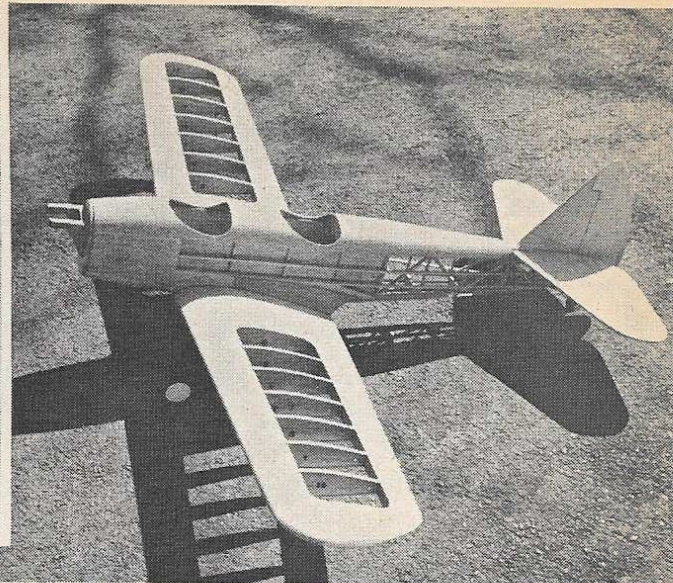


Adequate cooling for the Merco, tested in heat of our desert-like field. Fiberglass cowl also improves air cooling with greater clearances.



The framework: logical thought throughout. The fuselage stringers closely recreate original. A one-piece wing with practical wing filleting.

Gene Rogers'

# FAIRCHILD

## "PT-19"

The beautiful ever-popular Fairchild "PT-19", reduced to a truly practical size . . . 62" of potent, fully acrobatic scale aircraft, ideally suited to full house proportional.

◆ The popular Fairchild "PT-19" is rightfully considered an all time great R/C scale project. The design of the full size aircraft couldn't be better suited for the radio control enthusiast. Many of Chuck Hollinger's original R/C versions have been successfully

flown on rudder-only, proving its fine inherent stability.

Having built Chuck's design from plans a few years back, made me an avid "PT-19" enthusiast. This ship had Orbit ten channel reeds and a K&B .45 up front.

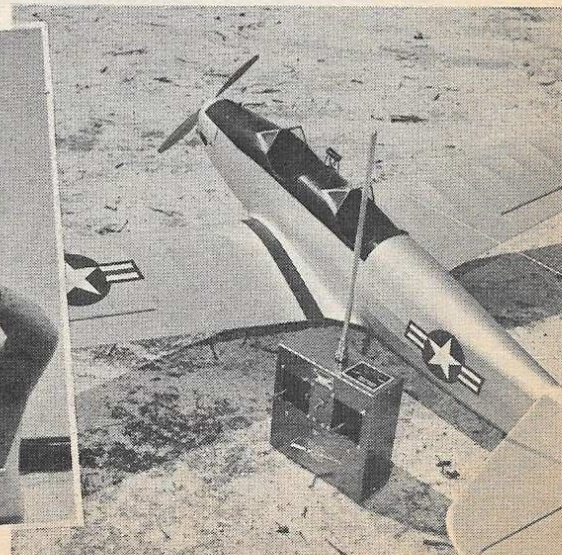
After looking back at my original venture, the solutions to earlier problems became quite evident, too late! Being my first attempt at a low winger, and a ship with ailerons, plus elevator trim, I can see now that it was under-

On final, the PT-19 aims at the runway ahead.

FULL SIZE PLANS AVAILABLE THROUGH "MODEL PLAN SERVICE"



Gene, PT and pipe (cause of local smog), seen here gathering courage for the first test hop. New PCS Proportional radio within. Flew well.



FLYING MODELS

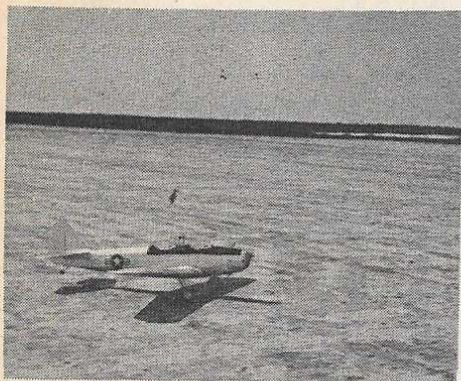


For .45 to .56 power, blue/yellow color optional.

# PT-19

... continued ...

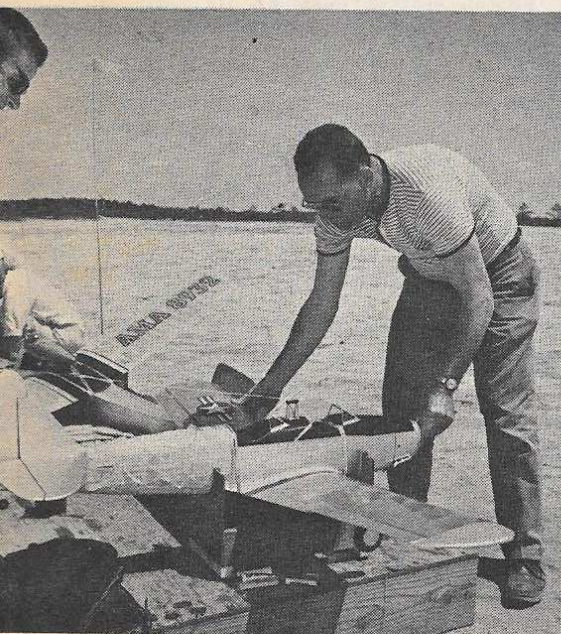
The dual cockpits offer realism, could carry a pilot each. Finishing Touch decal trim stars. The PCS Proportional makes perfect companion.



The take-off run. Irresistibly drawn toward the wind pennant pole, missed it on this first T.O. by a gnats whisker. However, two weeks later ...



Greatest boon to scale models is Hobbypoxy's balloon method of forming the fiberglass cowls. Easy, fast, perfect results. Superb strength.



Aft end well fortified with 3" masking tape in endless coil around all. Gene stuck head into slight "peekhole" made by impact, found two of the stringers were still holding it together, decreed it airworthy, and carried on. Piranha in background will be fell on in five minutes. Keep watching. Some days I should stay in bed.

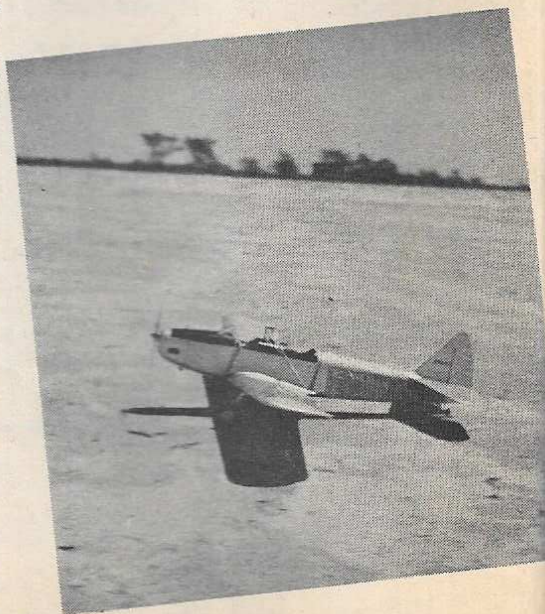
powered with the .45 engine. To put it bluntly, my enthusiasm and building ability greatly exceeded my flying experience, which is the sad story of many brave scale attempts. Take it from the one who knows!

I had some fine flights, blended nicely with a few spectacular crashes, and even a fly-away! The ship was just too big, heavy, and under-powered for my limited flying experience. Those knock-off wing panels are great, but not for a beginner who occasionally stalled out on take-offs and landing approaches.

In designing this version, I tried to make an honest effort in the direction of a practical scale model. The design is light, rugged and of a compact size. The ship was not bred for just an occasional contest spectacular. A good-looking sport flyer was my first concern.

The design is  $\frac{1}{4}$  actual size, having a 62" wingspan compared to Chuck's version of  $\frac{1}{6}$  actual size, having a wing span of 72 inches. The size difference wouldn't appear to make it much smaller; but when wing area's are calculated, my ship is 630 square inches, compared

(Continued on Page 27)



Epoxied back together on spot. Mummy-wrapped in wide masking tape. Gene cured the Hobbypoxy formula 1 evenly all around, looping the wet goo and fractured frame to expose all to sun. Credit Gay Hill with Mummy/Structure technique.

# ON THEIR OWN TIME!

# Sterling MODELS

BELFIELD AVE. & WISTER ST.  
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## STEARMAN PT-17

SIXTY-FIVE AND A HALF INCHES OF R/C\* SCALE MAGNIFICENCE!

NEVER BEFORE A KIT  
SO TRUE TO SCALE!

No deviation from scale outlines. Scale airfoil and rib spacing in wings and tail. Rugged fuselage construction with scale stringer spacing. Detailed scale plastic dummy Continental engine. Army Air Force insignia. Nylon screw-wood nut wing fastening—no rubber bands.

NEVER BEFORE A KIT  
SO REQUESTED!

From modelers everywhere, we have been "bombed" by requests for this classic beauty. Many of the R/C fliers today learned to fly (full-size aircraft) in the PT-17, still used for cropdusting and barnstorming.

NEVER BEFORE A KIT SO COMPLETE AND DETAILED!

- Finest balsa sanded and density graded • Accurately die cut balsa and plywood parts • Shaped leading and trailing edges
- 5/8 thick shaped plywood firewall • Maple center spars
- Formed 3/16 wire landing gear and 1/8 wire wing center struts
- Scale plastic dummy engine, landing gear fairings and air intake • Spun aluminum cowl • Giant decals • Hardware pack complete with screws, nuts, washers, blind nuts, landing gear clamps, nylon screws and hardwood mounting nuts, nylon horns and bell cranks, etc. • Giant plans with full size layouts and step-by-step drawings and instructions, etc.

\*Can also be built as control line model



# 39<sup>95</sup>

Kit  
FS-20

Scale: 2" = 1 ft.

STERLING MODELS  
BELFIELD AVE. & WISTER ST.  
PHILADELPHIA, PA. 19144

FM 8

If no dealer available, direct orders accepted—with 10% additional charge (60c min.) for handling and shipping.

- Catalog of entire line of airplane control line model kits, R/C scale & trainer kits, boat model kits, accessories, etc. 10¢ enclosed.
- "Secrets of Model Airplane Building," including design, construction, covering, finishing, flying, adjusting, control systems, etc. 15¢ enclosed.
- "Secrets of Control Line and Carrier Flying," including pre-flight, soloing, stunting, Carrier rules and regulations, Carrier flying hints and control line installation instructions. 15¢ enclosed.

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ROYAL COACHMAN

The fastest and  
easiest-to-build  
R/C Modeler ever!  
.09 or .15 engine  
6 Channel  
R/C Operation

# \$995

Kit  
FS19

## FAIRCHILD "PT-19"

(Continued from Page 10)

with Chuck's 820 square inches; or about 75% of the size! I'll make no claims of the ship being exactly true to scale. It is not. The stabilizer is about 20% oversize, with the wing having slightly less taper, and a thicker airfoil.

The actual full scale "PT-19" has so much individual character of its own, little deviations from scale are hardly noticeable. I wanted a scale airplane, with few compromises in performance, for the sake of scale fidelity alone.

This ship will keep up with the best of stunt pattern ships, with no excuses made. Its only limitation for contests might be, its two wheel landing gear,

making ground maneuvers and take-offs slightly more difficult than the now conventional trike gear set-up.

For simplicity sake, it was decided to use the wartime color scheme of: all silver, with black trim around the cockpit area. Admittedly, the pre-war colors, of army blue and yellow, with the four large, red, white and blue wing insignias are very striking. However, this scheme has become commonplace, as far as "PT-19's" are concerned. Some of the small scale details have also been left off for the sake of practical flying, and maintenance considerations.

Since it must be realized that all readers might not be entirely familiar with the Fairchild "PT-19" full sized ship, it might be mentioned that most ex-World War II Army Air Corps pilots

get a little "misty eyed with nostalgia," when viewing the model and discussing their experiences with the aircraft as a training ship.

Fairchild engineers turned out this primary trainer in 1938 (almost 30 years ago, wow!). It was used just before, and during the war to train men for their wings as military pilots. Being a low winger, this made it quite radical for that date; as compared with the primary trainers of other air forces. The 175 h.p. Ranger engine wasn't intended to make it a power-house; but it was a very docile and forgiving aircraft, yet capable of many creditable aerobatic stunts.

Many of these trainers are still flying, and are still greatly in demand by

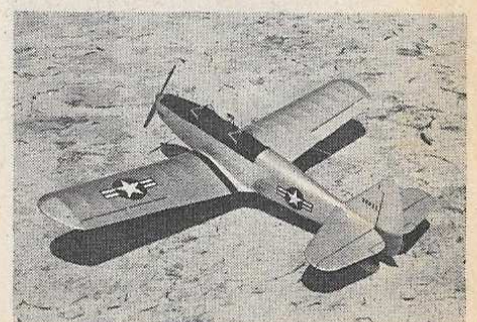
(Continued on Page 31)



Ready for take-off, Merco .49 howling. Solid sand to the horizon. Mixed with exhaust glop it is something you learn to hate. It sounds like glass in a sandwich as the piston goes up/down.



Daughter Diane & PT bones. Standard structure.



A very slight reduction in the angle of taper, providing increased area toward the tips, the airfoil thickened a bit for superb acrobatics, it adds up to a most potent, able contest ship.

FLYING MODELS



## FAIRCHILD "PT-19"

(Continued from Page 27)

private pilots. A few years after World War II, a friend of mine purchased a surplus PT in mint condition for less than the cost of my radio equipped model!

The prototype shown here, is amply powered with a Merco ".49." Its total weight with PCS proportional system installed, is 5 lbs. 9 ozs., leaving plenty of reserve power. The model will maintain level flight at about 1/4 full power. Any engine from a .35 to a .60 could be used. But don't be fooled by thinking a lower powered ship is easier to fly, it is very definitely not!

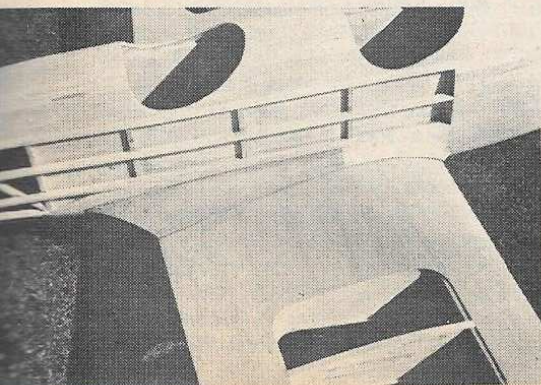
Because of its scale like long nose moment, the use of a heavier engine will necessitate in locating the servos well aft. Since the wing has a generous chord at the center-section, the servos will still be within the wing opening.

Rather than burden the readers with step-by-step building instructions, I'll comment on the few snags the average builder might encounter on this project. If one has any problems, comments, or suggestions, I'll be glad to correspond with them. My address is listed at the close of this article. No time bombs please! It's against postal regulations, anyway!

Most fellows like to build the wing first. Building wings are considered a monotonous chore, and in this way, they will get them out of the way. My attitude is to build the fuselage first, because it's fun. I'll then generate enough interest and enthusiasm by the time it's completed, to attack the wing, and complete it in short order.

Building the "PT-19" fuselage is very

(Continued on Page 43)



Plywood fillet cut to pattern size, durable!

# 75 FULL SIZE PLANS

## GLIDERS

MPS 1 - LI'L T - R/C Glider Class I - "T" tail  
Best slope-soaring design from HSSS, 74" wing

MPS 17 - SCHWEIZER 1-26 SCALE SAILPLANE  
One sixth size with '67 Sport Canopy detailed

MPS 19 - RAYDIC 84 - R/C Glider Class II  
Large roomy fuselage for R/C gear, 84" wing

MPS 23 - SPECTRE - R/C FLYING WING  
Designed for thermal soaring with .15 engine, 92"

MPS 24 - RAY PARKER'S "T-BIRD" SAILPLANE  
Factory Scale plans (1/6th size), span 106"

MPS 29 - SLINGSBY SKY-LARK 4 SCALE  
Modern design with high aspect ratio wing, 119" R/C

THERMIC 100 R/C GLIDER PLANS FULL SIZE RIBS,  
MPS 48 - Wing and stabilizer plans only  
MPS 49 - Pod & boom with rudder plans only  
MPS 50 - Regular fuselage with rudder plans only

MPS 51 - FOAMIN' WING BAT - R/C GLIDER R. McPHERSON  
Ultra modern all wing design - Foam Cores, 72"

MPS 56 - BONG-BOOMER - FAI R/C GLIDER  
World's Record Setter for Altitude, 11 ft 4 inch

MPS 60 - ATHENA - Nordic A/2 Glider  
Open Class winner at 66 Nats - Fiberglass fuse 80"

MPS 63 - THUNDERHEAD - Tow-Line Trainer  
Practical design for improving towing - 54" Mar67

MPS 27 - CASTAWAY - Nordic A/1 glider  
Neat Competition design, 51" span - Jul66 FM

MPS 70 - THERMAL KING - R/C Glider  
Uses efficient E-385 airfoil & glass fuselage 110"

MPS 4 - SPIRIT OF ST. LOUIS - Control line  
Fully detailed plans for .19-.25 engine, 46" wing

MPS 9 - WHIRLWIND I - Control line  
Twin .15 to .19 engine model of British plane 28"

MPS 10 - TYPHOON - Control line - 1" scale  
Inverted .35 engine, 40" wing span - 2 speed motor

MPS 11 - LOCKHEED "U-2" - For R/C - 72"  
Prop driven or glider version - Interesting design

MPS 15 - SEA VIXON - Control line - Prop used  
Royal Navy's Jet with .35 engine, wingspan 56"

MPS 18 - BOEING PT-17 - C/L or for R/C - Uses Merton M-5  
engine for C/L model, up to .45 for R/C version 45"

MPS 34 - ALPAVAIA "RF-3" - Radio Control  
Scale French Lightplane for .09 engine, 63" wing

MPS 35 - CURTISS JN4D "JENNY" - Radio Control  
America's favorite for single channel, .049, 42"

MPS 36 - AVI "205" - Radio Control or FF  
Scale model of Argentinian Lightplane, .049, 44"

MPS 40 - SPAD SVII - Radio - WWI design  
From Apr/May64 FM, 43" wingspan, .09 to .15 engine

MPS 47 - DeH. GYPSY MOTH - Radio Control  
Best size for propo radio, 68" span, .60-75 engine

MPS 52 - WACO MODEL "N" Radio Control  
Biplane with class I - for .09 - .15 mill, 40" span

MPS 55 - PIPER COMMANCHE - Radio control  
Plans and Instructions from KIT, fully detailed, 1/6th Scale, fully aerobatic, .45 - 60 engine, bargain

MPS 61 - ME-262 - Control line - Prop driven  
Uses single inverted .35 throttled engine, 55"

MPS 68 - JAPANESE "ZERO" COMBAT -  
Profile model for C/L combat, .19-40 engine, 40"

MPS 75 - ANTOINETTE - Radio control - Swiss  
Model of French design for .45 to .60 mill, 62"

MPS 20 - CUSTOM PRIVATEER - Radio control  
Huge Flying boat - Wing 9-1/2 ft - Ribs, etc full size From Berkely kit, Excellent flyer on .60 engine

MPS 46 - PIRANHA - Radio control -  
Designed for propo equipt. - .45 engine, 74" span

MPS 69 - DORNIER DO-18K1 - Radio scale  
Wingspan 66", two engines in tandem, .15-19,

MPS 71 - SEA HORSE - Twin float  
Amphibian for .45 engine & Class II R/C, 67" span

Overseas Orders - Send International Money Order or Dollar  
Currency - Allow 35% for AIRMAIL

## RADIO CONTROL

MPS 2 - SKYLINER - Class II Competition  
Shoulder wing design for .45 engine Aug/Sep65 FM

MPS 3 - TEMPO - Class III Multi winner  
Much tested design for Competition - 68" wing

MPS 14 - MARK 8 - Class III multi design  
Swept wing, trike gear, 67" wingspan - Apr66 FM

MPS 16 - TOUCHDOWN - Low Wing Sport model  
For small field flying - 42" wing - Apr/May66 FM

MPS 25 - LUCKY II - Shoulder Wing Class II  
For .45 engine, 60" span, flown on floats

MPS 31 - PATRIOT II - Low Wing Class II model  
Uses Bosch Airfoil and propo equipment, 62"

MPS 33 - B.I.R.D.S. "SPECIAL" - Class III  
Uses standard foam wing - Sporty 60" design

MPS 37 - KOBRA - Class II Hi-Stab model  
Clean Competition model for .29 to .45 mills 60"

MPS 41 - LADYFINGER - New Goodyear type "A"  
Semi-Scale "Firecracker", 325 sq. in. area, 41"

MPS 59 - BOOMERANG - Large Acrobatic Bipe  
For full house multi on .60 or .61 engine, 58"

MPS 65 - MARK 13C - Swiss design Swept wing  
Uses flaps, trike gear, all-moving stab, 66"

MPS 66 - DEFENDER - Parasol Wing Class II  
Removeable engine and R/C equipt., .45 mill, 65"

MPS 72 - PIRATE III - Radio Control -  
Twin tailed Multi - .45 - .60 mill, 60" span

MPS 5 - SHEIK - Stunt - Inverted gull wing  
Twin rudders, slick & snappy for .35 engine, 53"

MPS 13 - STRAFER - Sport Mid-winger -  
High powered design with twin rudders, 40" wing

MPS 22 - EXTENDED GEE BEE - Sport Semi-scale  
Similar lines to Thompson Trophy Racer, 35"

MPS 26 - SUPER-SONIC STUNTER - Stunt -  
Extremely clean with swept 62" wing, .35-.45 mill 2,50

MPS 32 - ENYA DEMON - Stunt - Enya .60  
Racy looking, high powered design, 54", Aut66 FM

MPS 42 - CHIZLER - Stunt Slow pattern flyer  
Uses shaft extension on Fox .35 engine, 50" span

MPS 45 - CONTROL LINE TALON - Stunt -  
Inverted .35 mill, Jet appearing, wheel pants

MPS 53 - SWINGER - Stunt - Jet-styled  
Swept 51" wing, Enya .35 for power, clean

MPS 57 - FURY - Stunt design - Fox .35  
Beautiful design, trike gear, full span flaps, 54"

MPS 73 - EXCALIBUR - Semi-profile Stunt  
For McCoy .40 engine or similar, 51" span

MPS 6 - WARRIER - Sport design for .15 engine

MPS 8 - WHIRL-BIRD Helicopter design

MPS 12 - MIRAGE - Wakefield rubber design

MPS 21 - CENTURION - FAI Winner 65 Nats

MPS 28 - ROCK-IT-A-GO-GO - Rocket design

MPS 38 - SAM-PAN - Unlimited rubber design

MPS 39 - DROP OUT - Uses Jetex engine

MPS 43 - HEAT SEEKER MARK 3 Rocket design

MPS 44 - TRIGGER - 1/2A Contest Model

MPS 54 - SKY-SCRAPER JR - Unlimited Rubber

MPS 58 - ONE GRAND - Class C with Huge wing

MPS 67 - COMPA-NARD - Unlimited rubber

MPS 74 - MICHELLE - Wakefield design

MPS 75 - ANTOINETTE - Radio control - Swiss

MPS 20 - CUSTOM PRIVATEER - Radio control

MPS 46 - PIRANHA - Radio control -

MPS 69 - DORNIER DO-18K1 - Radio scale

MPS 71 - SEA HORSE - Twin float

MPS 5 - SHEIK - Stunt - Inverted gull wing

MPS 13 - STRAFER - Sport Mid-winger -

MPS 22 - EXTENDED GEE BEE - Sport Semi-scale

MPS 26 - SUPER-SONIC STUNTER - Stunt -

MPS 32 - ENYA DEMON - Stunt - Enya .60

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MPS 45 - CONTROL LINE TALON - Stunt -

MPS 53 - SWINGER - Stunt - Jet-styled

MPS 57 - FURY - Stunt design - Fox .35

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MPS 57 - FURY - Stunt design - Fox .35



A rugged spruce leading edge, good insurance. Gave my nice cardboard field box such a welt!

## FAIRCHILD "PT-19"

(Continued from Page 32)

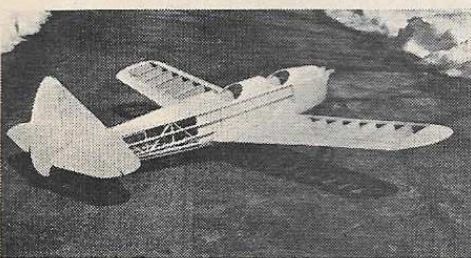
my tool boxes. . . . the Editor.) This alert action stopped the wing, but the fuselage continued on, to finally rest itself snugly against a steel auto wheel rim, used as base for our club wind pennant! I tried to explain to him; if he had used his bare hands, he could have done a more effective job; after all; "cuts and bruises heal themselves, but the bashed in side of my fuselage, certainly will not"!

The tail surfaces are of conventional framed construction, sheet covered, and epoxied in place before the final finish is applied.

The cowl is a product of the "Hobby-



If a silver finish is used, external antenna is recommended. Silver should always be sprayed.



Sheet covered tail surfaces are hollow, light.

poxy balloon method." Painted silver, it looks like aluminum and is much stronger! If you haven't tried this excellent method, you've missed a good bet. Since most modelers are familiar with these construction procedures, I won't go into it here. If you're not, I'm sure Bev Smith, our "Hobbypoxy man" would be glad to give you all the details and advice you'll need.

The wing is of conventional built-up construction. Having a spruce leading edge provides good protection and adds very little weight. I was glad I had it when I met up with that chap with the carton of tools, previously mentioned! (It was Walt's old wheel rim I was trying to save. . . . the Editor.)

The torque rod method of moving the ailerons works very well. However, if I went to a more powerful engine, I'd stiffen them up a little. Try a piece of 3/32" or even 3/16" diameter brass tubing.

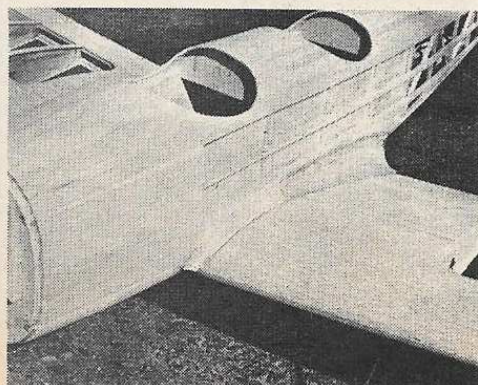
The entire ship was covered with paper, with double layers of Silkspan, used over all the open framework areas. If this method is used, make certain the second layers grain is crossed with the first layer. Run the first layer of paper spanwise on the wing, and in the transverse direction on the fuselage.

Finishing the plane in silver has an advantage in the fact that the silver dope itself makes an excellent filler, and can be lightly sanded between coats. If silver dope is used, it should have a couple of coats of protecting clear dope over it.

One more reminder on silver dope: Since this dope contains powdered aluminum, it makes an excellent shield for your radio antenna. Make certain to use an exterior antenna on your ship.

Flying the "PT-19" should present no particular problems for the experienced aileron pilot. If reeds are used, a separate elevator trim servo should be used. If the ship is balanced properly, and constructed in true alignment, then it will fly full bore, at a neutral elevator setting. My ship flies as such; but does require an up trim adjustment on final approaches to lessen the landing speed. (Yes, that's a good idea. . . . Chicken Editor.) With this nose-up attitude, no signs of stalls have been encountered, and perfect three point landings can be made.

Using some of the lighter proportional systems that are available, the addition of a servo for flaps would be great! The full scale ship uses them to great advantage. This would also give more



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scale points, (if you are contest bound). Due to the two wheel landing gear, and the high torque of the Merco .49, my ship requires holding about 1/4 right rudder on the take off ground run. Once airborne, and a fair flying speed has been attained, she flies, "hands off."

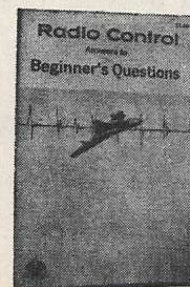
Don't forget, I'd like to hear of your experiences with the ship; "good or bad." Send all correspondence to me, directly, please. The address is:

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