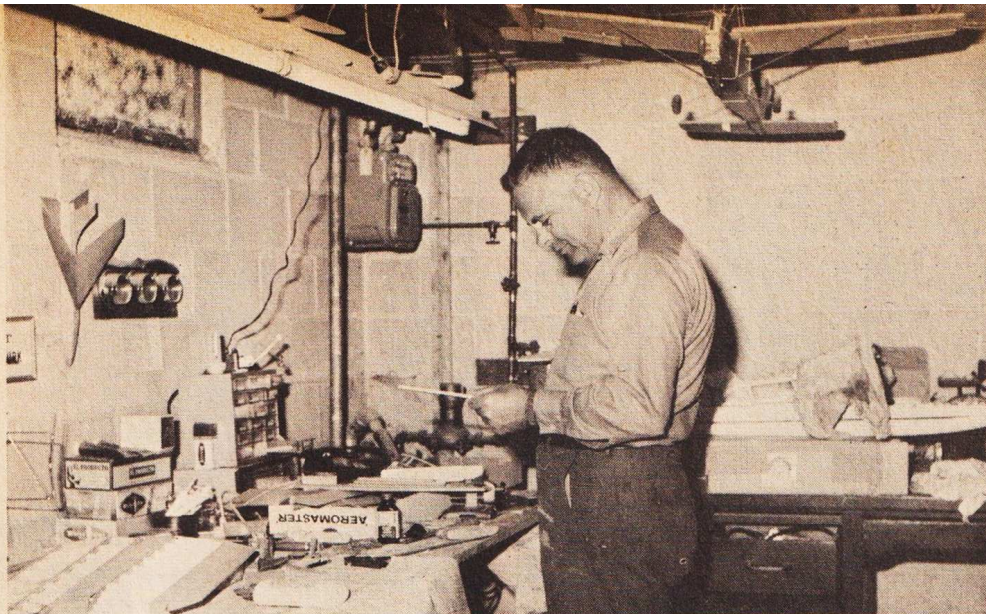
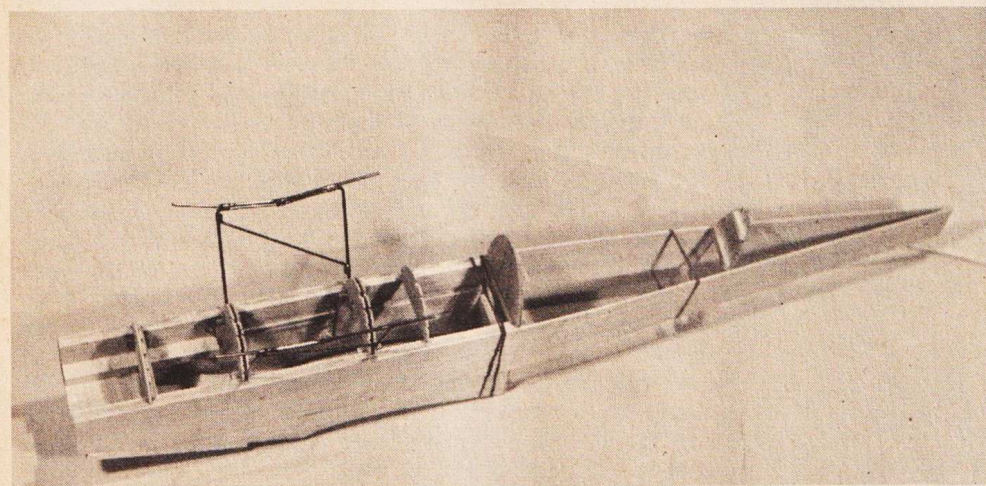




It's a happy basement workshop where our author holds fort. Cluttered perhaps but with

all the things we like the best: Skylane, above Dixie's head, is, believe or not, full-house multi.

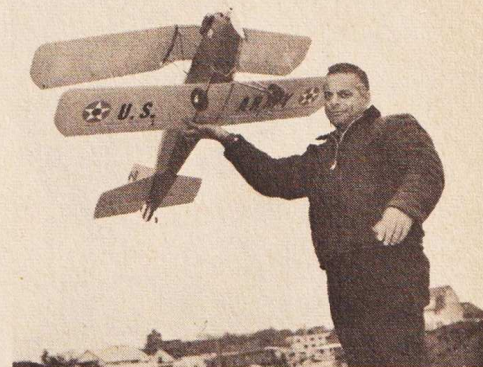
By DIXIE CUTRONE . . . THIS TIME, WE GO ALL THE WAY WITH AAMCO'S NEW AEROMASTER KIT. THIS EAGERLY AWAITED PLANE STOLE THE SHOW AT THE 1965 NATIONALS.



This is our only construction photo and is used to show that the Aeromaster follows the con-

ventional Box-Loc construction that AAMCO uses for all their kits and makes easier building.

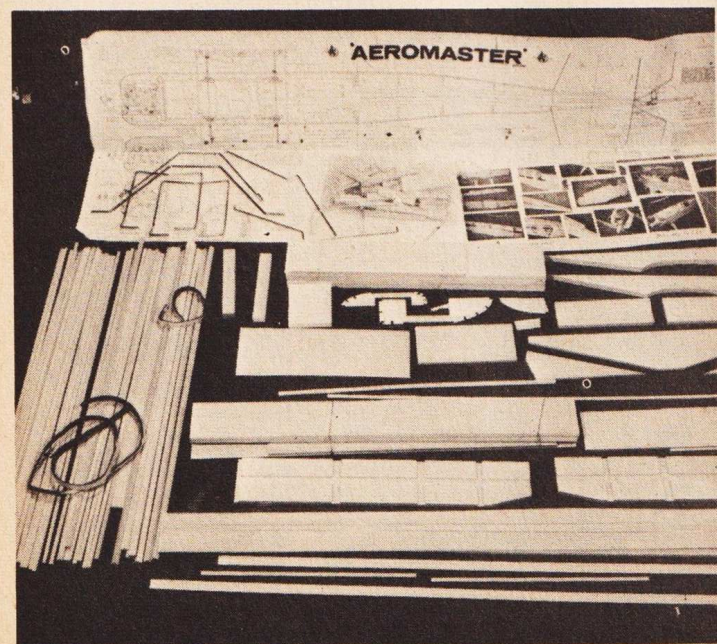
FIELD AND BENCH



And here we have the proud builder with finished machine. Decals, courtesy of Sterling Models.



Performing that necessary function range checking. Here, making sure that left aileron works.



Here we have everything that makes it go. Plan is large and more than adequate but still there is separate sheet of photo step-by-step instructions.

► Like every other radio control man, I was anxiously awaiting Lou Andrews's Aeromaster. Production problems had held up delivery quite far past its promised date but my interest never lagged which is true for most of those whom I knew were as anxious as I.

You can imagine my surprise and delight when Walt Schroder called and wanted to know if I would be his guinea pig for the Aeromaster. Didn't take long to say yes and less time to have Lou send a kit direct—only impatience was waiting for the photographer to take the kit contents picture. You have no idea how eager I was to start putting sticks together as this is a really exciting package.

Shipped direct, the kit arrived in fine shape, sturdy box protects it from the well-trained hands of the postal people. First quality balsa cut parts, excellent die cutting (more familiarly known as balsa crushing) of balsa formers, die cut plywood parts are equally good, landing gear bending is accurate and require no jiggling when assembling and soldering.

Plenty of hardware, molded elevator, rudder and aileron horns are included with attaching hardware. Only items to be purchased are the modified deBolt Clank tank, wheels, 90 degree aileron bell-

Field and Bench

cranks, covering material and of course the necessary glue and dope. White glue, conventional model glue and contact cement were used as required.

Walt insisted on no modeler design modifications whatever, no matter how much I felt it might improve the kit. This admonition was not necessary as this was a customary Andrews design that is engineered just to fall together. To save time, only one very slight deviation or liberty was taken and Walt had to agree that it did save time and made it a bit easier. Hollowed block fillets were substituted for the sheet-over-stringer fillets at the junction of the rudder and the fuselage.

The step-by-step photo instructions are very complete and no unusual or difficult problems were encountered in the assembly of the kit. The fuselage was the first part undertaken and it just fell together. Didn't feel that modification to the deBolt Clank tank was necessary but after trying the S/T .60 engine for size it was very apparent why we should follow instruction as fuel flow would not be correct and impossible as the fuel feed line would come out directly behind and up against the engine back plate. Modification is simple so follow instructions!

Micro Avionics proportional equipment was our choice and more than enough room was found for the servos, receiver and battery pack. The mid-shoulder mounting of the servos required cross rails and one rail is used to mount our happy plastic pilot so everything worked out for the best.

Don't try to save building time or work by not sanding the scallops into the formers between stringers as this makes the covering job so much easier and better looking.

And don't let the stringer and former construction worry you as later on you will find out just how strong the Aero-master really is.

Each panel of the upper and lower wings assemble very easily and all parts fit precisely into each notch and groove. Sheet covering is selected for correct grain and settles down over rib contours without fuss or pain and does not set-up any strains on the wing framework. Assembly time for these components is not long at all due to the fine engineering and cutting of the wood parts.

How I went about putting these parts together is not important to this story other than to say everything fit as it should. In addition it went together as the step-by-step drawings indicated that it would and all I would offer here is that you do not try any shortcuts or attempt to outthink Lou on his wood sizes, engineering or design strength. Each is more than adequate to do the job and nothing additional is required to what you feel might increase strength at any stress point in the aircraft. Lou, in his very capable way with his knowledge of model aircraft design and his use of modelers throughout the country to build and test his machines before design engineering is finalized, has eliminated all possible problem areas.

One advantage in this building project was to meet and know Lou, by phone that is, as he was like a nervous mother following her child to his first day of school. Ours was his first production kit to leave his plant and he wanted to ascertain that nothing had been left out or to chance.

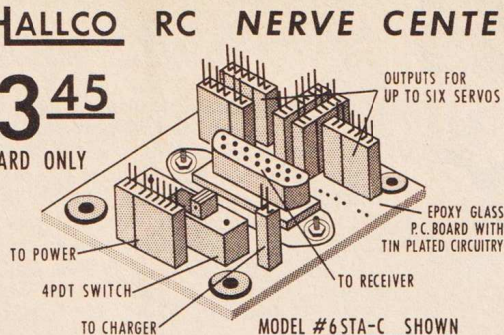
After construction had been completed, wood filler was used to fill wood grain and then the covering process. Nylon was used for the wings and Silray for the fuselage,

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FOR SPACE PINCHERS--- NERVE CENTERS COMBINED WITH SERVO MOUNTING BOARDS

Model No.	Servo Arrangement	Size	(May be trimmed for Ancco to:)	Price
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3MSA-L	Two side by side, one on left	1/16x2.1x7.3	or 2.1x6.9	5.50
3MSA-R	Two side by side, one on right	1/16x2.1x7.3	or 2.1x6.9	5.50
4MSA	Four servos	1/16x2.3x8.1	or 2.3x7.8	6.50
2MSB	Two Bonner servos	1/16x2.5x5.9		5.50
4MSB	Four Bonner servos	3/32x2.5x9.6	or 2.5x9.2 Minimum	7.95
3MSD	Special for the Digitrio system, for three servos with printed circuitry.	1/16x2.1x7.3		5.50

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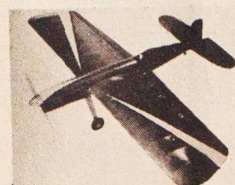
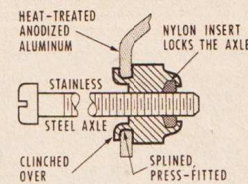
AND UP

	Hallco Part No.	Flat Pattern Size	Approx. Tread	Axle Size	Suggested Model Wt (lbs)	Price
Medium	B105-1	.040 x 1 x 8	6.0"	6-32	Under 1.7	\$2.95
Duty	B105-2	.050 x 1.1 x 10	7.5	6-32	1.7 to 2.7	3.25
Models:	B105-3	.060 x 1.2 x 12	9.0	8-32	2.7 to 3.5	3.55
	B105-4	.080 x 1.5 x 15	11.4	8-32	3.5 to 4.5	3.95
	B105-5	.100 x 2 x 18	13.6	8-32	4.5 to 6.0	4.25
Heavy	B106-3	.080 x 1.2 x 12	9.0	8-32	3.5 to 4.5	3.80
Duty	B106-4	.100 x 1.5 x 15	11.4	8-32	4.5 to 6.0	4.25
Models:	B106-5	.125 x 2 x 18	13.6	8-32	6.0 to 8.0	4.75

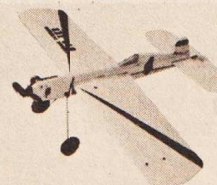
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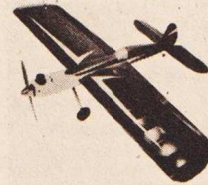
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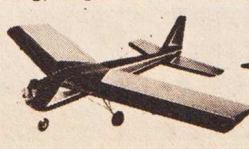
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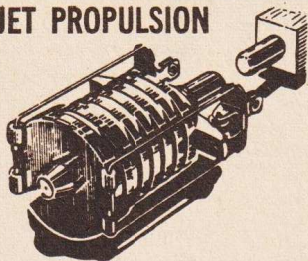
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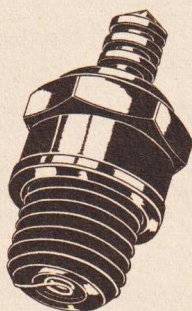
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sheet stab, elevator, vertical fin and rudder.

After clear doping, much thought was given to the paint design and we finally settled on a pre-world war II military design used for the Stearmans and other aircraft of that vintage. Medium blue fuselage, yellow wings and empannage. With this big decision out of the way, now how to get the trim and here is where old MAN at Work really contributed to the project. Just the week before he and Butch spent the day at Sterling Models in Philadelphia (which is still another story) and on his personally conducted tour he caught sight of some old time decals on one of the shelves and a call to Ed Manulkin produced two sets of 4" Air Force decals for the wings and group identification letters for rudder and fuselage. These decals are used by Sterling for their large PT-19 kit.

Letters (U.S. Army) beneath the lower wing was another story until we hit on the idea of Instant transfer letters of suitable size. Excellent but expensive as three sheets of these transfers, at \$1.50 each, were required as not all letters in the 3" size we required were on one sheet, but one look at the pictures will let you know that it was worth it.

Now that our exciting bird was finished, we couldn't wait to fly it, but this spring has been the worst in the history of the East Coast. If not rainy, it was cold and in addition never without good strong winds. Here we put the project together in less than a week and a half and now days go by without a break in the weather. Desperate would be the best description of our mental condition, old Walt was not to be left out of the first flight ceremonies so he put in anxious days at the office waiting and hoping and then a nice sunny day, very little wind and a hurry up phone call to NYC. Like the good employee he is, he dropped everything and says I'll get the 3:15 to Norwalk, meet me at the station. He did.

But luck and weather ran true to course as 1 1/2 hours later in Norwalk the weather had changed, sun was gone, wind was building and we hadn't even had our first run on the brand new S/T .60. Nothing daunted, a tank of fuel was run through the engine and then "should we or shouldn't we?" Wind was strong, ceiling lowering real fast and the audience building even faster.

Decided that maybe we could taxi it without the wind blowing it over and now because soft ball games were under way on the two diamonds, it was necessary to walk half way across the park to find an area which would permit taxiing, fire her up and start out gently for taxi tests when something slips in our thinking department and remembering Lou's admonitions that we feel the juice slowly if a .60 is being used, we suddenly throw discretion to the winds and let her take her head and in 15' it was off on the sweetest take-off and one of the most thrilling first flights that I have ever had.

Engine loaded and cut about half way through and a deadstick landing was in order. The first lesson we learned about the Aeromaster, it must be flown all the way to the deck at a slow speed, nose up landing and it fall off on a wing just as it's about to set down. This is not a serious problem but does something to your ego when it noses over or makes a wing tip landing.

A summary of that first flight; first, the plane was assembled exactly as the plans required; second, surfaces were all eyeballed for trim and a hair of down elevator trim was used and when I say hair I mean hair; third, take-off was managed

at no more than half throttle with the engine just past four cycle—you know when the engine gives that occasional blurrp and then a pick-up in speed and then blurrp again. As I said the take-off run was no more than 15' and to the left, but could have been to the right equally as well—habit simply took it to the left. At no time did the heavy wind disturb its flight course, penetration was the best and after the nerves settled down it was stowed away in the car for another day.

And there have been four other days since then, all windy and weather just as bad as the first time. It was on the other days that we learned of the excessive strength of the Aeromaster as our engine continued to quit about four or five minutes after take-off with subsequent landings in odd and unusual fashion. Experiments with all sorts of throttle settings didn't help at all and on one occasion we had the idle set much too high and we couldn't get it back on the deck. Walt has movies of this episode as it represents some of the best control-line flying close to the ground. Never more than fifteen feet in the air and round and round, only with proportional could this happen. This was too much and now it meant that I sit down and really analyze the problem. Tank was exactly as Lou designed and modified it, fuel flow was good so there had to be something basic causing the problem.

And basic it was. At our flying field, mufflers are a must and not having the new S/T muffler for the .60 we had to do a make-do using the large O.S. Jet-stream muffler designed for engines up to .45 displacement and it was reasoned that excessive back pressure was caused by the not large enough muffler. How to overcome this was the problem and the solution was quite simple, enlarge the air bleed hole in front of the intake restrictor and it now works without missing a beat. Complete flights are the order of the day.

In these complete flights every stunt in the book has been accomplished and all are the best that I have performed to date. Rolls are nice and have some not to good snap rolls to my credit; loops require that you apply just enough up-elevator as to over-elevate will cause it to roll out at the top of the loop. Spins are the best I have done to date; cut back power full up and then right or left into the thrill of a good tumbling true spin. Walt has all these in his movies and they are just as exciting afterward. And the greased on power landings at half-throttle are something you must do yourself to get the full measure of flying pleasure from your Aeromaster. Try it and you will fully appreciate what I have been attempting to tell you in my fumbling way.

This narrative has gone all the way with the kit and nothing has yet been said of the Micro Avionics gear that has made it all possible. It has worked superbly and only because of my eagerness did I almost have a wash-out. We had just finished a spin and went for high motor and nothing, but nothing and just managed a pull-out and end-over-end downwind landing and the only damage was the extreme tip of the rudder broken off and one small hole in the bottom wing from the landing gear.

Too much flying and not enough battery charge are too much to ask of any equipment.