

RCMW-FSP

November 2018



HAROLD STEVENSON

Cover from June 1955 Flying Models

RCMW-FSP - Index - November 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 like CHROME that works well with the Acrobat Reader (not all browsers do)

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



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 has a brief a list of digital model magazine collections and books available on the digitekbooks website - See pages at the end of this issue.

About This Month's Cover

This month's cover is from a painting by Harold Stevenson that appeared on the cover of the June 1955 issue of *Flying Models*. Stevenson was both a model builder and an artist with many covers, construction articles and other work appearing in several different model magazines.

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 plans, projects, books and magazines rather than just a seemingly unending series of advertising for expensive models and equipment.

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Roland Friestad
1640 N Kellogg Street
Galesburg, IL 61401
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For the Model Bulder and Flyer - November 2018 Issue



Full
Size
Plans



I apologize for being late with this issue. Lots of things have been happening that set it back but as they say in the army, "No excuse Sir ?"

Our first article and plan this issue is **BIG STUFF**, a large rubber powered model by well known British modeler, C.E. Bowden. A gas engine enthusiast, this model from the December 1941 issue of *Aeromodeller* magazine was created to allow model flying during wartime restrictions.

Raul Hoffman, an aeronautical engineer is the author of **MODEL AERONAUTICS MADE PAINLESS**, one of the downloads for this month. Lots of good stuff in 110 pages of notes and diagrams.

Ken Willards **SHOWMASTER** RC model, a follow-up to several of his other similarly named models would be a great schoolyard or park flyer with electric power. Bob Holman will be making a laser cut kit (page 19)

How about another session of **Fixit Wright ?** - This time we're shown the proper way to hook up flaps for UC stunters.

Our second book download for this issue is the December~January 1955 issue of *Flying Models* magazine. While looking for plans we found three in the same magazine issue so just set the whole issue up for downloading. That way you can read or print out the original construction articles that went with the plans.

Then we followed up with the **GNAT**, a slick looking small free flight job by *Flying Models* editor Don McGovern. Kind of different from his often massive free flight jobs. A pretty little ship

Next up from the same FM issue is **MISTER E** by Ted Strader, a cocky 50" span low-wing sport RC ship, for slightly larger field flying

And finally from the same issue is Paul Palanek's **SPIRIT OF ST. LOUIS** U-Control Scale Ship with a 46 inch wing span. Nice looking model but definitely not a hot stunt type.

A look at the future with some photos of a really nice looking and little-known model from Australian modeler Jack Simmons. Watch for the plans for this beauty in an upcoming issue.

With the loss of so many local hobby shops it is sometimes hard to find the supplies we need. The big online sellers seem to mostly want to sell big ticket items. We will be featuring some of the smaller shops that provide the sometimes hard to find supplies. See page 19

Don't forget to look at the **DigitekBooks** offerings at the end of this issue. We have several hundred more full scale and model aviation books in the works for the future.

Keep 'em Flying,
Roland Friestad, Editor

“BIG STUFF”—

By Lt.-Col. C. E. BOWDEN

C.E. Bowden was an early British enthusiast and promoter of engine power for model airplanes in the 1930's and 1940's with many designs to his credit. He also was a regular contributor and columnist for Aero-modeller magazine. Here is a large rubber powered design intended to be an alternative to engine powered models which were not allowed during the years of WWII. This appeared in the December 1941 issue.

THIS article is about a large monocoque rubber-driven model that has proved itself a very satisfactory flying model, and also an excellent towline glider with certain slight alterations.

Now that we petrol fiends cannot fly petrol models, there is the added incentive to build rubber models and fly them when the occasion permits.

Actually I have always built rubber models in between my many petrol ventures, and in the early days I used to indulge quite a lot in competition work with duration rubber models, including biplanes, seaplanes and entries in the exciting S.M.A.E. speed competitions.

Now that the war has made most of us pack up our workshops and tools, we mostly have to resort to building at odd moments wherever we happen to be, and armed with only the most simple of tools.

The model I am about to describe was constructed with a very simple outfit, and show's that one can construct a large streamline rubber model, armed with a few old razor blades, a knife, a pair of pliers, some sandpaper and thread, a small pocket soldering outfit and a few odds and ends.

With this outfit I first built a Wakefield size streamliner, but of course the old petrol urge soon got me, and in a fit of repression I felt I must get down to a sizey model more in keeping with petrol ambitions, so out came the roll of kitchen paper, and very soon I had a drawing of a large streamline model that just asked to be built.

To my mind there is something delightful and impressive about the steady flying of a large model that no small model ever approaches. The only thing I was rather worried about and that decided me to keep the size to certain limits was that I wanted to have no gears. A single-skein motor had to suffice.

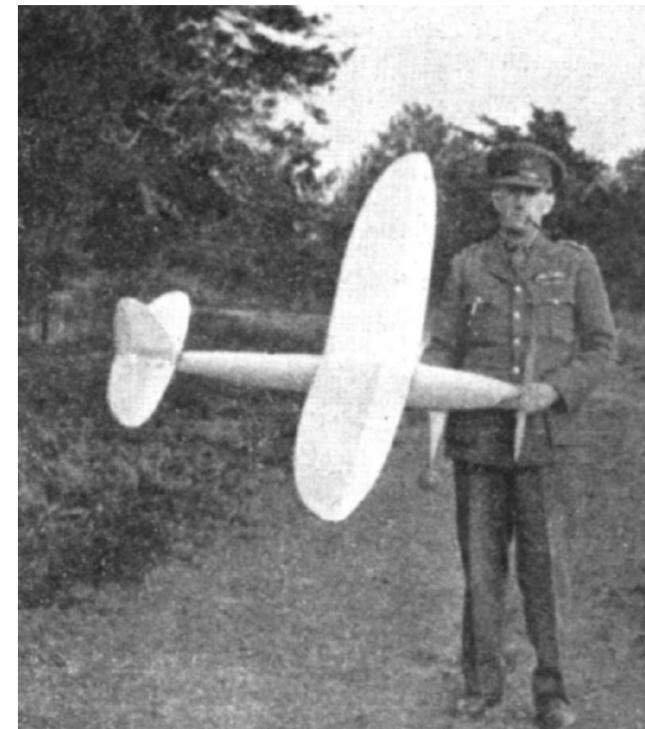
I therefore kept the fuselage overall length down to 4 ft. because a single-skein motor is liable to flap about if much longer. I was not after any great duration, but I felt I would be satisfied with steady pleasurable and reliable flights of about 45 seconds. In actual fact the flying capabilities of the finished model have been considerably above expectations.

The glide is delightful as is generally the case with large streamlined models. The model is most impressive in the air, due to its size and due to the glistening streamlined varnished fuselage. It has exceptionally sound landing capabilities after a stable and flat soaring type of glide.

Those of you who have indulged in large streamlined gliders will have experienced the excellent soaring and floating capabilities of this type, provided there is ample wing surface and the whole model is kept of really clean aerodynamic form, and with wing surfaces flying at fairly low angles of incidence.

To soar well a large model requires reasonable weight and should possess considerable speed. These facts have been proved by the Albatross and similar soaring birds.

The matter of size and weight has been well illustrated in the past by the German model gliders with their large wing spans up to about 11 ft. and weighing several pounds in weight.



I obtained one of these German gliders a few years ago and was most struck by its beautiful soaring capabilities. It was constructed of hardwood and three-ply, and was covered with silk and much paint. That gave it a high finish. It has a gigantic brass weight at the nose to give it momentum.

After my experiences with large heavy petrol models and this German glider I produced a large glider of my own and had a great deal of fun with soaring flights after towline launches.

I always remember Mr. Galloway's huge 12 ft. span rubber-driven model that used to fly so well in 1933 on Wimbledon Common and Fairey's aerodrome, although it was only a slab-sider and no great care was taken to streamline it. Mr. Galloway used multi-gears to keep his rubber length down.

It will be observed that the fuselage is of complete streamline form and yet is kept sufficiently large at nose and tail to ensure free operation of the rubber motor which has 16 strands of medium thick plaited 1/4 in. rubber and which drives a satin walnut propeller of 16 in. diameter and 22 in. pitch.

The cantilever and sprung undercarriage legs and the parasol centre section struts are led from the fuselage at suitable and favourable angles to ensure the minimum of interference of airflow over the streamlined fuselage.

The monocoque construction of the fuselage is very strong, but quite light. It is fully planked with balsa to withstand rough handling.

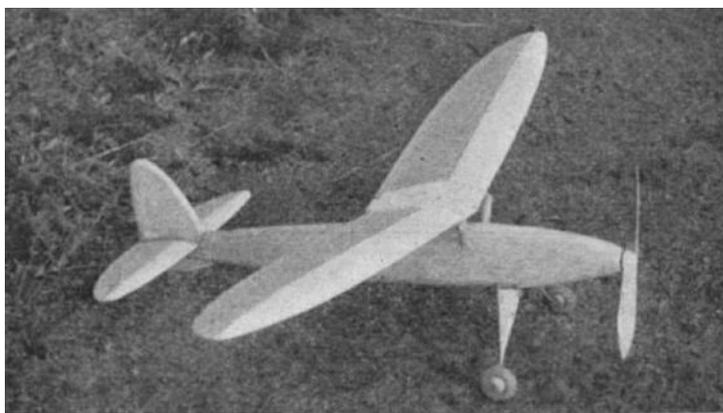


Fig. 3 shows the backbone which is cut from 1/8 in. balsa sheet, and the half oval formers of 1/8 in. balsa sheet are glued first to one side of the backbone, and the planks of soft 1/2 in. by 1/16 in. balsa are glued side by side to these half oval formers. The half oval formers are spaced every 2 in.

A thin film of glue is smeared between the edges of the planks. The planks are kept in position whilst drying by ordinary household pins. The planks are tapered towards nose and tail where necessary.

When one side has been completed the opposite half oval formers are glued to the other side of the backbone. This side is then planked (see Fig. 4 and observe the pins). When all the planks are in position the whole fuselage is very carefully rubbed down with glasspaper (sandpaper). A covering of fine bamboo paper is then stuck on to the fuselage with plenty of photo paste as an adhesive.

The whole is then doped one coat of real full strength glider dope as used on full-sized

gliders, and later the fuselage is given a coat of varnish to obtain a high gloss to add to its low drag properties.

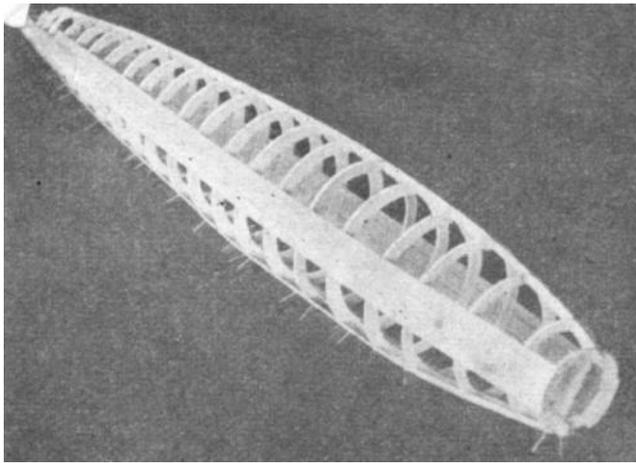
Before the planking is complete, however, the wing struts are added inside the fuselage. They are kept in position by binding to the formers and reinforcing liberally with

plastic balsa wood and glue, as they naturally have to withstand considerable stresses on occasion.



The two brass tubes for the undercarriage legs (see sketch) and the rear rubber hook fitting (and towline glider hook if desired) are also added. All these fittings are suitably strengthened by a fairly liberal smearing inside the fuselage of plastic balsa wood and glue around the fittings.

The nose former is of 1/8 in. three-ply wood and the tail piece is of solid balsa for about 2 in. carved to shape. There is a fixed rear bamboo peg across the fuselage to take the detachable wire hook (see sketch).



The centre section struts are made from 16 s.w.g. wire with balsa fairings where the struts protrude outside the fuselage. These fairings are wrapped with bamboo paper and doped.

18 s.w.g. wire hooks to keep the detachable wing in position by rubber bands are bound and soldered to the wire centre section struts. See sketch of the centre section construction.

The nose-plug is made from laminations of 1/4 in. balsa sheet glued together, and a brass bearing is fitted and strengthened by plastic balsa.

The propeller, as already stated, is 16 in. Diameter and 22 in. pitch. It is made from satin walnut, covered with silk, doped, and has a balsa spinner and a free wheel device.

A ball-thrust race and a winding hook is fitted to the front end of the 16 s.w.g. propeller shaft. This enables the plaited and prewound rubber motor of 16 strands of medium thick 1/4 in. elastic to be wound up by well stretching.

The elastic is prewound to prevent bunching of the rubber and so upsetting the ghdmg tmn when the motor has run out. This method of prewinding and plaiting rubber has been described several times in THE AERO-MODELLER.

The wings are of elliptical shape, and due to this are efficient, and with small wing tip losses. In addition, they have a reasonably short span, and large and efficient centre chord, and yet there is ample wing surface to keep a light wing loading.

As a result of the short span and the parasol arrangement the model is very stable and has no tendency to spin. The model rights itself very quickly. An elliptical wing permits a large and really efficient wing section being used. This is rather an important point in model work.

Again, the short span has permitted a thin wing section with undercamber, and as a result of this we can cut down drag. All this makes the model a beautiful glider and gives it a floating and soaring effect that requires the minimum of power to fly it once it becomes airborne.

Incidentally these are all points that are most useful to remember when designing a petrol model that has a very small and low powered engine.

The wing is made in two halves, and the construction will be made quite clear if the main arrangement sketch is referred to.

Ribs are of hardish 1/16 in. balsa and are spaced 2 in. apart with no riblets. The centre section ribs are of 1/16 in. three-ply backed with 1/16 in. balsa.

The leading edge spar is of 1/4 in. by 1/4 in. balsa. The two mainspars are of 1/8 in. by 1/8 in. spruce. A covering of light-weight 1/16 in. balsa sheet is glued on from leading edge to the mainspars, thus forming a hollow spar of great strength and also a clean wing entry.

The trailing edge is of 1/4x in. sheet balsa, 5/8 in. wide, glued to the ribs. Below the T.E. is glued a sheet of 1/32 in. balsa 1-1/4 in. wide. This prevents distortion, and I have always found it to be of the greatest value when building large petrol models.

The centre sections of each wing half are covered with 1/16 in. sheet balsa. Three 1/8 in. diameter birch dowels protrude 3/4 in. only from the right wing half and fit into the left wing half as locators only. Wire hooks of 16 s.w.g. spring steel wire are fitted and bound at LE and TE and also at both top and bottom wing spars.

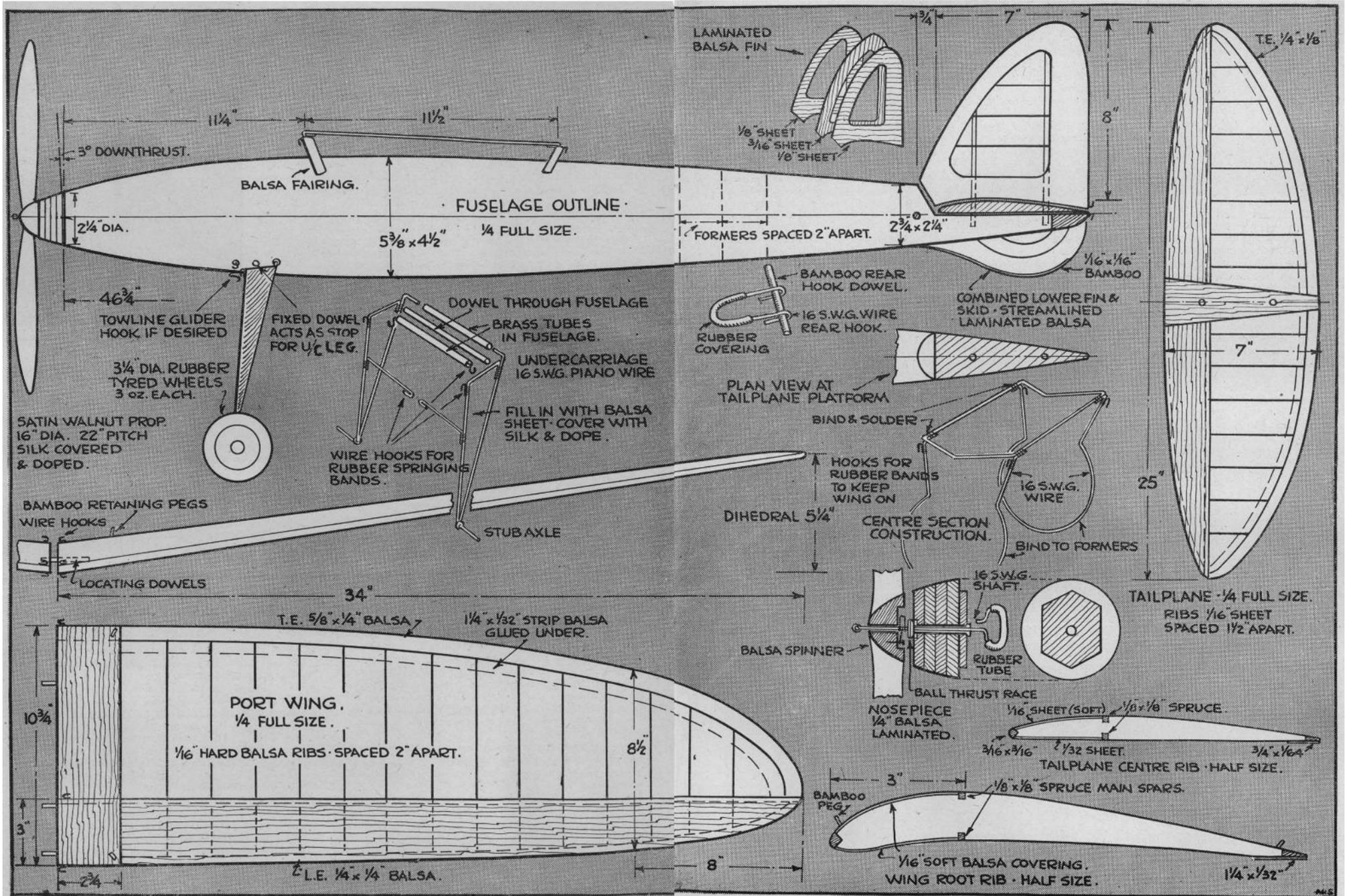
If you are interested in Old Time models like this, you should contact SAM, the Society of Antique Modelers. SAM specializes in building and flying these "Blast from the Past" models for fun and competition. More information available at the SAM website and online magazine.

Website

<http://www.antiquemodeler.org/>

Magazine

<https://www.sam122.sk/samspeaks/>



This is the plan as it appeared in the AEROMODELLER December 1941 issue.

Another 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.

Raul J. Hoffman was an aeronautical engineer and was technical advisor to the Chicago Aeronauts club until his death in 1956. He wrote articles on both full scale and model aeronautics for several different publications and this is a collection of 110 pages of his notes, sketches and articles connecting full scale aeronautics and models written in clear and easy to understand terms.

Published in 1955 by MODEL AERONAUTIC PUBLICATIONS, this is one of a series of 18 books published under the direction of Frank Zaic, all of which are available at DigitekBooks website. No longer in print and becoming more difficult to find, here is your chance to have your own personal copy.

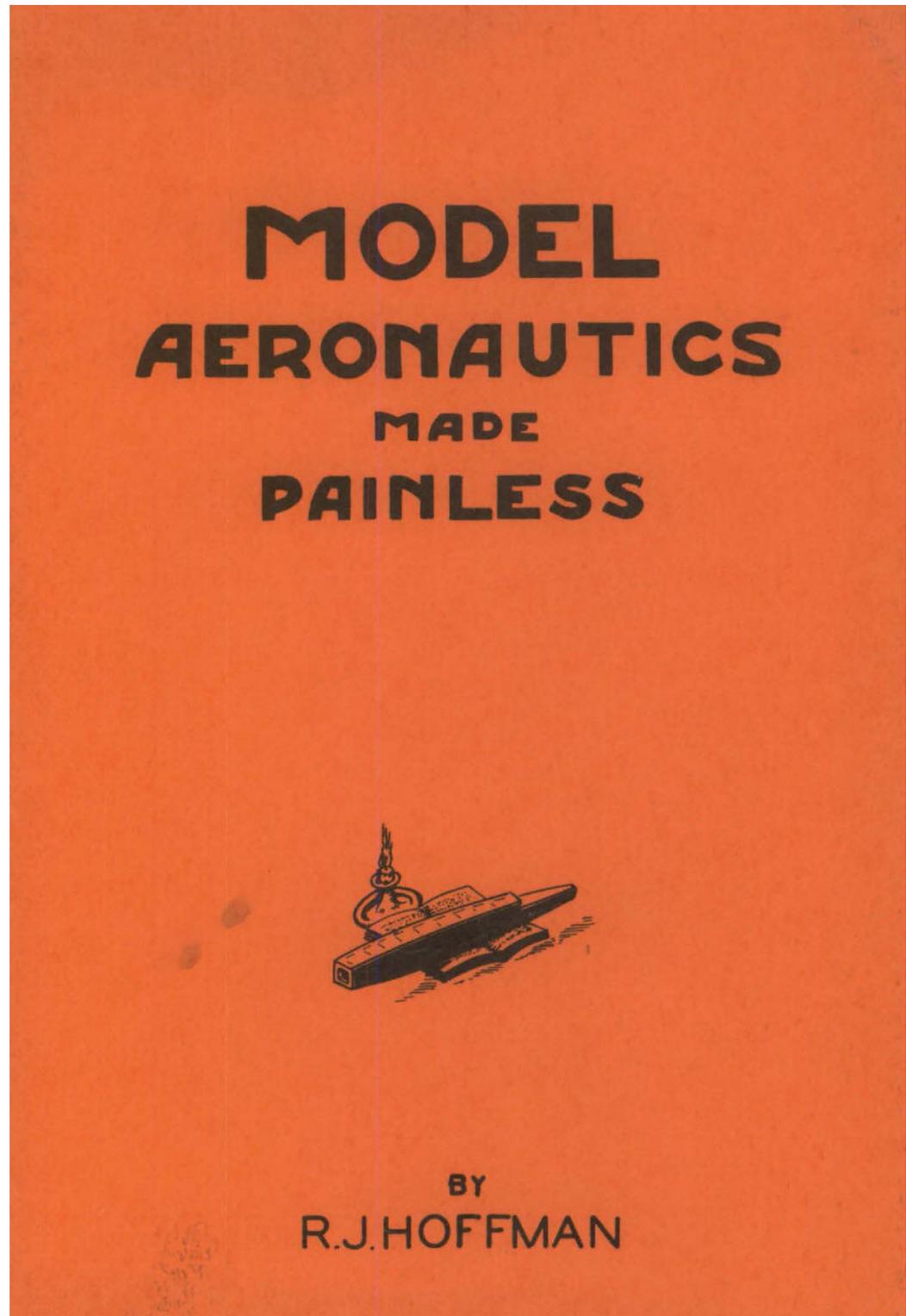
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SHOWMASTER

BY KEN WILLARD

Ken Willard, a prolific designer of small free flight and R/C models had his designs appear in most of the various magazines over the years. He also wrote the "Sunday Flier" column for many years. This model was in the January 1970 issue of RC Modeler magazine.

The Showmaster is a conversation piece. No matter where you fly it - at the field, with all of the big screamers, or at home in the street - the spectators are fascinated both with the performance and the construction.

With the muffler of the QZ engine turned full on, the engine can just be heard when running by itself, and if the airplane is in the air with another plane, you'd swear it was running on rubber bands!

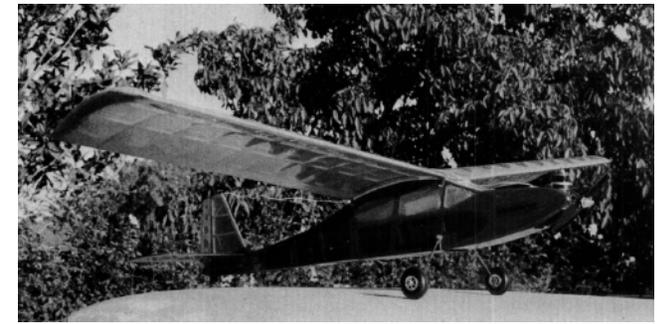
It also intrigues beginners, because it 'flies by itself. From a hand launch, it will free flight up to altitude, and there I can turn it over to any beginner, let him try anything he wants to, and tell him that if he gets confused or disoriented, just let it alone, and the Showmaster will recover from any attitude - inverted, vertical, or what have you - and resume a normal flight attitude. Then, when the engine quits, in order to land it, just head it in the direction you want it to land, and let it alone.



All of this assumes, of course, that you are not trying these things in a strong wind. It was not designed to fly under these conditions, even though it will take a wind of ten to twelve miles an hour after you learn to fly it and keep the nose trimmed down.

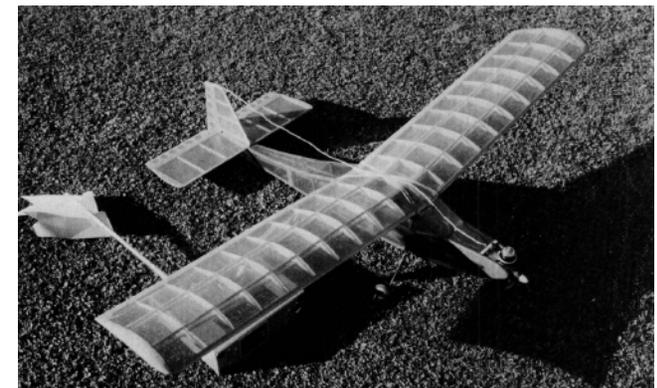
Now, even though any beginner can fly it, it isn't exactly what I would call a beginner's airplane, unless he is a good builder. The structure is strong enough to withstand any air load that you can put on it, but it's pretty fragile when compared to the usual R/C job. And in building it, you have to be careful that you don't get any warps in the wing, stab, or fin.

My Showmaster is now well over a year old, and has so many flights on it that I couldn't begin to count them. Originally, I had a Bonner 4RS in it, then I put in a Kraft with the KPS-IO servos and the 225 battery pack. Next, I tested a Micro Avionics XL-IC, with the tiny servos and their small battery pack - you may recall my reporting that after about an hour and a half of total flying time without recharging the batteries, I decided the drain of the Micro Avionics receiver and the two servos would never cause a battery problem in normal usage.



As a result, I now have the Micro Avionics installed in a light-weight slope soarer, and I'm flying the Showmaster with the Kraft, but with two changes. I found that the model would easily carry the added weight of the 500MA battery. (In fact, I believe it will carry the KPS-9 servos also, if that's the size you have, but that might make it a little bit sluggish. Certainly it will if you use the 225 pack, because the weight differences offset each other.)

The other change is in the transmitter - I'm using the new single stick version - locally the fliers call them the 'Cyclops', because it looks like a big eye with that single gimbal and the polished knob sticking out, but I'll tell you this; as far as I'm concerned, it's the only way to fly! But then, I've always flown the mode with the engine and rudder control on the left stick, and aileron and elevator on the right.





The big advantage, as I see it, of the big knob, is that it prevents 'thumbing' and gives you a better feeling for small control movements. However, if you use this mode, but don't have ailerons, as in the case of the Showmaster, then connect the rudder to the aileron outlet. You'll THINK it has ailerons, the way it responds.

Well, enough about the gear. Let's talk a little about the construction. The plans will tell you all that you need to know regarding the details, so all I need to add is that all the cutouts in the sides, and the lightening holes in the rudder and elevators are really for effect. The weight of the balsa that's removed is about half an ounce at most - but it is the transparent MonoKote over the open framework that really attracts the attention.

You can see the gear operate even though the airplane is completely assembled. It shows everything - so you had better do a good job of building, because it shows the mistakes just as much as the good work! That's where it gets the name, Showmaster - it shows everything.

There is only one phase of the construction that needs explaining, and that is how to get the Super MonoKote to stick to the underside of the wing, which is highly undercambered. The undercamber, of course, is to keep the speed of the model down so that it can be flown in confined areas.

Each sheet of MonoKote has a set of instructions included, so follow them precisely for best results. And to attach the material to the underside of the wing, you begin by cutting a piece slightly larger - about a half inch all around - and laying it gently in place on the wing, which you have upside down for ease of covering.

First, run your iron, or Sealector, if you have one, (and if you're going to do a lot of covering with these heat activated materials, I recommend that you get a Sealector) along the forward bottom spar, sealing the MonoKote to it.

Next, seal the MonoKote to the rear spar, then the leading edge, then the trailing edge. Finally, seal it individually to each rib bottom. You now have the bottom of the wing sealed, with the MonoKote attached to the ribs, spars, leading and trailing edge. Now you can safely shrink the MonoKote in each square bounded by the spars and the ribs, and the bottom is completed.

One other detail that might be a little hard to figure out is the metal retaining plate for the

hatch. It's just a piece of thin aluminum sheet, about 1/2" by 1-1/4", which is bent so that 3/8" by 1-1/4" is pressed against the firewall by the mounting plate of the engine (drill holes to fit the engine mounting bolts) and 1/8" by 1-1/4" overhangs the top of the fuselage.

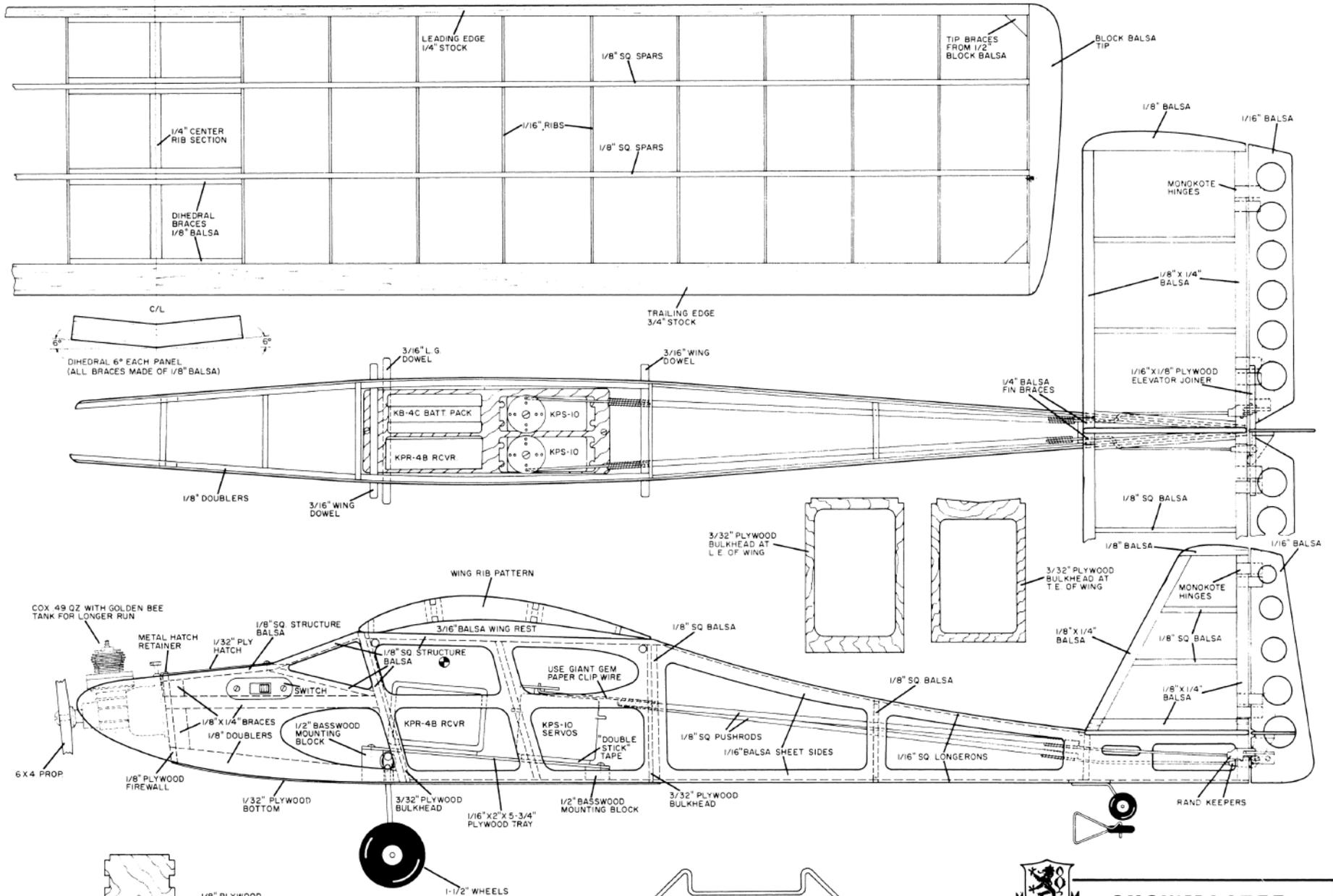
Mount it to the firewall so the overhang clears the top of the fuselage by 1/32" and the 1/32" plywood hatch then slides underneath it.

I don't think you'll have any trouble flying it. The built in down thrust and right thrust, shown on the plans, should be just about right for nearly all versions, but if not, it's close enough so that minor adjustments can be made using the trim controls.

You'll find it very responsive, and before you try flying in a confined area, practice in an open area until you know exactly what will happen when you give the model full control. Once you've learned that, then any vacant lot, or open street, is large enough for flying, since it will turn with about a ten foot radius.

The Showmaster may not win any contests for you - unless you enter a loop contest. It will do about 60 loops in three minutes. But if you build it carefully, it will win a lot of compliments for you - and those are always good for a Sunday Flier's morale.

Note - Bob Holman, long time supplier of laser cut short kits, is coming out with a series of Park Flyer Models including the SHOWMASTER Contact him at --- bhplans@aol.com

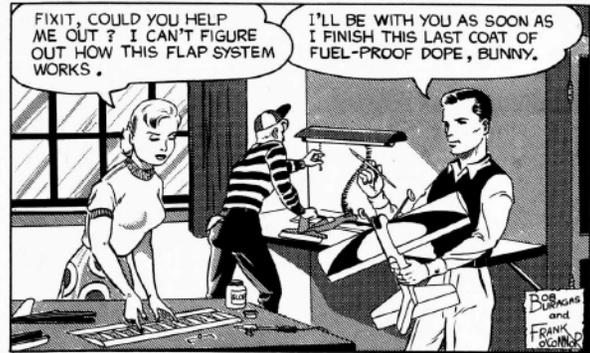


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SHOWMASTER
 DESIGNED & DRAWN BY KEN WILLARD
 INKED BY GERARDO FLORES

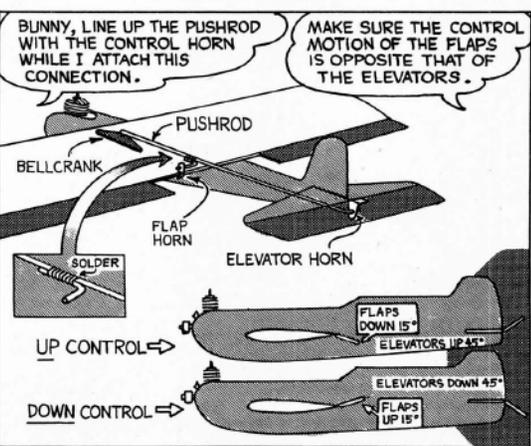
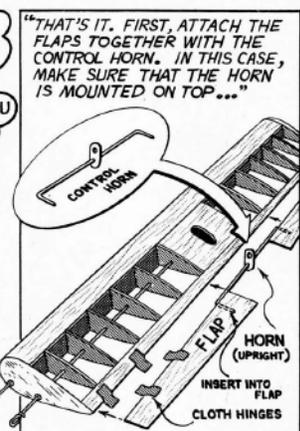
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FIXIT WRIGHT



HOW DO YOU EXPECT TO FLY IN THE CLUB STUNT MEET TOMORROW, SIS, IF YOU CAN'T EVEN BUILD THE MODEL?

OH, QUIET!



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.

When looking for good plans to include in this issue of RCMW, this issue of Flying Models had a really nice selection. So rather than just providing the plans and construction articles, we set up this download so you can read and print the construction articles and any of the several others you wish.

Then we enlarged the plans for MISTER E, SPIRIT OF ST. LOUIS, and the GNAT to full size and included the PDF files in this issue of RCMW. So you can download the magazine and the full size plans that appeared there. Let us know if you like this method of providing the magazine, plans, and construction articles.

To download the December-January 1966 issue of FLYING MODELS, click on the link below ---

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DECEMBER-JANUARY 1966

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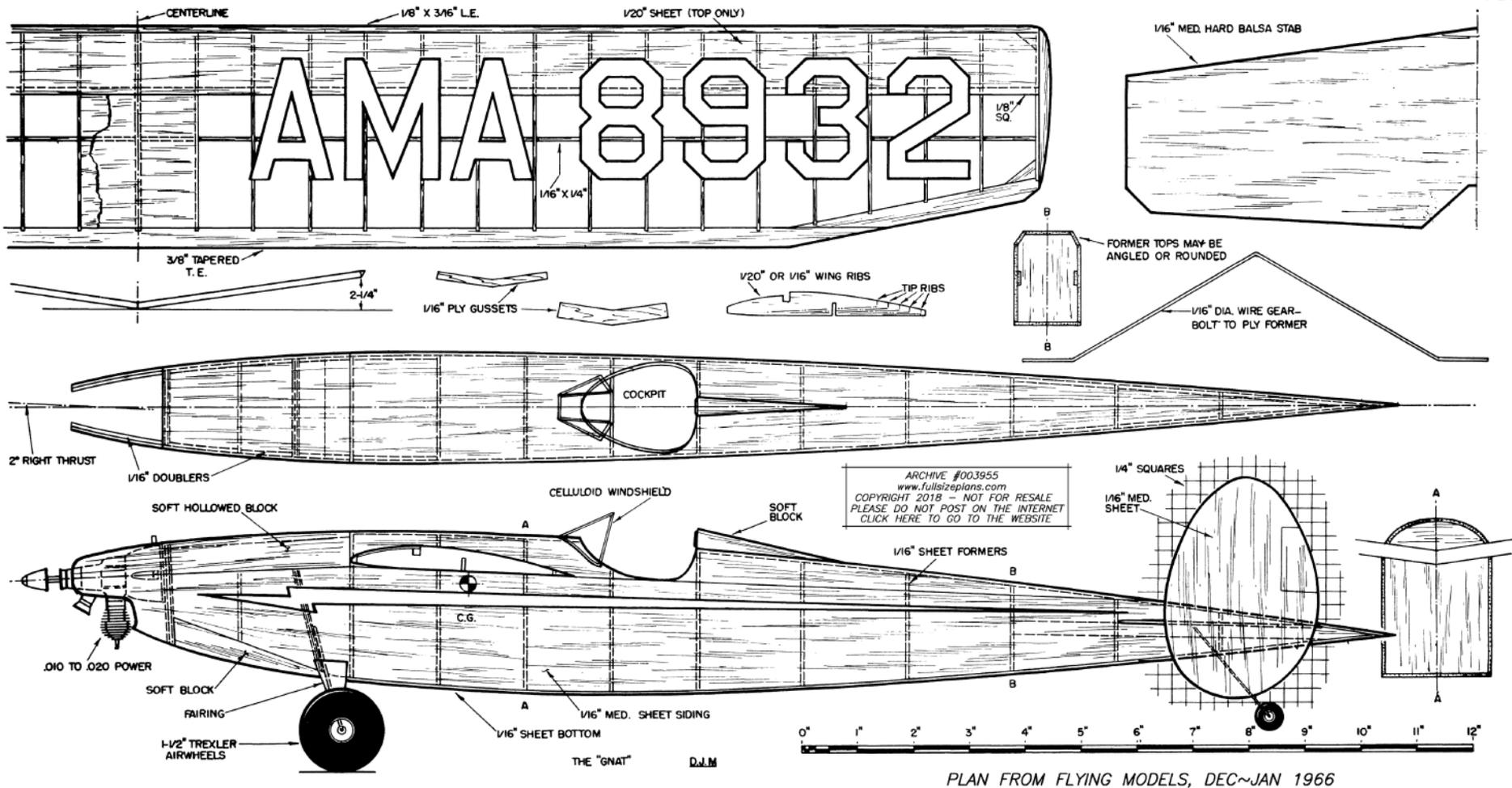
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Ted Strader's
MISTER "E"
50" Span-.10 Engines

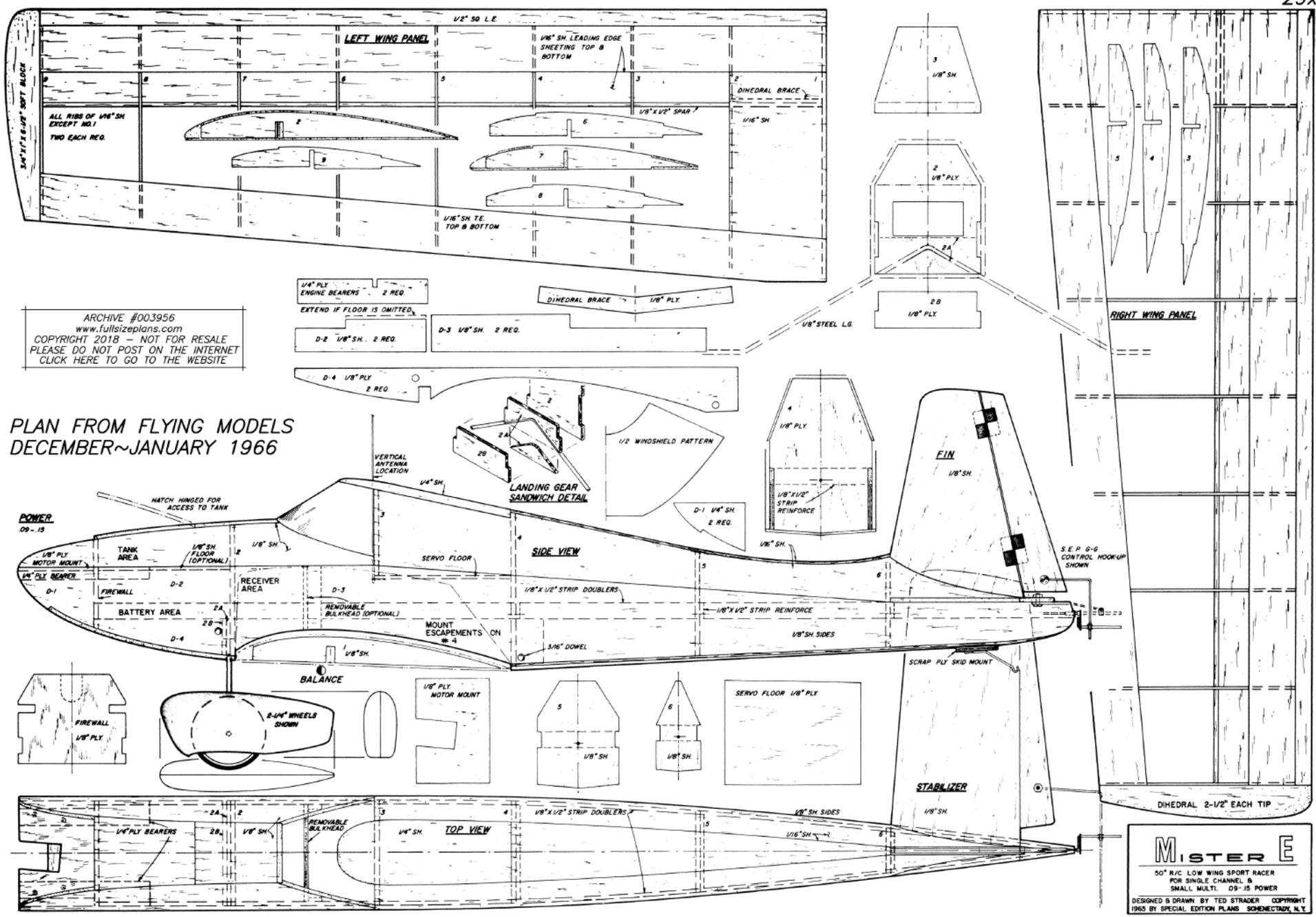
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PLAN FROM FLYING MODELS
 DECEMBER~JANUARY 1966

MISTER E
 50" R/C LOW WING SPORT RACER
 FOR SINGLE CHANNEL &
 SMALL MULTI. DS-15 POWER
 DESIGNED & DRAWN BY TED STRADER COPYRIGHT
 1965 BY SPECIAL EDITION PLANS SCHMECTADY, N.Y.

SCARLET TANAGER

In an Upcoming Issue

The SCARLET TANAGER was originally a rubber powered 24 inch wingspan kit by Wanner. A pretty but little known model. We have two versions of the plans in what we call WIP (Work In Process) and are planning to feature them in an upcoming issue.

A few months ago we received a request for the plans from Jack Simmons of Australia and only a couple of days ago we got back some very nice photos of this attractive model that Jack built.

He worked from a twice size plan that had been modified from the rubber powered version and intended to be gas engine powered. Jack built his using electric power rather than gas.

He says it is currently undergoing repairs (where have I heard that before ?) and will be back in the air soon.

So we're planning to clean up the plans from the reduced size versions shown on this page and make them available to subscribers.

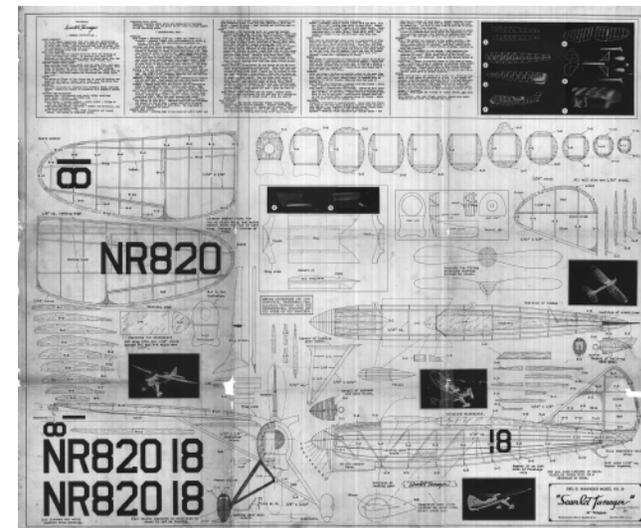
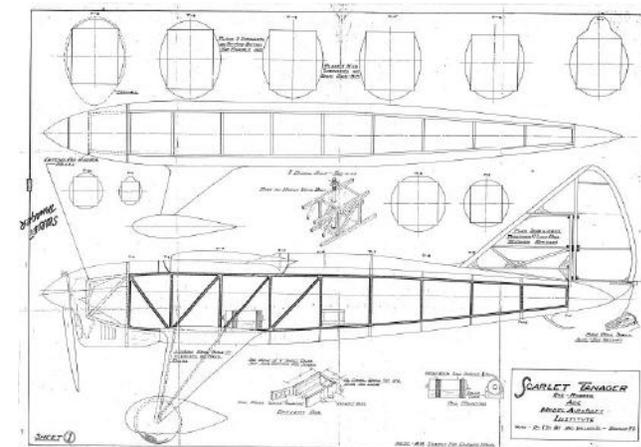
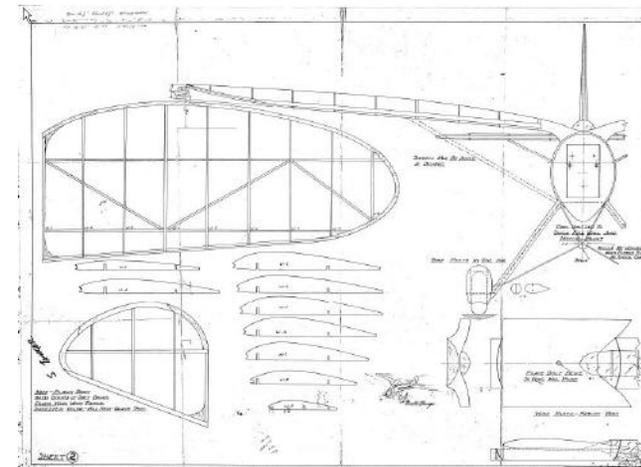
The photos on the Wanner kit plan are a bit shabby so if any of you builders out there have a better copy of the plan we'd be pleased to have it on loan for a while. It will be returned along with a digital copy and \$25 credit towards a years subscription or digitized books from the catalog on the back pages of this issue



Jack Simmons & 48 inch Electric Tanager



RCMW - November 2018 - Page 18



Sources for Model Builders

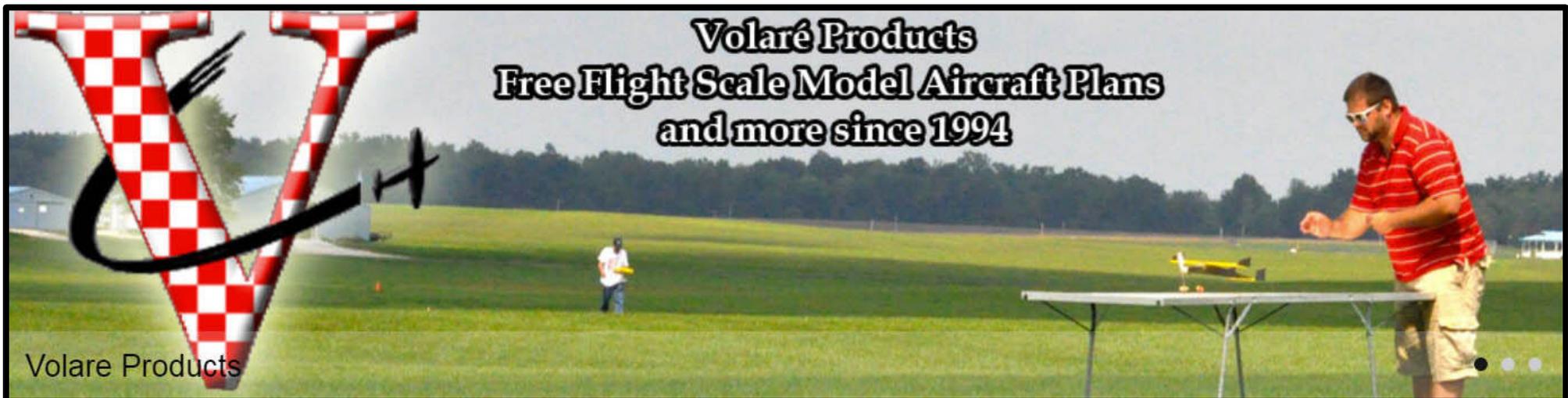
With the demise of so many local hobby shops it has become harder to find what you need for your projects.
We will periodically showcase online and mail order suppliers who furnish what you need.



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P.O. Box 741 San Bernardino CA, 92402
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Digitized 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.

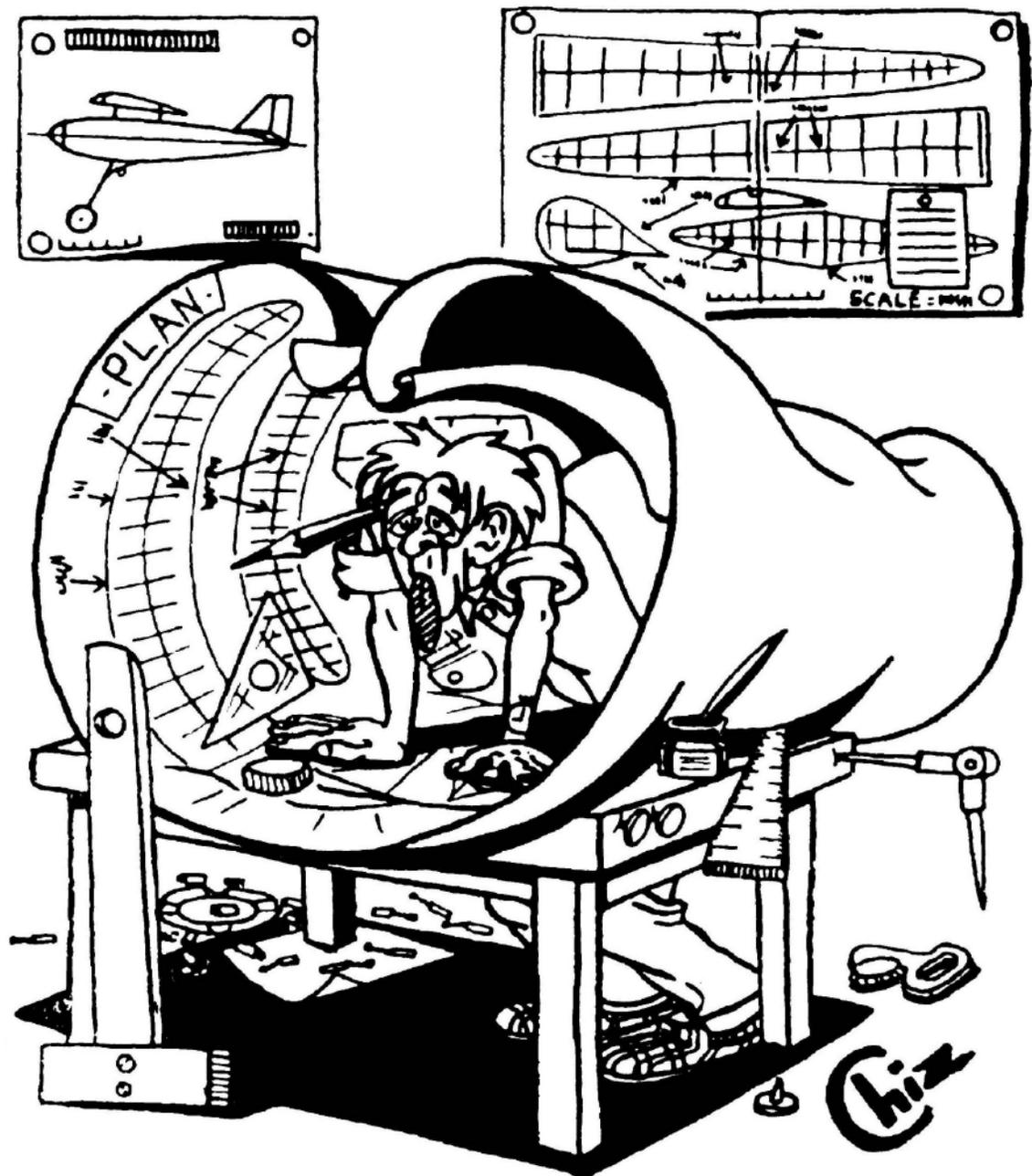
That's NOT the way it was in the past, when you had to build a model before you could fly it. If you're an old-timer, as I am, you have fond memories of *Air Trails*, *Flying Models*, *Model Airplane News*, *Aeromodeller* and many of the several other magazines available "way back when".

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 60 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 catalog and order information on the next pages.

Keep 'em Flying - Roland Friestad - Cardinal Engineering



AEROMODELLER DECEMBER 1952
USED WITH PERMISSION

AIR TRAILS MAGAZINE AND AIR TRAILS ANNUALS



Air Trails was one of the premier model airplane magazine and claimed the largest circulation of any.

It started as an out growth of an earlier publication, **Bill Barnes Air Adventurer** which later became **Bill Barnes Air Trails**. By the February 1937 issue the publisher had dropped Bill Barnes from the title and the magazine became known as **Air Trails**.

Over subsequent years there were several other names but it was known as Air Trails for the longest period of its publication so we are referring to the entire collection under that name.

The earlier publications consisted mostly of aviation related adventure stories but by the time it had become Air Trails, model building and aviation had become so popular that the adventure story content was being reduced in favor of construction articles and plans for model builders and competitors.

Many well known model designers are represented throughout the entire series. Also well known full scale aviation luminaries were often represented in articles about aviation de-

velopments and the need for people knowledgeable and interested in aviation. This was particularly evident during the years just prior to and during WWII.

These issues are filled with great plans, 3-views of actual airplanes, wonderful cut-away drawings of model and full-size airplanes, and lots of technical information about engines, aerodynamics and how-to-do-it articles.

With 460 issues in the entire collection you will have more than enough to keep you fascinated over those long evenings when the glue is drying or the humidity is too high to dope a model.

Any or all of the approximately 45,000 pages can be printed on your own computer using the free Adobe Acrobat reader that is furnished with each collection. That way the printed pages can go to your workshop and the original digital copies are not damaged with glue, dope, and coffee cup rings.

Order the dates that interest you or the entire collection at the special price shown.

Catalog - D001009 - Air Trails Annuals
All Issues Published - 1938 thru 1969
25 Issues - \$30

Catalog - D001010 - Air Trails Magazine
January 1937 thru December 1943
84 Issues - \$50

Catalog - D001011 - Air Trails Magazine
January 1944 thru December 1950
84 Issues - \$50

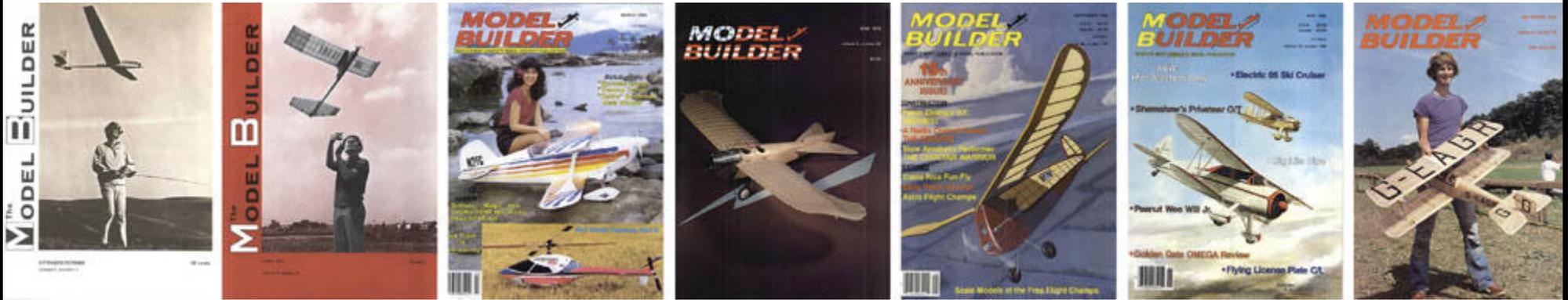
Catalog - D001012 - Air Trails Magazine
January 1951 thru December 1961
132 Issues - \$50

Catalog - D001013 - Air Trails Magazine
January 1962 thru December 1971
96 Issues - \$50

Catalog - D001014 - Air Trails Magazine
January 1972 thru March 1975 - End of Run
39 Issues - \$25

**Catalog - D001015 - Air Trails Magazine & Annuals
Complete Collection - 460 Issues Total
Special Price - \$200**

MODEL BUILDER MAGAZINE

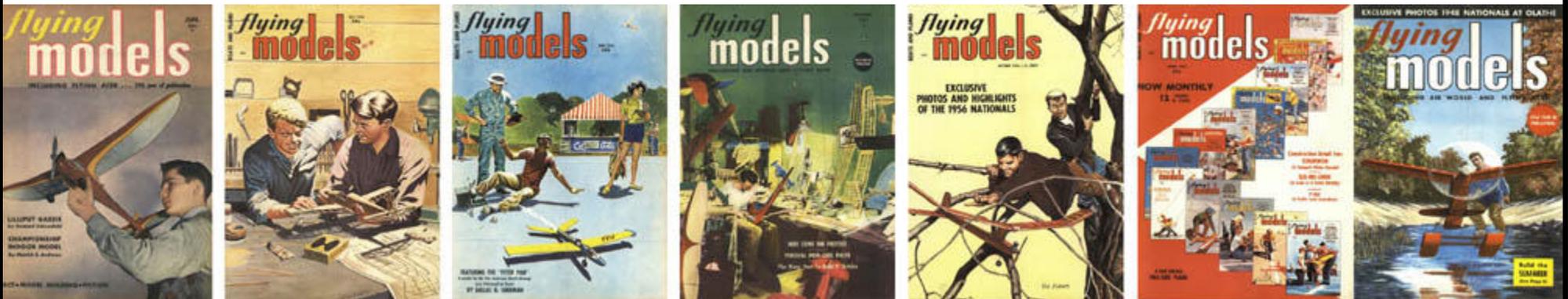


Model Builder magazine began publication with the first issue which appeared in September~October 1971, at about the time that the venerable Air Trails magazine was nearing the end of its publication run in 1975. Model Builder quickly became one of the most popular general interest model magazines in the USA and continued so until publication was discontinued with the final issue dated October 1996.

This collection includes every issue published from the first to the last.

Catalog - D001001 - Model Builder Magazine
The Complete Run - Sep~Oct 1971 thru Oct 1996
295 Issues - \$75

FLYING MODELS MAGAZINE



Flying Models first appeared in June of 1947 and until the middle of 2014 remained in publication. It is no longer being published at the time of this writing (January 2015). As other publications became more specialized in various areas of model building, Flying Models continued to cover areas of general interest to model builders while other magazines specialized in ARF (Almost Ready to Fly) models.

This digital collection includes all 123 issues from June of 1947 thru December of 1963

Catalog - D000013 - Flying Models Magazine
June 1947 (First Issue) - thru December 1963
123 Issues - \$50

MODEL AIRPLANE NEWS MAGAZINE



The first issue of Model Airplane News hit the newsstands in July of 1929 and is still being published today. Volume 1, No. 1, is quite rare and difficult to find. We were loaned that issue by the late David Baker of England which was the last one missing from our archives.

We have digitized every issue from the first one from July of 1929 through the December 1952 issue.

These are available in two separate collections, one covering July 1929 thru December 1942 and one covering January 1943 thru December 1952 a total of 281 issues.

Catalog - D001002 - Model Airplane News Magazine
July 1929 (Vol. 1, No.1) - thru December 1942
161 Issues - \$50

Catalog - D001004 - Model Airplane News Magazine
January 1943 thru December 1952
120 Issues - \$50

RC MICRO FLIGHT & RCMW-FSP MAGAZINES



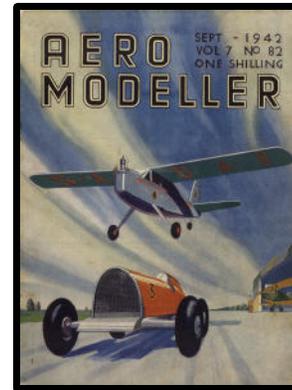
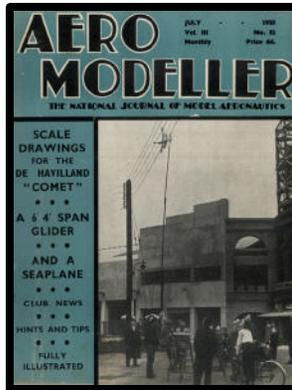
RC Micro Flight, a printed magazine edited by John Worth ran from 1999 through 2004 and was replaced by the online magazine RC Micro World, also edited by John. RC Micro World was combined with Full Size Plans to become RCMW-FSP. This collection includes all issues of RC Micro Flight and and all issues of RC Micro World & RCMW-FSP through 2013.

Please note that starting in 2012, full size PDF files of plans published in RCMW-FSP are included in this collection too.

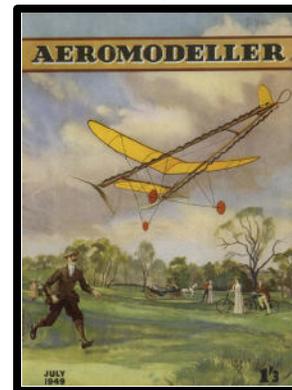
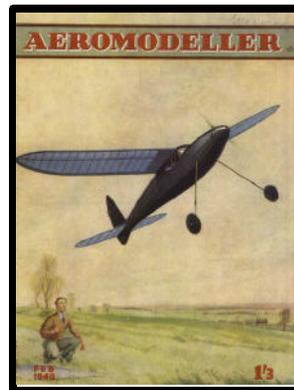
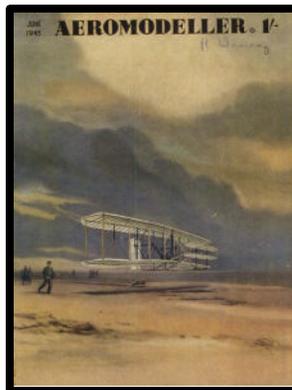
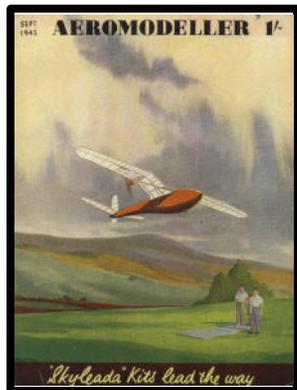
Catalog - D001016 - RCMF & RCMW-FSP
RCMF Complete Run & RCMW-FSP 2005 thru 2013
\$35

AEROMODELLER MAGAZINE - DIGITAL COLLECTIONS

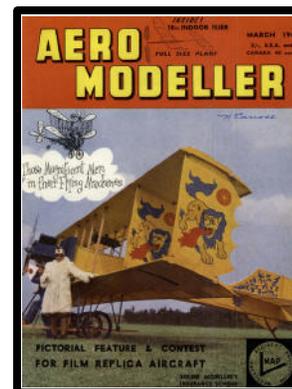
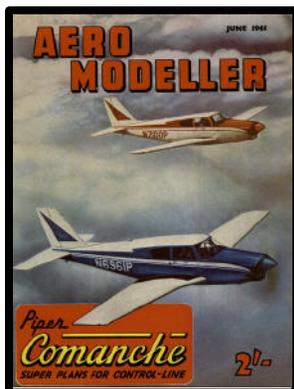
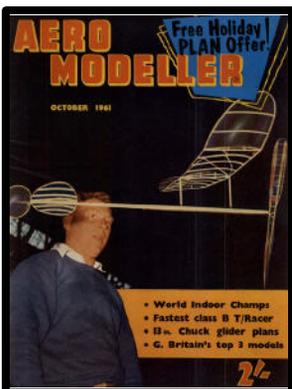
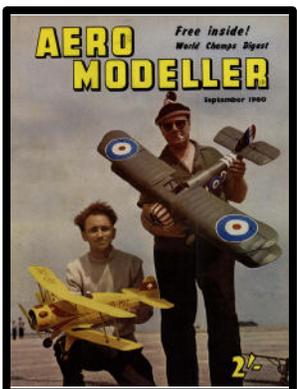
VOLUME 1, NUMBER 1 THROUGH DECEMBER 1942 - 85 ISSUES - \$60



JANUARY 1943 THROUGH DECEMBER 1949 - 84 ISSUES - \$60



JANUARY 1950 THROUGH DECEMBER 1960 - 240 ISSUES - \$75



Now, after several years and many hundreds of hours of work, we have completed work on high-resolution digital issues of the British magazine AEROMODELLER starting with the very first issue dated November 1935, through December 1969, over 400 issues

The early issues from 1935 through the 1940's war years are rare and hard to find. These earliest issues are from the late Ivor F collection in Australia, with thanks to his son Tahn Stowe.

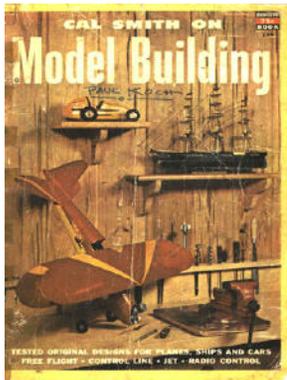
More recent issues are from Richard Barlow of Canada, Bill Vanderbeek, The Society of Antique Modelers library, Gene Wallock, Roland Friestad and other donors.

Catalog - D001047 - AEROMODELLER magazine
Vol. 1, No. 1 (October 1935) through December 1942
85 Issues - \$60

Catalog - D001065 - AEROMODELLER magazine
January 1943 through December 1949
84 Issues - \$60

Catalog - D001033 - AEROMODELLER magazine
January 1950 through December 1969
240 Issues \$85

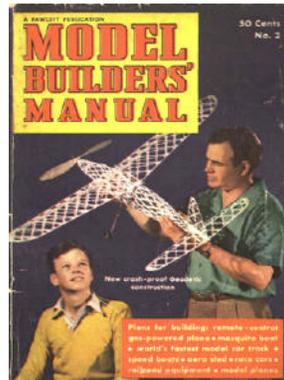
Catalog - D001263 - **SPECIAL PRICE**
All Three Of The Above - Save \$30
407 Issues - \$175



This book by Cal Smith has 148 pages of Free Flight, U-Control and RC plans and articles by the highly respected model builder and artist. Also boats and cars. Published in 1952 by Fawcett this issue is a classic but kind of hard to find.

D000010 - Cal Smith on Model Building

\$4.00

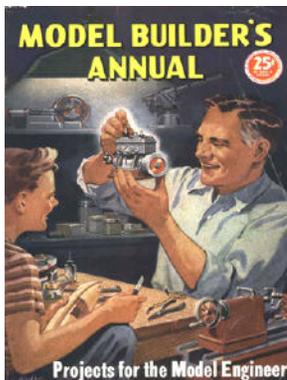


This second in the Fawcett series of model builders manuals was published in 1941, probably just before the start of WWII. Strong on model airplanes and boats with two plans for race cars and several other hints and kinks and DIY projects. 148 pages.

D000014

MODEL BUILDER'S MANUAL No 2

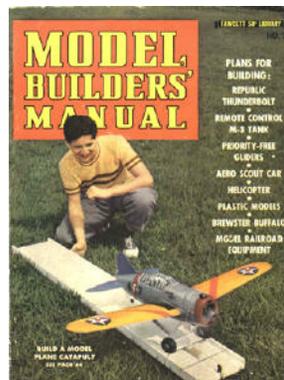
\$4.00



Published in 1946 by Science and Mechanics, here are 100 pages of articles on building engines for model airplanes, cars and railroads. Included are plans for a metal melting furnace and pattern and foundry practice. Even a working Anti-Aircraft gun.

D000011 MODEL BUILDER'S ANNUAL

\$4.00

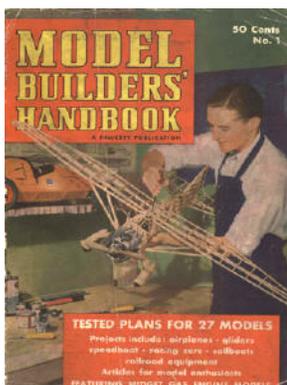


Fawcett's third in the series, published in 1942 has a wider variety of projects including a DIY metal lathe and a model sub-machine gun as well as the usual model airplane, boat and car projects. And how about a steam powered model destroyer.

D000015

MODEL BUILDER'S MANUAL No 3

\$4.00



This Fawcett publication of 1939 was the first of a series and has many model airplane designs, several model boats and two model race cars, plus articles on covering, a wind tunnel, range finder, how to build a jig saw and a Nelson Naval Cannon.

D000012

MODEL BUILDERS HANDBOOK No.1

\$4.00

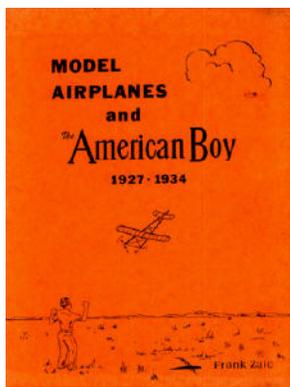


How about a 6 ft RC model by William Winter and Walt Schroeder? This 148 page issue published in 1950 may have been the last of the series. Lots of scale UC airplanes and a couple of FF jobs with several boats and cars and a 1 hp steam engine.

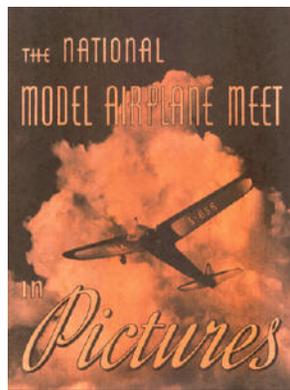
D000016

MODEL BUILDER'S MANUAL No 4

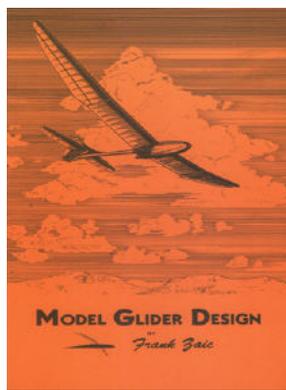
\$4.00



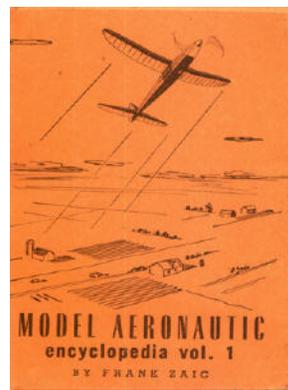
D001032 \$4.00
Model Airplanes and the American boy



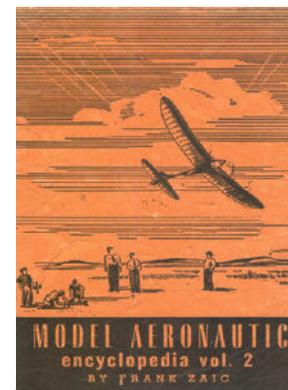
D001237 \$4.00
1939 NATS in Pictures



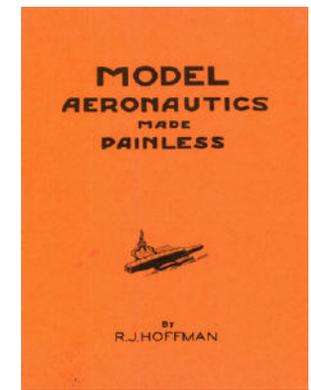
D001259 \$4.00
Model Glider Design



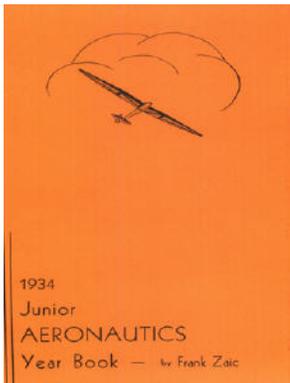
D001275 \$4.00
Model Aeronautic Encyclopedia, Vol 1



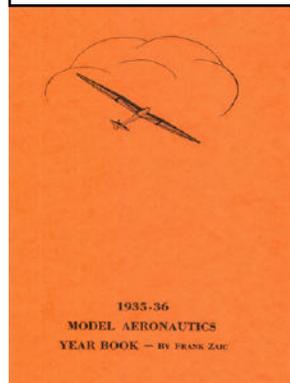
D001276 \$4.00
Model Aeronautic Encyclopedia, Vol 2



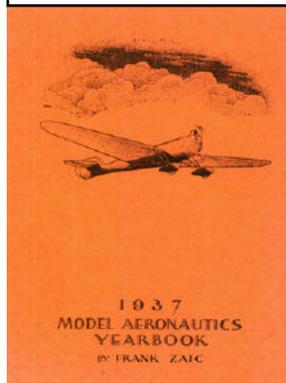
D001277 \$4.00
Model Aeronautics Made Painless



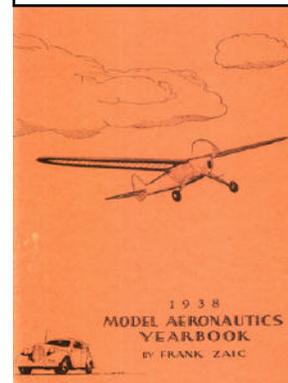
D001280 \$4.00
Junior Aeronautics Year Book - 1934



D001278 \$4.00
Model Aeronautics Year Book - 1935-36



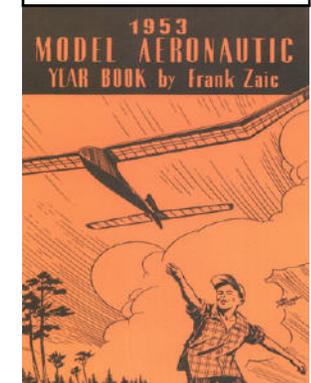
D001279 \$4.00
Model Aeronautics YearBook - 1937



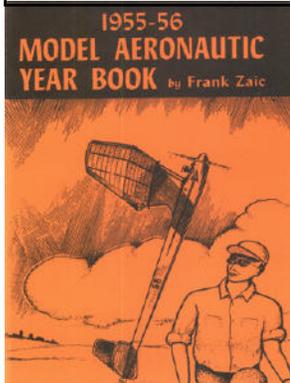
D001281 \$4.00
Model Aeronautics Yearbook - 1938



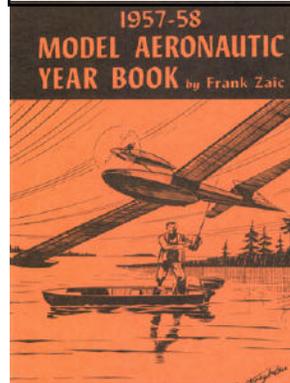
D001282 \$4.00
Model Aeronautic Year Book - 1951-52



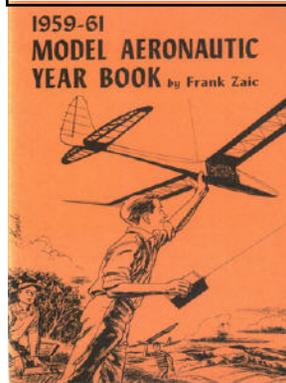
D001407 \$4.00
Model Aeronautic Year Book - 1953



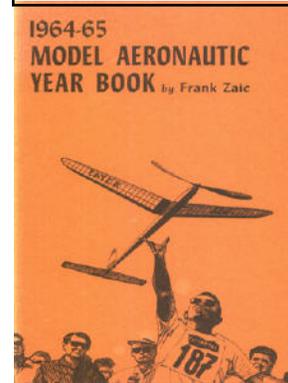
D001283 \$4.00
Model Aeronautic Year Book - 1955-56



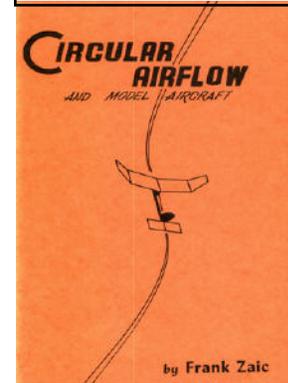
D001284 \$4.00
Model Aeronautic Year Book - 1957-58



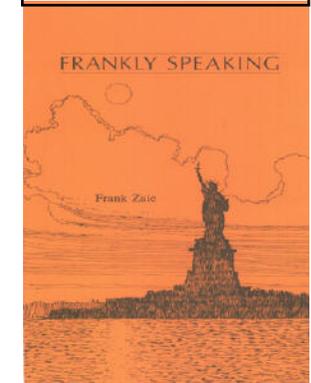
D001285 \$4.00
Model Aeronautic Year Book - 1959-61



D001286 \$4.00
Model Aeronautic Year Book - 1964-65



D001287 \$4.00
Circular Airflow & Model Aircraft



D001408 \$4.00
Frankly Speaking

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	\$50.00	D000013 - FLYING MODELS - START TO DEC 63
	\$4.00	D000014 - MODEL BUILDER'S MANUAL #2
	\$4.00	D000015 - MODEL BUILDER'S MANUAL #3
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	\$75.00	D001001 - MODEL BUILDER - COMPLETE SET
	\$50.00	D001002 - MODEL AIRPLANE NEWS - #1 TO 1942
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	\$30.00	D001009 - AIR TRAILS ANNUALS - ALL
	\$50.00	D001010 - AIR TRAILS - 1937-1943
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	\$50.00	D001012 - AIR TRAILS - 1951-1961
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	\$4.00	D001280 - ZAIC - YEARBOOK -1934
	\$4.00	D001278 - ZAIC - YEARBOOK - 1935-36
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