom of each plan page that will allow you to download the full size PDF file. Then you can take the full size PDF file to a copy shop for printing.

A lot of the secrets of making your own rubber model propellers are shown in article about taking the mystery out of propellers.

The Mini Moustang plan is a Ken Willard plan from a kit, a nice small RC job that would be suitable for electric power.

This issue the book download is a flying adventure book set near the end of WWII and features "Lucky" Terrell, an American volunteer flyer in the RAF and a squadron of hybrid prop & jet powered fighter-bombers.

Lil Dynamite is a small .15 powered UC stunt model by Larry Scarinzi intended to show that smaller models can also be real stunters. Easy to build and easy to fly.

Our magazine download this month is the June 1961 issue of Aero-modeller magazine.

How about a built up Convair Delta scale free flight with Jetex power. I know that Jetex motors are nearly impossible to get along with the fuel but a small electric ducted fan unit would probably work even better and you wouldn't need to try to pull the wire out the nozzle either.

Popsie is another of Vic Smeeds nice looking designs, this one intended to be both a sport free flight and an RC model.

We're back with radio adventure stories with Speed Gibson. You can download five of the daily programs and listen to them while still building a model airplane.

Watch what a hungry bear can do to a Piper Cub in Alaska. Also see another use for the ever popular duct tape.

Keep 'em Flying,

FIXIT WRIGHT

by Bruce Wennerstrom

YA KNOW, BUILDING IDENTICAL TEAM RACERS IS GOING TO MAKE IT EASY TO CHECK FUELS AND PROPS?

ALWAYS TALK! LET'S GET OUT TO THE FIELD AND FLY THESE JOBS!

AT THE FIELD

HOOK UP YOUR TAILSKID, TAILSKID! WE'LL TRY A HALF MILE HEAT.

HA-HA! VERY FUNNY! LET'S HEAR YOU LAUGH WHEN I BEAT THE PANTS OFF YOU, THIS RACE!

GOTTA CATCH ME BEFORE YOU CAN BEAT ME. LOOKS LIKE YOU'RE GOING TO EAT YOUR WORDS AGAIN.

WHY DON'T YOU DRY UP, CHUM?

LESSON NUMBER 1 IN PROP SELECTION, TAILSKID. LOWER PITCH, FOR FAST TAKEOFF AND ACCELERATION, IS PREFERABLE FOR A HEAT

LEAVE THE HIGH PITCH PROPS FOR THE 5 AND 10 MILE JAUNTS.

YAK-YAK-YAK, ALL THE TIME

4

FIXIT AND TAILSKID ARE FLYING THEIR MODELS ON 60' LINES, THEY HAVE LAID OUT THEIR FIELD IN CONCENTRIC CIRCLES OF 10', 30', 130', AND 150', IN DIAM. AS PRESCRIBED BY THE A.M.A.

FIXIT'S FASTER ACCELERATION KEEPS HIM IN THE LEAD FOR THE 7 LAPS.

WELL, I'D HAVE CAUGHT YOU IN A COUPLA MORE LAPS, MY JOB'S SLEEKER THAN YOURS. HAW, LOOK AT THAT HOLE IN YOUR COWL!

I'LL BEAT YOU, K. THEN, YOU'RE ON! DICK IN A 5 MILE RACE, EASY, AND BUNNY FOR ME. LOSER TREATS TO SODAS.

CAN BE PIT CREW FOR YOU, ME. LOSER TREATS TO SODAS.

FIXIT'S TEAM RACER TAKES THE INITIAL LEAD, BUT TAILSKID'S JOB, WITH ITS SMOOTHER COWL (HE EVEN COWLED IN THE NEEDLE VALVE), HAS THE EDGE.

..... AT 25 LAPS IS LEADING..

...FIXIT BY 3 LAPS, WHEN HIS ENGINE STARTS SPUTTERING!!

SPUT-POP

CLUNK

THAT DUMB, STUPID, JERK, TAILSKID! HOW AM I SUPPOSED TO START THIS CRATE?

TAILSKID, WHY DIDN'T YOU LEAVE A CHOKE THAT "HOLE" IN MY COWL, HOLE? WHERE WERE TAILSKID, WAS A CHOKE YOU WHEN THE BRAINSHOLE. Y'KNOW THERE'S A PRACTICAL LIMIT TO STREAMLINING.

HE WAS STILL ARGUING OVER THE EARS HE GOT HA-HA-HA!

HIS PLANE OVERTAKES FIXIT'S TEAM RACER BY THE TENTH LAP, AND.....

8

PHH-H-T

POBY SPUT-SPUTTER-R-R-BOOM

-COUGH-SPUT-

9

BUT, AS USUAL, THE WORKMANSHIP IN TAILSKID'S MODEL IS ONLY SKIN DEEP. NOT HAVING BOTHERED TO INSTALL A DEPENDABLE CUTOFF, HE CAN'T LAND HIS SHIP, AND SO SPUTTERS AROUND FOR ANOTHER SLOW 4 LAPS BEFORE THE ENGINE QUITS AND HE IS ABLE TO LAND HIS SHIP - ACROSS THE CIRCLE FROM HIS PIT CREW!

FIXIT'S FASTER PIT STOPS, DUE TO EASY SERVICING ACCESS, PLUS A POSITIVE CUTOFF, INSURED FIXIT OF AN EASY VICTORY. BUT...

ARE YOU ALL SET, FIXIT?

YEAH, SURE! HURRY UP AND LET IT GO, BUNNY!

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THANKS FOR THE SODAS, FIXIT! BELIEVE I'LL HAVE A COUPLE MORE. TOO BAD, ABOUT YOUR MODEL, BUT THEN I SUPPOSE ANYONE CAN PICK UP THE CONTROL HANDLE UPSIDE DOWN. HAW-HAW!!!

WENNERSTROM

FIXIT WRIGHT was a regular feature in the 1950's in Flying Models magazine. This one appeared in the December 1950 issue.

The Great Propeller Mystery

Once upon a time—and this is no fairy story—every modeler carved his own props. Why not today? These how-to-do-it sketches don't look tough!

This illustrated article by Chuck Tracy and Jim Powell that appeared in the January 1957 issue of Model Airplane News should take a lot of the mystery out of understanding and making your own propellers.

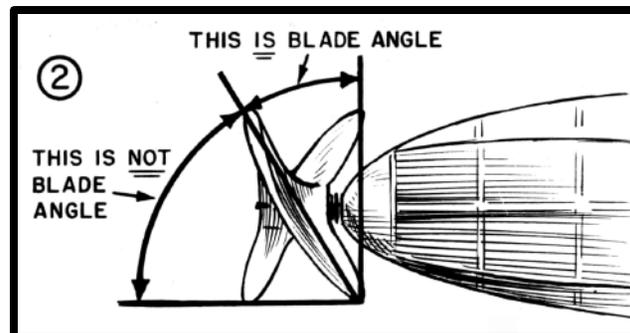
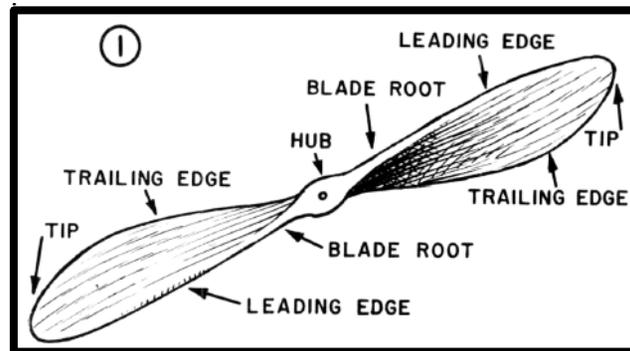
The most important part of a flying model is the propeller. It's also the least understood by the most modelers. You can get a lot of extra "propel" from the right propeller. Or you can sadly limit a good plane's flight by using the wrong one.

Here are some of the common errors of beginners, which sometimes make them wonder if the Wright Brothers really were:

They wind the prop backwards—it turns the wrong way. They put the shaft through the side of the prop, usually on a machine cut prop. They put the prop backwards on the shaft. They use too much blade angle—or too little. They use props with too little diameter. They make blade angles unequal—prop doesn't track or balance. They give blades the wrong cross-section shape.

You mean there really is a "backwards?"—they ask when you suggest changes. So accustomed to pre-fab kits, plastic parts, work all done for them, they can't imagine something so complicated as a propeller being part of a model airplane.

The science of props can be made simple enough for beginners. It is best to start by learning some "engineering" terms and features (Figure 1)

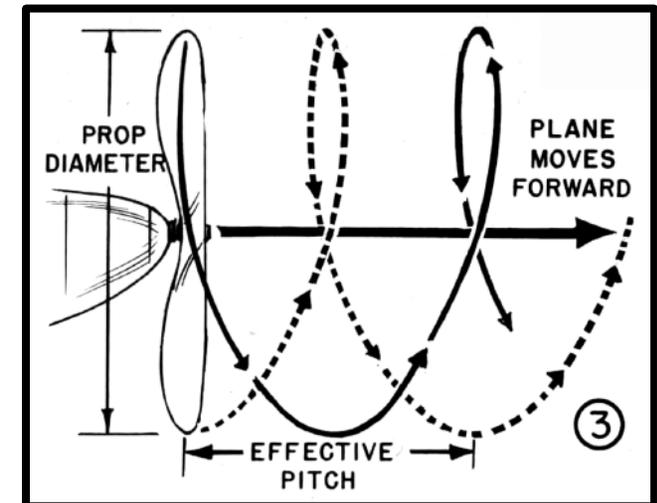


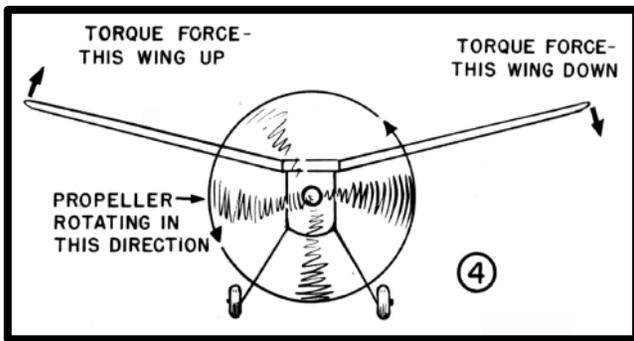
BLADE ANGLE: (Figure 2). Hold a model at arm's length. Have it lined up with your eyes for a perfect side view. Turn the prop to straight, up and down position. Note the vertical (up and down) line made by the prop.

Now turn the prop so the tip points at you. Notice the "X" formed by the prop blades. The angle made by either blade of the "X" to the up-and-down line of the prop when it was in the vertical position is the blade angle. It is measured in degrees—something like 20 degrees or 45 degrees.

PITCH: (Figure 3). The distance a prop screws forward into the air, pulling the plane along with it, in one turn or revolution, is called its pitch. Don't confuse this with blade angle, although the blade angle is what makes pitch. Pitch is measured in inches, example "four-inch pitch."

DIAMETER: (Figure 3). The length from tip to tip of the propeller is called diameter because the prop turns in a circle and a line cutting a circle through the center, dividing it into equal parts is called the diameter.





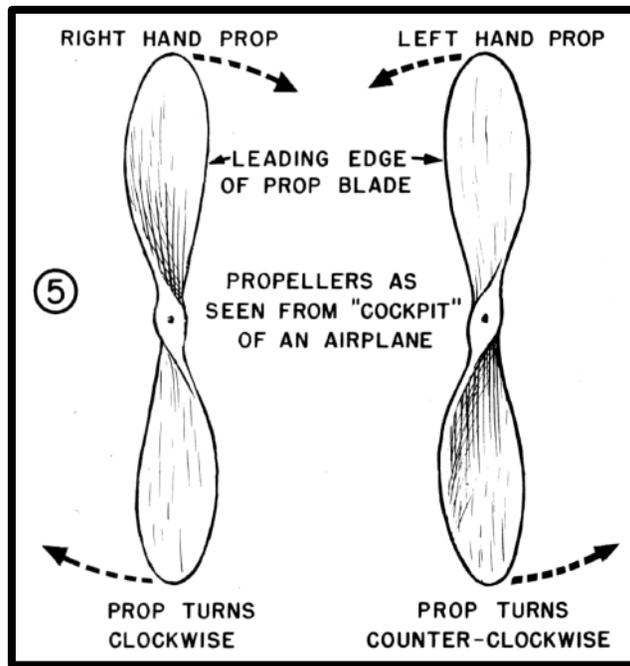
TORQUE: (Figure 4). A force that often puts a model into a nosedown turn, winding up with a spiral-dive. It is air resistance, slightly holding back the prop. It turns the plane slightly in the opposite direction of the prop's rotation.

You can understand it if you try this: Wind about 50 turns into a rubber job. Hold the prop but release your grip on the model. It will tum wing-over-wingtip, opposite to the way the propeller would tum if free. So much for the terms.

Propeller blades work like a wing. They are set at an angle, have airfoil shape and create lift when turned. This "lift" pulls the plane forward as "thrust." In helicopters it lifts the entire plane up.

There are "right" and "left" hand props. (Figure 5). A right-hand prop turns clockwise-same direction as hands of a clock. A left-hand turns "counter-clockwise" or opposite to a clock's hands. But remember: This is true only when you view the spinning prop from the pilot's position in the plane's cabin or cockpit. In the U. S. standard engines and props are righthanded.

Torque tends to turn planes to the left and push left wings down. In Europe engines and props turn the opposite. Some twin-engined planes like the Lockheed P-38 used one left-hand and one right-hand prop to eliminate torque.

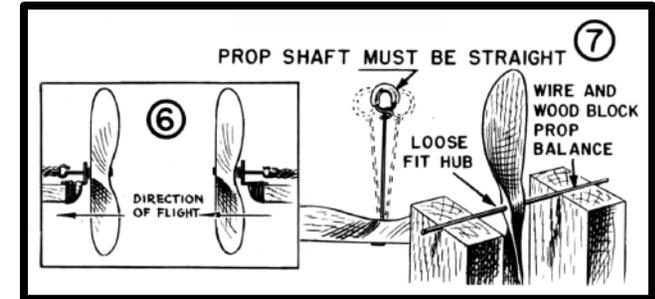


How do you know a right-hand from a left-hand prop? You can tell a right-handed prop this way: Hold it to get a full, flat view of it from the back (Figure 5) so the shaft points right at your nose. Now look at one blade. Since it is set into the hub at an angle, one edge is actually farther from your eyes than the other. This is the leading edge.

If this edge is on your right, the prop is "right-handed." It must turn clockwise. If the farthest edge from your eyes is on the left, it's a left-handed prop and must turn counter-clockwise.

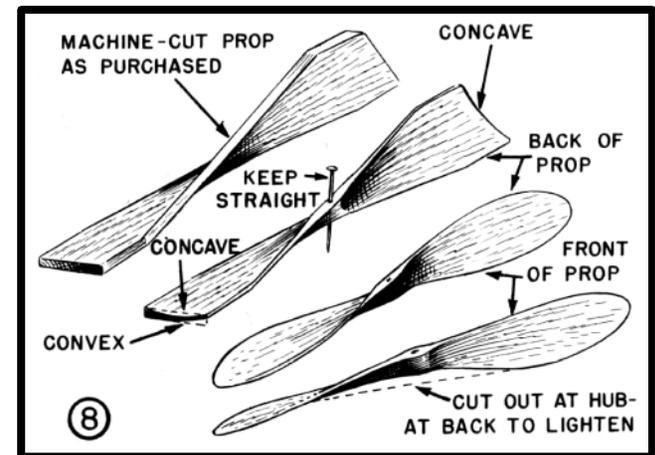
Pusher props usually are behind a main wing as in the B-36 bomber. They may be either right or left hand. The same prop used to pull a plane (called a tractor) may be used to push if it is spun the same direction. Left-hand props are sometimes used on light-plane pushers because

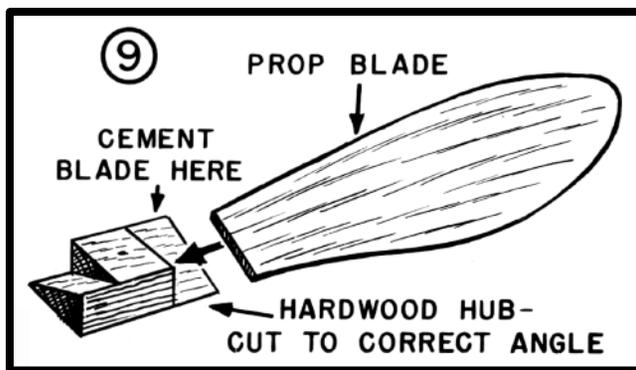
the shaft of the engine is pointed toward the rear rather than toward the nose, resulting in the driveshaft revolving opposite to the direction it would if pointed ahead. (Figure 6).



Now here are a few hints: Wind up a prop (rubber motor) the opposite way it spins. Put shaft in center by sighting a straight pin or wire from the tip end of the prop to be sure it is a straight up-and-down (Figure 7) through the middle of the "X" formed by the blades. Sight it from the side too.

Shafts put through "off center" or at an angle to the hub cause unequal blade angle and off-balance props. This spoils the pull or thrust of prop.

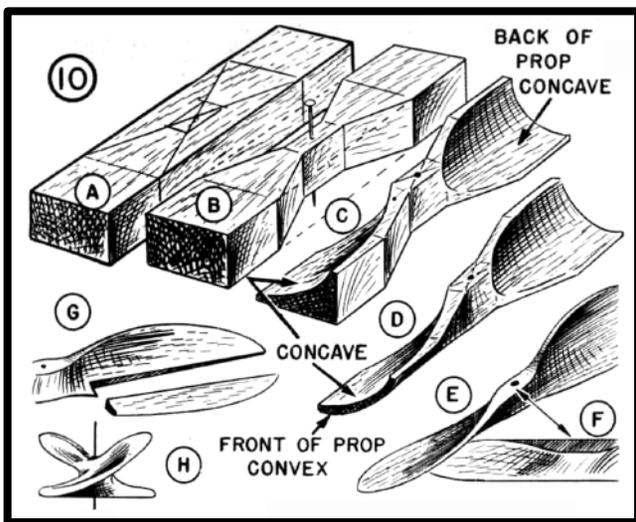




Turn prop over on pin or wire and check from side view for "wobble," which means prop is not "tracking." (One blade following exactly behind the other.) Check length of blade from center pin to tip for exact balance to stop vibrations.

Balance prop by sanding after blades are equal length. Front of prop blade is curved-convex like the front of a pair of spectacles. Rear of blade is "concave"-hollowed like a spoon-or flat.

Simple rule to remember for getting correct pitch and blade angle is; width of prop block (from which prop will be carved) is one-third more than thickness of block. In other words, the proportion between thickness and width should be 2 to 3.



If block is 1/2" thick, for example, the width should be 3/4". If block is 3/4" thick, the width should be 1-1/8". (Arithmetic is important if you want to build airplanes.)

More width for the same thickness will give less -blade angle and less pitch. This same idea applies to the small hub of a three-piece prop. Use it to check for the right pitch when making three-piece jobs as shown later.

Diameter or length of props should be one-third of the plane's wing-span for rubber jobs made to fly. Special contest types use larger props.

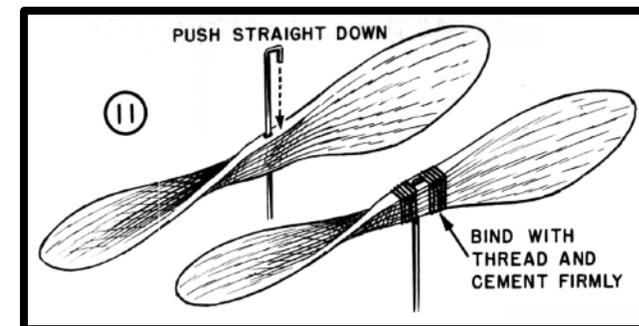
KINDS OF PROPS

MACHINE CUT Balsa PROPS: Sandpaper, shape, trim, and balance them. (Figure 8). Then put shaft in place. If a small size (under seven inches) and shaft is to be tightly fastened, make a 1/4" square "U" at the front end. Sink it into the wood. Give hub a few turns of thread and cement to keep shaft secure. Over 8" size should have pine or plywood reinforcement around the hub, both front and rear to prevent wear.

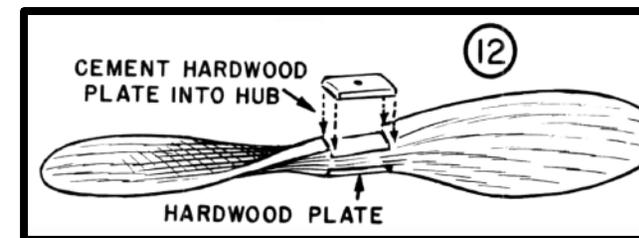
THREE-PIECE PROPS: These have a hub from hard balsa, cut to a size that gives proper pitch, and blades from sheet balsa. (Figure 9). They work well on planes up to 24" wingspan, or for lightweight indoor models.

Don't use too much pitch. Check the rule above for proper measurements of the hub to get blade angles right and equal for both sides of hub. Size and shape of hub is the key.

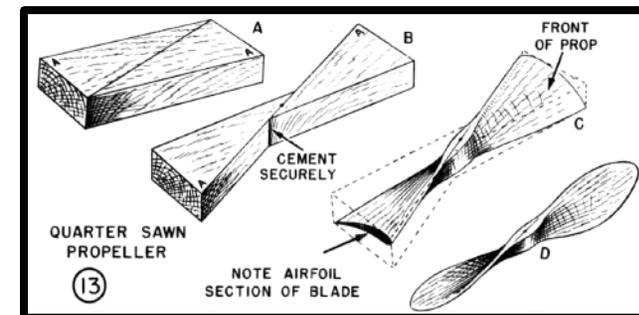
HAND-CARVED PROPS: Give best results if well made. (Figure 10). Draw out block, saw away excess. Carve the back first. A wood rasp, heavy sandpaper, then fine sanding will make it a good job.

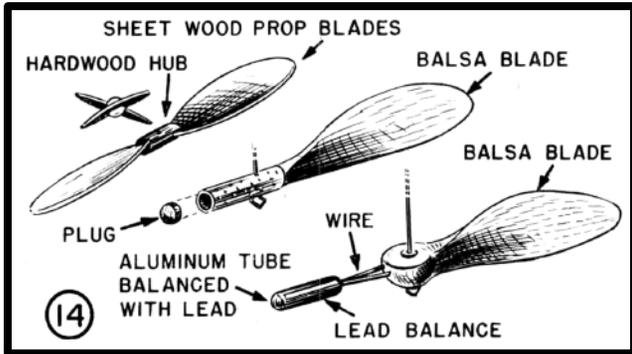


Balance carefully. Use same care in mounting shaft. (Figure 11). Pine or metal plates over front and rear of hub is a good way to keep prop from wearing or enlarging shaft hole. (Figure 12).



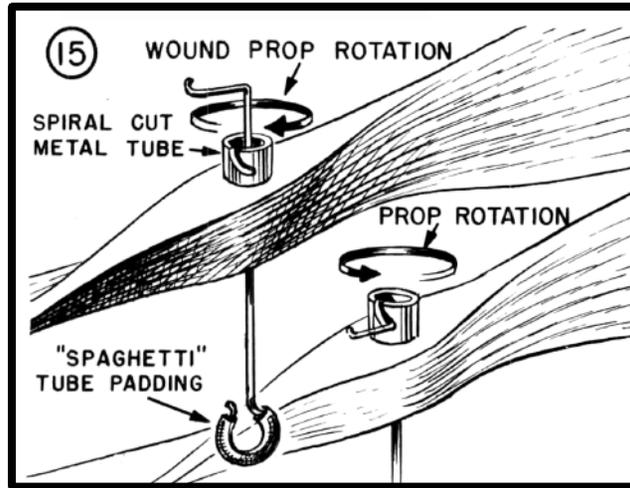
Props may be carved from a smaller block of balsa by quarter-sawing it. (Figure 13). Check the rule for proportion of thickness to width to diameter.





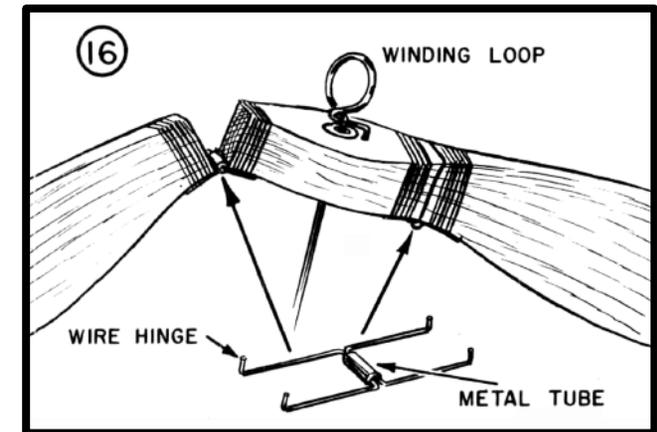
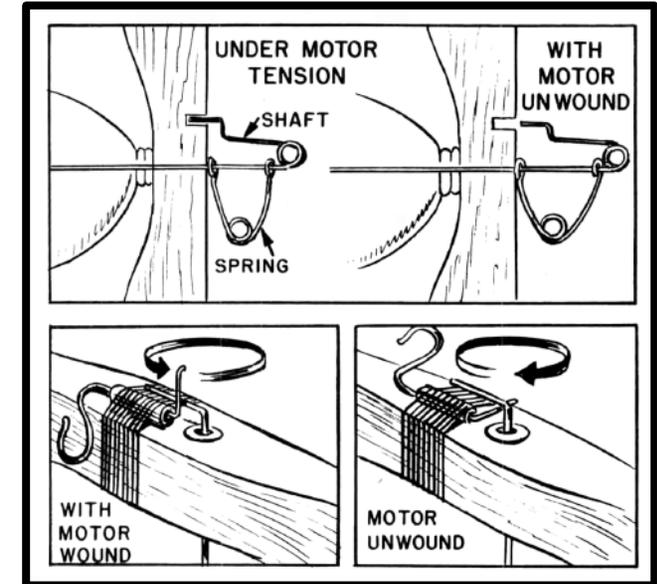
BROKEN PROPS may be used by fitting the blades into a hub or by counterbalancing the blade that still is connected to the hub with weights. (Figure 14).

PLASTIC PROPS: Usually well formed and efficient, but often too small in kits. Step up size an inch or two and results will be better. All sizes



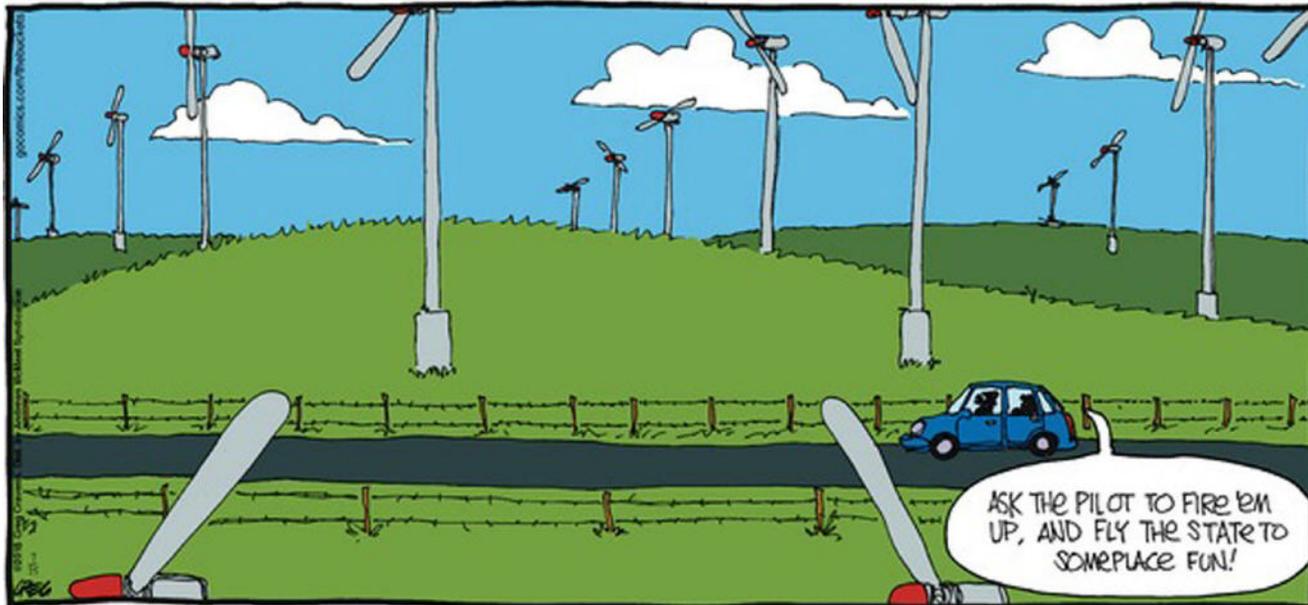
of plastic props up to 8" are available at low prices. They're too heavy for good indoor flying but ideal for sport flying, especially outdoors. The shaft can be put in then bent into a U. It doesn't have to be glued. Use beads or small washers to keep it from rubbing on nose block.

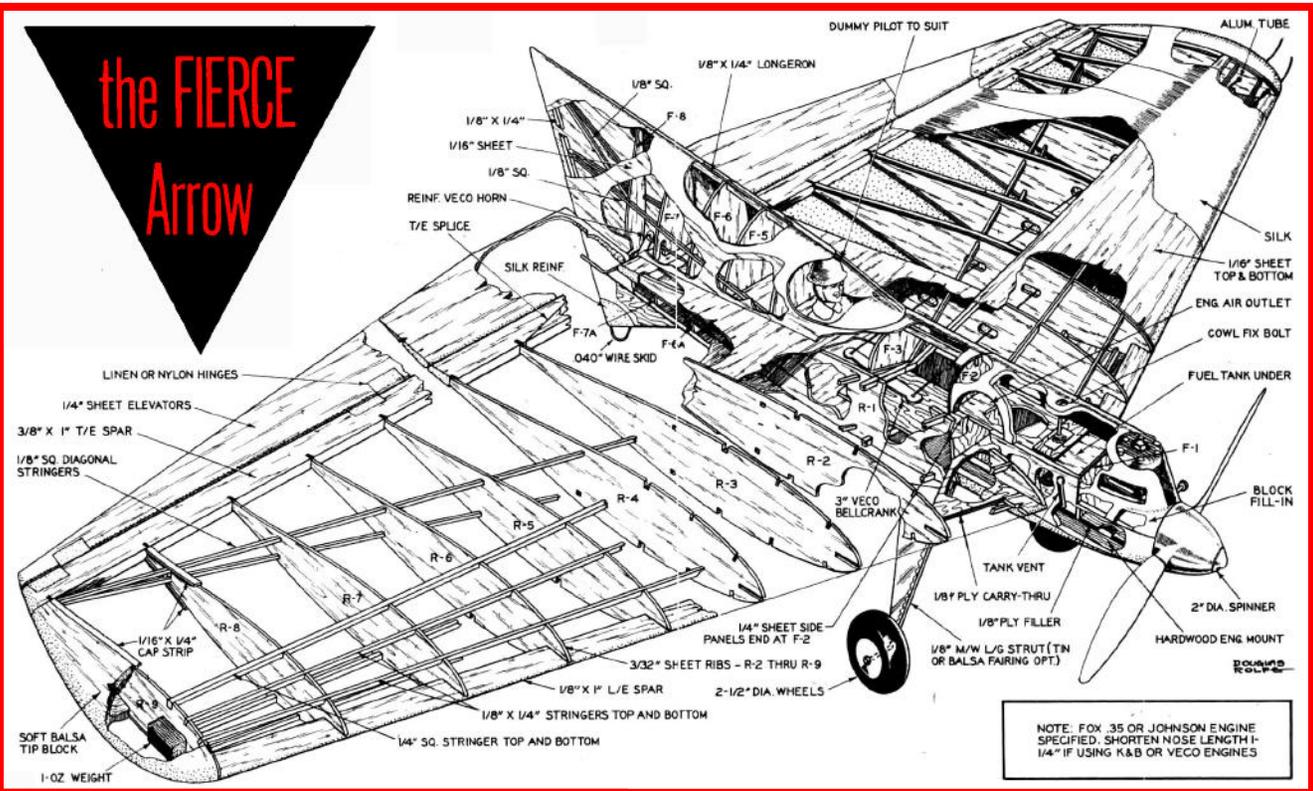
FREE-WHEELING OR FOLDING BLADE props are used to improve glide on outdoor duration models. A spring usually works the free-wheeling by disconnecting the prop from the shaft so it can turn in the breeze. (Figure 15). The folding blade type isn't too hard to make. When the rubber power is turning the prop air holds the blades forward in position by prying against them. When the rubber is exhausted, the wind folds the blades back along side the model's nose. (Figure 16).



THE BUCKETS

BY GREG CRAVENS





One of the features in the August 1957 issue of Model Airplane News was this flying wing stunter by W. F. Netzeband, Jr.

The Fierce Arrow was conceived mainly to be different. Design analysis indicated possibilities of superior performance in that high Reynolds Number (740,000) allowed a CL max of 1.3 or almost as good as flaps.

Wing loading is actually less than the Half Fast or 7.63 oz. a square foot. Drag was the only thing that had us worried, but it has proved to be no more than a conventional 500 sq. in. job.

We see no reason for the flying wing to be maligned the way it is, except that its detractors

have not achieved the proper balance. Also, the Half Fast and Arrow have a thicker tip than root (16% to 12%) giving the same stable stall characteristics as washout on conventional wings.

Hence, no roll-in from stalled conditions, and a nose dropping affect to pull out of said stall. Tug is achieved from yaw which also removes the necessity of shortening the outboard panel. The outboard wing has more sweepback, hence is less effective - therefore, no engine offset.

Area is 810 sq. inches while speed hovers between 60 and 65 MPH, weight around 3 lbs. Tug is generous, particularly overhead. The proof of the pudding is the way it eats up the pattern.

All the superlatives have been used up describing stunt ships, leaving little room for

describing flight characteristics, which are superior.

Suffice it to say, that out of two meets it has won two firsts, one of them at the King Orange meet on its 6th flight. Six of them have been built and more are in progress. By the way, that's a "35" in there!!

We calculated the minimum turn radius at 10.2 feet, and the large area lets it go around square turns clean with no tendency to 'bobble.

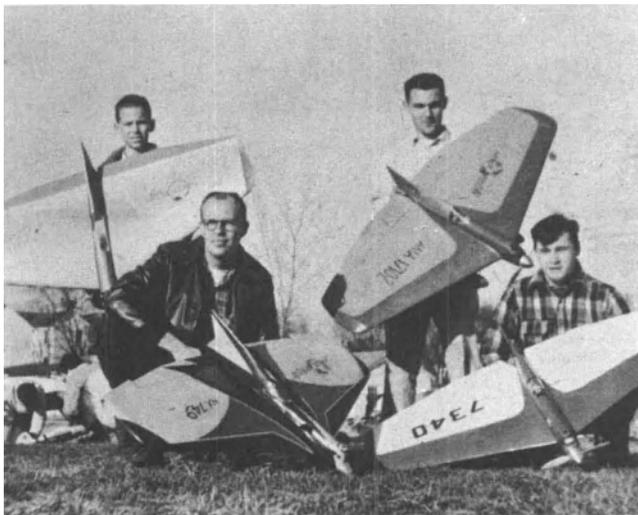


Noseheavy trim brings it out clean and there's always a margin of safety on eights. Overheads, where it's up to the ship, are easy. Also, landing and take-off are automatically maximum points if you do not fight the ship. It flies slow enough that landing run is about one foot on concrete. Interested yet?

I have been fairly dissatisfied with ordinary stunt ships but I have been unable to find much wrong with the "Arrow," and I've tried, believe me! In any wind up to 25 mph, at least. At 30 she will do a pattern, but not too prettily.

After the usual study of the plans, pick out some good 3/8 x 1" hard balsa for the trailing edge. Splice is noted on plans. Be very careful that this piece is straight or the whole deal will be off.

While this splice is setting, lay out two pieces of 1/8 x 1" for leading edges, marking rib locations and cutting them to exact shape. Cut carry-thru from 1" hard balsa, or ply if you prefer.



Four of the six FA's built to date. Minimum turn radius is 10.2 feet. No bobbed square corners. Margin of safety on the eights.

Get it exact. These pieces are the basis for construction and if accurate, little difficulty will be experienced. Cut out all ribs and lay aside.

Using the plans, pin down leading edges and carry-thru to form a glued-up unit and let dry. Use the reference lines shown for this.

After leading and trailing edges are dried hard, assembly proceeds thusly. Cut 3/16" deep notches for ribs in the trailing edge and pin to straight work surface for vertical assembly.

Root ribs are slipped onto carry-thru (no cement yet). Drop this assembly into notches in trailing edge and support with long pieces of wood in vertical position, squaring in both planes with triangles, etc.

Slip tip ribs into position and check whole assembly carefully. This is the critical stage of assembly, so take your time. After you are satisfied it will line up, cement all the joints at root and tip, rechecking alinement.

All dry? Leave it jigged and insert rest of ribs, cementing as you go along. Then slide the rear 1/8" sq. spars through ribs starting at root. Then come 1/4" sq. Main spars and 1/8 x 1/4" forward spars, cementing well. Again check alinement of section.

Forwardmost spars do not carry through fuselage while rest are fitted and cemented into overlapping joints. Incidentally, double cement all joints.



Form engine bearers, landing gear, firewall, and 1/4" sheet for nose of fuselage. Bevel leading edge to receive planking. (Outlines shown on plan.) Install nose sides and firewall with gear attached; then the engine bearers, noting that 1/8" ply fillers are needed on top to place engine in line with tank.

Now the bellcrank plate goes in. Bellcrank and leadouts should be installed next. Cable leadouts are recommended. Bend 3/32" diameter pushrod, noting only one slight offset. Elevator loads are high and a double offset tends to buckle. Beef up a horn and shape elevators-they go on next.

Figure out where the planking goes. It's a little tricky. Top planking goes through fuselage only aft of cockpit bulkhead. Bottom goes through all the way up to the firewall. Planking was applied with Goodyear Pliobond (contact cement) since there are large areas to work.

Put on opposite pieces in order top and bottom working from spar forward. Do not use Pliobond on butt joints between planking pieces. It shows through paint. Ordinary cement will do fine. Use plenty of pins and get it stuck down well.

Trim flush with inside of root ribs up to firewall. After planking, you can add 1/16 x 1/4" cap strips, noting that tip cap (9) is flush with outside of rib. Add and shape tip blocks, add the one-ounce tip weight and leadout tubes.

Rear end is slightly different in procedure. Bulkheads are cemented to planking except #8, using a center line to line them up. No offset is necessary but be darned sure it isn't turned in. Add the 1/8" x 3/8" top longeron and sand it to shape for planking.

Bottom is 1/4" sheet and should be fitted carefully so it lines up. Set #8 in and add trailing edge. Sight top longeron for offset now. Plank rear, starting with inside top piece and proceed from there.

While this is drying, add #3 bulkhead, longeron, and plank. Planking fits down inside root ribs and butts at the center line of the airplane.

Drill holes for engine and install blind nuts. The nose needs some blocks to fill in around front so we can get down to a 2" dia. spinner. Bottom is a 3/4" piece of firm light wood shaped after installation. Top block is spot cemented and carved to shape. You can take the easy way and leave the engine uncowed if you like. Otherwise, hollow out and open outlets at rear for ventilation.

Hold-down consists of a plate nut screwed to a piece of plywood and cemented to the tank cover. With proper keys one screw is sufficient to hold her down. Carve all to rough shape and start sanding.

We covered the entire ship with silk and finished with five coats of half-strength butyrate clear dope with elbow grease between coats. Color was four coats in three colors, but you're boss here Go as far as you like. Conservative estimates allow you a total of 56 ounces. You should have enough experience to finish up details so we'll not waste your time.

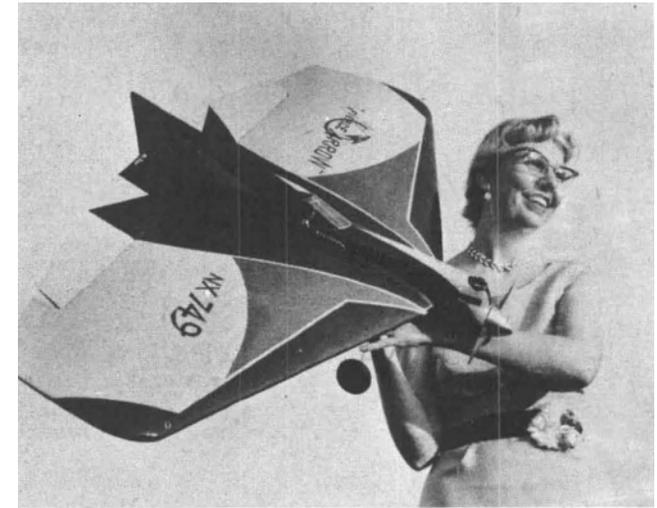
We cannot recommend this weight for beginners although flying exhibits no "nasty" characteristics. We fly the ship on 65-foot lines. After a flight your arm knows you've been working.

CG range indicates maximum rearward location. Don't go behind that. Now comes the sermon. We played with the CG and obtained a full range of characteristics from rock steady and sluggish to red hot pop corners. So, you can adjust response to suit your particular style by moving CG around.

Move aft for quicker turns and forward for steady level. Optimum CG will give steady level and smooth response without abrupt change. A good place for lead is the rear cover of the engine. We pour it in hot and a Fox will hold two ounces.

This here ship is a born winner and the mere sight of all that area with a li'l ole .35 scares most folks. The surprise is that it flies at all, much less 65 mph and it does a beautiful pattern.

A final warning: Although wing loading is light like a combat ship, power loading is right on the borderline for the .35's. Therefore, beware



The whole family's proud, we'll have you know! Seriously, the first Fierce Arrow would do good pattern in 25 mph wind—not bad at 30.

of rough handling, particularly on wingovers. Otherwise it's almost impossible to get into trouble and we'll guarantee a few thrills when you fly your Fierce Arrow.



New Plans Methods by Editor

As long time subscribers know, RCMW has always made fullsize PDF files of plans available as part of our subscription. That will not change.

But we are making two changes in how we deliver those plans. Previously the plans were embedded at full size in each page of RCMW. While that worked quite well, it did sometime cause a problem with getting them printed.

If a subscriber just printed out the issue using his home printer and the free Adobe Acrobat Reader software, the plans would be automatically reduced to fit the size of the paper being used, even though the files were actually fullsize plans.

Downloading and viewing each issue took longer because the fullsize plans took longer to load. Also if a reader wanted to have a plan printed at 100% scale (fullsize) the entire magazine file would need to be taken to the print shop with instructions to print whichever page was desired at 100%. A minor inconvenience in most cases.

But if your print supplier was not local and the file needed to be sent to the print shop over the internet, a bit of explaining was needed which could sometimes be confusing.

So we are making a couple of changes to make it easier. The plans shown in each issue of RCMW will still be available FREE at full scale to subscribers, but the pages of RCMW will have the plans reduced to fit the page. When the page is printed on your regular home computer printer you will see no change.

There will be a separate download link for each of the plans, similar in function to the download links we use for back issues of model magazines and books.

Just click on the link for the full scale plan you wish and it will be downloaded automatically to your computer. There are several different browsers being used but if you can receive the issues of RCMW then receiving the plans as separate files should work OK also. Give it a try as this issue is the first one using this new capability.

Now if you want to send a file to a print shop using the internet you only need to send the file you wish to have printed and tell them to make it at 100%. Of course you can also have them scale the plans up or down if you wish by requesting a different percentage.

As usual the dimensions shown in the upper right hand corner of the plan represent the finished dimensions to the OUTSIDE of the black border when the plan is printed at 100%. Please note that large format printers normally have an accuracy of +/-1%. If the borders are a bit off the operator can print at 101% or 99% or make some other adjustment

That's the first change, now for the second one. When you visit the RCMW website you will see the old reliable menu on the left side of the page. But after you login you will see a more extensive menu that can only be seen by subscribers.

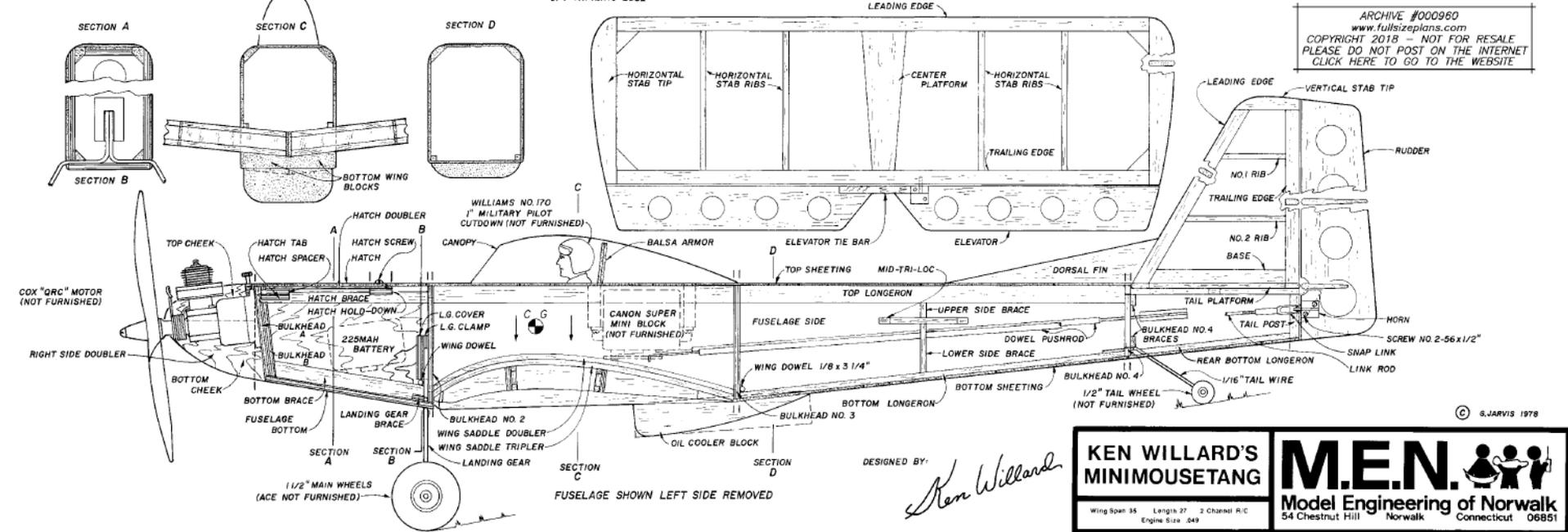
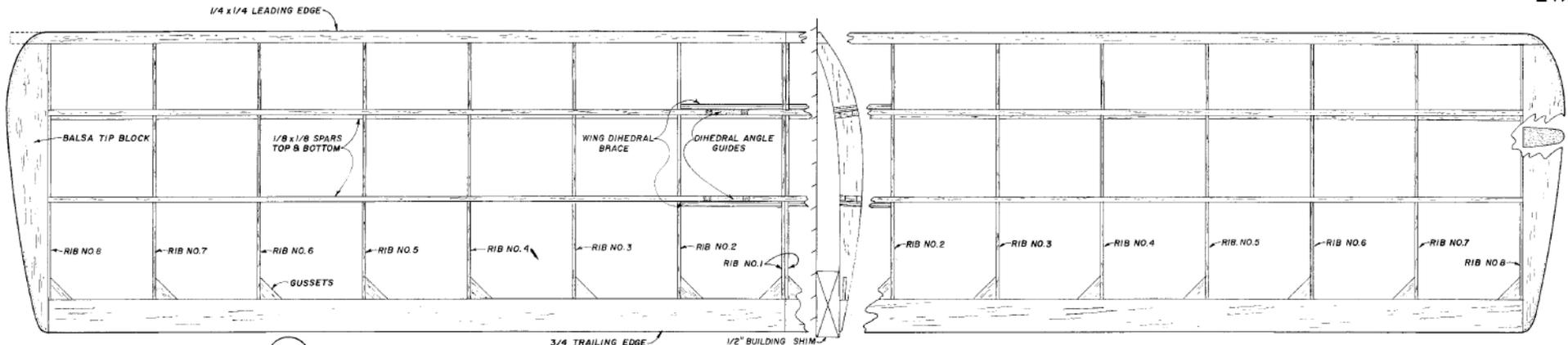
Among other things you will see at the bottom of the additional menu items one entitled "Download plans" When you click on this selection you will be taken to a list of plans available for download, the plans from the current issue and many additional plans. Subscribers can download these plans as they wish as part of their subscription.

I say many additional plans because as I write this, there aren't a lot of plans in the list. But new plans will be added every week and eventually we will have all plans that have appeared in both RCMW and the Society of Antique Modelers magazine, SAM Speaks.

By the end of the year this list should contain several hundreds of plans and eventually several thousands.

Also, if you are looking for a special plan not shown and if we have it in our archives, we will add it to the list. We are working with many modelers around the world who have extensive collections and we swap back and forth.

So, if you can't find it, maybe we can, it never hurts to ask.



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KEN WILLARD'S MINIMOUSETANG

M.E.N. Model Engineering of Norwalk

54 Chestnut Hill Norwalk Connecticut 06851

Wing Span 35 Length 27 2 Channel R/C Engine Size .649

© G. JARVIS 1978

PLAN FROM R FRIESTAD COLLECTION

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A Rare Book From The ARCHIVES of the Digitek Books Collection

Here's the next in our series of monthly downloads of books available **FREE** to RCMW subscribers.

This month's selection is THE FLYING JET by Canfield Cook. It is dated 1945, towards the end of WWII, and recounts the adventures of Bob (Lucky) Terrell, an American volunteer in the RAF and his crew in their efforts to protect London against the German buzz bombs. Later, when his their twin engine Stratohawk fighter-bombers were updated with the addition of auxilliary jet engines they ferried spies into France and Germany. Good reading for over 200 pages.

These publications were typically printed on "Pulp" paper, inexpensive but containing residual chemicals from the manufacturing process. These chemicals made the paper susceptible to deterioration when exposed to air and particularly to sunlight. This particular volume looked really good on the surface but the pages were very fragile and were easily damaged unless handled with utmost care.

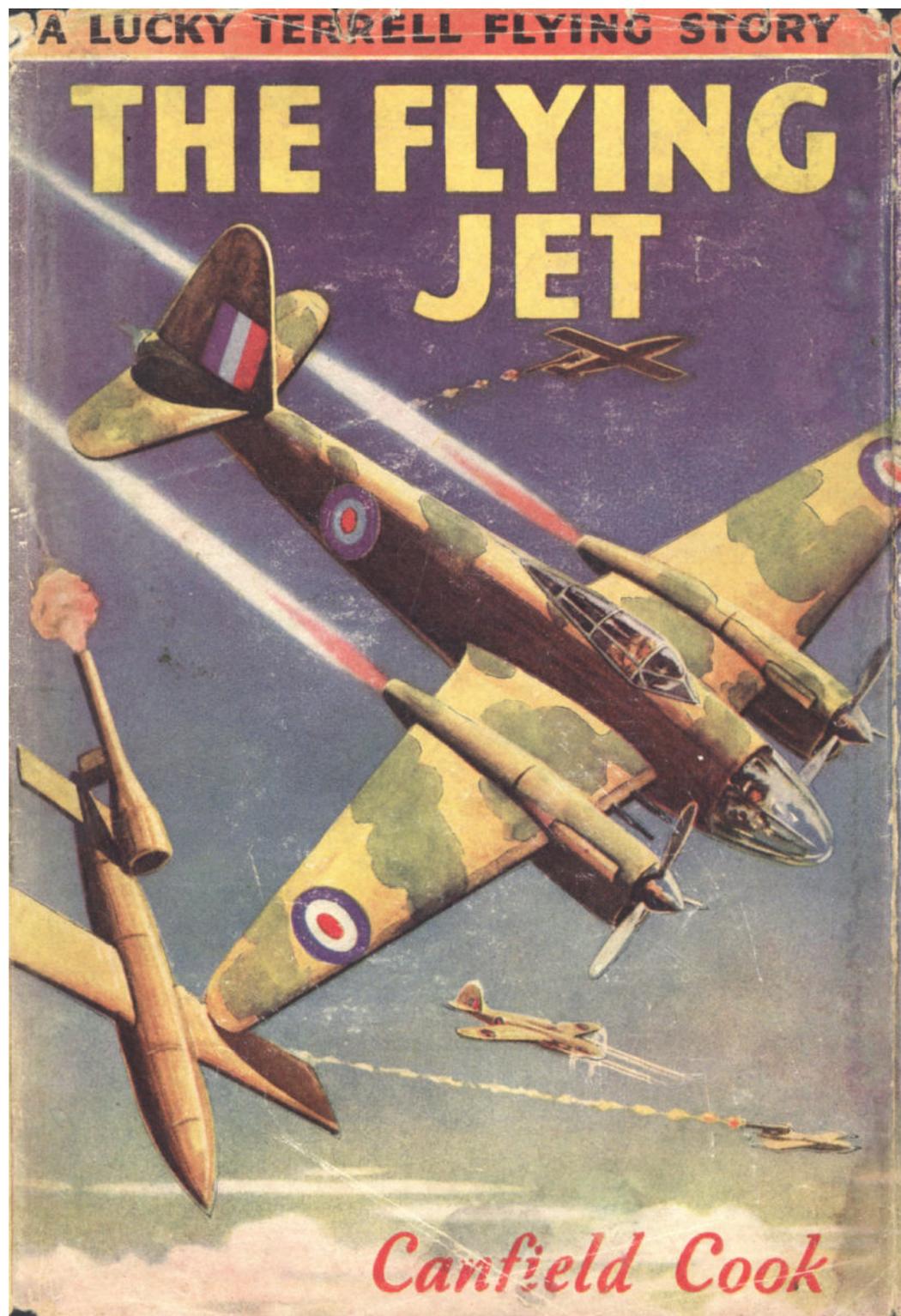
This book was donated by Peter Wright

To download the Autumn 1943 issue of AIRCRAFT SPOTTER, click on the link below ---

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

This download link will expire on November 1, 2018, so if you'd like this for your own collection, better do it now. A selection of digital books and magazine collections are available on our sister website. They include AIR TRAILS - MODEL AIRPLANE NEWS - FLYING MODELS - MODEL BUILDER - RC MODELER - AEROMODELLER and many others - Just click on the link below

www.digitekbooks.com



Lil Dynamite



**For the much neglected .15,
a clean looking, high per-
formance stunter. The top.**

**There are probably not too
many .15 powered U-Control models
that can do the stunt pattern with the
bigger ships. This one by Larry
Scarinci appeared in the June 1957
issue of Model Airplane News**

The Lil Dynamite is a clean looking and excellent performing model designed for a much neglected engine size. A Torp .15 was used in the original. With a .19 it should be "red hot."

The value of this prize engine was proven to me last winter when I mounted a Torp .15 in one of my smaller Fox .35 stunt models. Surprising to

me, the ship still did the full stunt pattern reliably, only at a noticeably reduced speed.

Because this engine would haul a bulky 22 ozs. stunt model through the stunt pattern, it was quite obvious that this engine would be capable of high performance in a smaller, more trim design. To put a .15 ship on a competing level with bigger stunt models, the design had to be efficient to utilize the power available.

To satisfy my desires, I wanted a small, light model with clean lines and good finish which would also perform well. Also I wanted it to be simple to build. Getting the most out of our building time is probably what the average modeler is working for.

The biggest single simplicity factor in this model is the wing construction. The fuselage is partially constructed and then the spar is slid in place. Only the mainspar, leading edge and trailing edge extend through the fuselage sides.

As you notice, the mainspar is only a 1/2" square balsa strip with a center doubler. This type of spar has been used for many years in .35 powered combat models and later in .35 powered stunt models by myself and has proven very successful.

The wing was not designed to be rigid, but instead to "give" or flex somewhat as the airloads increase as when pulling square or sharp maneuvers. The method of achieving the tapered wing was simply to taper the trailing edge. This greatly simplifies the job of cutting out wing ribs.



The landing gear mount makes use of the main spar by using it as a sound XXX mount, eliminating the need for an additional bulkhead.

The original model's performance was surprisingly good. It was flown on 52-1/2 foot, .010" diameter lines and acted just about identical to the bigger .35 powered stunt models that I had been more used to flying.

The speed of this model was just about 67 miles per hour, which, on these shorter lines, made it quite comparable to a .35 stunt model on longer lines. One distinct advantage can be claimed for shorter lines, however. I feel that it is much easier to fly a model extremely close to the ground through maneuvers when you're closer to the model.

On its maiden flight, the little engine screamed and refused to miss a beat through any of the maneuvers performed with this ship. It seemed as though it wanted to say "there, I'm as good as those big .35's any day." It flew reliably enough to make any .35 flier feel at home.

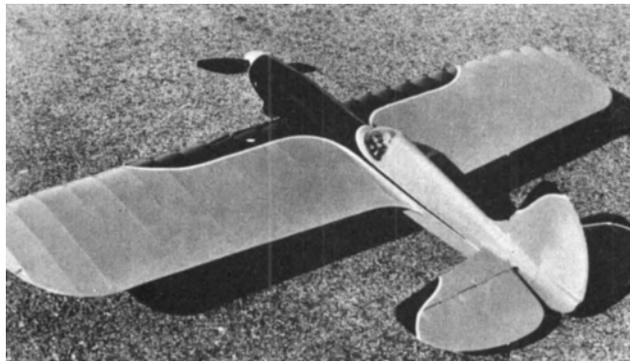
Before starting on construction let me discuss one more point. A lot of models built from magazine plans do not perform as well as the original. The designer knows what he's after and follows a definite course to achieve this. If other builders understood his goals, then they would most likely get results as good as the designer's, and possibly better, because they have the designer's ideas plus their own.

When building this model, aim to build it as light as possible. Take care in your choice of wood and applying your finish. The original weighed just under 17 ozs. It will carry more weight, but will probably come out tail-heavy if too much weight is added. Remember a .15 has to fly this.

Balance is the final point I want to bring out. No matter how you prefer to describe it, a tail-heavy model is sensitive to fly. This model should balance where it is indicated or forward of this point. With just normal care this is easy to accomplish.

Start construction of this model by cutting out all necessary parts. The wing ribs may be easily cut out if a rib template is made of scrap tin. It is an easy task to make up a set of ribs by cutting around this template on 1/16" stock.

Pre-glue the 1/16" balsa nose doublers, nose section of the 1/16" balsa fuselage sides, and motor mounts. Note that the grain runs vertical on these nose doublers. This makes for a solid, split resisting nose section.



If an engine from .19 to .23 is used in this model, it is advisable to shorten the nose by 1/2" to 3/4". In doing this, move the necessary nose formers back.

Glue the nose doublers and mounts in place. When dry, join the fuselage sides at the tail and formers F -2 and F-5. Preglue and then glue the 1/2" square balsa doubler to the mainspar.

Note that the inside wing is 1" longer than the outside wing. Slide the mainspar through the proper holes in the fuselage sides and cement. Next, slide the 1/4" square leading edge into place and cement.

The center section of the leading edge is to be cut out to allow for the gas tank, but only after the wing is completely assembled.

Glue the 1/4" thick root ribs in place, followed by all of the 1/16" ribs. Use only a spot of cement to hold the 1/16" ribs in place. This is to allow the builder to twist the wing if it is a little out of line.

After this, slide one side of the trailing edge in place and cement to all ribs. When dry, slide the other trailing edge piece in place and cement.

Now is the time to check the wing for warps. While the trailing edge cement is wet, twist the wing as necessary to remove any warps that may have come in. When dry, go over all the rib joints that were only spot-cemented and cement Permanently.

The greater part of constructing this model is now complete. Sandwich the center section of the mainspar with pieces of plywood as shown. This acts as a solid bellcrank and landing gear mount.

Before installing the 3" Veco bellcrank, it is a good idea to put a bushing in the hole to be used by the 1/16" dia. pushrod. This can be done by drilling out the hole with a 1/8" drill, inserting a "1/8" steel rivet, and then drilling this out with a 1/16" drill to accommodate the 1/16" pushrod wire. It is advisable to use this same technique on the control horn.

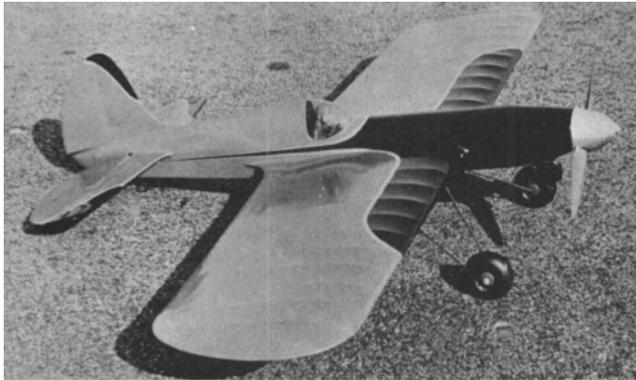
Now mount the bellcrank and insert the 1/16" dia. pushrod. Slide the 1/16 x 1/2 x 1/2" plywood pushrod stiffeners over the pushrod. Now install the remaining fuselage formers. Assemble the elevators and cement in place, paying attention to proper up and down control.

Shave out motor mounts and fuselage sides where necessary to allow for bellcrank travel. You should have close to 30° up and down control.

Drill the motor mount holes and insert blind mounting nuts. Install lead-outs and assemble wing tips. Glue in the 1/4" x 1/8" hard balsa fuselage braces just below the pilot.

The top fuselage sheeting and planking may now be put in. Use light 1/16" balsa for this. The rudder and outside wing weight may now be put in.

Construct the gas tank as shown (1/4" deeper if a .19 or .23 is used) and mount it. Bend and mount the landing gear. Use light 1/16" sheet on the bottom.



Finish on this airplane is important. As I mentioned earlier, we want a light model, but still want a good finish. Cover the wings with silk. This is important for strength. Brush several coats of fuelproof dope on the wings and one thin coat on the fuselage.

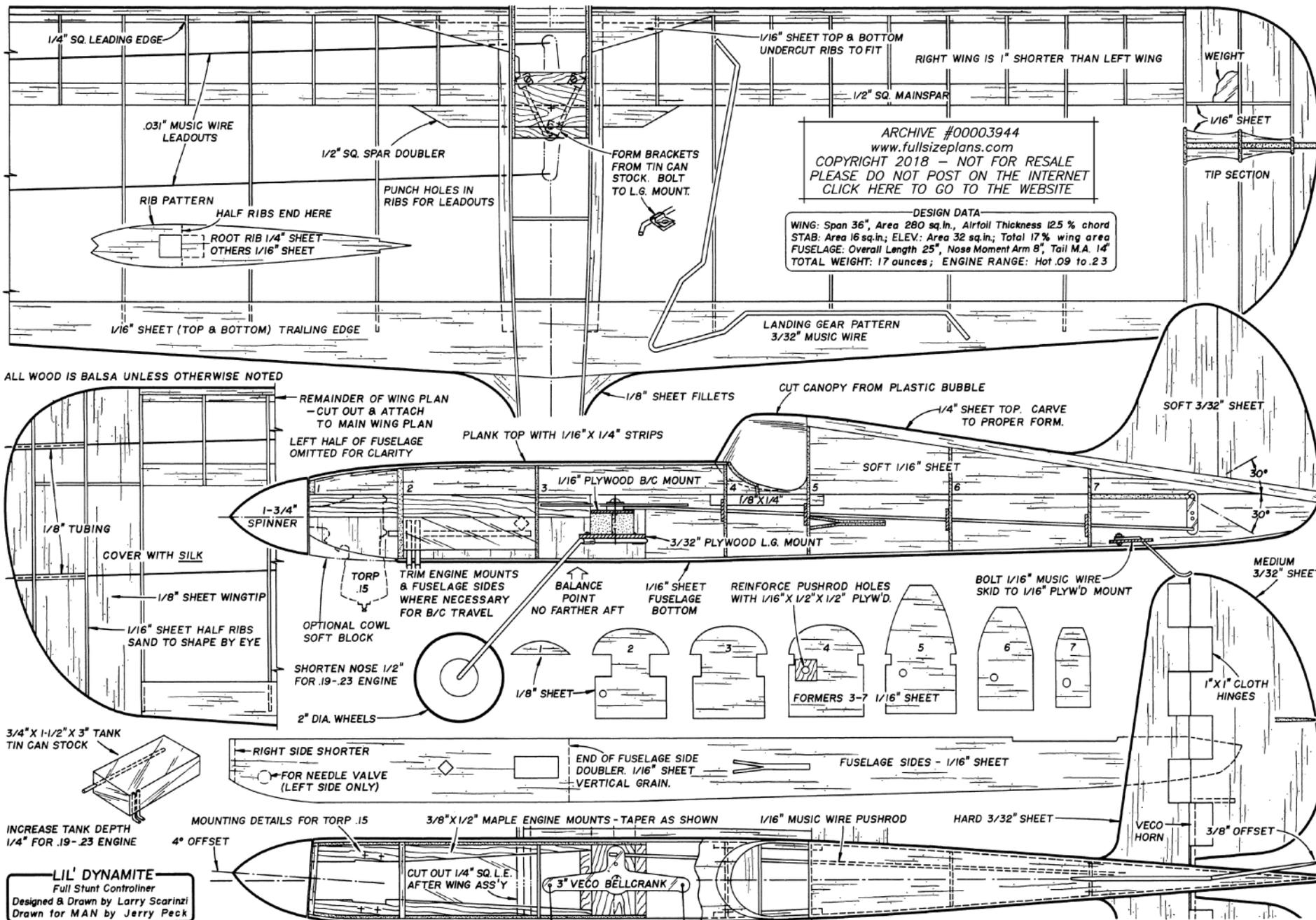
Cut 1" wide strips of Silkspan and stick them to the wings adjacent to the fuselage. This is to protect the silk when sanding the fillets. The fillets are made by forming Aero Gloss plastic balsa with fingers and rubbing out high spots with thinner.

Now mix talcum powder in thin clear dope and apply three coats to the wood areas, sanding after the first and third coats. Apply one thin coat of clear over the wood areas and finish applying clear to the wings. Use enough clear to seal the pores in the silk.

Sand well and apply three thin coats of fuel proof orange dope. If necessary, add another coat of orange. The original model was trimmed with two coats of black and a silver pin stripe.

Check for balance and your ship is ready to fly. When filling the tank, hold the fuselage vertical and pointed outward. Start the engine and point the ship slightly out to launch. There are no tricks to flying this model. Feel it out through several wide maneuvers and then "give it the works."





PLAN FROM JUNE 1957 MODEL AIRPLANE NEWS

[CLICK HERE TO DOWNLOAD THE FULL SIZE PDF FILE](#)

Back Issue
MAGAZINE ARCHIVES
from the Digitek Books Collection

Here's the next in our series of monthly back issues of model airplane magazines available **FREE** for download to RCMW subscribers.

This month's choice is the June 1961 issue of the British magazine AEROMODELLER. The cover photo shows two Comanche aircraft built by Piper Aircraft Corporation. On a personal note, that was about the time I graduated college and started work as a design engineer for Piper. Those were good times for the industry with a total production of light aircraft of approximately 25,000 airplanes annually.

This issue of AEROMODELLER comes from the time when construction articles, plans, aviation history and 3-Views were still a significant part of each issue, unlike modern practice.

To download the June 1961 issue of AEROMODELLER, click on the link below ---

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This download link will expire on November 1, 2018, so if you'd like this issue for your own collection, better do it now.

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Convair's Delta

Paul Del Gatto designed this Jetex powered 24 inch scale model with movable control surfaces. It appeared in the June 1957 issue of Model Airplane News.

With the very lightweight RC systems, powerful small LIPO batteries and a small electric ducted fan power unit it could make a very nice small scale RC ship.

Jetex flying has come a long way since it was introduced shortly after the war. Interest steadily increases, largely due to new and stimulating Jetex categories in the AMA rules. Then, too, a more suitable means of propulsion for the latest types of scale models, which usually are jetpowered aircraft, does not exist.

Ducted fan installations, which permit the use of standard engine arrangements within the actual structural framework of the model, have

had some success. Yet, there is little question that such an installation, while suitable for experienced model builders, has yet to reach the stage where the average model builder can achieve the same success.

Up until now, most of the author's experience with Jetex models has been confined to non-scale or contest-type models; yet we always wanted to design and build a large, authentically scaled, Jetex-powered model.

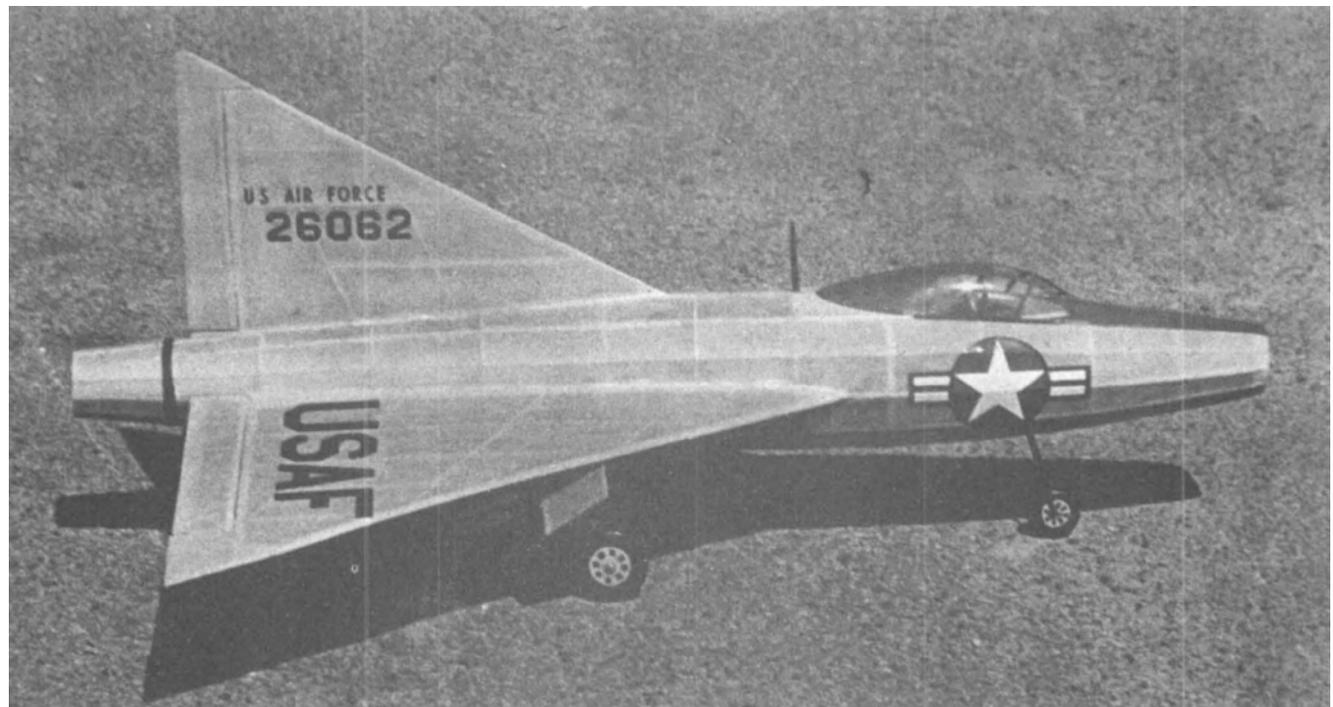
We selected the Convair for several reasons. To begin with; for the size of model we had in mind, it lent itself nicely to a variety of Jetex engine installations, complete with augmentor tube. Our hopes were not centered around high performance, but rather on a model which was pleasing to the eye and could be used constantly for week-end flying fun

In designing the structure, the old stick-and-paper type of framework was favored over other quicker methods for easy assembly. For this model a lightweight, built-up structure was almost a necessity, unless a model half the size was to be flown with twice the power. Besides, this type of building was fun.

Building enjoyment is something now too often forgotten. That patience is required to build the model there can be no doubt. However, there is nothing about the model's construction that is beyond the skill of the average model builder.

CONSTRUCTION

Beginning with the fuselage, cut all the required bulkheads to shape from hard sheet balsa as specified. If you are really ambitious, you might even laminate the bulkheads as we did for added structural rigidity.



Make up the air inlet tube, on which the front formers are located. The 1/32" soft sheet balsa perhaps is best for this and it should be rolled around some cylindrical object of the required diameter. An old mailing tube is perfect.

A slight variation in size will require a corresponding change in the sizes of the cutouts in the formers. In order to maintain the inlet tube's diameter once it is formed around the cylindrical object, we suggest that at least several of the bulkheads be cemented to it while it is still being held in its circular shape.

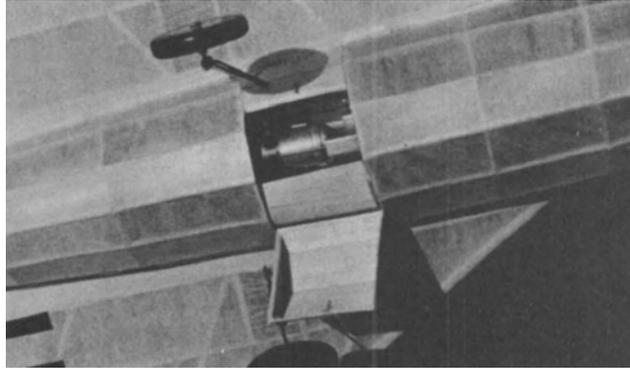
Using the Jetex augments tube, align the rear bulkheads on the tube in their respective positions. Then cut the top and bottom keel pieces to shape and cement them in place on what is to be the forward portion of the fuselage.

Then add what is to be the rear of the fuselage framework together with the augments tube. Add the center side stringers and check the fuselage for proper alignment.

Before proceeding further it would be best to plan on the engine installation to be used. We have shown the Jetmaster installation for two reasons. First; of all the Jetex units it is, perhaps, the most difficult to install. Secondly, we were interested in finding out for ourselves just how well the performance of the model would be for this small size of engine.

This power was not sufficient for spectacular flights, as the model's weight was about 6% oz. We later changed over to the Scorpion and performance was highly satisfactory.

Realistic take-offs were the order of the day. It boiled down to this: if you are planning to use the 150, it would be best to shoot for a 5-1/2 oz. total weight for the model, but with the Scorpion you can go as high as eight or nine ounces and still have an excellent showing.



Having made provision for the engine installation, complete the framework of the fuselage and make provision for a hinged trap door on the fuselage bottom for accessibility into the engine compartment.

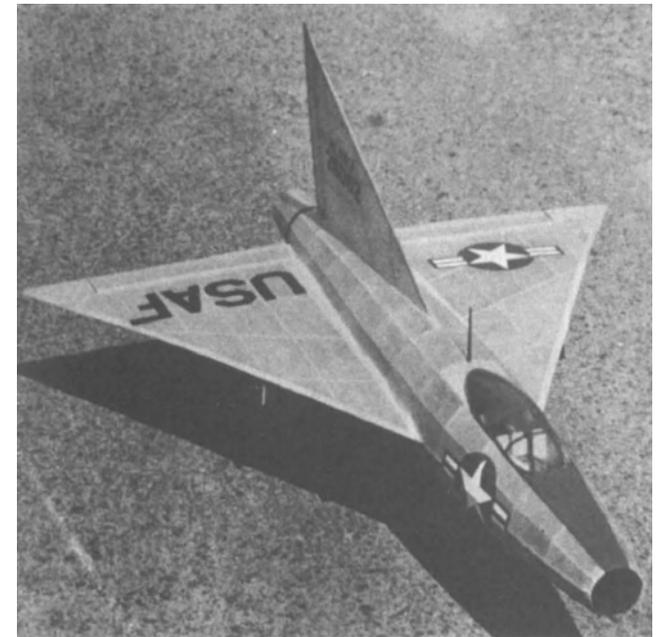
The wing consists of two panels made independently and later secured to the fuselage sides. Begin by cutting out all the required ribs. Then cut to length the pieces required for the leading edge and trailing edge, and notch them at the required rib positions. The elevons are made as a separate unit and later hinged in position.

Assemble the basic wing frame and add the top and bottom stringers in position. Trim the leading and trailing edge to the approximate desired shape and then cement the wing panels to the fuselage side. Add the 1/32" sheeting at the root to strengthen the assembly. The fin and rudder are similarly constructed.

The movable surfaces, which include the elevons and the rudder, should be hinged for trimming. However, use at least 1/32" thick soft wire so that the surface trim can be more easily adjusted. Once the most suitable position has been found, a few dabs of cement on the corners of the surfaces will retain the desired position.

The landing gear assembly represents a considerable fraction of the weight, as we were endeavoring to simulate scale. So use only the wire sizes indicated and do not go too heavy on the thread binding and soldering.

If you are planning on using a 150, we would suggest some lightweight balsa wheels which are painted and detailed to simulate scale. For larger engines, lightweight, pneumatic wheels can be used without seriously hampering performance.



The complete main gear assembly is bound with thread to a piece of 1/8" hard sheet balsa and cemented in position at the wing root. The auxiliary struts are secured to the fuselage side and filler pieces are added for needed support.

The nose gear assembly is sandwiched in-between two pieces of 1/8" hard sheet balsa which are cemented and bound together. Then the complete unit is installed in the fuselage and additional sheeting support is added.

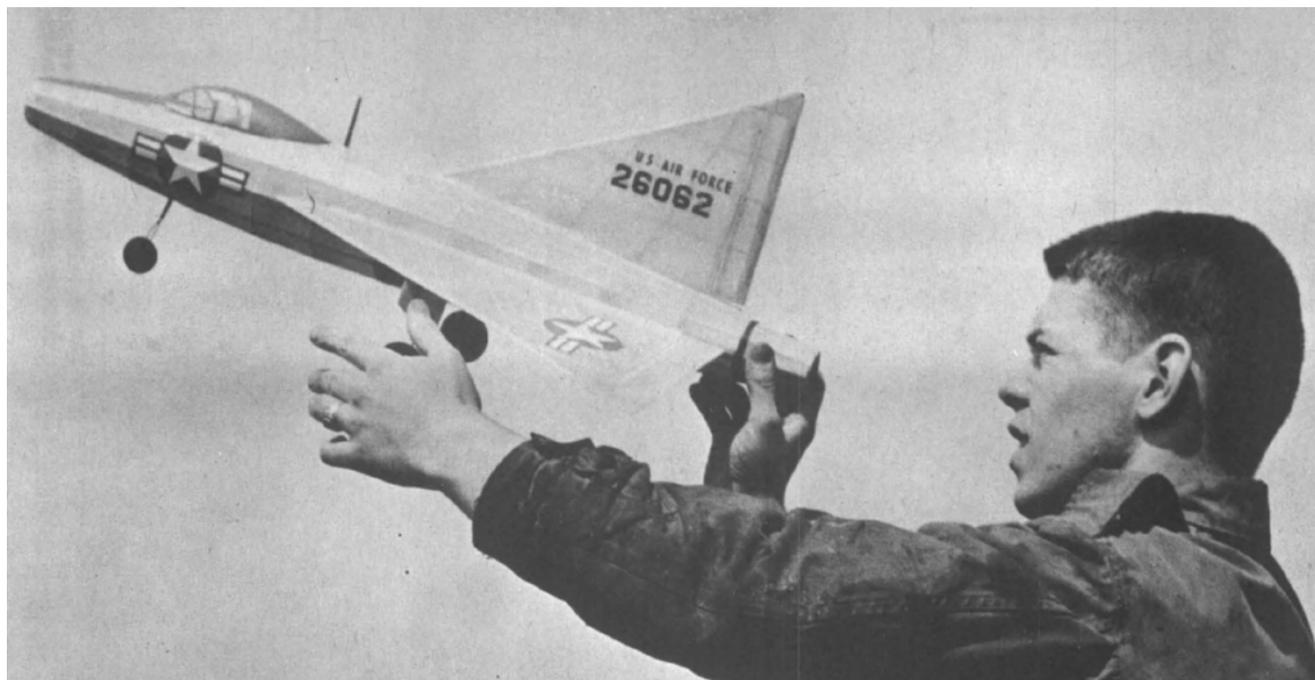
COVERING AND FINISH

For best performance we recommend covering the model entirely with lightweight tissue paper. Because of the model's structural design and configuration, this is sufficient.

However, the drawback in this instance is in covering the rounded fuselage. If you have difficulty with your covering, it might be best to use lightweight Silkspan on the fuselage. Silkspan can be dampened before applying to help minimize wrinkling and for a neater covering job.

Another advantage of Silkspan is that it can be applied over a much larger area without surface wrinkling than lightweight tissue paper. The original model was covered with a combination of light yellow tissue and Silkspan.

If the model is covered completely with tissue paper, two to three coats of thinned clear dope will be required to attain a fairly smooth surface: more would give it added lustre but will undoubtedly hamper performance. Where Silksuan is used, at least one more coat will be required.

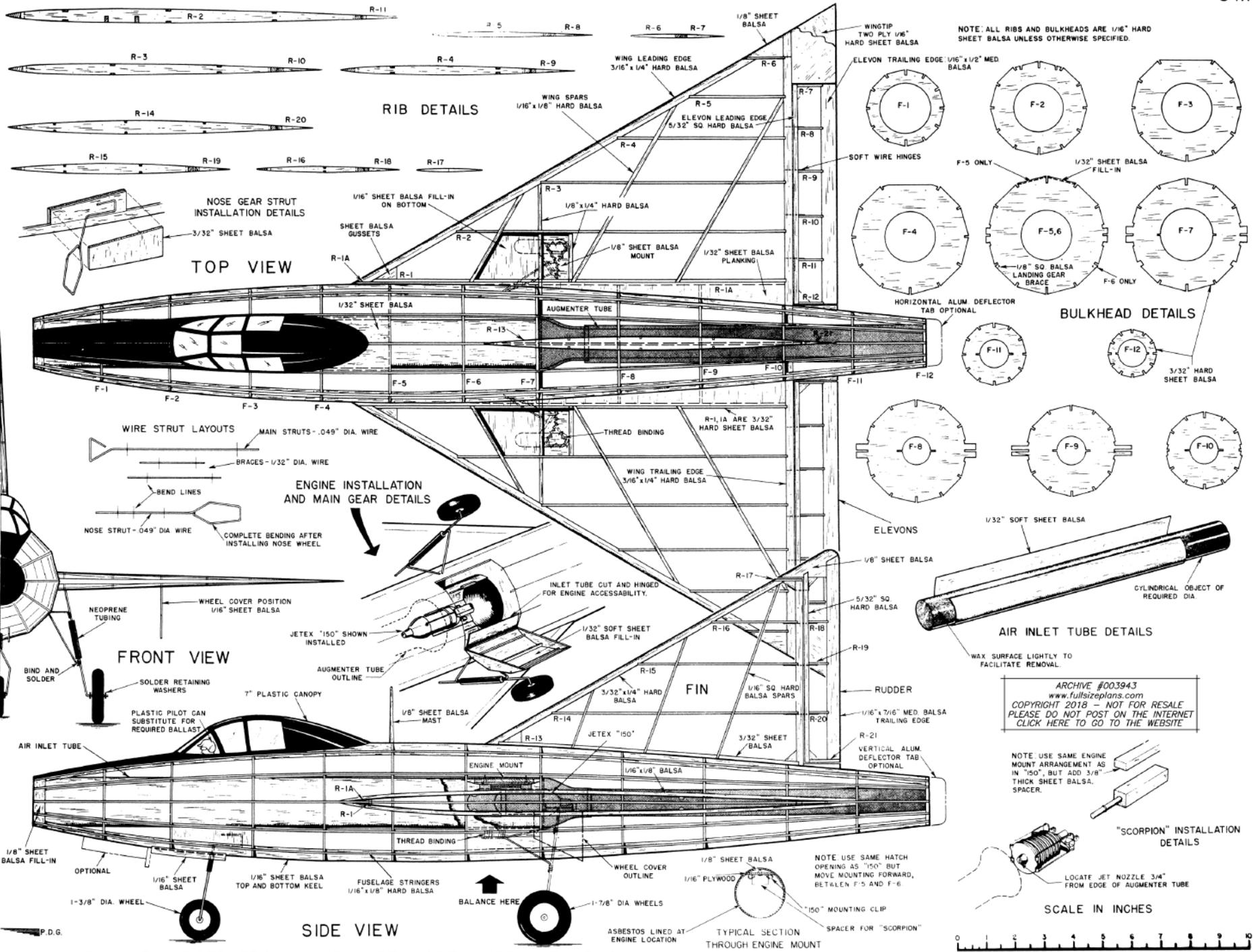


While the model is rugged enough to withstand adverse weather conditions, we would suggest selecting a fairly calm day for your first test flight. Because of the large movable surfaces, the model is sensitive to trim adjustments.

The CG position is important, particularly if it is too far back. Deltas are different from standard aircraft configurations in that it is much easier to trim a standard design with rearward CG position than it is a delta configuration. Keep this in mind while flight testing.

Do not attempt to put in any turn on the first few flights, but rather observe the model's flight pattern and recoveries, to see what effects CG position and surface warps may have in influencing turn adjustments.

While we did not find it necessary, a vertical or horizontal aluminum deflector tab fastened at the exhaust end of the fuselage may be useful for incorporating adjustments under power. The horizontal tab can be useful for nose-down or nose-up adjustments while the vertical tab can be used for power turn adjustments.



PLAN ENLARGED FROM JUNE 1957 MODEL AIRPLANE NEWS

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Interesting Video Clips

Sometimes these clips start out with advertising. After about 4 seconds (seems like longer) you can usually click on a "SKIP AD" box.



Those who attended this year's aviation show at Farnborough, England were able to see a Lockheed-Martin Galaxy transport do a loop.

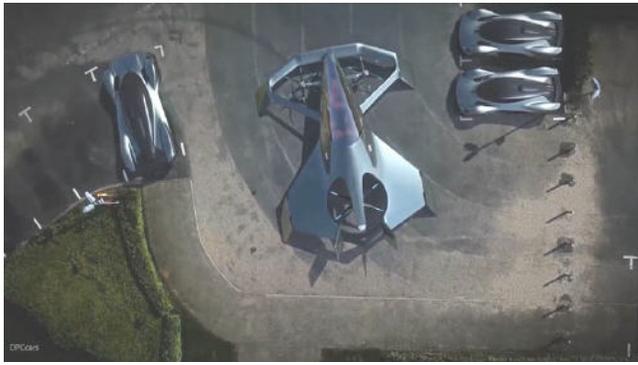
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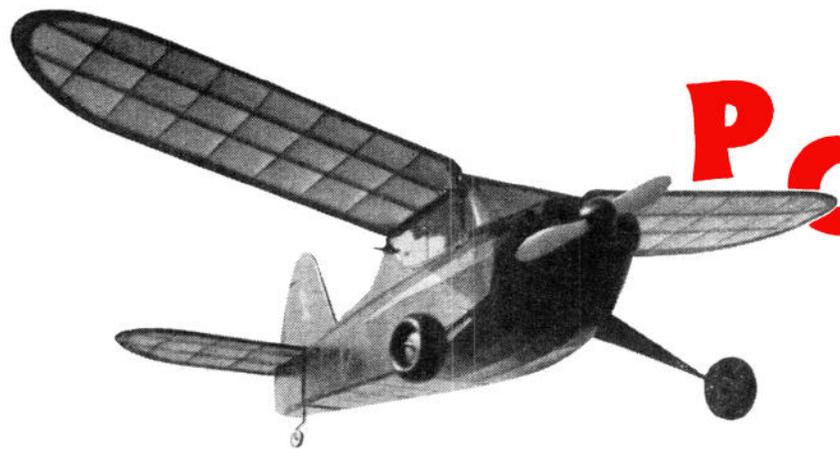


Aston-Martin, the VERY high end automobile manufacturer shows off their concept of a flying car. Bring your wallet and ask them to make sure the batteries are fully charged.

[--Click Here For Video--](#)







POPSIE

A 38½ inch SPAN MODEL
FOR LIGHTWEIGHT RADIO
CONTROL EQUALLY SUIT-
ABLE FOR SPORT FLYING
BY VIC SMEED

**Another design by Vic Smeed,
this one from the December 1952
issue of Aeromodeller**

THE stubbornness of this little model is the result of an attempt to produce the smallest practicable model suitable for normal light-weight radio control, allowing as much radio space as possible.

The prototype has not as yet flown under radio, having been used as a sport job, but it has been ballasted and subjected to every extreme of trim, etc., and has proved entirely satisfactory.

The underlying idea behind every part of the design has been the ultimate installation of a set, and all the known desirable features for successful RC models have been incorporated as far as possible.

The following design points may be of interest to any builder who contemplates fitting this model with a radio outfit. A fourteen-ounce wing loading was considered the highest desirable for a small job; allowing 15 ozs. for the airframe

and 7-1/2 ozs. for radio, this gives a wing area of approximately 1.6 sq. ft. The use of a fairly low aspect ratio enables a compact and sturdy wing of 38-1/2" span to be employed.

Because of the resulting large chord and the desirability of using a short moment arm for overall compactness and maneuverability, a 37 per cent. lifting tailplane is advisable and is therefore utilised.

The fuselage is laid out to give ample cabin room and accessibility with adequate strength, and is of sufficient width beneath the leading edge of the tailplane to permit the easy mounting of an escapement. This width also ensures a firm tailplane seating.

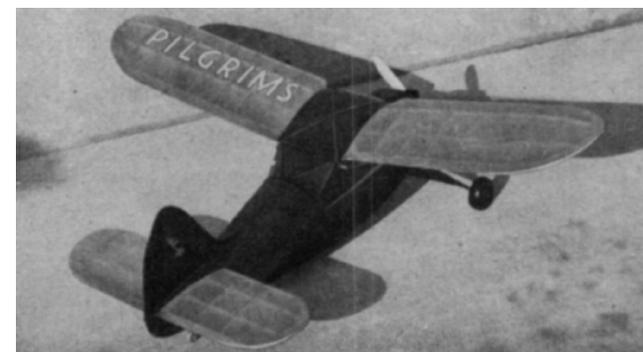
The C.L.A. is low and sidemounting the motor enables a high thrust line to be employed as well as cleaning up the nose entry. The undercarriage is designed to absorb a vast amount of punishment and also to give trouble-free R.O.G. It is not necessary to hold the model off the ground for starting an advantage, since the width of the fuselage makes a firm grip difficult.

In fact, initial "power-glides" on inadequate power resulted in "Popsie" landing in quite long grass with the motor continuing to run.

The rigging angles and sections used give similar climb and glide characteristics and speeds, and the rudder should be about equally effective in power on and off as under power, the wide body produces a blanketing effect on the slipstream. This blanketing gave a little trouble on early flight tests with 7 in. airscrews, but this was overcome by using a slightly larger prop.

Turns of 100 ft. diameter can be made in either direction without loss of height, and recovery from "unusual positions" is good.

A Mills .75 c.c. was used for sport flying with the prototype, and it is recommended that an E.D. Bee is used for radio work.



A 38 1/2" SPAN SPORT MODEL SUITABLE FOR RADIO CONTROL.

POPSIE



DESIGNED BY
V. E. SMEED.
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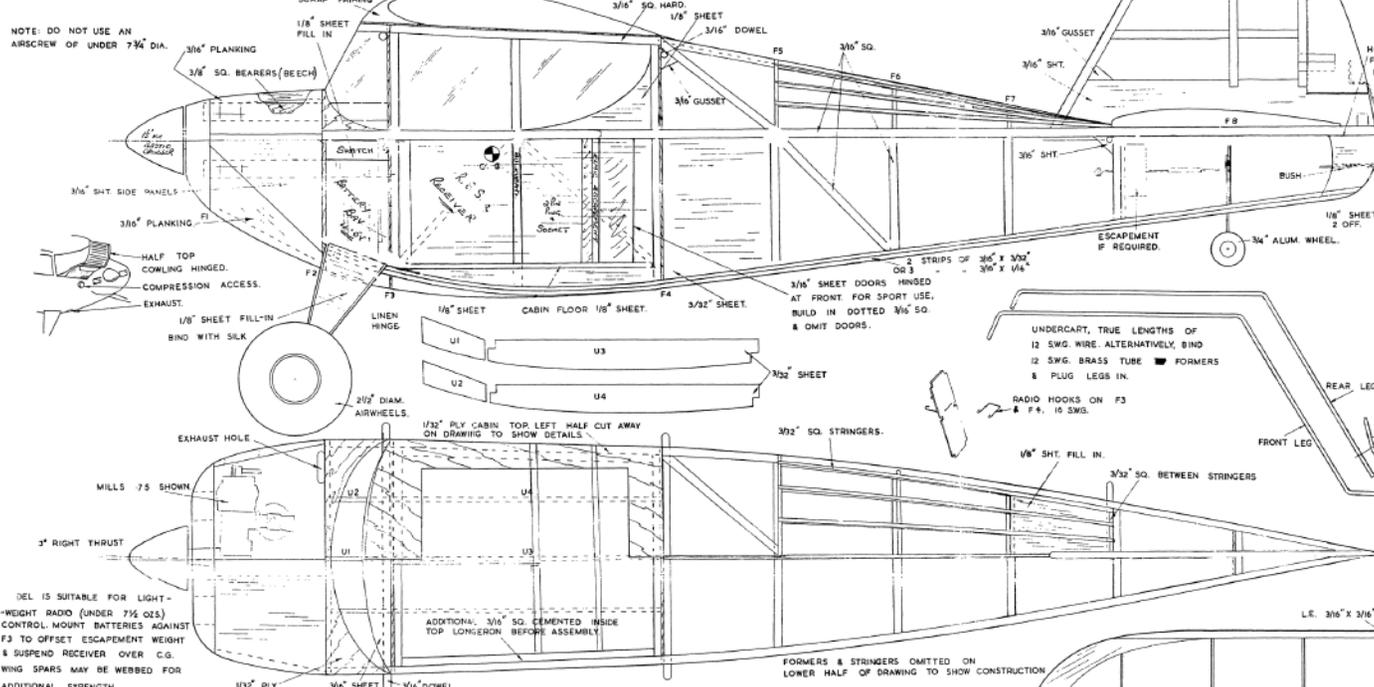
THE AEROMODELLER PLANS SERVICE.
38 CLARENDON RD. WATFORD, HERTS.

ALL WOODS ARE BALSA UNLESS OTHERWISE STATED.

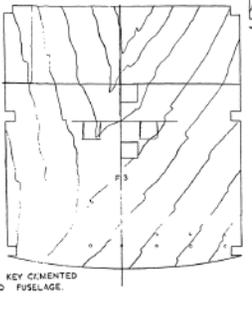
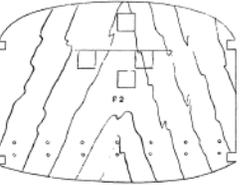
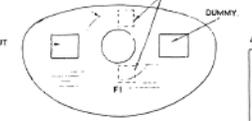
DATA	
WINGSPAN - 38 1/2"	
WING AREA - 230 SQ. IN.	
TAILSPAN - 18"	
TAIL AREA - 84"	
LENGTH - 28"	
WEIGHT -	
BARE - 5 3/4 OZS.	
WITH RADIO - 23 OZS.	
POWER -	
WITH RADIO - E.D. BEE	
WITHOUT RADIO - MILLS 75 CC.	

MATERIALS REQUIRED	
3 STRIPS OF 3/16" x 3/16" x 36" MED. SHEET	2 SHEETS OF 1/16" x 5" x 14" MED.
8 - 3/16" x 3/16" x 36"	1 - 3/32" x 3" x 36"
1 - 1/4" x 1/4" x 36" HARD.	1 - 1/8" x 3" x 36"
4 - 3/32" x 3/16" x 36" MED.	1 - 3/16" x 2" x 36"
OR	MISC.
6 - 1/16" x 3/16" x 36"	1 SQ. FT. OF 1/16" PLY.
1 - 1/4" x 1/8" x 36"	6" x 7" - 1/16"
1 - 3/16" x 1/8" x 36"	6" x 5" - 3/32"
1 - 1/2" x 1/8" x 36"	9" OF 3/16" x 3/16" HARDWOOD.
1 - 1/4" x 3/4" x 36"	36" OF 12 SWG. WIRE.
	5 1/2" x 1/2" SOFT BLOCK.

NOTE: DO NOT USE AN AIRSCREW OF UNDER 7/16" DIA.



CARVE TO THIS LINE RECESS FOR BEARERS



-FORMERS-
NO. F1 FROM 1/2" BALSA.
NO. F2 FROM 3/32" PLY.
NOS. F3 F4 & F8 FROM 1/16" PLY.
NOS. F5 F6 & F7 FROM 3/32" BALSA.
IF NO RADIO IS USED, F3 & F4 MAY BE OF 1/8" SHEET

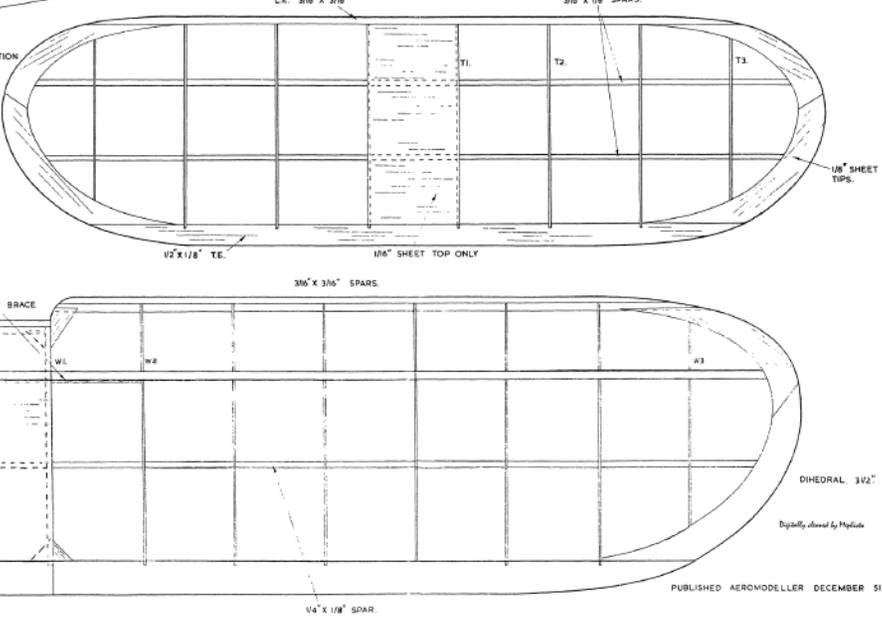
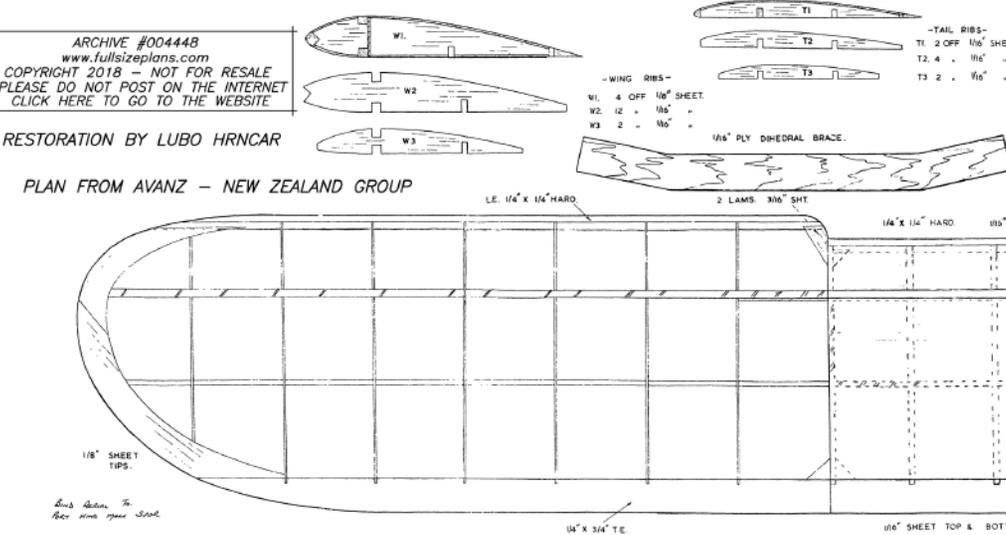


14 SWG. TAIL-WHEEL AXLE. BIND & CEMENT TO F8.

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VLC Audio & Video Player

In the 1930's, 40's and 50's adventure books, movies and radio programs were very popular, particularly if they included aviation as all or part of the stories. The download book, THE FLYING JET, in this month's issue of RCMW is one example, (See page 16).

Several issues ago RCMW featured a HOP HARRIGAN radio program and also a SMILIN' JACK movie. Both were serials, in that they appeared as installments over a period of weeks or months.

We have a collection of these books, movies and radio programs and will be making them available monthly on the pages of RCMW so you can make a trip back in time to the days when things were simpler and the line between the "good guys" and the "baddies" was drawn much more distinctly. Sort of like the old westerns where the good guys wore the white hats and the bad guys wore the black hats.

The books you already know about since they will be provided as PDF files that can be read on your computer or even on the electronic tablets and the ever-popular "iphones".

There are several varieties of computer software or "apps" (which appears to be the current technobabble buzzword for such programs), that allow you to listen to radio program files and view movies.

One advantage of the radio programs over the movies is that you can listen while building models. It's a bit harder to build a model and watch a movie at the same time but if it is too hot and muggy to dope a model airplane then one of the old aviation adventure movies may be just what the doctor ordered.

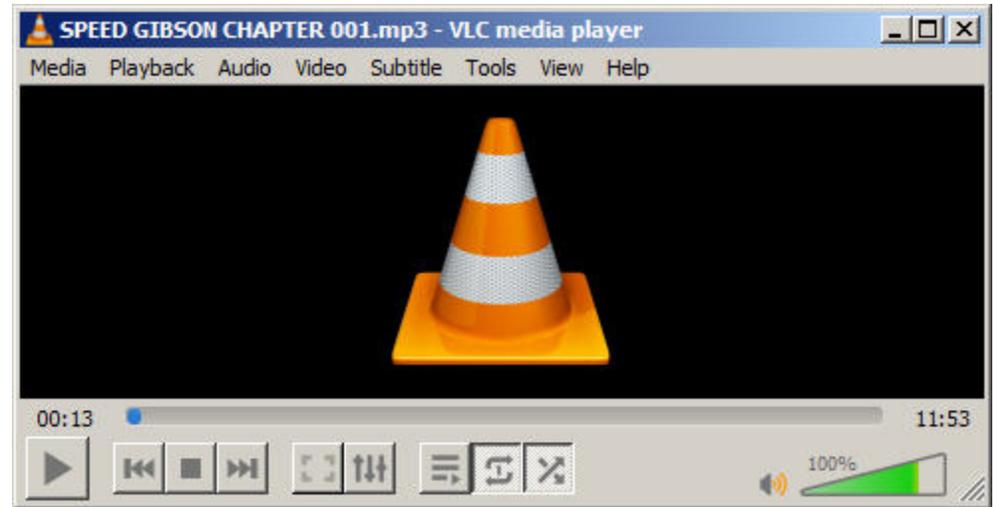
Of the various programs available for listening or viewing, one that we found most useful is called the "VLC Media Player" and it has two major advantages. First, it can play most audio and video programs and second, it is FREE being about as close to a universal program as we have found. We

will provide instructions here on how to install and use it. It's really pretty simple, just follow the step-by-step instructions.

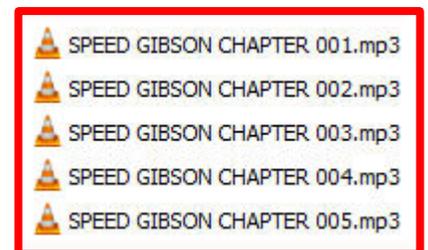
Let's assume you are using a regular desktop or laptop computer running Windows software. The first thing to do is download the software itself. This can be done by clicking on the link below.

[-- CLICK HERE TO DOWNLOAD VLC --](#)

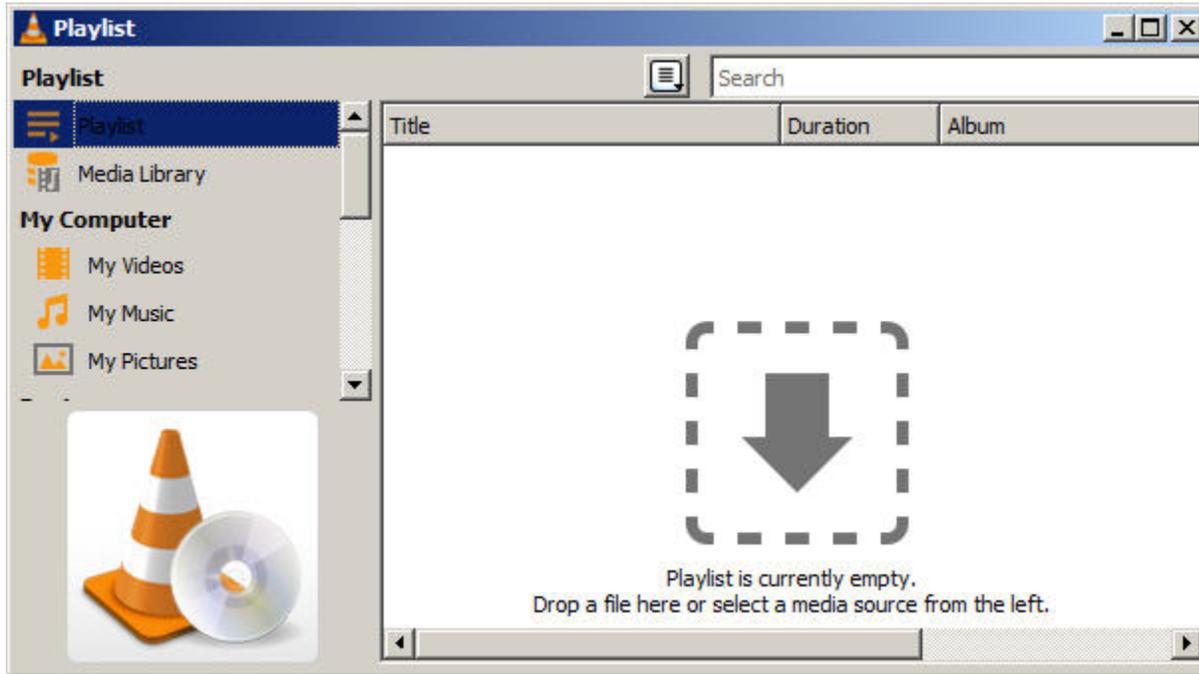
Once downloaded you will see a file named "vlc-2.2.6-win32.exe" Just double click on that file and follow the instructions to install the software on your computer. After it is installed you should see an icon on your desktop that looks like an orange and white traffic cone as seen along the road in construction zones. Double click on the icon and the VLC software will load and be ready to run when the screen below appears.



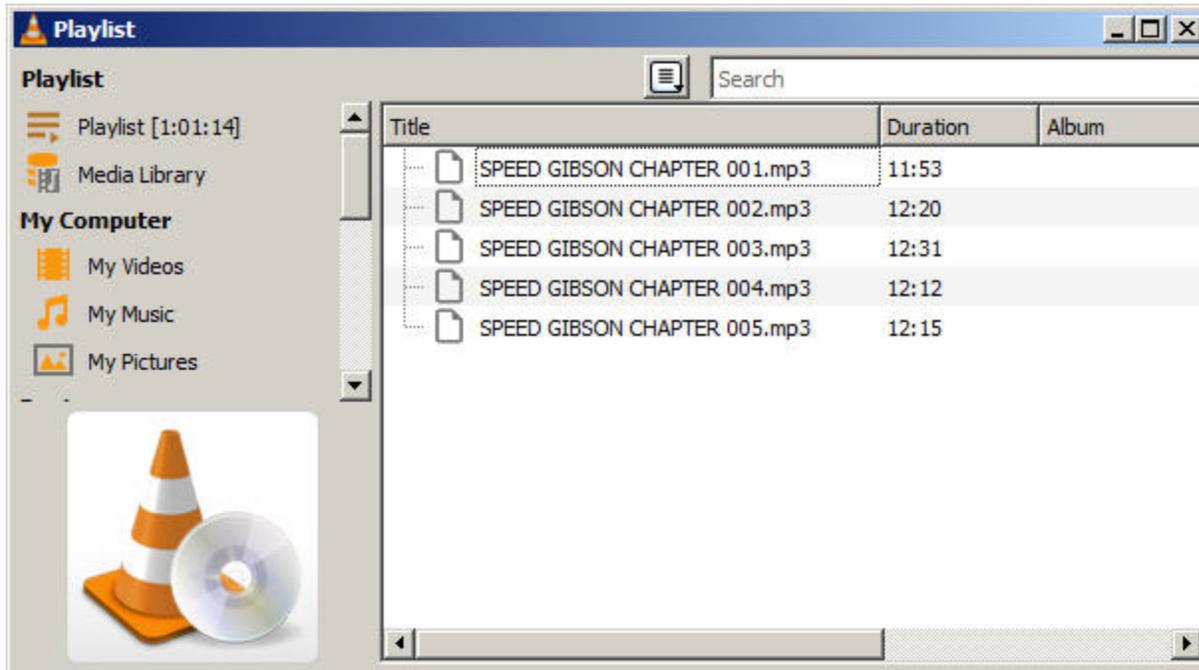
The next step would be to download the files that you want to listen to or view. To download the SPEED GIBSON files included in this issue of RCMW go to page 31 and click on the links shown. We would suggest you just download all of the chapters now. In your download folder you should then see a list of the files that looks like this .



On the top of the screen shown, near the right end of the selections, click on “View” and from the drop-down menu click on “Playlist.” The screen shown below should appear



Next, click on the downloaded chapter files and drag them into the playlist screen. Note that the files will play in the order shown in the playlist.



Be sure the files are in the correct numerical order. You can rearrange the files by clicking on each one and moving it around until they are all in the desired order.

Once the playlist is correct, just click on the triangular arrow on the bottom left of the first screen to play the files.

You can pause the playing by clicking again on the icon on the bottom left which now appears as two vertical bars. Click on the vertical bars to resume playing.

Now you can work on building a model while listening to SPEED GIBSON. Each chapter is about 12 to 15 minutes long so the chapters in this issue will play for about an hour or slightly more.

In future issues of RCMW, we will try to have about two hours of playing time in each installment. You can easily build models and listen to these adventure stories at the same time. Sure a lot better than some of the other junk that is on the radio these days, particularly the political stuff.

I remember back in around 1950, my kid brother and I used to listen to several radio serials on Saturday mornings. My favorite was “The Scarlet Pimpernell” Unfortunately by that time SPEED GIBSON and some other aviation serials were no longer being broadcast. If they had been they would have been on our must hear list.

If you like the idea of again hearing the old radio adventures, be sure and let us know. Lots more in our archives. Send me an email please.

Roland Friestad, editor
cardinal.eng@grics.net

WATCH THIS SPACE - MOVIES ARE NEXT

Speed Gibson

Flying Adventures on Radio

The first run of Speed Gibson--Mondays, Wednesdays and Fridays--premiered on September 20, 1937

The first adventure was "The Case of The World vs. The Octopus"

As with every serial adventure of the era, there must be an evil nemesis of some sort to constantly bedevil the heroes of the serial. In the case of Speed Gibson it was The Octopus Gang.

The Octopus Gang was purportedly the slipperiest, most diabolical, evil organization to ever undertake crime on an international scale.

Having eluded Scotland Yard, the French Sûreté, as well as America's own Secret Police, the only organization in the world capable of tackling and strangling the evil menace of The Octopus Gang was the little known but highly effective International Secret Police, (I.S.P).

Presumptively an early model for InterPol, the International Secret Police has a formidable international network of its own for combating crime.

Owing to a fluke of circumstance, Speed Gibson encounters Blackie Spiers, a member of The Octopus Gang, at Clint Barlow's apartment moments after Clint and Barney left to meet with The Chief. While Blackie is attempting to rifle through Clint's desk, young Speed beans Blackie with Speed's heavy China Clipper model.

Blackie thus subdued, Clint and Barney return to retrieve Barney's hat and encounter Speed standing over Blackie Spiers' unconscious body. Speed's quick thinking is rewarded by the Chief of The I.S.P. with an offer to work for the secretive organization.

Clint, Barney and Speed are dispatched under false identities and disguises to the Orient to pursue The Octopus Gang; first stop, Hong Kong.

Speed is officially sworn into the I.S.P. by Chief Reilly himself prior to departing with his Uncle Clint and Barney. With Speed now an official operative of The I.S.P., the three depart for Alameda and the Clipper base to await their departure for "The Case of The World Vs. The Octopus."

There were 100 episodes in this Speed Gibson adventure and we have them all. As they say, "Stay tuned for the next great episode of Speed Gibson"

Sure is better than watching television because you can build a model and listen at the same time.



Speed Gibson Radio Programs The Case of the World vs. The Octopus

Chapter 1 - [Click to Download](#)

Chapter 2 - [Click to Download](#)

Chapter 3 - [Click to Download](#)

Chapter 4 - [Click to Download](#)

Chapter 5 - [Click to Download](#)

Watch for more chapters in the
October issue of RCMW

DUCT TAPE Never Leave Home Without It!!

from Van Wilson

When Van forwarded this to me a few days ago I felt it was something that would interest model builders who occasionally need to repair damaged flying machines

During a private "fly-in" fishing excursion in the Alaskan wilderness, the chartered pilot and fishermen left a cooler filled with bait in the airplane.

A bear smelled it. This is what he did to the plane!

The pilot used his radio and had another pilot bring him 2 new tires, 3 cases of duct tape, and a supply of sheet plastic... He patched the plane together, and FLEW IT HOME !

Duct Tape. . .Never Leave Home Without It!



Back Issues of 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.

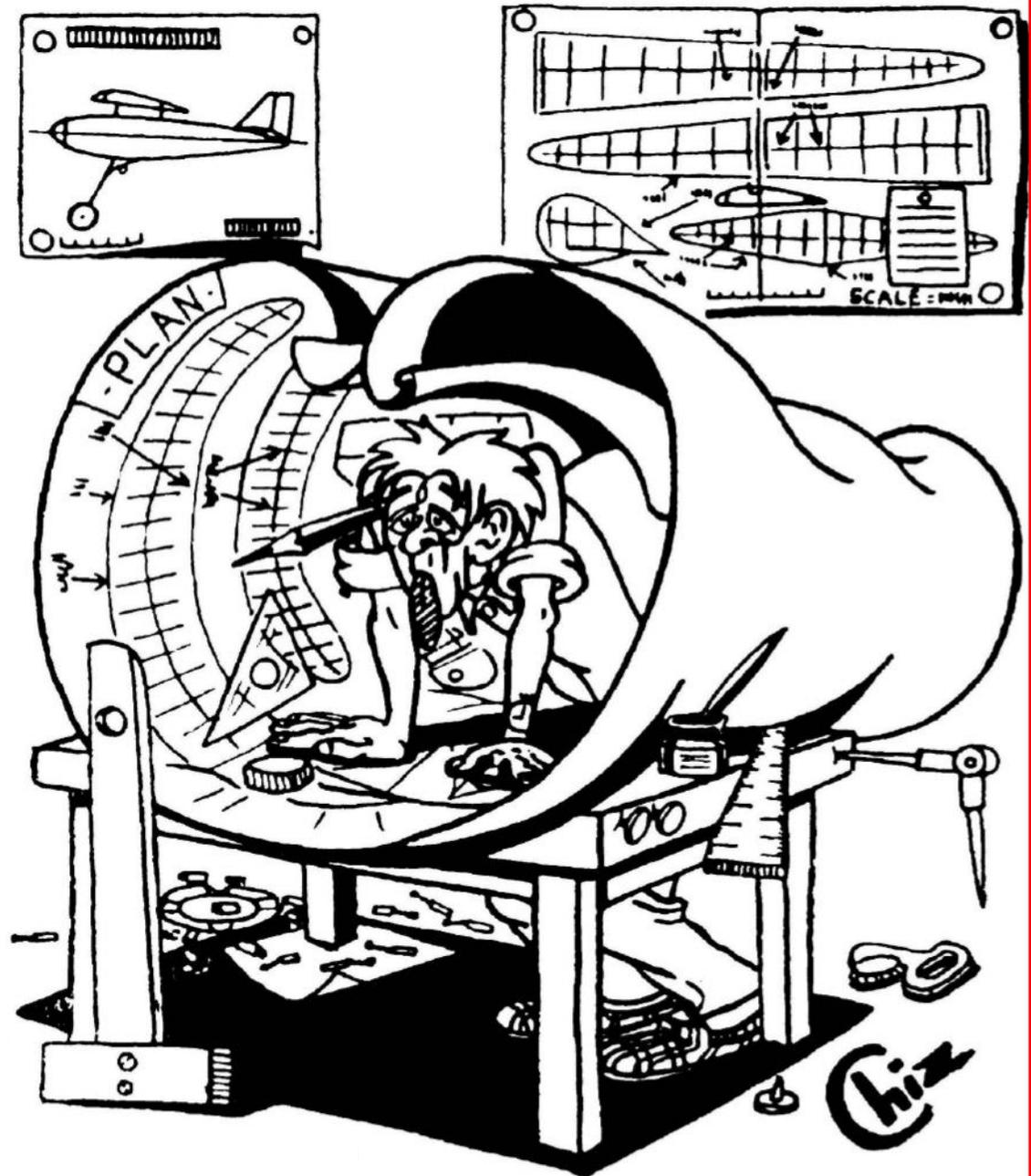
That's NOT the way it was in the past, when you had to build a model before you could fly it. If you're an old-timer, as I am, you have fond memories of Air Trails, Flying Models, Model Airplane News, Aeromodeller and many of the several other magazines available "way back when".

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



DIGITEK BOOKS

www.digitekbooks.com

What the heck is DigitekBooks? Well, just read on and find out. It will be worth your while.

We're making some big changes in our digital collections of model magazines!

For quite a while we have had an ad in this area, the last pages of each issue of RCMW, but no longer.

We have another website, DigitekBooks which contained the same magazine collections that were listed on the back pages of RCMW.

But now DigitekBooks contains a LOT more and is growing weekly with the addition of more magazine collections, books and even movies. And not just model airplane publications, Digitek also includes a growing collection of aircraft engineering, homebuilt airplane, machine shop, foundry, tool & die making and a wide variety of technical books.

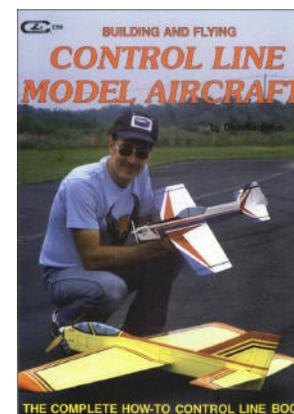
Not only that, but you can also find adventure books and stories about flying and other topics, the result of a lifetime of collecting.

Click on the blue link at the top of this page and give it a try. You will like it.

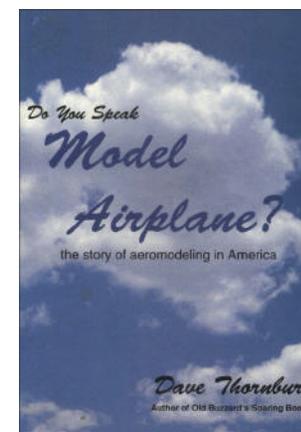
Here's a screen shot showing some of our regular offerings and a few of the many recently added books to the collections on DigitekBooks. Now you can get the complete set of the familiar orange books by Frank Zaic on our custom USB Flash Drives. And look at the prices !! Better yet, go to the website and scroll around a bit. We're sure you will find something that you will like.



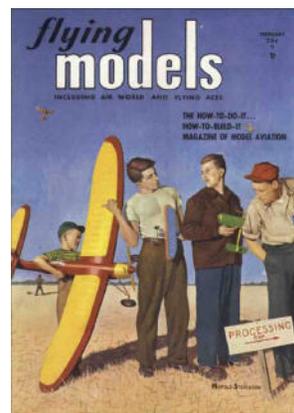
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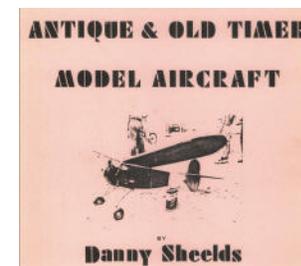
DO YOU SPEAK
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THROUGH DEC 1942
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