

# RCMW-FSP

December 2018



Cover from December 1961 Aeromodeller

## 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)

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.



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](http://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 that appeared on the cover of the December 1961 issue of AEROMODELLER. The Gnome powered Sopwith Tabloid 1914 Schnieder Trophy winner is depicted over the harbor at Monaco during the race by artist Ken McDonough. A flying scale model of the airplane was depicted in that same issue of the magazine.

## 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.

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Roland Friestad  
1640 N Kellogg Street  
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# For the Model Bulder and Flyer - December 2018 Issue



## Full Size Plans



This is definitely building time. Soon as I get this issue done I'm going out to the shop and see if I can't get something done on models. Between getting this issue ready and cleaning off 12 inches of blizzard from the drive so my wife could get to her job at the church, which allows her to support me in the way I would like to become accustomed, nothing has been done in the way of working on models for most of the month. Time to inhale some more balsa dust and glue fumes.

See the neat photos and plans for the SCARLET TANAGER in this issue, a little known and rarely built model. The model that Jack Simmons, one of our Australian readers and a SAM member, is a real beauty. We'd sure like to see more photos of project from our other readers.

Our free book for this month is FLYING HIGH, 200 pages of stories by famous fliers, model airplane projects and adventure stories by well known authors. It was put out by the Boy Scouts in response to the great demand for information about aviation that exploded after the Lindbergh flight.

Next is a peanut scale model of the Jim Bede BD-8 by Walt Mooney. A cute little racer that Walt says will fly either right side up or upside down with equal ease depending upon dihedral. Make one of each and see.

Searching through our archives for old magazines with good plans, we came across a treasure trove. Usually the model magazines of the past had a couple of nice models to build but the Air Trails December 1952 issue had five good ones, all by well known authors and designers.

First by Walt Musciano, well known for his scale U-Control designs are three, count-em, THREE, scale models of well known WWII fighters, the P-51 MUSTANG, the British SPITFIRE and the German Messerschmidt ME-109. Build them all and get a couple of buddies to fly them all at the same time. Probably not good for UC combat though.

Next by Paul Del Gatto is a free flight with swept forward wings that he calls LIGHTNING. He says it has a terrific glide for a half-A or A model.

Finally in that issue of Air Trails is LETHAL LUCY, a UC Stunter by Leon Shulman, better known for his free flight models. This one has an impressive record of wins and is a very nice looking model, unlike some of today's pattern plane which sometimes look like they all came out of the same mold (maybe they did).

Speaking of U-Control, we have a couple of short movie clips of Jim Walker flying his famous SABRE DANCE with a FIREBALL and also shown a batch of kids how to start the Wasp engine on one of his FIREBABY models.

Keep 'em Flying,  
Roland Friestad, Editor

# SCARLET TANAGER

24" & 48" Versions

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 and are featuring them in this issue. "You pays your money and you takes your choice."

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.

In the November issue we said we were going to clean up the plans from the reduced size version shown and make them available to subscribers.

Well the plans have been cleaned up and restored. The scale was slightly off based on stated wingspans and that was corrected. In addition, a twice size version of the Wanner rubber powered kit plans was also made. All are available on the next pages



Jack Simmons & 48 inch Electric Tanager



## Comments by Jack Simmons

The 24 inch plan appears to be dated 1934 versus 1938 for this 48 inch version. The 24 inch plan is much better detailed and if I built another one I would be inclined to scale that one up, so much easier today compared to 1938.

I built the rubber version with considerable reservations as to the zero incidence on the wings, the massive down thrust and the long U/C. The last two presumably go with the large prop on the rubber version.

Other issues are that the wings are flimsy and rely on the struts for support. The trailing edge and tips were a problem so I used laminations of 1.5mm sheet and made them in one piece as shown. Turning up the wing tips really requires special attention, as I found out.

The fuselage is reasonable if using tissue but I use Polyspan wrapped round at 90 degrees to the stringers. The stringers were inclined to bow under the strain of shrinking the Polyspan and so I used slightly heavier dimensions.

The covering is Polyspan over two coats of dope. The finish is automotive lacquer sprayed on from a can. This is a very lightweight finish which gives solid colours and dries in minutes. The cabin was too complex so I made it from balsa painted silver.



As you can see, I chose colours to represent the bird.

The electrics-  
Motor NTM 28-30 with a 9x 6 prop. giving 150 watts. Ex Hobbyking  
Battery Zippy 3 cell, 1000 mah 25C. Ex Hobbyking  
ESC No name 30 mah. Ex Banggood  
Servos x 2 Emax metal gear micro analog. Ex Banggood

It took off easily and flew a little awkwardly. I probably stalled it turning into the wind on the second flight. It crashed and crushed the front of the fuselage, the rest is OK.

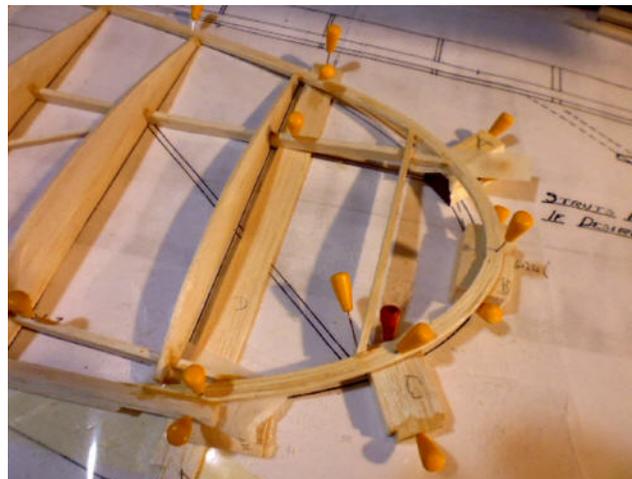
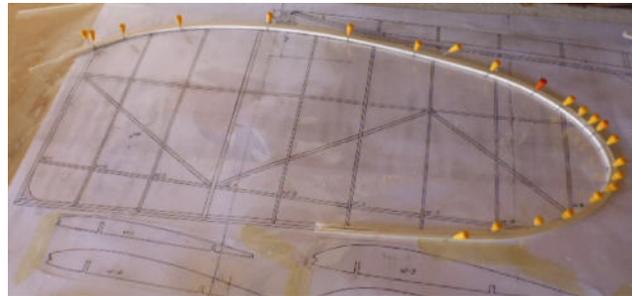
It is now with SAM member Don Howie who volunteered to repair it in exchange for an interest in it. Don writes for The Aeromodeller in UK and may wish to write an article himself later.

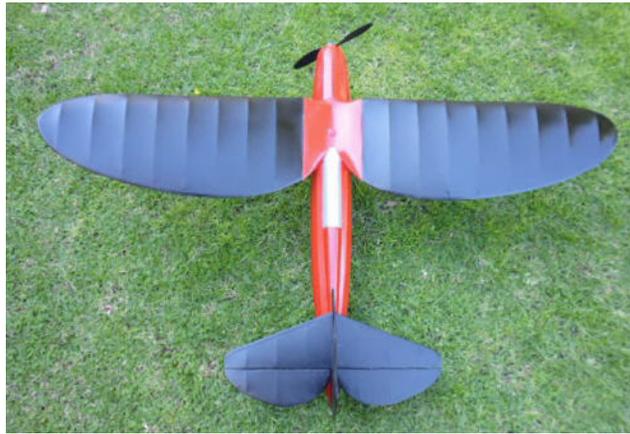
### Editor's Notes -

Following are construction pictures and photos of the finished model.

### To our subscribers -

You too could be famous by sending us photos of your construction projects.





**Note - The next pages include the 24" wingspan Wanner kit plan from 1934 and the 1938 48" wingspan version showing a gas motor. Since Jack Simmons mentioned a double size version of the Wanner plan, that is included also. Dig out the balsa and have fun !!**

**WARNER'S**  
*Scarlet Tanager*

**GENERAL INSTRUCTIONS**

**ENTER GENERAL INSTRUCTIONS**  
1. It is the builder's responsibility to read the instructions carefully and to follow the order of construction as given. Do not attempt to assemble parts until they are ready to be assembled. Do not attempt to assemble parts until they are ready to be assembled. Do not attempt to assemble parts until they are ready to be assembled.

**WINGS**  
The wings are made of balsa wood. The leading edge is made of 1/16" stock. The trailing edge is made of 1/16" stock. The ribs are made of 1/16" stock. The wing is made of 1/16" stock. The wing is made of 1/16" stock. The wing is made of 1/16" stock.

**TAIL**  
The tail is made of balsa wood. The leading edge is made of 1/16" stock. The trailing edge is made of 1/16" stock. The ribs are made of 1/16" stock. The tail is made of 1/16" stock. The tail is made of 1/16" stock. The tail is made of 1/16" stock.

**PROPELLER**  
The propeller is made of balsa wood. The propeller is made of balsa wood.

**ASSEMBLY**  
The fuselage is made of balsa wood. The fuselage is made of balsa wood.

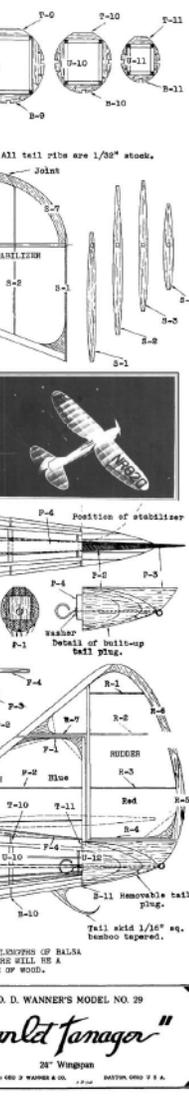
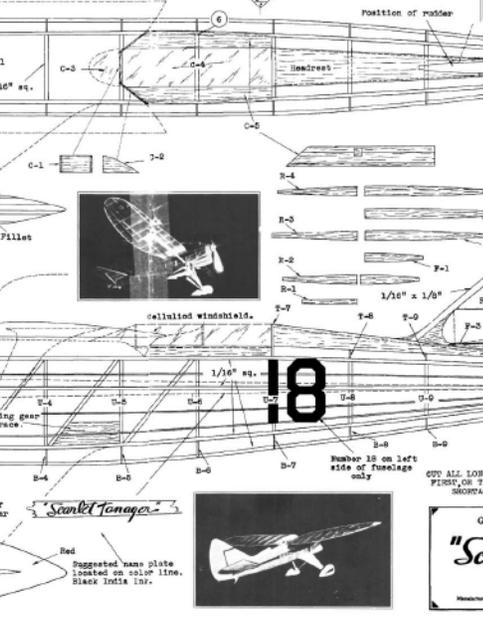
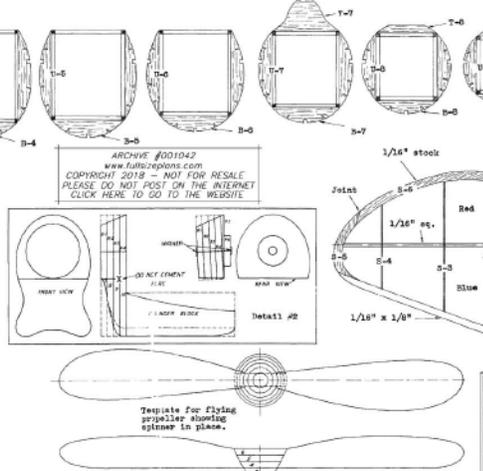
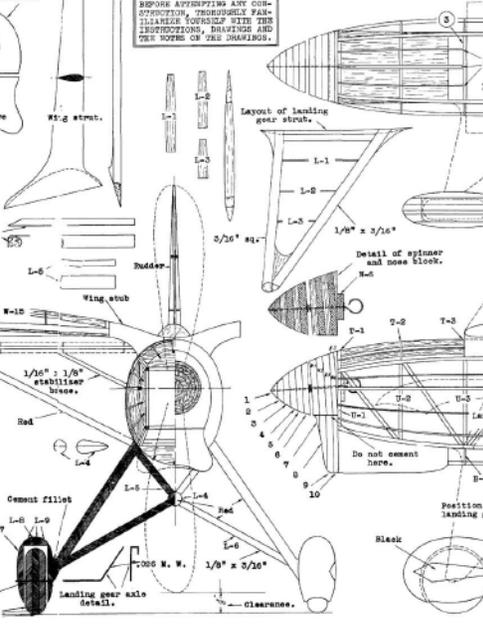
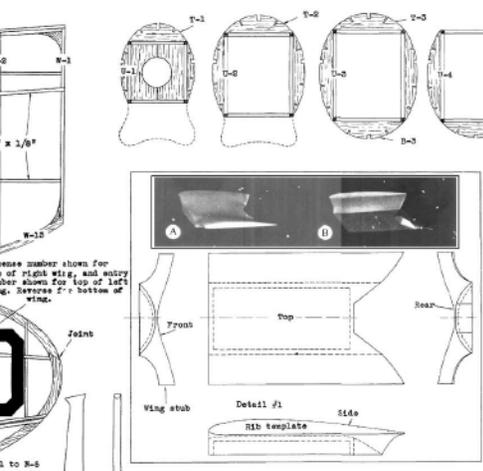
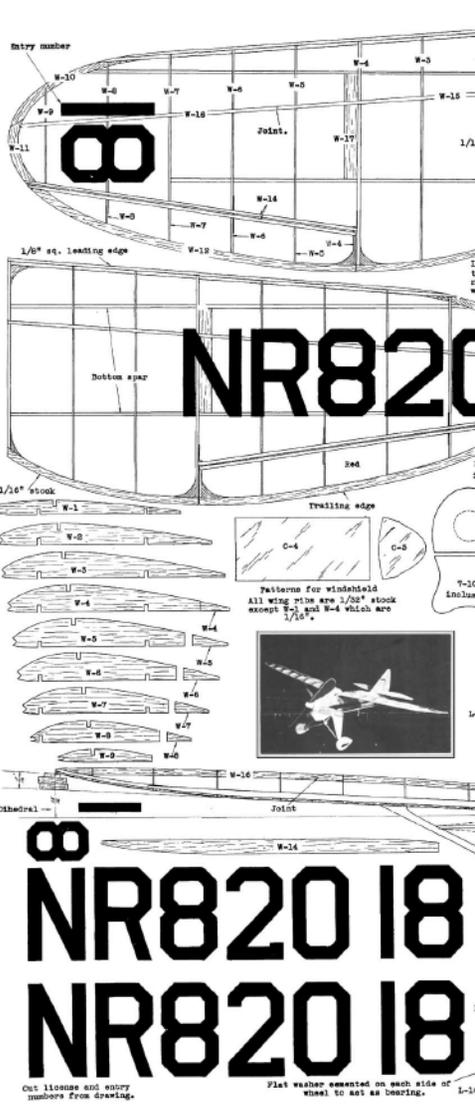
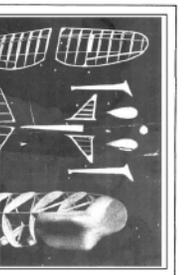
**LANDING GEAR**  
The landing gear is made of balsa wood. The landing gear is made of balsa wood.

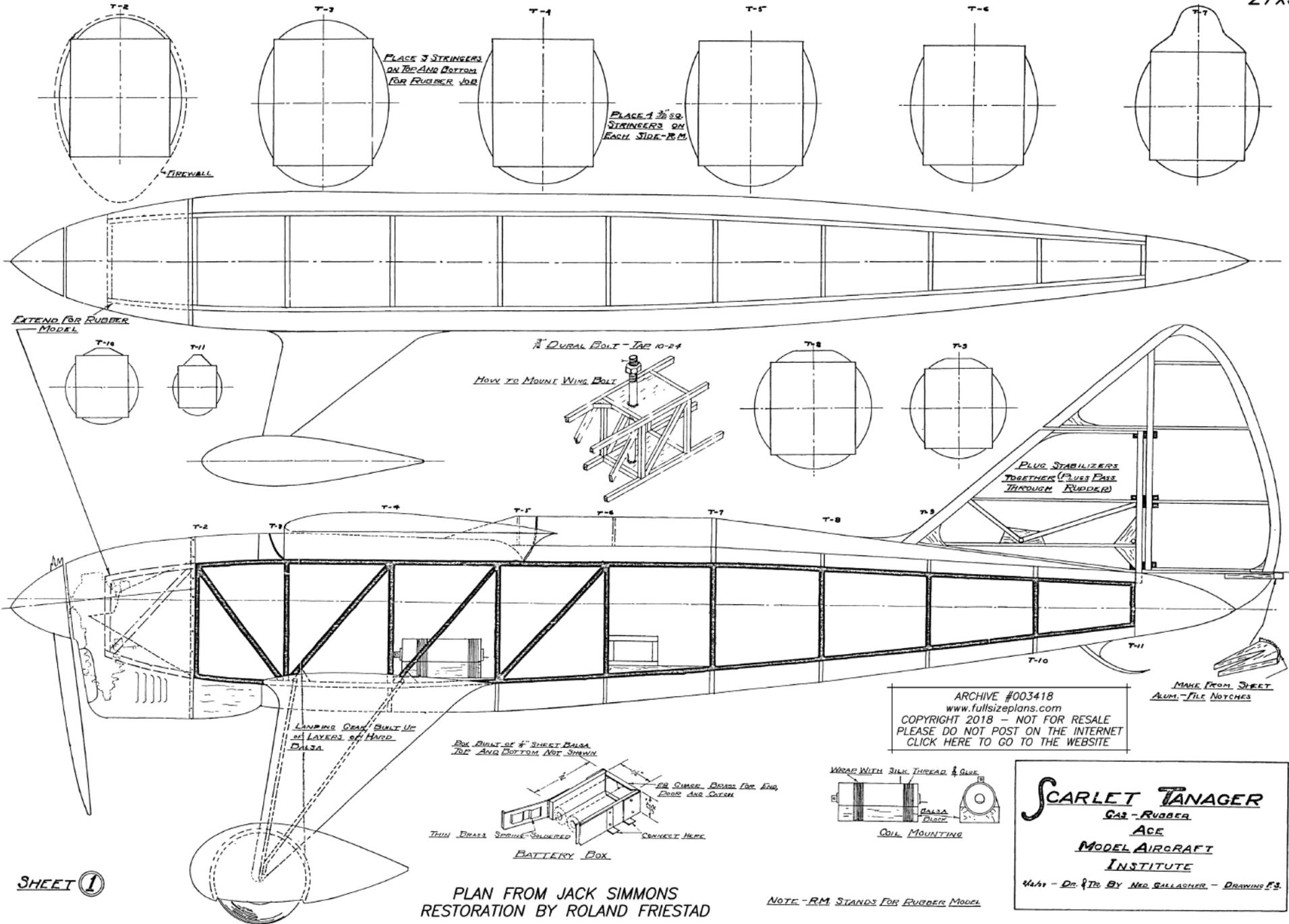
**FINISHING**  
The model is finished with a coat of black enamel. The model is finished with a coat of black enamel. The model is finished with a coat of black enamel. The model is finished with a coat of black enamel. The model is finished with a coat of black enamel. The model is finished with a coat of black enamel.

**PROPELLER**  
The propeller is made of balsa wood. The propeller is made of balsa wood.

**WINGS**  
The wings are made of balsa wood. The wings are made of balsa wood.

**TAIL**  
The tail is made of balsa wood. The tail is made of balsa wood.



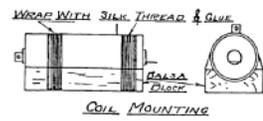
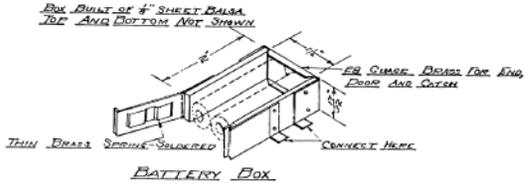


SHEET ①

PLAN FROM JACK SIMMONS  
RESTORATION BY ROLAND FRIESTAD

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MAKE FROM SHEET  
ALUM. - FILE NOTCHES



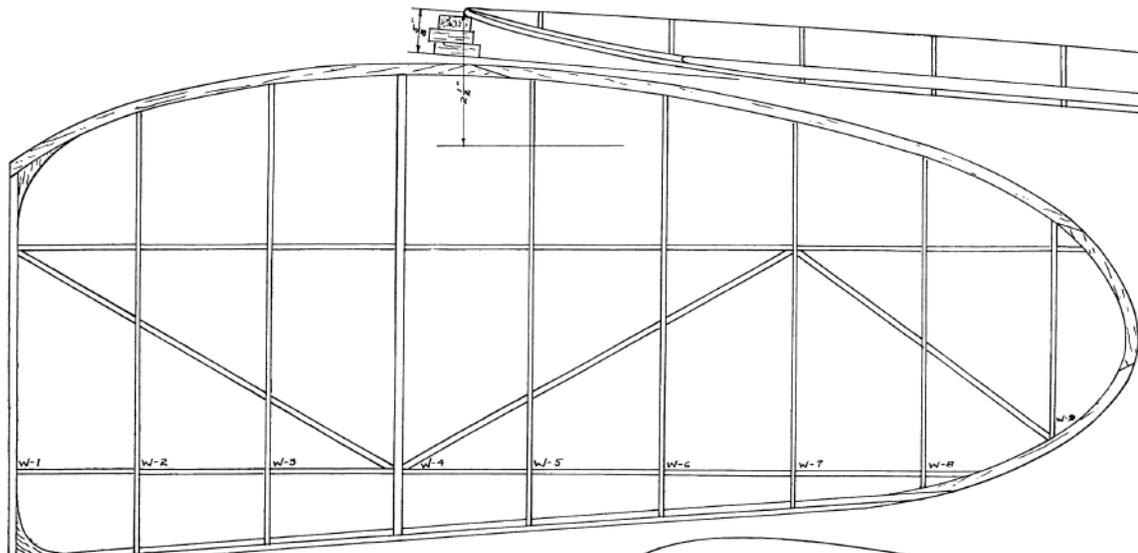
**SCARLET Tanager**  
 GAS - RUBBER  
 ACE  
 MODEL AIRCRAFT  
 INSTITUTE

44/11 - DR. & TR. BY NEQ. SALLAGHER - DRAWING F.S.

NOTE - R.M. STANDS FOR RUBBER MODEL

WINGSPAN 48 INCHES

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STRUTS MAY BE ADDED  
IF DESIRED

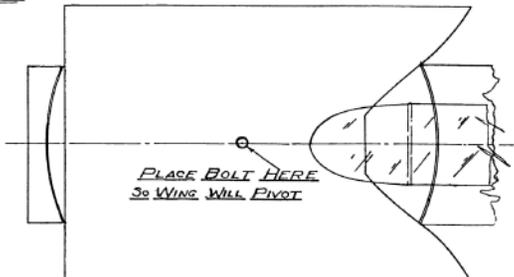
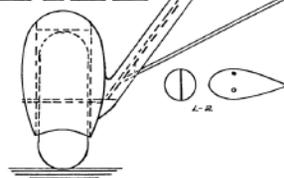


COWL OMITTED TO  
SHOW FIRE WALL AND  
MOTOR MOUNT

SHOULD BE WRAPPED  
WITH RUBBER TAPE  
AS SHOCK CORD

OMIT PARTS ON GAS JOB

SPRINT



PLACE BOLT HERE  
SO WING WILL PIVOT

WING BLOCK - MEDIUM WOOD

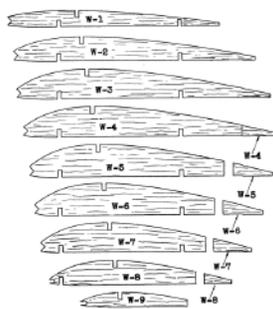
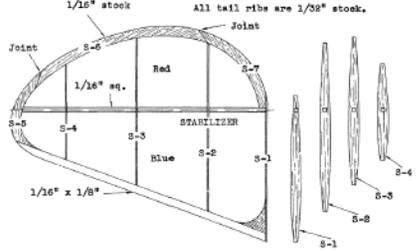
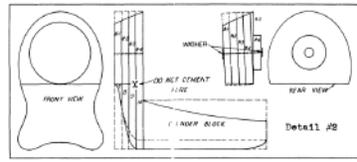
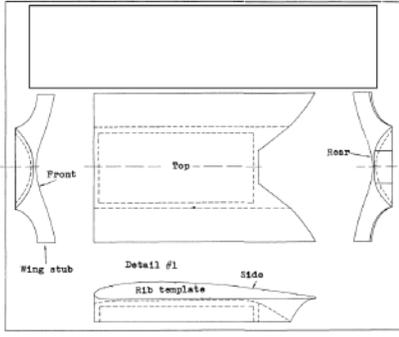
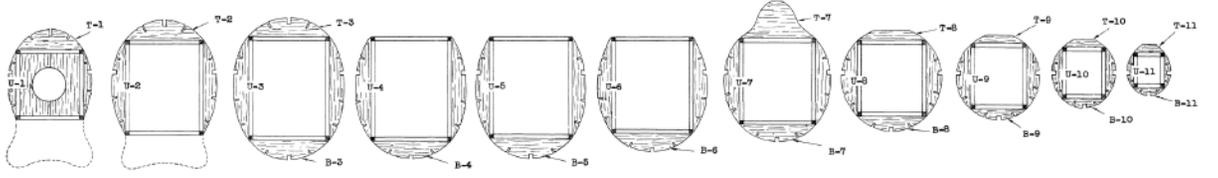
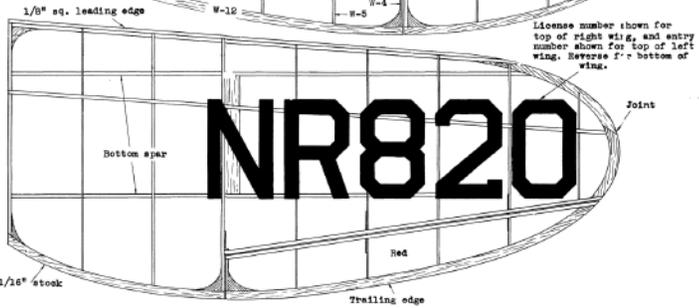
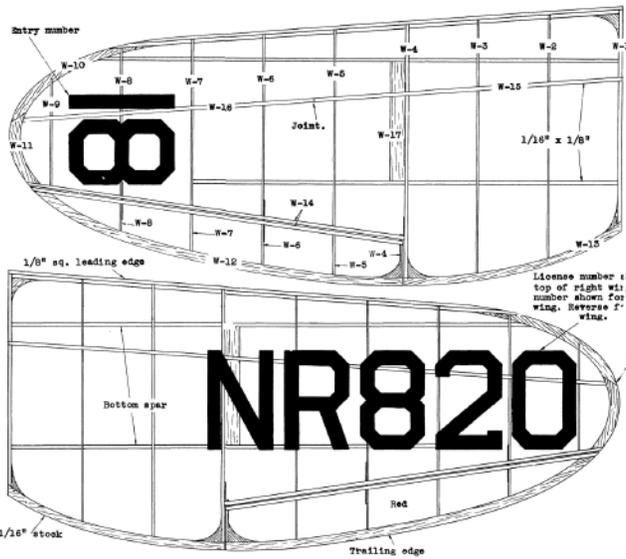
NOTE - PLANK BODY  
WITH STRIPS OF JOINT Balsa.  
COVER WING WITH PAPER.  
SUGGESTED COLOR - ALL RED - BLACK TRIM.

PLAN FROM JACK SIMMONS  
RESTORATION BY ROLAND FRIESTAD

SHEET 2

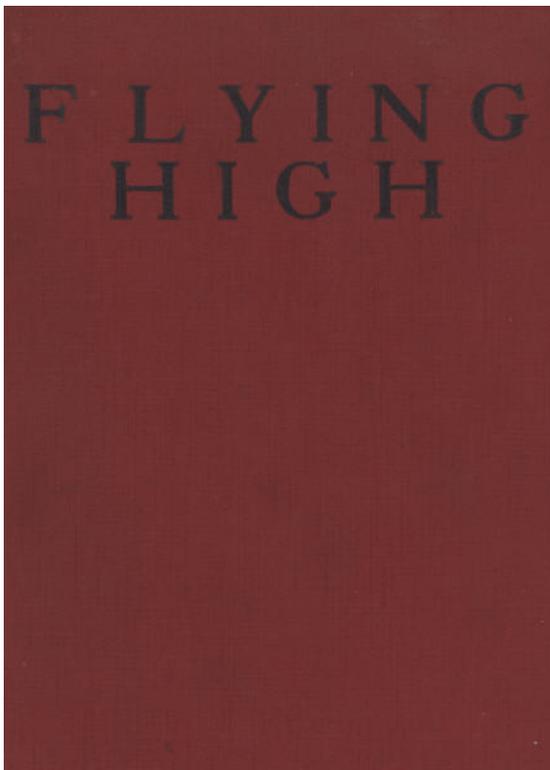






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SCARLET TANAGER - ORIGINAL 24" RUBBER PLAN ENLARGED TO 48" - SHEET 2



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This 196 page book contains lots of early model airplane plans and projects, true-life stories by famous aviators and thrilling flying adventure stories by well known authors.

This book is from the personal library of Roland Friestad

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**GROSSET & DUNLAP**  
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# BD-8

By WALT MOONEY

**Walt Mooney designed a lot of Peanut Scale models, possibly hundreds, which appeared in several different model magazines. His designs were usually printed full size on the center fold pages of the magazines, sort of the model airplane equivalent of Playboy magazine. This version of his BD-8 can be built to fly either right side up or upside down or both !!! See the details in his text.**

Jim Bede is well known in homebuilt circles. While all his projects haven't been completely successful, they have all been extremely interesting. He has a creative, aeronautical brain. The BD-8 is a product of his fertile brain. It's a simple, all metal aerobatic airplane. The first homebuilt version has been completed, so a Peanut Scale model of the BD-8 needed to be built.

Now the original BD-8 was built with zero dihedral, so the model in the photo was also built with zero dihedral. Your first reaction is probably, "It'll never ever fly that way." Not so, it flies just fine, after all, the Peanut Scale rules allow hand launching, and this is a stunt plane. So hand launch it and trim it to fly upside down.



*The first version with no dihedral*

I did and it works great! (We must give the credit for these ideas to Dick Baxter, who first suggested, "So it won't fly right side up, try it upside down.")

Although the model was built without dihedral, a concession to reality is the use of thick root ribs so at a later point in time the wings can be removed, the root ribs beveled, and dihedral installed.

During the testing period on this model, it was established that it would fly fine upside down from a hand launch. Will it R.O.G. and then roll over and fly inverted? Not likely, with a fixed horizontal tail. But, suppose it had a pendulum-controlled horizontal tail, could it then be trimmed longitudinally to fly either side up. Certainly, but whether it will survive the slow roll on takeoff is a question.

Well, it was tried. The tail was pivoted at its quarter chord point for zero aerodynamic moment and then statically overbalanced, so the leading edge moves down regardless of what side up the model is flying. Trial and error located a couple of suitable tail motion stops.

The model still flies fine upside down, and R.O.G.'s quite nicely. After taking off, it starts to roll to the left because of propeller torque and slipstream and then crashes before it gets inverted. From a hand launch with the model pointed up at 30 degrees it will sometimes accomplish the roll, but from takeoff, no success.

The wings were removed and one inch of dihedral installed under each wing tip. The model now flies fine right side up, and does nice takeoffs and landings. It won't fly upside down any more though.

Because of letters received after the comment was made that the prototype Fokker Triplane model was untrimmable, there will be no statement that the slow roll on takeoff followed by inverted flight can't be done by the BD-8 model. But the model in the photos wouldn't do it with a pendulum tail.

The BD-8 is an interesting and simple configuration that lends itself to becoming a good Peanut Scale subject. The aspect ratio of the wing is low enough to allow a lot of wing area. A light weight model might even give the Lacey's and the Fikes a run for their money.

The model construction is conventional throughout. There are no spectacular new techniques used in building it. I note, looking at the photos, that I forgot the tail strakes.

The engine cowling is carved from block balsa cemented over the basic balsa stick fuselage frame. Although this could be lighter in weight if the cowl blocks were hollowed, the extra weight is not a penalty unless you build the rest of the model very lightly, in which case you know enough about modeling that you don't need any building comments.

The top decking aft of the cockpit is 1/32 sheet balsa, back to the last former. Because the bend radius from there back to the rudder spar is pretty small, one centerline and two side stringers are used 10 maintain the aft fuselage shape.

The area under the windshield is wrapped 1/32 sheet balsa. The nose block and its backing block is made from 1/4 thick balsa. The backing block should be made carefully to be a snug fit in the front opening in the fuselage framing.

One problem most beginners experience is a loose backing block that allows the nose block to fall off as soon as the motor tension is gone. The dangling noseblock and propeller will work like a dethermalizer, but they really ruin the glide. Besides, a loose noseblock will not hold accurate thrust adjustments. A good fitting, relatively thick backing block, helps solve these problems.

Wing and tail structure uses the conventional multispar approach. The horizontal tail tips have the same airfoil shape (symmetrical) as the rest of the ribs. The rib shapes for the wing and horizontal tail are shown on the side View.

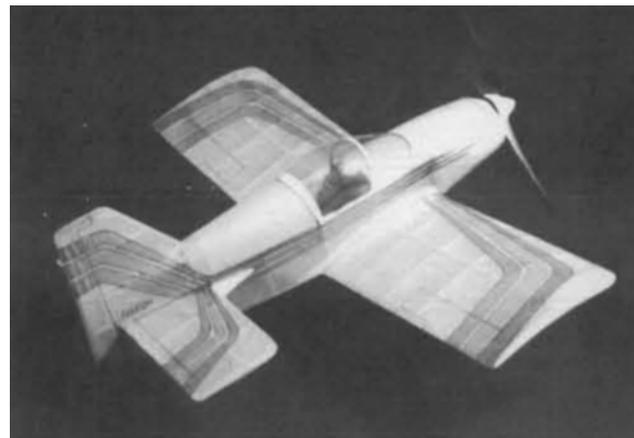
The wing tip shape is different from the wing ribs and is shown at the right wing tip on the plans. The vertical tail ribs are shown above the top of the vertical tail on the plans.

In this article, as in several previous articles, I have called out several different thicknesses of sheet balsa. If necessary, and to reduce costs, a single sheet of 1/16 sheet balsa will suffice.

The thick pieces can be laminated, cementing several layers of sheet together. The grain of the layers can be crossed for items, like the noseblock, for added strength. The sheet can also be sanded thinner using a flat supporting surface and a sanding block.

Of course, if you intend to make several Peanut Scale models from the plans in Model Builder, having several thicknesses of sheet balsa will save time in construction.

The BD-8 model is covered with white tissue. After water shrinking and the first coat of dope, the color trim can be cut out of tissue paper and doped in place. This turns out to be worthy of some technical discussion.



Since only one BD-8 has been built so far, there is only one authentic color scheme. This is white overall with three color stripes, green, yellow, and red.

The green stripe is uppermost. The stripes are separated by a thin white line. The stripes are thickest at the trailing edge of the rudder and taper to a disappearing point at the front end. The green stripe ends 1/16-inch aft of the noseblock separation line, the yellow a half inch further aft, and the red another half inch aft.

Because of the long sinuous shape of the stripes, and their thin white separation, they are difficult to cut out of tissue without some sneaky techniques.

First get an old magazine or catalog to use as a smooth cutting surface. Tape down sufficient layers of colored tissue to make all the stripes. That is, at least two layers of green, yellow, and red. Make sure all the layers of tissue are smooth and without wrinkles.

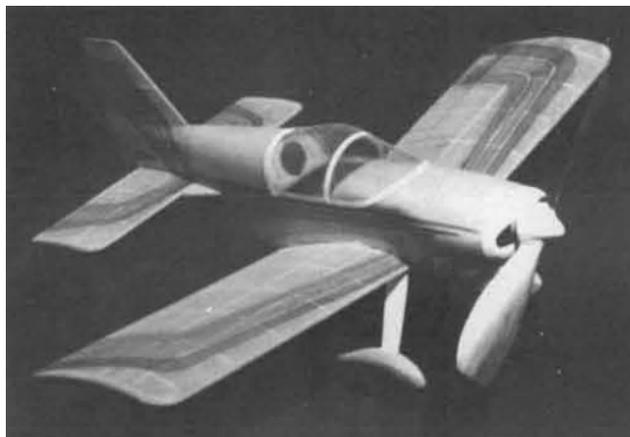
Now, on vellum or tracing paper, lay out the stripes required with a sharp pencil. Use the side view of the plan as a guide. Tape this on top of the tissue that was taped on top of the magazine.

Because all the stripes have to be separated by a constant amount, any error in cutting or placement will be immediately apparent, therefore, we will cut out all the stripes at the same time.

Using a sharp blade, cut along all the pencil lines. This will give us six tapered green, yellow, and red stripes, plus twelve thin parallel stripes of which only two green, two yellow, and two red tapered stripes are the correct ones for application.

There is probably no easier way to obtain your close tolerance striping. Carefully select the correct stripes for application. Start with the yellow stripe and dope it down on the rudder in the correct location, then dope it along the downsweep onto the fuselage.

Now stretch out the long tapering thin end and, holding the point on the nose of the model, dope it down on the fuselage, working from the aft end to the front.



The next stripe is placed adjacent to the first but separated by a sixteenth of an inch for its entire length, using a similar doping sequence. While the dope is wet, the stripe can be pushed around by the brush to make minute location adjustments. This procedure is continued for all three stripes on both sides of the airplane.

Control surface outlines and registration numbers, N88DH, are black ink. Wheels, back face of propeller blades, and engine air inlets are flat black paint. Front faces of the propeller blades are painted aluminum. Use thin white plastic tape to simulate the cockpit framing.

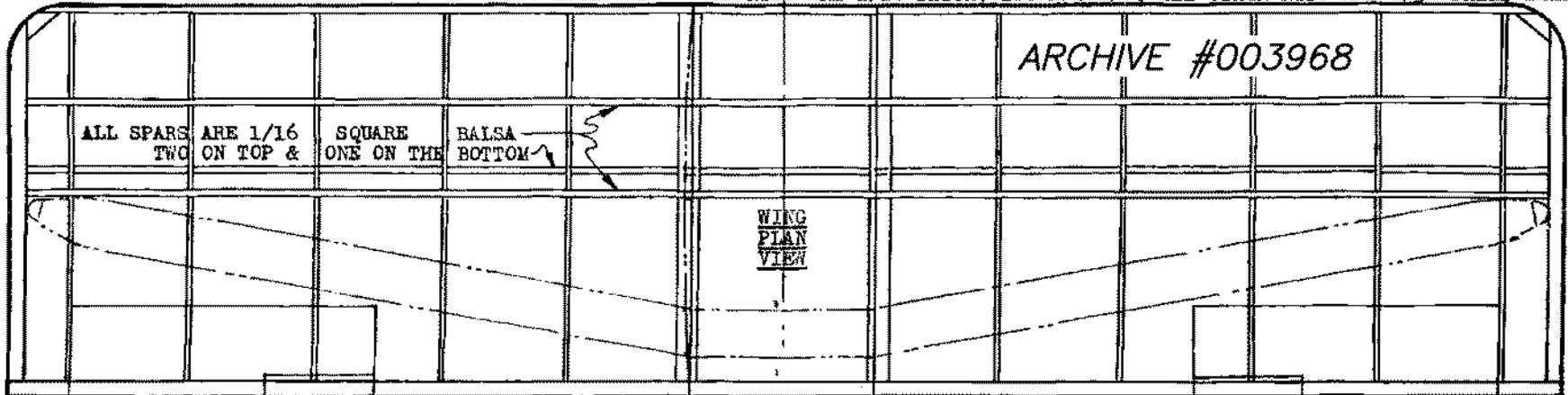
The model should be made to balance at a point half way between the two top spars. If you feel the urge to be different, build your model without dihedral and fly it upside down (or else move to Australia to make your test flights).

**Readers -- If you built this model from the April 1981 issue of Model Builder, or if you build it now, please send us photos for publication.**

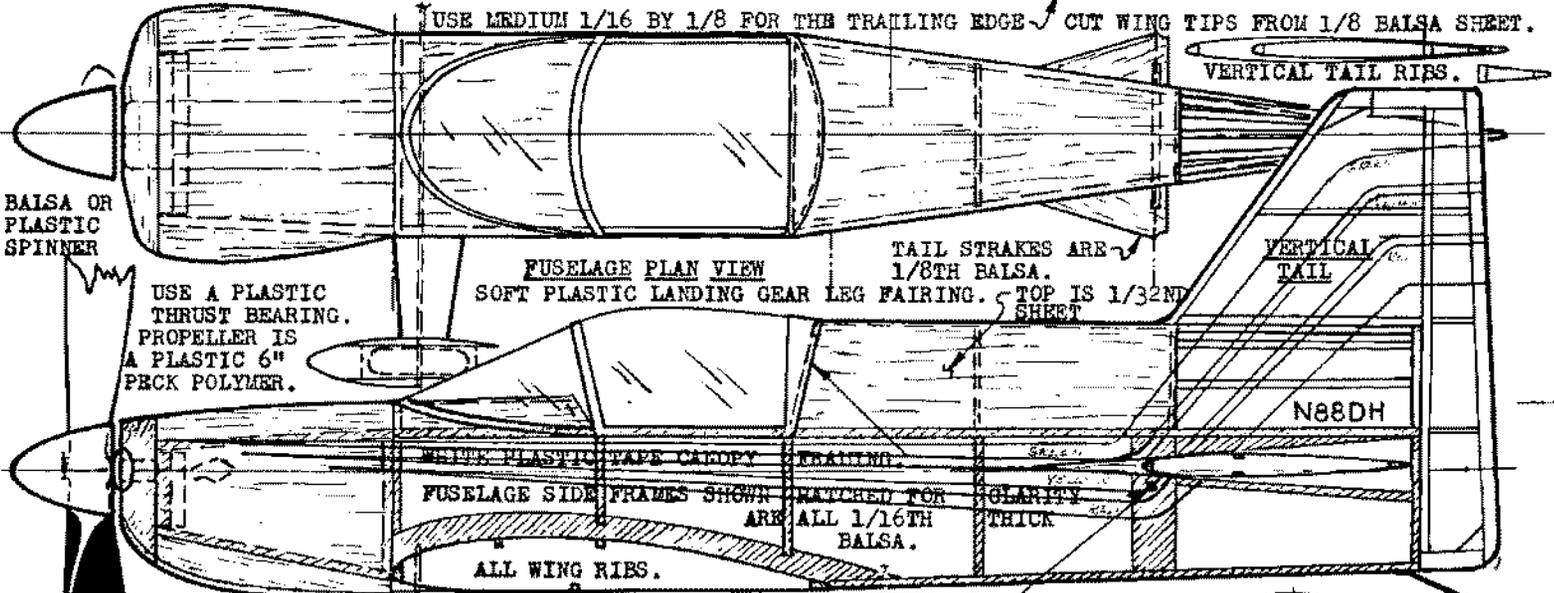


USE HARD 1/16 BY 1/8 Balsa FOR LEADING EDGE TWO ROOT RIBS ARE 1/16 THICK, TWO ARE 1/8, ALL OTHER RIBS ARE 1/32 SHEET Balsa.

ARCHIVE #003968



WING TIP



Balsa OR PLASTIC SPINNER

USE A PLASTIC THRUST BEARING. PROPELLER IS A PLASTIC 6" PECK POLYMER.

SOFT PLASTIC LANDING GEAR LEG PAIRING. TOP IS 1/32ND SHEET

FUSELAGE SIDE FRAMES SHOWN MATCHED FOR CLARITY ARE ALL 1/16TH Balsa.

<u>HORIZONTAL TAIL PLAN VIEW</u>	
SPARS ARE 1/32 BY 1/16 BASSWOOD.	
C/L CUT 1/16	RIB IS FROM SHEET. OTHERS
ARE TIPS ARE 1/32ND, ARE 1/8TH.	
ALL TO RIB SIDE VIEW.	THE SAME SHAPE IN VIEW.

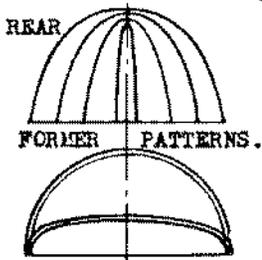
CARVE COWL TOP, SIDES, AND BOTTOM FROM SOFT 1/4 THICK Balsa BLOCK ADD 1/16TH AIR INLET TUNNEL ON BOTTOM.

FUSELAGE SIDE VIEW

WHEEL PANTS ARE LAMINATED FROM THREE PIECES, TWO 1/16 & ONE 1/4TH THICK.

1/32ND DIA. WIRE LANDING GEAR PATTERN.

1/16" DIA. REAR MOTOR PEG.



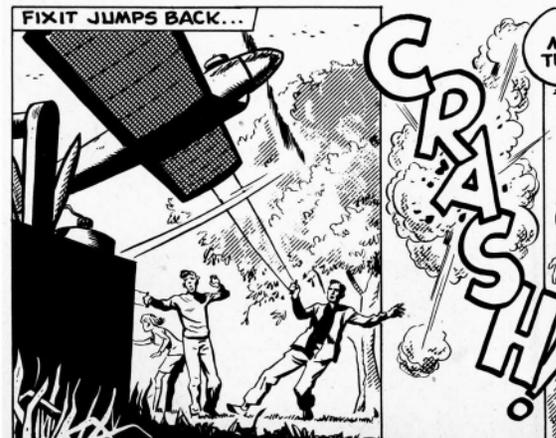
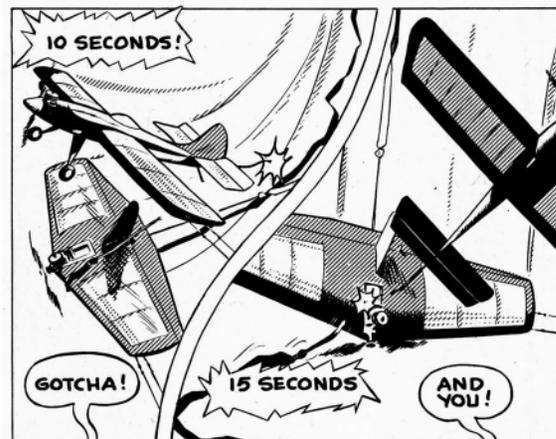
3/4" DIA. Balsa OR PLASTIC WHEELS.

NOSE BLOCK IS 1/4 Balsa

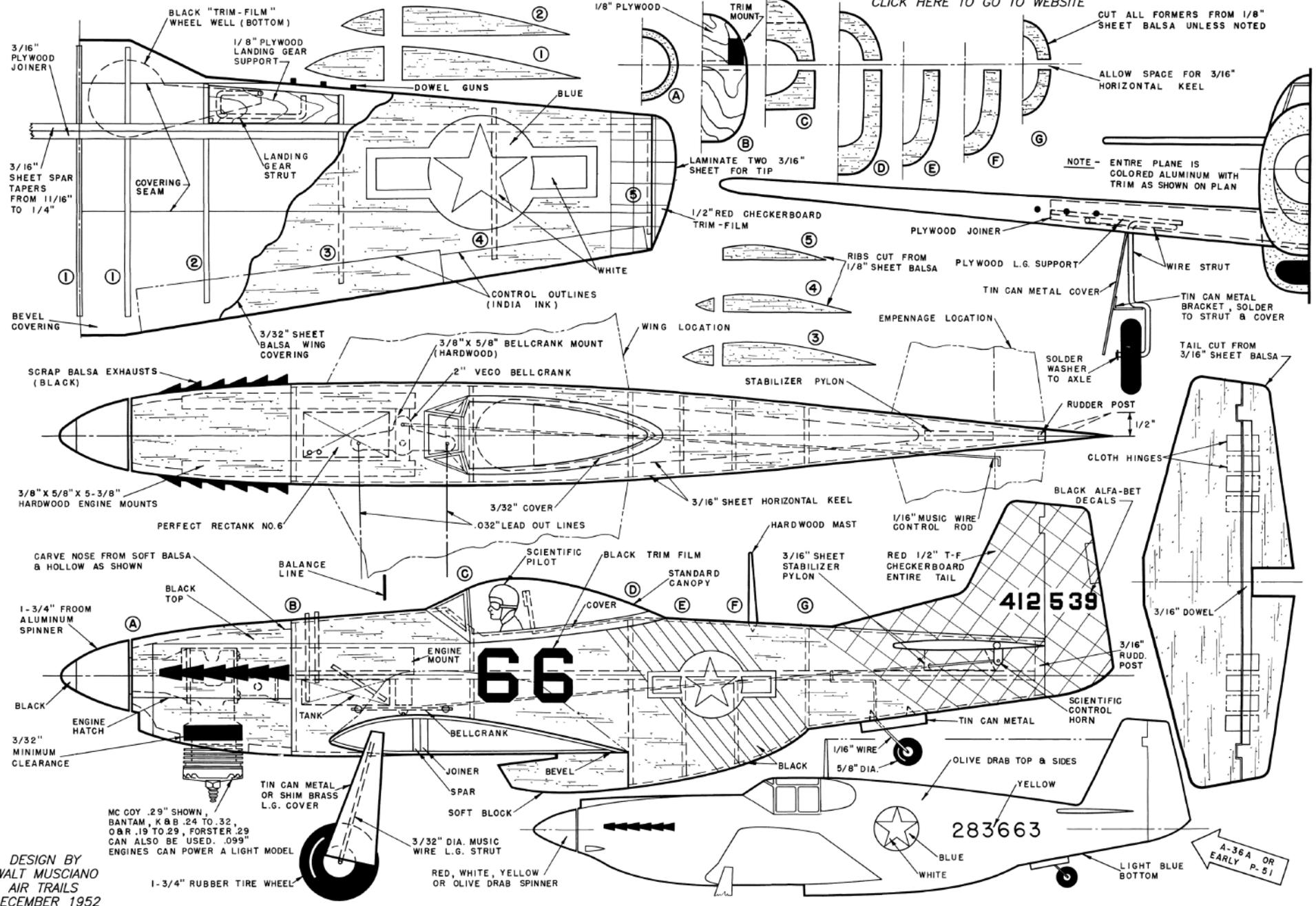
BD-8 by *Nalt Mooney*

FROM MODEL BUILDER APRIL 1981

# FIXIT WRIGHT





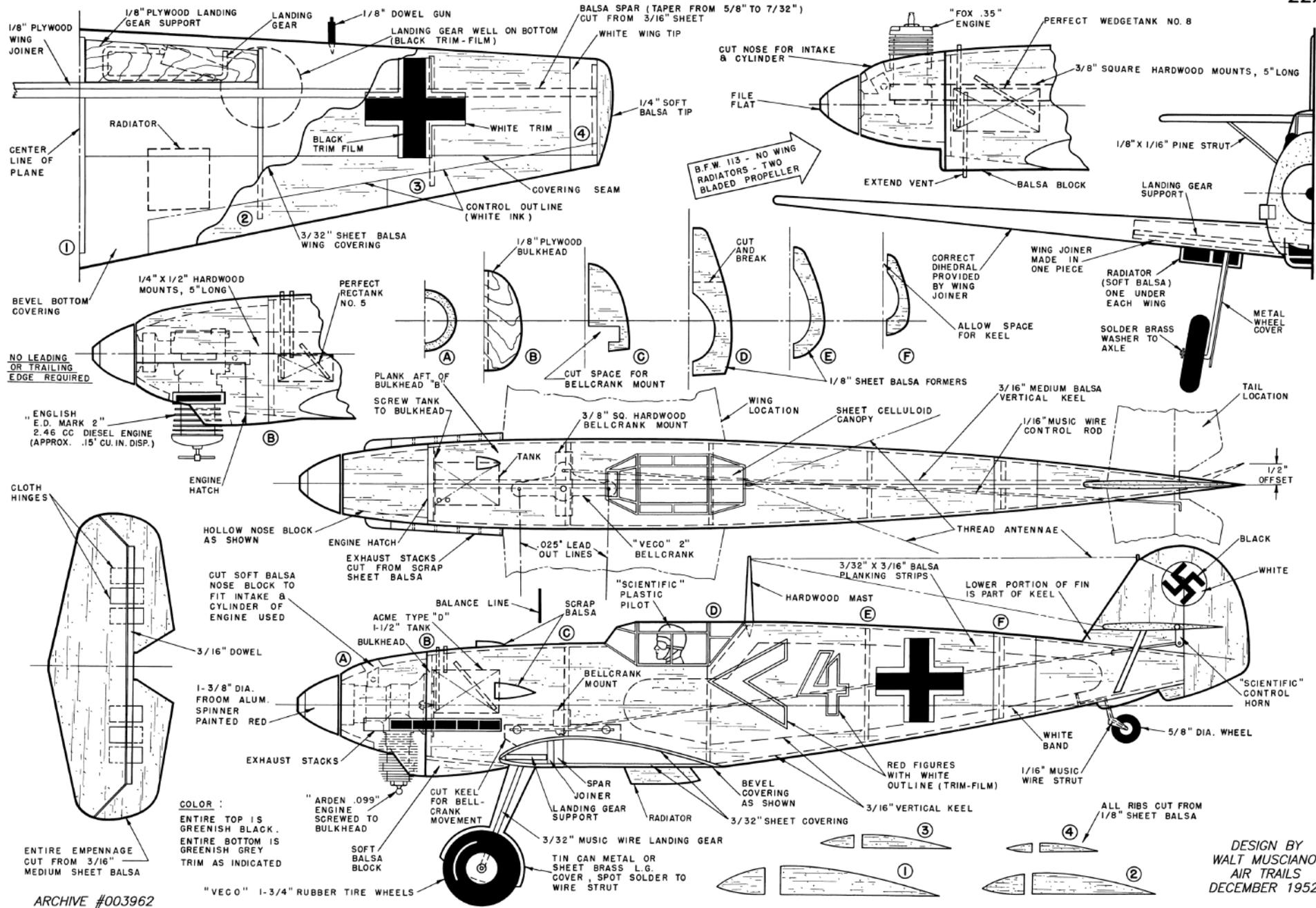


DESIGN BY  
WALT MUSCIANO  
AIR TRAILS  
DECEMBER 1952

MC COY .29" SHOWN  
BANTAM, K & B .24 TO .32,  
OBR .19 TO .29, FORSTER .29  
CAN ALSO BE USED. .099"  
ENGINES CAN POWER A LIGHT MODEL

A-36A OR  
EARLY P-51





COLOR :  
 ENTIRE TOP IS GREENISH BLACK.  
 ENTIRE BOTTOM IS GREENISH GREY  
 TRIM AS INDICATED

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DESIGN BY  
 WALT MUSCIANO  
 AIR TRAILS  
 DECEMBER 1952

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**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.

Our plans archives included the original full size printed plans for the three WWII fighters shown on the cover to the right and two other interesting plans from this Air Trails issue, LIGHTNING, a swept forward wing free flight model by Paul Del Gatto and a nice looking U-Control stunt ship by Leon Shulman. We have included all five of these original full size plans in this RCMW issue. You can download the full magazine by clicking on the link below to get the construction articles which can be printed out on your computer printer.

To download the December 1952 issue of AIR TRAILS, click on the link below ---

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

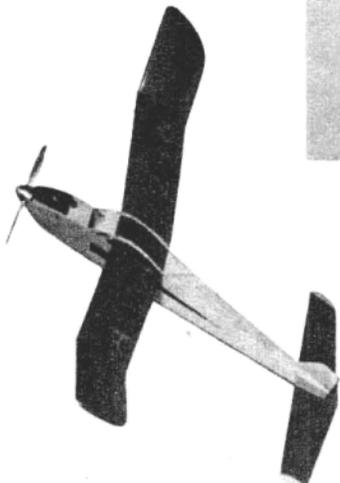
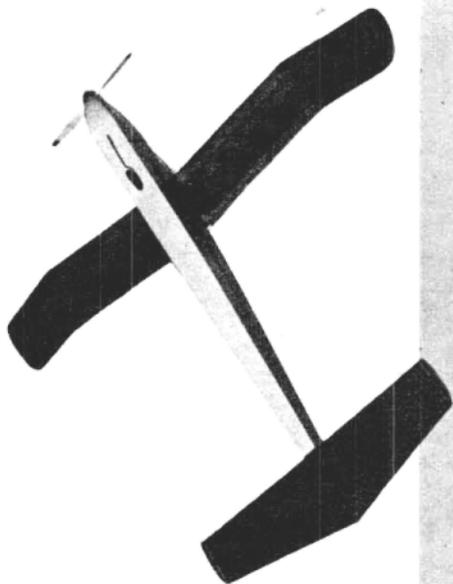
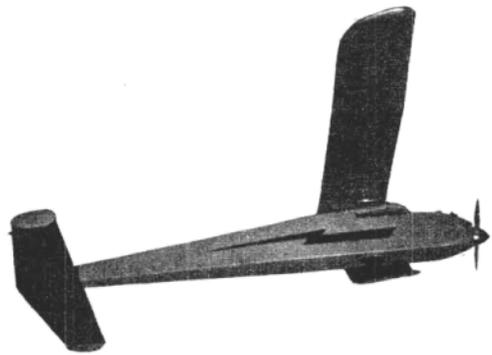
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Collections of digital books and magazine collections are available. They include AIR TRAILS - MODEL AIRPLANE NEWS - FLYING MODELS - MODEL BUILDER - RC MODELER - AEROMODELLER and many others - Just click on the link below to visit.

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# Lightning



■ There is nothing more spectacular in a free flight design than an outstanding rate of climb, and if this could be coupled with at least an average glide the results would add up to sensational.

With our sights aimed at just such a goal we took to the drawing board to see what could be done about evolving a design to fill the bill. The approach we decided upon was a model with about half the wing area normally used for an .074 Cub. Of course, we were then confronted with the problem of controlling such relatively high power; for a design like this might normally be susceptible to spinning in if that old bugaboo torque were not under control.

This led us to the idea of using a generously swept-forward wing as a means of better controlling the torque. We were thus prompted by knowledge of such a wing's inherent characteristic in a turn. What happens is that in a turn the inside panel being in a more direct flow of air creates more lift than the outside panel, the result of which is a force counteracting an excessive buildup in a turn. The effectiveness of such an arrangement would be naturally dependent on just how much the wings were swept forward.

This should not be interpreted to mean that the model cannot be spun, but rather that we have introduced an additional factor besides dihedral to increase the range in which the

model can be safely adjusted to fly. We should always be conscious of the fact that any model can be adjusted to spin.

It was not until we flew the model that we realized just how effective the arrangement proved to be.

At first we trimmed the ship for a glide, which incidentally proved very easy as it balanced with a slight tail load. The slight stalling tendency that was inherent all but disappeared as soon as we put a shallow turn in the glide. For the first flight we placed the prop on backwards, not because we doubted our own accuracy, but we were constantly reminded of that old saying: "An ounce of prevention is worth a pound of cure."

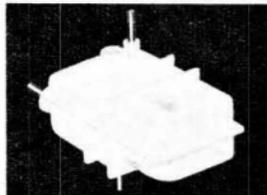
Well, that first eight-second flight proved to be really something! You'd never have guessed the prop was on backwards. It circled up in just one wide circle and when the engine cut it rolled rapidly into a right-turn glide, which proved to be equally as good as for the majority of contest designs utilizing an .074 Cub, though with much more wing area.

But the second flight with the prop on right and little more turn in the glide was the payoff. After watching it climb so spectacularly we knew that what we had striven for was a reality. Anyone watching us fly the model must have gotten the impression that we were die-hard speed control line (Continued on page 76)

Experimental, contest-type free flight proves there's good reason to sweep wing forward

By PAUL E. DEL GATTO

# For "Tops" in Flying Pleasure!



**Pylon Brand Plastic Fuel Tank**  
75c Small  
95c Medium  
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Fuelproof, crashproof, fire-resistant. Visible fuel supply. Improved fuel feed system. Exclusive Skwedge shape designed for easy mounting.

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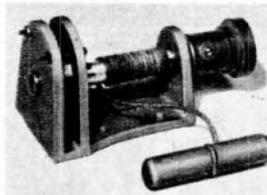
**Non-Stretch DACRON Controline**  
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Just the thing for 1/2A! Made of fabulous Dacron, the plastic cord that won't stretch!

**Dupont Nylon**  
1/2A  
HANDLE 39c



Here at last is a 1/2A handle that really gives you the feel of the ship! Lightweight, fuelproof, adjustable.



**Pylon Brand STARTER**  
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Here's the answer to every modeler's prayer. A positive acting starter that'll start even a diesel or a pressure system job. No batteries. No maintenance.

Look for other famous PYLON BRAND accessories at your favorite dealer's . . . they're designed for more flying pleasure.

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been flying quite some time and looks real good. We thought we saw another Cumulus performing at Sepulveda recently but a closer look proved it to be a Sailplane wing and tail with a Cumulus type fuselage.

Andy Faykins and Ed Slobad work like old masters with the dry ice demeritalizers; the stuff is fine. They have a gunlike affair which punches out the ice to the required diameter.

Dick "Pay Load" Sladek can be seen every Sunday morning putting a flying plank through all sorts of maneuvers at Kearney Mesa. During the week he modifies the design hoping to get a stable design, but so far nothing but loops and winds.

—DICK EVERETT

## Lightning

(Continued from page 42)

modeler who had deserted for free flight.

Recently we took out the .074 Cub and installed its smaller companion, the .049 Cub. While the climb was not quite as spectacular as with the .074 Cub, it still compared with the best despite the fact it weighed seven ounces. If you contemplate building one for an .049 displacement, it would be quite simple to bring the weight down by eliminating colored dopes and a lighter selection of balsa wood. From our own observations we've drawn the conclusion that the model can also handle the power of an .090, though perhaps the much increased wing loading may offset any added benefits resulting from the climb.

## Dope Can

(Continued from page 59)

meet. Equal possible number of points for perfect scale and perfect stunt pattern.

Establishment of these three categories should help get more of those fine scale craft out where the spectator and other modelers can see them. We feel that the non-flying, solid scaler has been completely neglected during the postwar years with the exception of a few centers such as Cleveland where a big non-flying scale model contest is tied up with the Red Feather drive. The editors tell us that we can pass on a word of encouragement to the scale readers—good things are ahead for you fellows. Keep your eye on "AT"!

**Plymouth Laughs.** Johnny Clemens from Dallas was a featured announcer again this year at the big Plymouth International meet and that meant another issue of the "Timer," the meet fun sheet, put in an appearance. Johnny's jokes nearly kill us and his poems are things of beauty, too. Herewith a few from his famous publication:

**EPIC FLIGHT**  
I hollered "Timer!"  
Lit the fuse,  
Launched the thing.  
Now here's the news—  
It splattered!

**POME**  
There was a contestant from Goshen  
His airplane fell in the Ocean  
The darn thing got wet  
And hasn't flown yet  
And he's lost his model devotion.

Okay, okay, we'll stop. Needn't get nasty about it. But we think they're funny. Not as funny looking, of course, as the semi-circular hydro tank that the Plymouth people created for that fantastic F.A.I. record trial attempt: control line, rise-off-water, flying wing, speed. Most of us have a tough enough time getting a speed model to take off the ground and drop its dolly correctly. But to add the burden of pontoons and make them detachable and then ask us to do the whole darn procedure with a flying wing speed model—brother!

Johnny Brodbeck of the K&B concern told us he and his men provided free service for 274 K&B owners at the National

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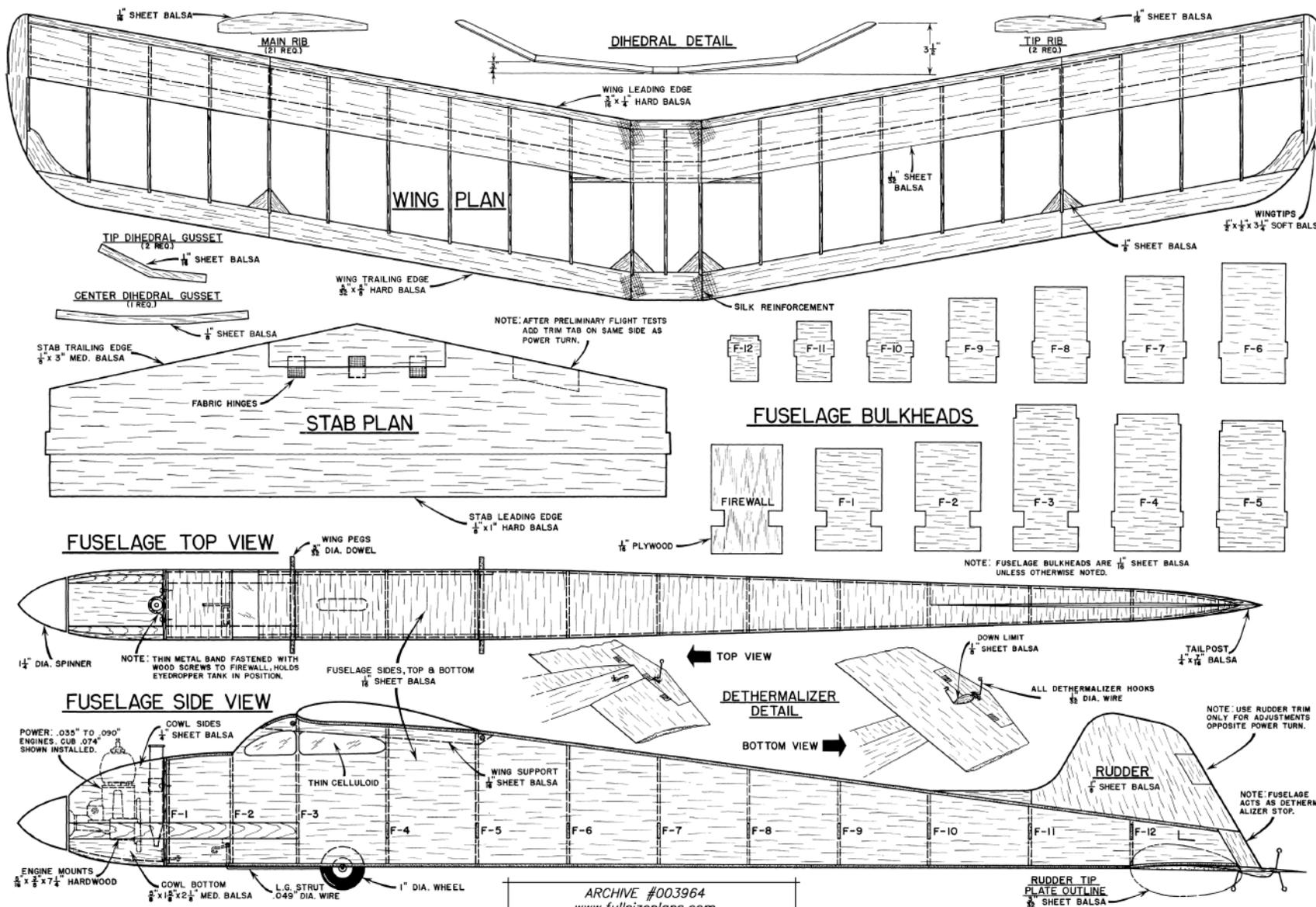
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# LIGHTNING

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DESIGN BY  
 PAUL DEL GATTO  
 AIR TRAILS  
 DECEMBER 1952

# VLC-VideoLAN

## A free multimedia player

About a year ago we ran an experimental project to provide movies and radio programs for free download to subscribers. The main trial runs were a 13 chapter adventure film, "Smilin Jack" and a radio program, "Hop Harrigan"

These worked out well and we had several requests for more of them. Many RCMW subscribers know that I collect and preserve old aviation and model aviation magazines and books.

Not as well known is that I also collect old aviation films and radio programs. There aren't too many model aviation movies and radio programs out there but there are a few. We will be including some of these in our monthly free downloads for subscribers.

In order to play these movies and radio programs you will need appropriate software. There are several software packages (called "apps" by the iPad nerds) that will do this. One that we use is VLC which is free and will play nearly all audio and video files.

VLC was developed and is maintained and updated by a non-profit group known as the "VideoLAN Organization" There are versions that will run on nearly all digital platforms including Windows, Linux, Mac Osx, Unix, iOS, Android and others.

The best part in, addition to being free, is that there is no spyware, no ads and no user tracking.

If you use the software and like it you can donate something to support their efforts and suggested amounts are five dollars or four euros. Donations are not required but we recommend a donation. Where else could you get good software for such a little (optional) cost ?

If you go to the website by clicking on the link below you will be taken to an orange box that says "Download VLC" By clicking on the box you will download the current version that is intended for use on Windows.

### [CLICK TO GO TO WEBSITE](#)

If you want a different version than the one for Windows, just scroll down the page and choose accordingly.

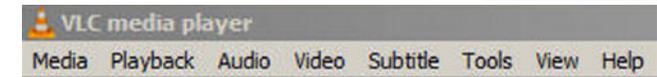
The following instructions apply to the Windows version. If you are using a different system just click on "Support" on the top menu.

At the time of this writing the latest version of the software was 3.0.4 for Windows. The name of the file that is downloaded will appear as ---  
vlc-3.0.4-win32.exe

Depending upon the way your computer is set up the software may install automatically after it is downloaded. If not just double click on the .exe file. Follow the instructions as they come up during the installation.

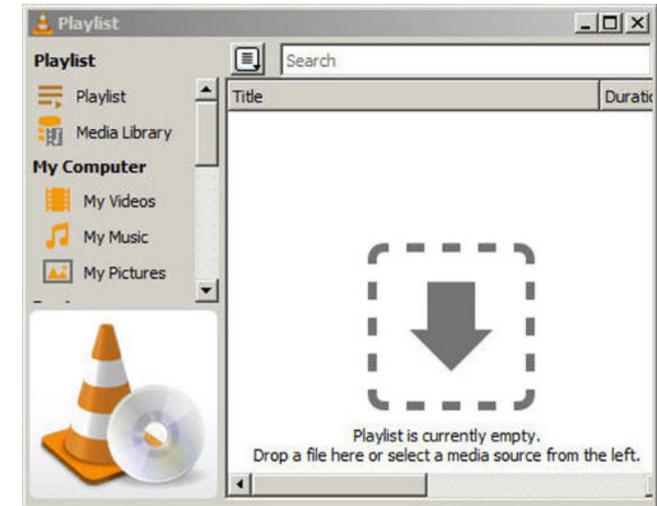
You should have your movie or radio programs in separate folders with suitable names. Locate and open the folder with the movie or program you wish to play and open it. Movie files are named

You should see a logo on your screen that looks like this --->  
If you double click on it the VLC software will run.



Click on "View" and a pop down menu will appear. Then click on "Playlist" in the pop down menu.

The screen below will appear. Then drag the radio or movie files into the area shown. They will play in the order shown from top to bottom.



Once your playlist shows in the screen, you can play or pause the the video or radio program by clicking on the lower left corner of the black screen on which the movie or radio program will be viewed.

# Lethal Lucy

By Leon Shulman



## Lee's latest lovely scores a solid success in stunt circles

■ "Lethal" is right! At the average stunt contest where the top winners are neck to neck and with only a few points separating the top five contestants a ship of this size—especially when powered by a large engine—can pull the maneuvers tight, sharp and above all be impressive to the stunt judges!

When the winds blow (and don't they really kick your model around just when you are trying for level flight or smooth maneuvers!) this crate can really hold tight at the end of the lines and laugh at old man Windy Joe.

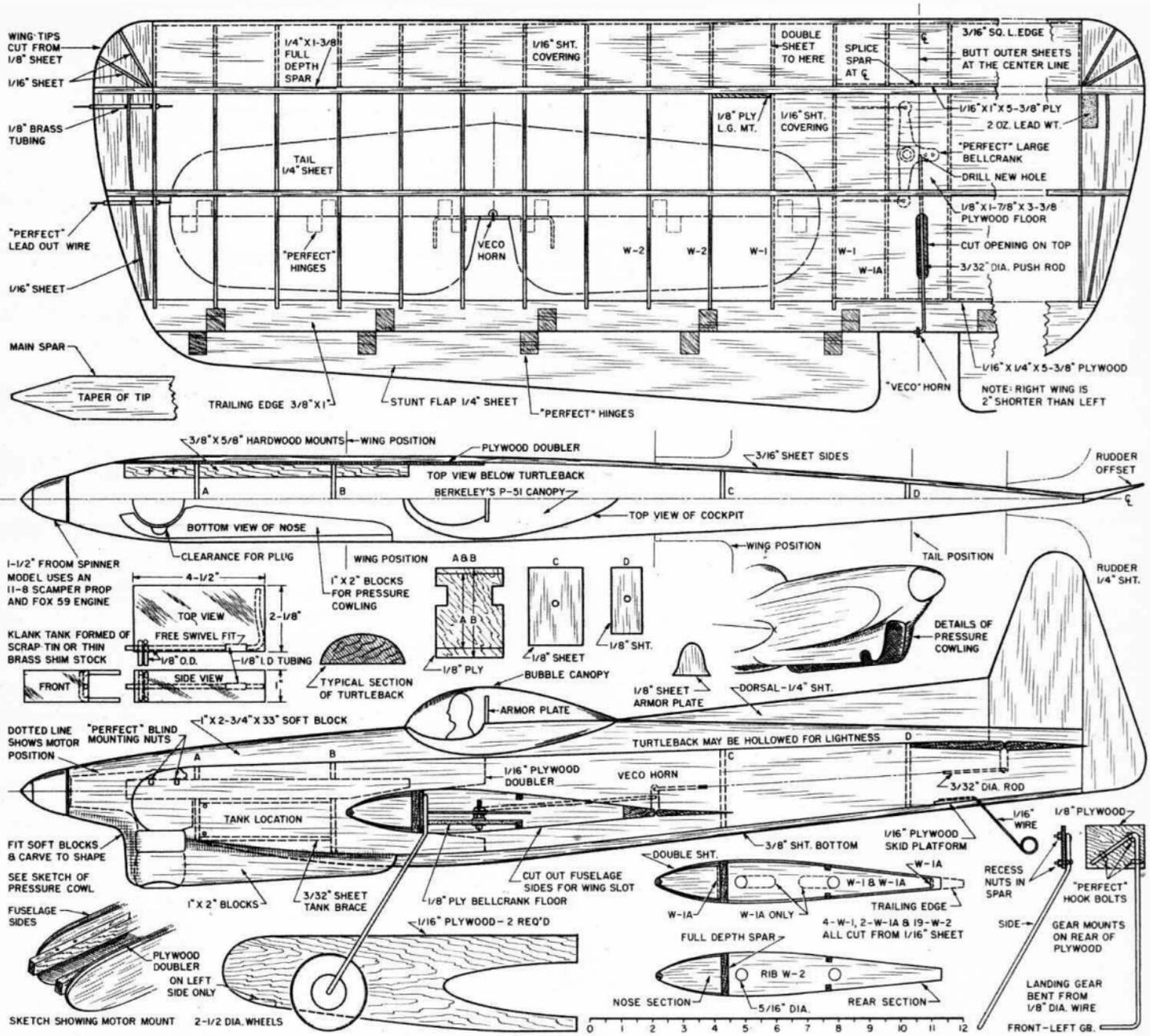
*Lucy* is a real hot stunt model, easy to handle but when you move the control handle she obeys without hesitation, and at such speed it forces you to think fast and right. With a Fox .59 this airplane is not recommended for the beginner—and if you weigh less than 100 pounds and have a weak arm don't fly this ship.

Your author, a six-footer who hits the 200-pound mark, has been pulled out of the center of the circle more than once during consecutive loops. Because of this centrifugal force at high speeds, original rudder was trimmed down and given less

offset to pull outward with less force.

The model itself is a little unusual in some respects, aside from its extremely high power loading. It has a relatively long nose as stunt models go, and sports a landing gear which looks nice and really allows for smooth realistic take-offs and landings, very much like our modern fighters. The layout is typical of good stunt model design and features the flap and elevator linkage system for tight maneuvers without any high-speed stalling tendencies or buffeting.

With the inverted engine and sleek lines and appearance, it is a natural



for additional bonus points for appearance and realism, when applicable in contests.

Note: Practice flying is extremely important with *Lethal Lucy* because of its high speed. Before entering competition, you should become thoroughly familiar with its flight characteristics.

We caution you to use only good quality flying wires with secured ends and strong clips. For your own protection, pull-test *Lucy* each time the lines are laid out to fly, and walk the lines out straight before each flight. This should be common procedure with any good conscientious control line flyer, but more so when flying this model.



**LEON "LEE" SHULMAN, 31**, noted for outstanding free flight designs like *Zombie*, *Banshee*, *Zoomer*, *Wedgie* . . . designed and made the *Drone* engine . . . started building in '20's after seeing the *Graf Zeppelin* . . . married, lives in Linden, N. J., has two daughters and son Donald, 6, who is quite a stunt flyer . . . started contest career with Brooklyn Skyscrapers . . . flew multi-engine planes for USAAF in WWII; shot down by own anti-aircraft batteries while towing target . . . manages Newark branch wholesale hobby company.



# Jim Walker's American Junior™ Aircraft Company



Jim Walker was one of the best known of the pioneers of model aviation. Inventor of U-Control and the folding wing catapult launched Interceptor glider he built one of the largest model aircraft manufacturing companies in the world. He worked with early Radio Control and manufactured one of the first successful ready to fly models, the FireBaby.

He also was famed for his Sabre Dance demonstrations with his U-Controlled FireBall model. We have several clips of old movies of Jim Walker working with kids teaching and demonstrating his models

A movie clip of the SABRE-DANCE is available by clicking on the link below. The file is named "SABRE-DANCE.RCMW"

[CLICK TO DOWNLOAD SABRE DANCE](#)

And here's a second clip of Jim Walker showing some kids how to start the .049 Wasp engine on one of his FireBaby Ready to Fly models.

[CLICK TO DOWNLOAD FIREBABY](#)



# 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.

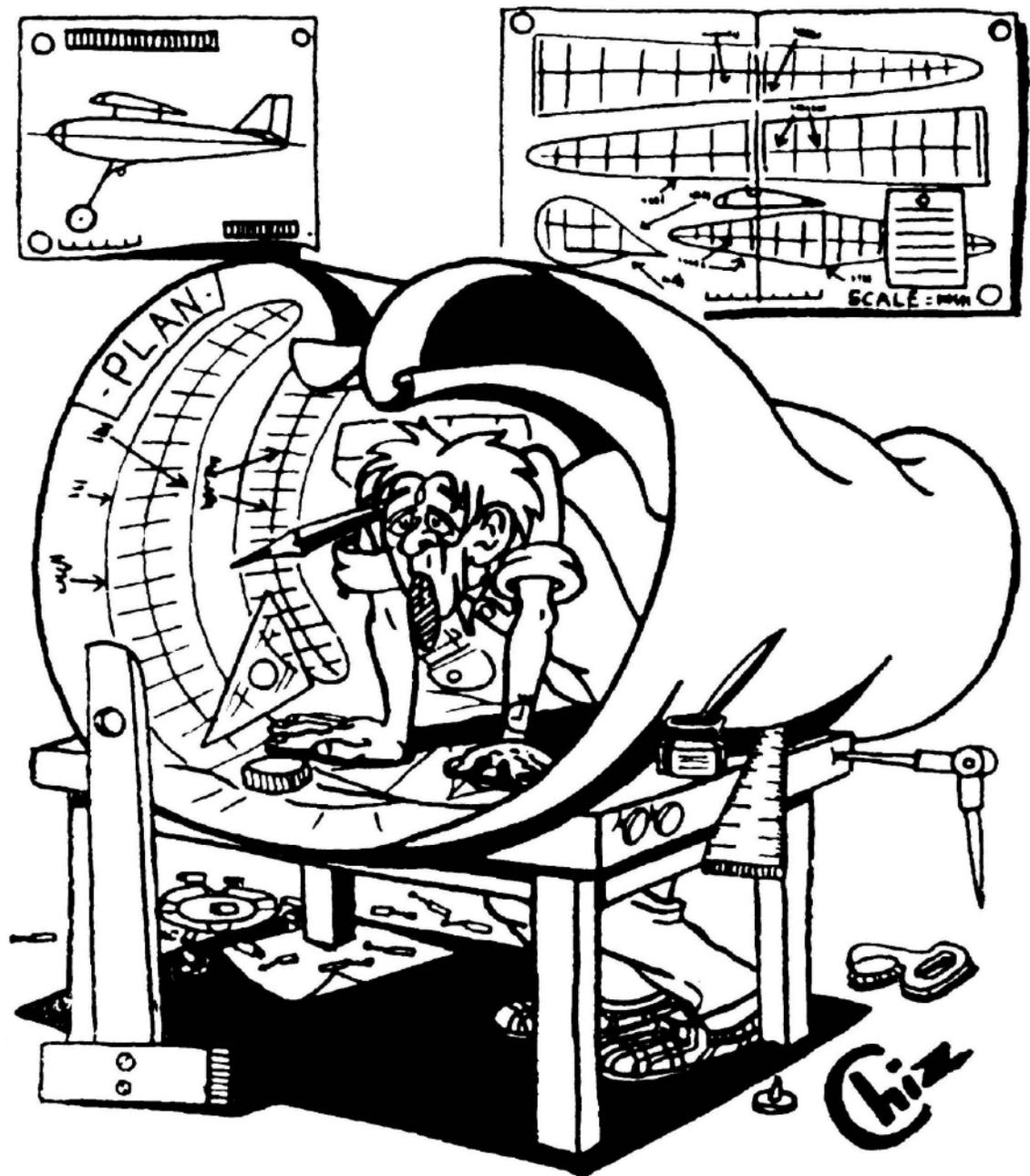
That's NOT the way it was in the past, when you had to build a model before you could fly it. If you're an old-timer, as I am, you have fond memories of *Air Trails*, *Flying Models*, *Model Airplane News*, *Aeromodeller* and many of the several other magazines available "way back when".

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

## Note

The following pages show the most popular Digital Magazine and book collections available as of this issue of RCMW.

During the next few months additional collections of Flying Models, RC Modeler, Aeromodeller and Model Airplane News will be ready.

We will also have the complete run of KAPA (Kits And Plans Antiquitous) available thanks to a generous loan by Lou Cumpston.

Keep checking the DigitekBooks website at <https://www.digitekbooks.com>

# 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**

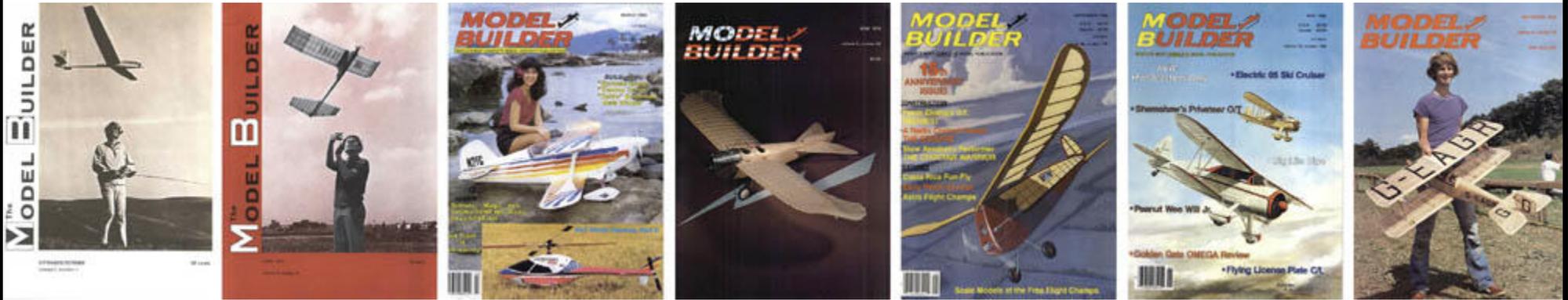
Catalog - D001012 - Air Trails Magazine  
January 1951 thru December 1961  
**132 Issues - \$50**

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

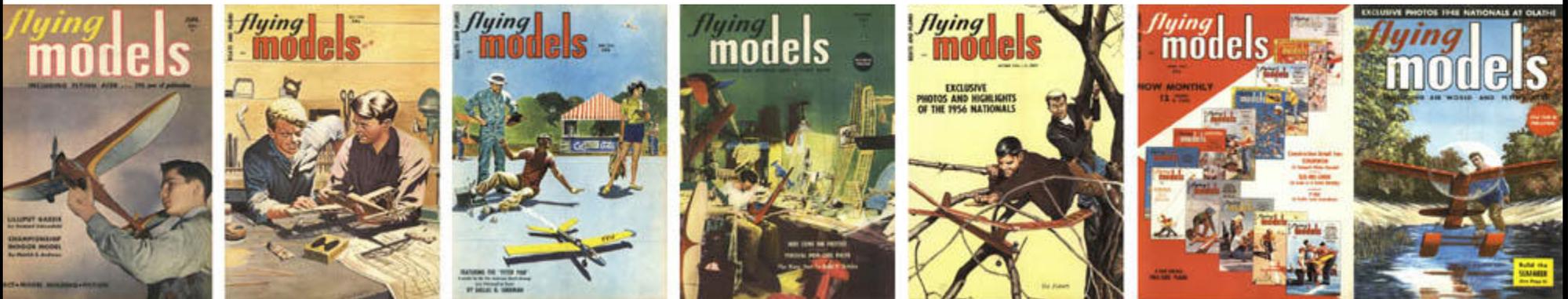


Model Builder magazine began publication with the first issue which appeared in September~October 1971, at about the time that the venerable Air Trails magazine was nearing the end of its publication run in 1975. Model Builder quickly became one of the most popular general interest model magazines in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

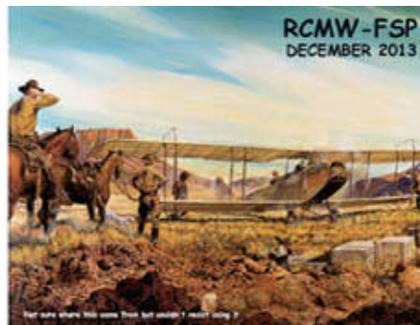
We have digitized every issue from the first one from July of 1929 through the December 1952 issue.

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 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.

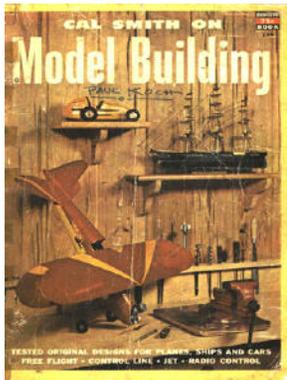
More recent issues are from Richard Barlow of Canada, Bill Vanderbeek, The Society of Antique Modelers library, Gene Wallock, Roland Friestad and other donors.

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**

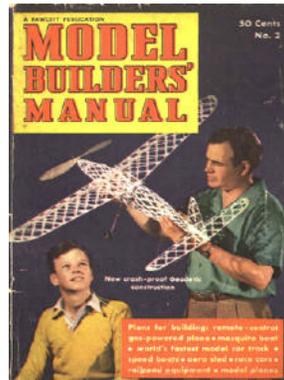
Catalog - D001263 - **SPECIAL PRICE**  
All Three Of The Above - Save \$30  
**407 Issues - \$175**



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**

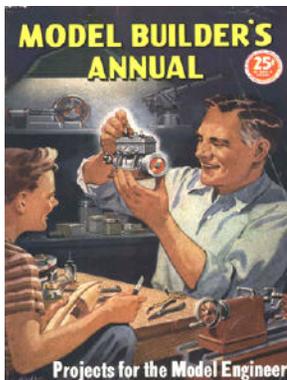


This second in the Fawcett series of model builders manuals was published in 1941, probably just before the start of WWII. Strong on model airplanes and boats with two plans for race cars and several other hints and kinks and DIY projects. 148 pages.

D000014

MODEL BUILDER'S MANUAL No 2

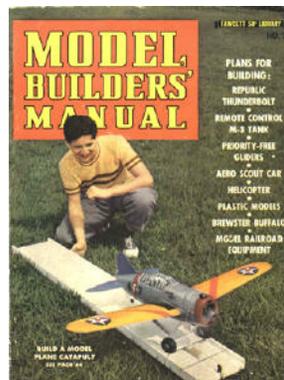
**\$4.00**



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**

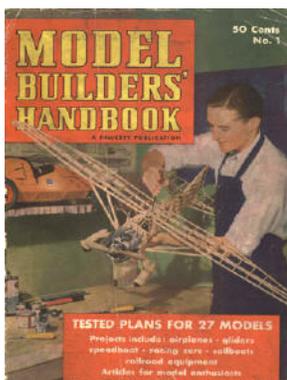


Fawcett's third in the series, published in 1942 has a wider variety of projects including a DIY metal lathe and a model sub-machine gun as well as the usual model airplane, boat and car projects. And how about a steam powered model destroyer.

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**

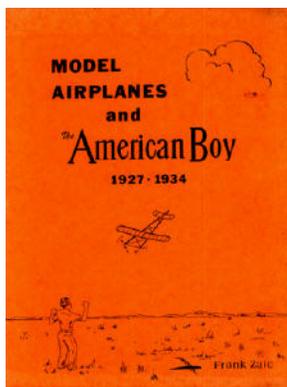


How about a 6 ft RC model by William Winter and Walt Schroeder? This 148 page issue published in 1950 may have been the last of the series. Lots of scale UC airplanes and a couple of FF jobs with several boats and cars and a 1 hp steam engine.

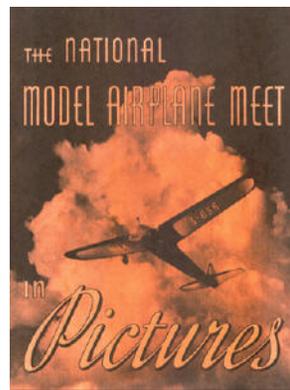
D000016

MODEL BUILDER'S MANUAL No 4

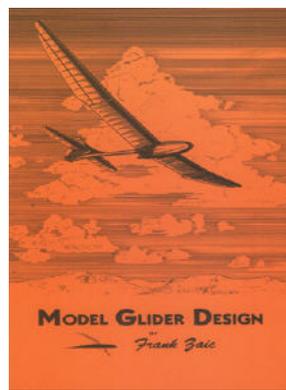
**\$4.00**



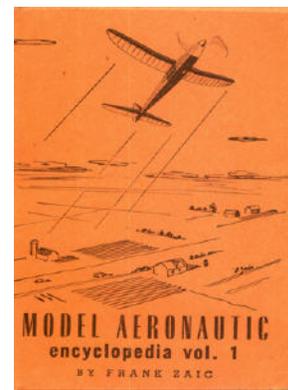
D001032 \$4.00  
Model Airplanes and the American boy



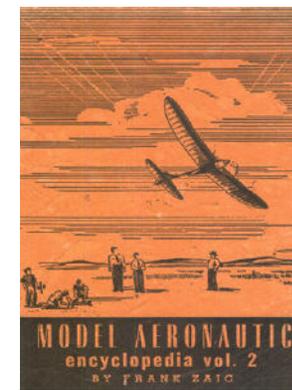
D001237 \$4.00  
1939 NATS in Pictures



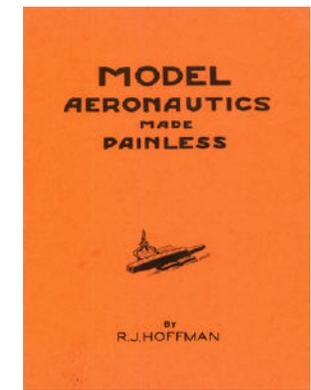
D001259 \$4.00  
Model Glider Design



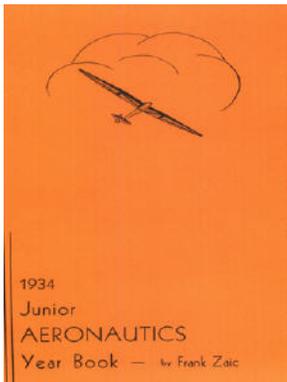
D001275 \$4.00  
Model Aeronautic Encyclopedia, Vol 1



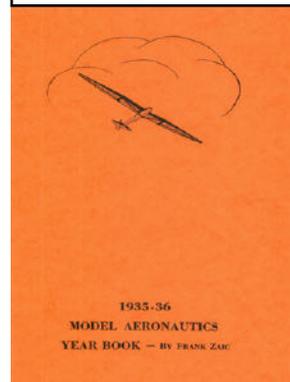
D001276 \$4.00  
Model Aeronautic Encyclopedia, Vol 2



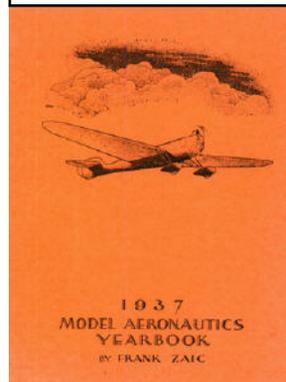
D001277 \$4.00  
Model Aeronautics Made Painless



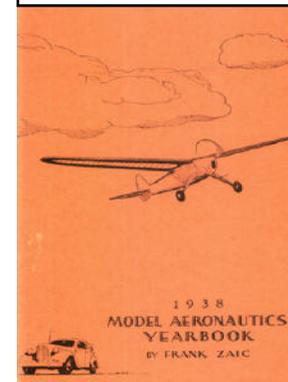
D001280 \$4.00  
Junior Aeronautics Year Book - 1934



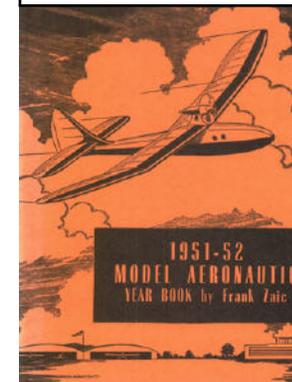
D001278 \$4.00  
Model Aeronautics Year Book - 1935-36



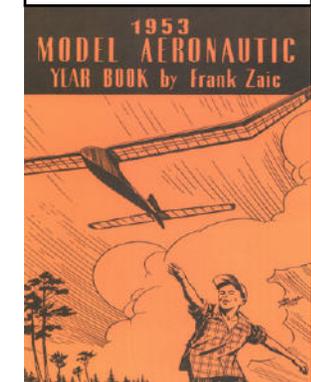
D001279 \$4.00  
Model Aeronautics YearBook - 1937



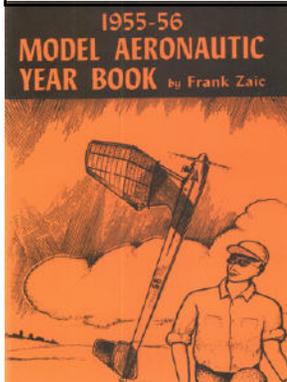
D001281 \$4.00  
Model Aeronautics Yearbook - 1938



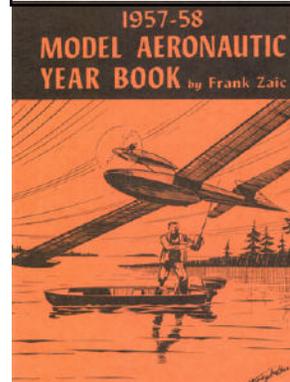
D001282 \$4.00  
Model Aeronautic Year Book - 1951-52



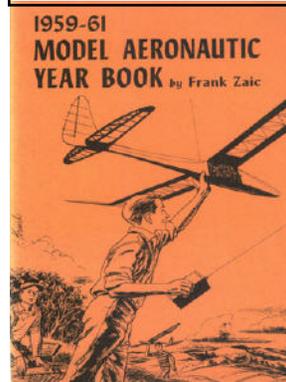
D001407 \$4.00  
Model Aeronautic Year Book - 1953



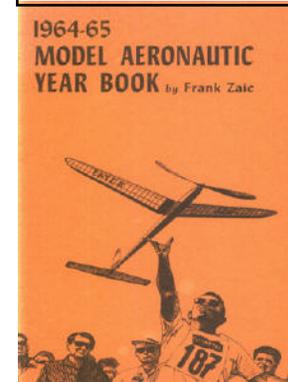
D001283 \$4.00  
Model Aeronautic Year Book - 1955-56



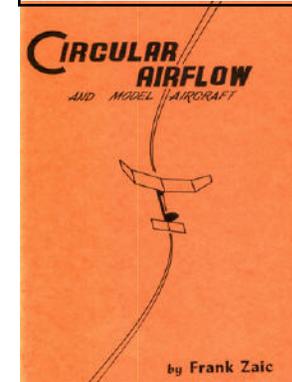
D001284 \$4.00  
Model Aeronautic Year Book - 1957-58



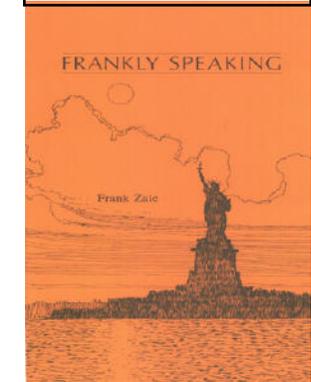
D001285 \$4.00  
Model Aeronautic Year Book - 1959-61



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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