

THE REAL SNOW WHITE!

By AL HOLMES . . . Instead of *OLD TIMER of the Month*, this is "OLD TIMER of the Century"! Joe Raspante's classic Beauty Winner has been the center of some controversy as to her parentage. This article, and the accompanying plans, should straighten it all out.



Joe Raspante at the console of his ham TV station.

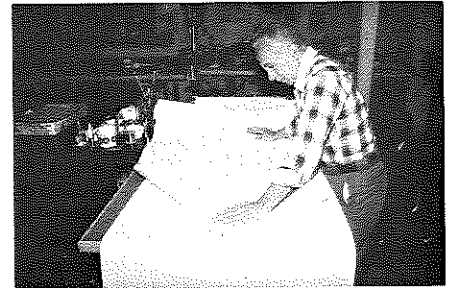
INTRODUCTION BY THE EDITOR

This article has been in the works for quite a while. In fact, Al Holmes has worked on the plans over a period of five years. Until recently, there didn't seem to be any controversy involved . . . Snow White was simply a very beautiful gas model, designed and built by Joe Raspante in 1937-1938, which went on to win many beauty contests, where flying

ability was also an important factor. Its beauty has remained timeless, and down through the years, it has been considered by many modelers as something very special, something revered, something with a mystique and aloofness, mostly because it could not be duplicated . . . no plans, no kit.

Beginning with the April '82 issue of *MB*, Bill Effinger's *W.E. Technical Services* advertised the Snow White "20", stating that it was a 3/4-size version of Joe Raspante's model, as designed by Bill Effinger. *Model Builder* also published a photo of the original Snow White in the March '82 *R/C World* column, in which the caption, supplied by Bill Effinger, "clarified" the fact that Snow White was his design.

Meanwhile, discussion with Al Holmes, who was in the process of finishing up the labor of love published herein, indicated that he believed S/W was Joe's design! We asked Al to get with Joe and try to clear up the confusion before we published the Snow White



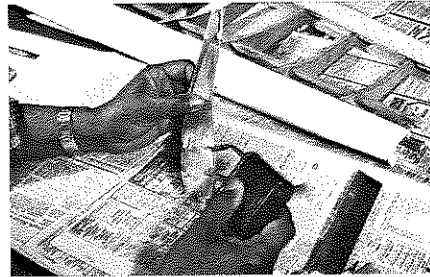
Joe looking at a set of Snow White plans for the first time in 45 years.

plans.

However, along comes the June '82 issue of *Model Aviation*, with a story on Snow White which adds more confusion to the situation, particularly the three-view which is supposed to be a 3/4-size version of the original model. This lit a fire under Al and *MB's* editor, to get the **real** Snow White published as soon as possible. With that introduction, we



Al Holmes using a razor saw to remove a wing rib. Each one done the same way.

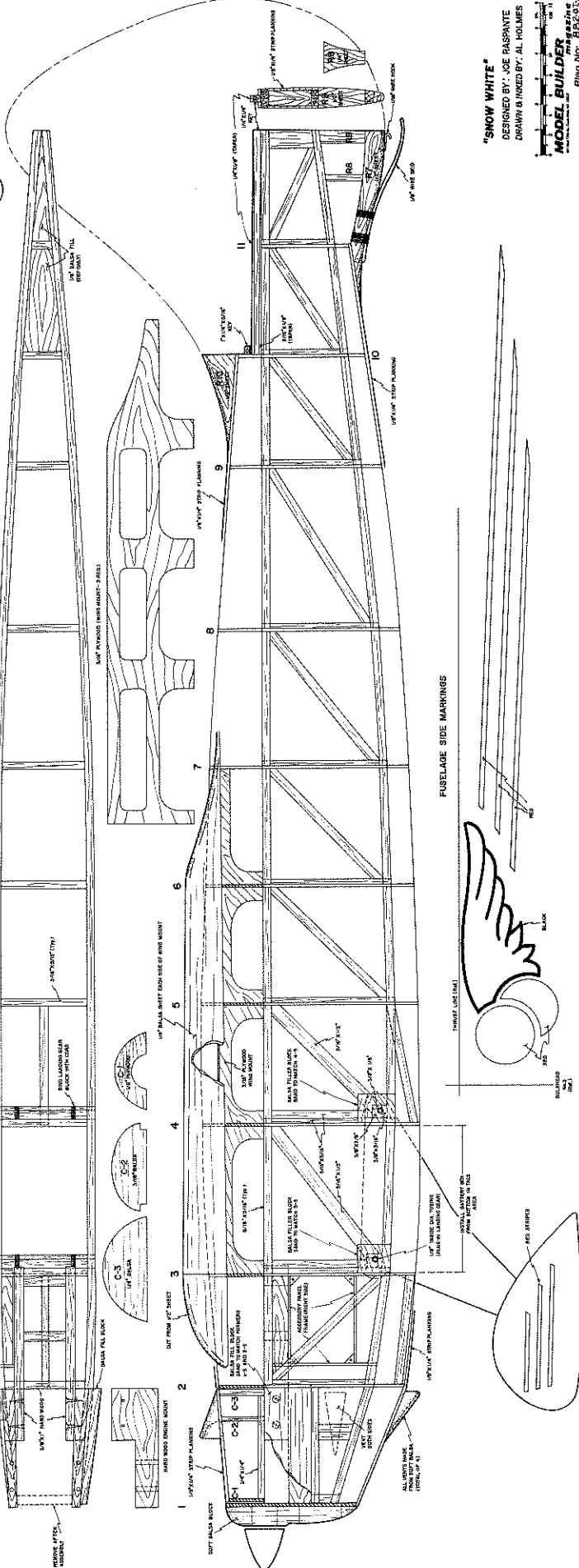
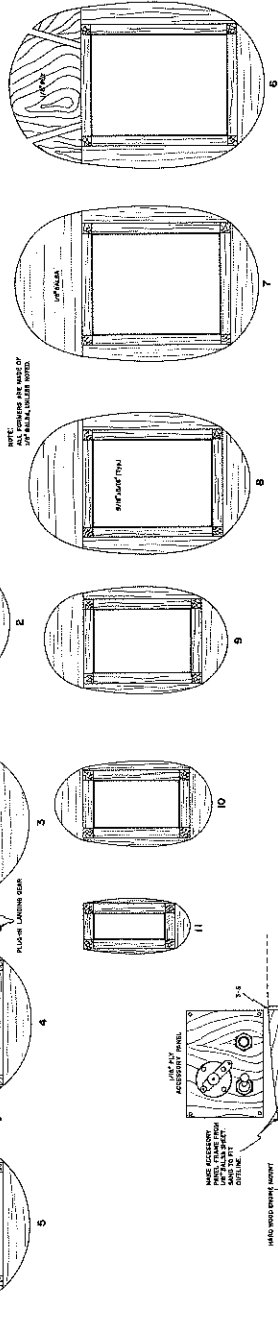
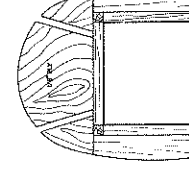
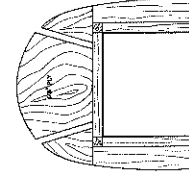
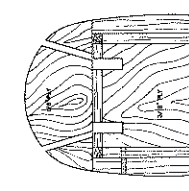
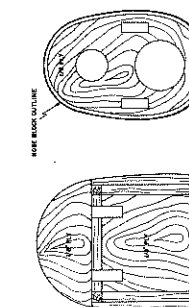
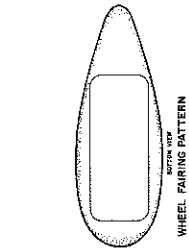
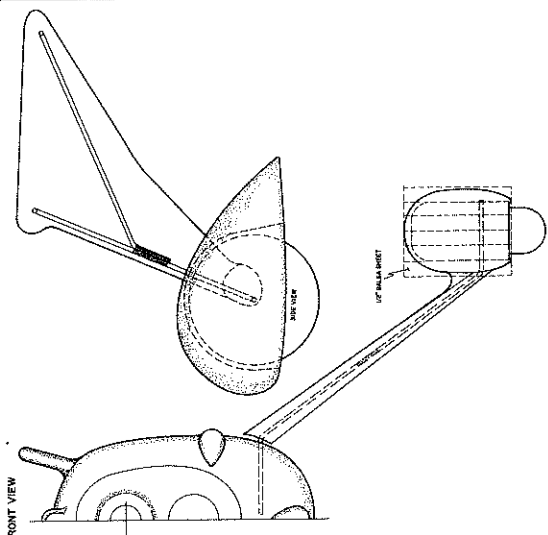


Using thinner to remove spar pieces from rib. Cap strips removed with model knife.

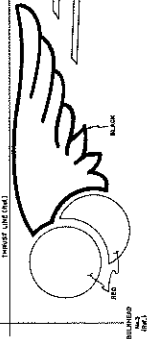


Sanding rib smooth before tracing. There were no short cuts to this job!

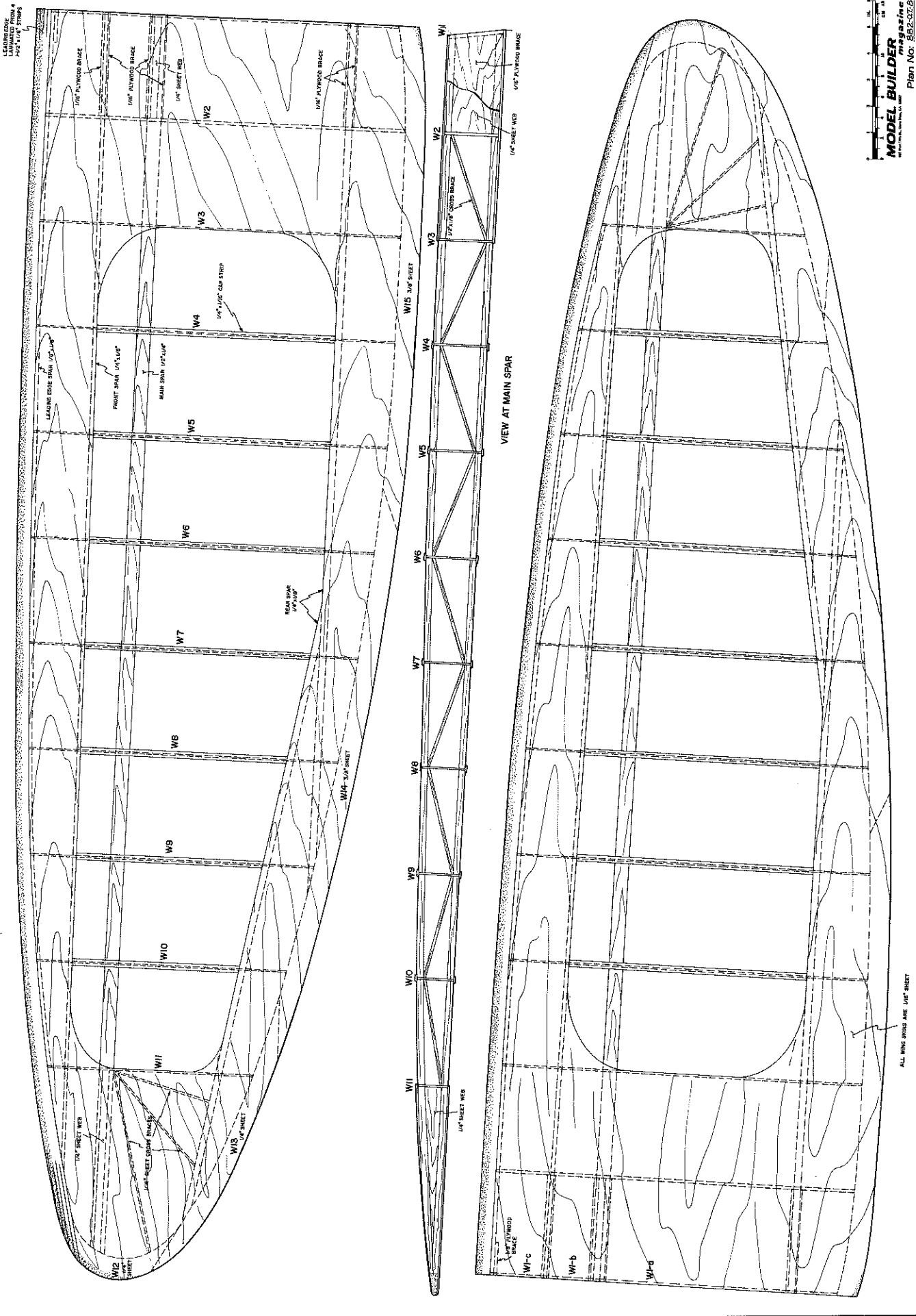
FRONT VIEW



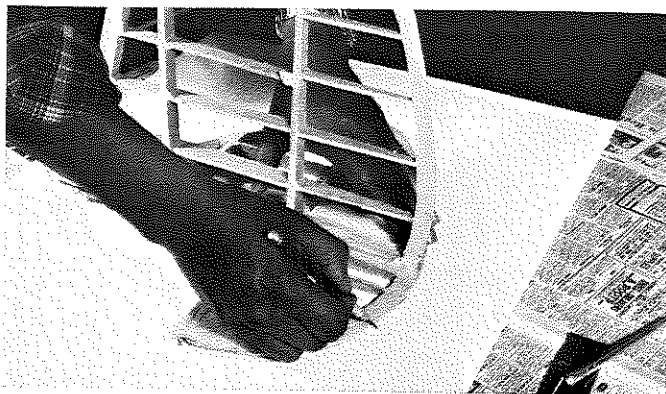
FUSELAGE SIDE MARKINGS



"SNOW WHITE"
DESIGNED BY: JOE RASPANTE
DRAWN & INKED BY: AL HOLMES
MODEL BUILDER
PUBLISHED BY: THE MODEL BUILDER
PLANT NO. 252524



ALL WING RIBS ARE 1/8" SHEET



After removing half of stab, rudder could be laid down flat to trace outline. Everything was traced directly from model parts.



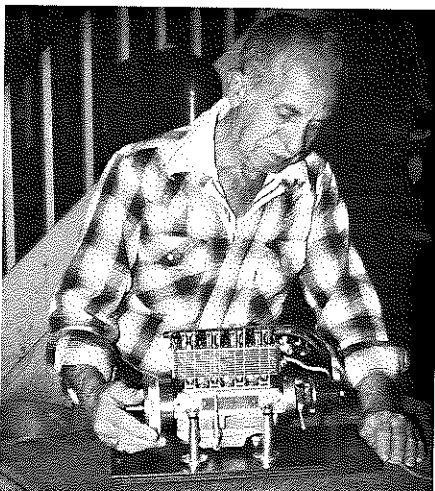
Using thinner to remove planking from top of wing. Note truss bracing between ribs, a typical method of the time.

now turn the podium over to Al Holmes.

•
•
•
**"MIRROR, MIRROR ON THE WALL . . .
WHO'S THE FAIREST OF THEM ALL?"
"SNOW WHITE!"**

Yes, SNOW WHITE is alive and well on Long Island!

To my knowledge (and I've been building models for more than 40 years), there has never been a model to attract so much attention with so little exposure.



Joe Raspante with his hand made four-cylinder marine engine. Yes, it runs.

Consider this, only one Snow White has ever been built, that was 45 years ago. Its contest record was nothing short of astonishing. In every contest the Snow White has entered, it won! This includes the prestigious Berryloid competition at the 1939 Nats.

Today, the Snow White is in the center of a controversy. That is; who *truly* designed her? At this point I won't try to sway you in any direction, or bless you with the pearls of my conclusions. Rather, I will list what I have found out about Snow White over the past five years (that's how long I've been working on the plans). Keep in mind how difficult it is to uncover a 45 year old truth.

THE BEGINNING

Early 1937, in Joe Raspante's radio repair shop, on Atlantic Avenue in Brooklyn, New York, Joe sat racking his very inventive brain for some inspiration for a new airplane; one with a new look about it, classic, graceful, and large. In walks a friend and member of the same model club (Majestic Gas Model Club), Bill Effinger (Bill was the moving force behind Berkeley Models).

As Joe recalls, it went something like this: Joe said, "I've been sitting here trying to come up with something new to enter in next year's Beauty Contests. I want something big, like Ben Shershaw's 'Cavalier'. What do you think?" Bill took

out a pencil and on a slip of scrap paper sketched the outline of a likely model. Joe took the sketch home after closing the shop that night. Over the course of the next two or three weeks, Joe engineered, refined and gave birth to Snow White on the backs of old, flattened out, brown paper bags. Joe said, "**Indeed, I give Bill Effinger credit for the idea, the inspiration, that gave me Snow White, but in NO WAY did he ever contribute to the actual design of the Snow White!**"

Now that I have everyone's hackles up and divided into two camps, let's define "DESIGN".

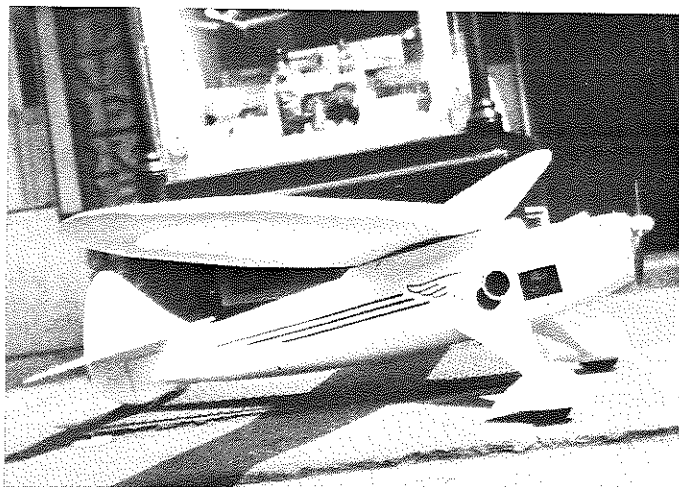
DESIGN: used as a basis for anticipating practical problems and solving them at the engineering stage.

DESIGNER: one who plans, produces, or creates utilitarian or aesthetic objects. (Ref. Webster's Third International Dictionary)

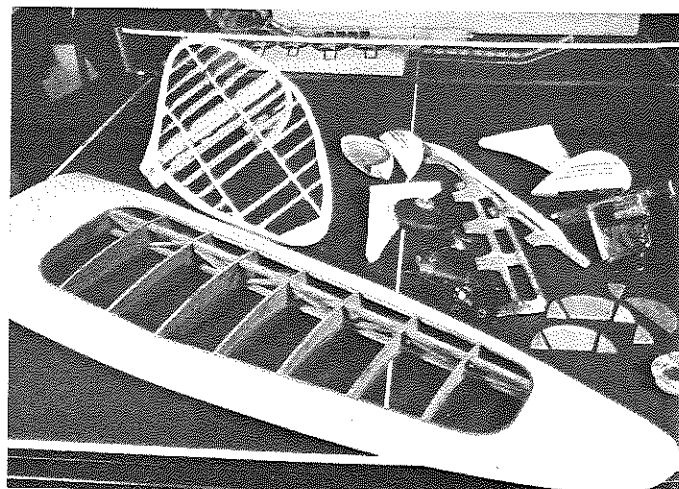
I would say, if this is what "DESIGN" means, then Joe is indeed the "DESIGNER".

Now if you haven't guessed already, I firmly believe, that without a doubt, Joseph M. Raspante is the one and only designer of the famous SNOW WHITE! This is not intended to shoot anyone down, least of all a man who has made the kind of contribution to model

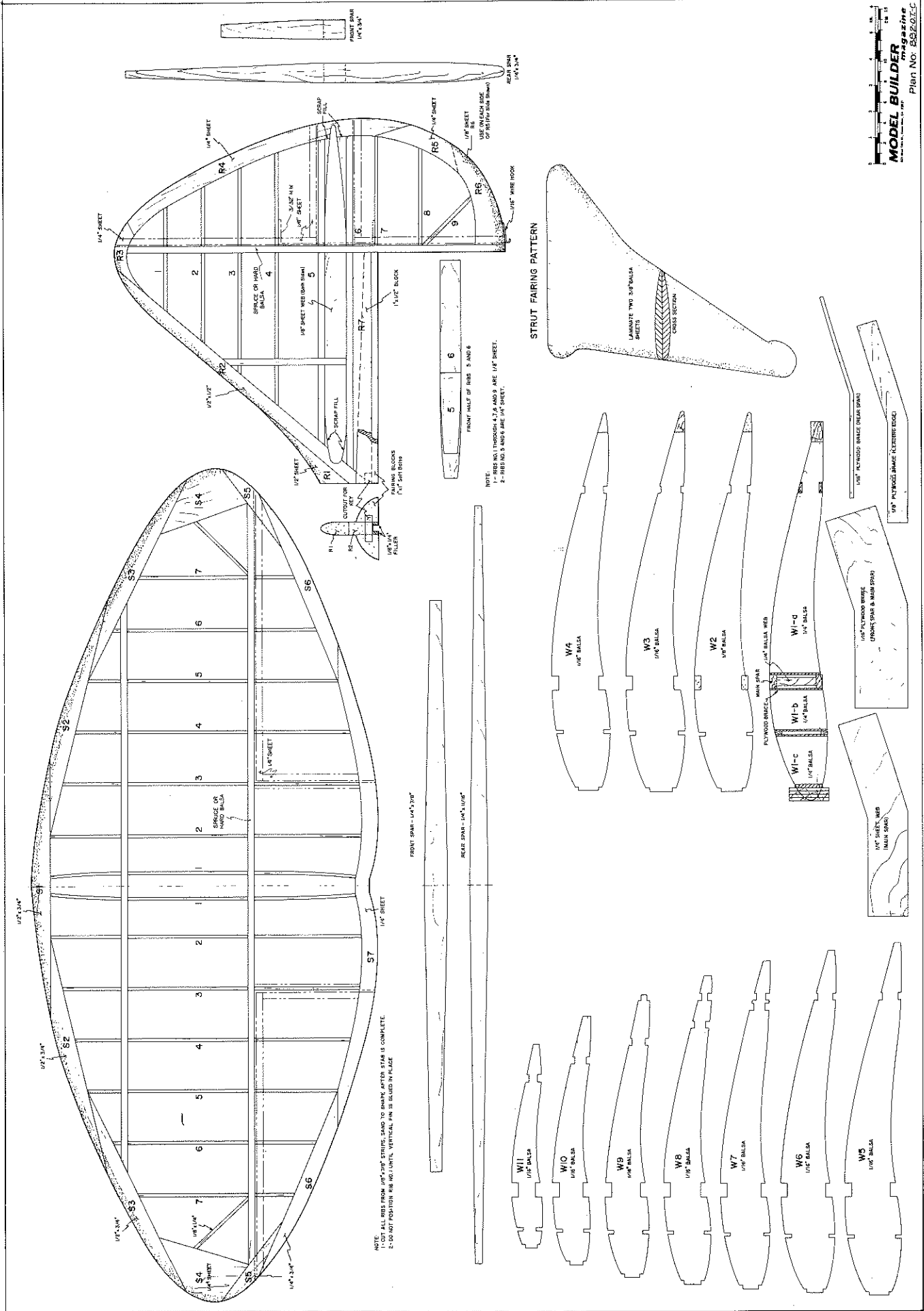
Continued on page 98



Nearly completed Snow White in front of Joe's radio repair shop in Brooklyn, N.Y. The original of this photo is dated March 1938.



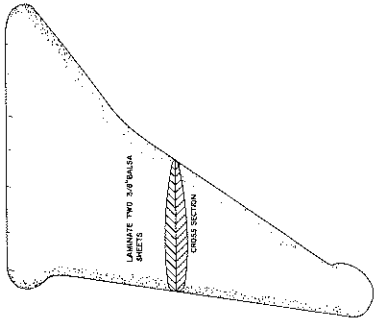
All that remains of Snow White after Al resurrected its construction on the drawings shown with this article. Now you can build her!



NOTE: ALL RIBS FROM 1/8\"/>

NOTE:
 1- RIBS NO. 1 THROUGH 6 & 7 PANELS ARE 1/8\"/>

STRUT FAIRING PATTERN



FLY ELECTRIC

- VL-101 Electric propulsion system shown—using Hytork 48 motor and planetary gear box, SI-3 switch & charging jack, and B-33L fast charge ni-cad flight battery—total weight 2½ oz.—will power models 25 to 50" wingspan weighing up to 10 oz.
- Send 50c for latest catalog showing full line equipment & accessories.
- Hobby dealers send for information.



V L PRODUCTS
Division of Vista Labs

7871 Alabama Ave., No. 16
Canoga Park, California 91304

YES-SIR, YES-SIR, THREE BAGS FULL!
4TH BAG AVAILABLE NOW



SAME NUMBER OF PLANS—SAME PRICE!

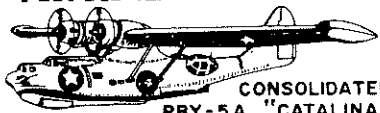
WALT MOONEY NOW OFFERS 4 BAGS OF PEANUT SCALE PLANS
ALL WELL TESTED DESIGNS, AT ONLY \$5.00 EACH

EACH BAG FEATURES FOURTEEN PEANUT PLANS,
ONE OTHER, PLUS PHOTOS AND INFORMATION

SEND \$1.00 FOR COMPLETE LISTING AND SAMPLE PLAN TO:

WALT MOONEY, 2912 CABRILLO MESA DR.
SAN DIEGO, CALIFORNIA 92123

VINTAGE R-C PLANS



CONSOLIDATED
PBY-5A "CATALINA"

9 FT. WING SPAN
ALL RIBS & FULL FORMERS SHOWN ON PLANS !!
PLASTIC ENG. COWLS \$ 9.90 PR.
CLEAR GUN BLISTERS \$ 6.60 PR.

4 LARGE PLAN SHEETS — Plans \$16.95
6 FT. WING SPAN MODEL PBY-5A
ENGINE COWLS \$ 6.50 PR. Plans \$12.95
GUN BLISTERS \$ 4.50 PR. ADD \$2.50 POSTAGE

CATALOG—OVER 50 PLANS \$1.00 DEALERS WRITE

WORLD WIDE

SID MORGAN

13157 ORMOND, BELLEVILLE, MICH. 48111 U.S.A.

and types, but they all have one thing in common, they require power for two glow plugs during starting.

There are any number of ways to furnish this glow plug power, but those of us who have experience with electronic supplies, glow-drivers, plug-drivers, or whatever name they bear, can attest to their superiority over a plain 1.5 volt battery, especially for those engines that are a little critical to get going. C & D Enterprises, manufacturer of the very popular Glo Driver that bears its name, now has available a driver for twins, two completely independent driver circuits,

sharing only a common 4.8 volt, 1.2 amp Ni-Cd supply.

Each circuit is metered independently, allowing easier diagnosis of each plug condition and demands. A single switch is used which turns off the entire unit, allowing you to leave the plug connectors in place till you are satisfied with the operation of the engine and you are certain that a re-start will not be necessary. Obviously, each section can be used alone, so that either one can be used to start your single-cylinder mills.

The Twinn Driver comes complete with two "HEADLOCK" glow plug connectors and a multi-contact plug for attachment to the driver, which allows you to assemble cables with whatever connectors are most suited to your needs.

The Twinn Driver is manufactured by C & D Enterprises, 10042 Merimac Dr., Huntington Beach, CA 92646, and is priced at \$89.95. There is a nice descriptive brochure you should write for. Tell 'em MB sent you.

DON'T JAM IT

One of the avoid-at-all costs rules during a R/C system installation is to never permit a servo to continue to operate against a mechanical stoppage. To do so makes the servo pull some pretty stiff currents, as much as half an amp for a normal servo, and surely much more for those high power jobs that have ap-

peared recently. This can damage a servo amplifier, but even worse, it can run down the receiver battery long before its time, leaving you up there in the wild blue yonder without enough electrons to get you home in one piece.

Probably the greatest culprit in this respect is the throttle servo, and the fact that the exact amount of throw required by the throttle is not always available from the fixed amount obtained from the servo output arm. What is needed is an adjustable length servo arm, furnished by some of the manufacturers who recognize this problem, but so far, not available from all of them. However, relief is spelled "Robart", in the form of its Super Trim Arm, which is variable in length, plus a large number of adapters by means of which it can be used with most popular servos. A sketch of the arm and how it works is included. The Super Trim Arm is Robart No. 397, four for \$1.98, while the Adapter of your choice is 98¢ each. Tested and recommended. . .

HATS OFF TO WORLD ENGINES

For some months, World Engines, Cincinnati, Ohio, ran an ad asking that we "Help us find the R/C Service Expert in your area", and offering schematic diagrams of its R/C equipment to "technical type model builders who fix R/C systems of club members and others in their respective areas".

Well, I for one think this is great, and wish to thank John Maloney and crew on behalf of all of us 'tinkerers' out here. Now I am the last one to recommend gambling an airplane and the people and property in its vicinity to a questionable radio, and the experts on a certain system are those who have the most experience working on them. But there are some rather basic things to electronics, and all inoperative radios don't necessarily need a trip back to the maker, with the subsequent expense in time and money, to get them back in the air. Toward this end, a schematic diagram is a tremendous help to a technician. I sent for mine, it arrived promptly the next week, and has been filed in the information file until the day it is needed to help someone make it to that contest he has been waiting for.

If other companies have similar programs, we'd like to hear about it so we can spread the word. ●

Snow White . . . Continued from page 20

aviation Bill Effinger has, but to give credit where it's due!

I believe Joe would have given the Snow White to anyone who wanted it, providing they could come up with a set of plans. After all, he gave her to me . . . all I did was ask!

Now take a look at page 47 of the June '82 issue of *Model Aviation* and you will see where Bill Effinger said the Snow White was not a great flyer, powered with the Brown Junior. Bill would be more than correct in his estimate of

Ace R/C, Inc.	66
American R/C Helicopters	4
Associated Electrics	89
Astro Flight	68
Bavarian Precision Products	91
Dave Brown Products	88
Byron Originals	71,81,95
Bud Caddell Plans	94
Charlie's R/C Goodies	83
Contempo Hobby Products	67
Coverite	97
Jim Crocket Replicas	101
Davis Diesel Development, Inc.	92
Delta Mfg., Inc.	66
Detroit Expo IV	85
Dodgson Designs	82
Du-Bro Products	79
Dynamic Model Products	86
Electronic Model Systems	74
FAI Model Supply	93
Flyline Models, Inc.	90
Fourmost Products	76
Fox Mfg., Inc.	69
Futaba Industries	3
Dick Hanson Models	96
Hayes Products	75

INDEX TO ADVERTISERS

Historic Aviation	1
Hobby Horn	102
Indoor Model Supply	101
J.V.S. Products	87
K & B Manufacturing	5
Kraft Systems, Inc.	65
K & S Engineering	95
Kustom Kraftsmanship	88
Eldon J. Lind	80
McDaniel's R/C	84
Midway Model Company	96
Midwest Model Supply	97
Model Rectifier Corp.	Cover 4
Waft Mooney Peanuts	98
Sid Morgan Plans	98
Jerry Nelson & Company	82
Northrop Real Estate	64
Octura Models	87
Pacesetter Products	66
Peck-Polymers	102
Pierce Aero	78
John Pond O.T. Plans	92
RCH Hobby Marketing	74
R/C Modelle	84

Rhom Products	64
Sailplane Factory, The	78
Satellite City	Cover 3
Sig Mfg. Co., Inc.	62,63
Francis Smith's Ship Yard	77
Sterling Models	70
Sullivan Products	72
R.C. Sweitzer Enterprises	90
Tatone Products	86
TEJA Engineering	94
Top Flite	Cover 2
Technopower II	73
Uber Skiver Knives	103
VL Products	98
Wardcraft Marine	86
W.E. Technical Services	68
Williams Bros.	93
Wilshire Models	83
Nick Zirolu	65
77 Products	92

HOUSE ADS

Classified Ads	99
Full Size Plans	100,104
Mammoth Scale Fly-In	85
R/C Bees-Model Builder Contest	104

CLASSIFIED ADS

Non-commercial (personal items) rate is 25 cents per word, with a minimum of \$3.00. Commercial rate is 40 cents per word, with a minimum of \$5.00. No advertising agency discounts allowed.

All ads are payable with order, and may be for any consecutive insertion period specified. Name and address free, phone number counts as two words. Send ad and payment to: MODEL BUILDER, Classified Ads, Box 335, 621 West 19th St., Costa Mesa, CA 92627.

WANTED — OLD MODEL ignition engines, cars, etc. Paying top dollar. Bill Simpson, 7413 Via Lorado, Rancho Palos Verdes, CA 90274; (213) 377-3532.

WANTED: A.J. Interceptor, Hornet, and small hand launch interceptors; originals or replicas, top price. L.J.B., P.O. Box 997, Ocala, FL 32678.

RARE STERLING M-Series Fokker D-VII and Douglas C-47 Kits, NIB, \$10 each or trade. Buffardi, 400 Windward Passage, Slidell, LA 70458.

OLDTIMER MODELS — Everything for the rubber modeler. Over 300 plans, balsa, tissue, condenser paper, absolute film, rubber and lots more. Send \$1 for 9 page catalog, refundable with first order. P.O. Box 913, Westminster, CA 92683.

EMBLEMS-Direct from manufacturer. Swiss embroidered. Custom made to your design. Send sample or sketch and quantity needed for free quotation. David Haemmerle & Sons, Inc., Box 711J, West New York, NJ 07093.

GOLDWING canard pusher p-nut ultralight, 2-minute flights; plans \$1.00, SASE for list. David Aronstein, 50 Pasture Lane, Poughkeepsie, NY 12603.

Twelve full pages of ready-built models plus used equipment bargains in the last issue of "Hobby Swap News." Buy-Sell-Trade, your first ad free (35 words max, B&W photo \$2 extra) with subscription: \$10/yr. (10 issues), \$19/2 yr., \$27/3 yr. Add \$3/yr. for 1st class postage, (required for Canada & Mexico), MC & Visa accepted. Hobby Swap News, Dept. FLC-32, P.O. Box 834, Santa Maria, CA 93456.

FOR SALE: R.C.M. 1965 thru 1981 \$150.00; M.A. 1975 thru 1981 \$50.00; R.C.M. & E 1963 thru 1975 \$75.00; R.M. 1970 thru 1981 \$50.00; Aeromodeller 1971 thru 1981 \$40.00. All magazines in volume with binders. All for \$350.00 Enrique A. Blandino, 549 Washington St., La Cumbre, Rio Piedras, PR 00926.

MONITOR 72-73, 75-76, 53-54 Mhz with a RC Frequency Receiving Converter into your AM radio. Converters, PC boards, parts, schematics, info from: John R. Lange, P.O. Box 1395, Melrose Park, IL 60160.

Entire complete collection of beautifully bound Model Builder magazines in 12 volumes \$300. Entire complete collection of American Aircraft Modeler in 16 beautifully bound volumes \$352. Phone (408) 266-9796.

FOR SALE: Anderson Spitfire, Ohlsson 60, Ohlsson 29 blue head, Forster 29, and one Diesel as a group. \$500. Phone (408) 264-5519.

RET has 'um! The Trail Blazers — full size 3 views — and others: Those Flying Aces models that are classics. SASE for list. RET Plan Service, P.O. Box 7893, Midfield, AL 35228.

PEANUT & WALNUT SCALE PLANS. Send SASE for list or \$1.00 for sample plan and list. David Diels, Box 101, Woodville, OH 43469.

flight performance if the large and heavy Snow White was indeed powered by a Brown. The fact is, it was powered (and very ably) by a Forster "99". Surely, the designer would remember that! (Sal Taibi recalls that Joe did try a Brown, found it was inadequate, and went to the Forster 99. Sal says it was a fine flier. wcn) Joe's reason for not flying Snow White every weekend and in open free flight competition was a simple one. The ship was a "Beauty" model and he didn't want it smashed up, or end up in the trash as did most competition ships (then and now).

For you under 40 types, who may not know about "Beauty" events at contests, I have to mention that even "Beauty" models had to make qualifying flights. In other words, you had to fly to win, it was not a static display!

Let's turn to page 107 of this M.A. feature, paragraph two, where it states, the full sized Snow White has a 90 inch wing span. Wrong again, it has an eight foot wing span (that's 96").

Last, but by no means least in my case for Joe Raspante, turn back to page 46 and take a casual (not careful and close) look at what Bill Effinger calls the

"redesigned Snow White 20". O.K.? Now look at the plans pictured in this Model Builder article, I say to you, there is no way that the "20" is a copy of the Snow White, re-design, reduced or otherwise! You be the judge! As far as I am concerned, one is Snow White and the other the Wicked Witch!

There can be no doubt about the authenticity of the Snow White plans herein, they were drawn by taking apart the *only Snow White ever built* and tracing the parts.

"MIRROR MIRROR ON THE WALL... WHO IS THE FAIREST OF THEM ALL?"

FULL SIZE PLANS SERVICE

Including reprint of construction article
(if any)

- No. 8821 BOTHORNE \$1.50**
Tailless rubber ship for Boston Cabin or Hawthorne Flying Wing rules. B Wainfan.
- No. 882-O.T. SNOW WHITE \$18.95**
Joe Raspante's famed 8 ft. span Beauty winner. Plans direct from original model.
- No. 7821 MONARCH \$5.00**
R/C 6 ft. span swept, flying wing glider with fuselage, fin/rudder. By Bill Young.
- No. 7822 WHITEHEAD NO. 21 \$4.00**
Possible pre-Wright Bros. flyer in rubber F/F, 40" span. It flies! By Ken Johnson.
- No. 782-C.P. J-3 CUB \$2.00**
An official 1942 Piper Aircraft Corp. plan for 25" span rubber scale model.
- No. 782-O.T. MOFFETT WINNER \$3.50**
Roy Nelder's most functionally beautiful 1940 winner, from Nov. 1940 Air Trails.
- No. 6821 DUCKLING \$3.50**
All sheet wood R/C flying boat for mini radio and .02-.049 engine. Ken Willard.
- No. 6822 ASCENDER \$4.00**
Smooth flying, trike geared, tractor canard. Ace foam wings, .15-.25. Skip Ruff.
- No. 682-O.T. THE HERALD \$4.50**
Pod/boom, twin ruddered, Class B pylon gassie from May 1941 AT. Gene Chaille.
- No. 5821 BUCKER JUNGMAN \$15.75**
Aerobatic quarter-scale model for geared 90, 1.2 direct, or Quadra. By Gene Pond.
- No. 5822 CRYSTAL AMANITA \$3.00**
All sheet bass and balsawood 1/2A sport C/L for all skill levels. By Tyrone Parker.
- No. 582-O.T. CONTEST WINNER \$3.00**
High climbing diamond fuselage rubber ship from '38 Air Trails. Henry Struck.
- No. 4821 LOCKHEED VEGA \$7.50**
Exact 1-1/4" R/C scale model of Jimmie Mattern's Vega, 50" span. Walt Musciano.
- No. 4822 AIR XX "PYLONER" \$1.50**
AIR XX (20" Antique Indoor Rubber) of typical O.T. gas model. By Ken Johnson.
- No. 4823 SCHNIEDAIR \$2.50**
Composite of typical Schneider Cup racer, for CO₂ or rubber. By Walt Winberg.
- No. 482-O.T. TIGER SHARK \$6.00**
Enlarged, R/C version of nostalgic Victor Stanzel G-liner, 61" span. Harold Lanser.
- No. 3821 GREAT LAKES 2T-1E \$17.95**
One-fourth R/C scale model of popular Classic Era biplane. 3 sheets. Frank Comyns.

- No. 3822 SIMPLE SIMON \$3.50**
Really simple 1/2A sport R/C for 2-4 ch. Uses Ace foam wings. By Frank Roales.
- No. 3823 PEANUT HOT CANARY \$2.00**
Sharp staggerwing biplane racer, big for a Peanut but meets rules. By Bob Sweitzer.
- No. 3824 1912 BLACKBURN \$4.00**
Free flight 1-1/2 inch scale model of famous antique monoplane. By Sid Miller.
- No. 382-O.T. TWIN PUSHER \$3.50**
Record setting rubber ship from Aug. '36 Model Aircraft Builder. Ralph Kummer.
- No. 2821 ACRO SPORTSTER 40 \$6.00**
Sport/pattern low winger, open cockpit, tail dragger, .40 powered. Peter Neuer.
- No. 2822 MESSERSCHMITT M33 \$2.00**
Semi-scale, "bathtub" style, CO₂ powered sport free flight. By Jack Headley.
- No. 282-O.T. VIRGINIA CHAMP \$5.00**
Little-known, but sharp Class C pylon, April '40 F.A., 60" span. By Bob Little.
- No. 1821 Model Builder RAVEN \$5.75**
Latest in a long line of tailless R/C sailplanes, span 110", 2-ch. By Dave Jones.
- No. 182-C.P. SUPER G SHARK \$3.00**
An historic two-line controlled model of classic lines; one of many by Vic Stanzel.
- No. 182-O.T. HI-HO \$3.50**
A 1940 convertible stick/Wakefield; uses demountable cabin/pod. By Ed Lidgard.
- No. 12811 XINGU \$4.00**
High performance F3B type sailplane of contemporary construction. Ken Stuhrr.
- No. 12812 A.J. INTERCEPTOR \$1.00**
Replica of the famous Jim Walker folding wing catapult glider. By Dave Thornburg.
- No. 12813 SUNDAY FLYER \$2.50**
Easy beginner's 1/2A sport F/F. One-day assembly. Ace foam wings. Ken Willard.
- No. 1281-O.T. FOLLY II \$4.00**
Beautiful aerodynamic lines on this 6-ft. gas job. Pic in July '37 MAN. Rod Doyle.
- No. 11811 WACO TAPERWING \$17.95**
Sensational 1/4-scale R/C model of Bob Lyjack's Waco. 2.5-3.5 eng. Larry Scott.
- No. 1181-O.T. HALF-PINT \$2.50**
Tiny (24-3/4" span) pylon free flight gas model for Atom or .020. Louis Garami.
- No. 10811 HEATH PARASOL \$7.50**
Lightweight quarter-scale for .60 power. Span 94", two-piece wing. Bob Kitson.
- No. 10812 NAVY PT BOAT \$3.00**
Built on Dynamic's 1/2" scale, 39" fiberglass hull. Gas or electric. By Art Bauer.

- No. 10813 BUTTERFLY ONE \$1.00**
This little rubber powered ornithopter looks like a big butterfly. Ken Johnson.
- No. 1081-C.P. N. AMERICAN B-25 \$4.00**
Miniature Aircraft Corp. 1/2"-scale kit plans. All printwood parts duplicated.
- No. 1081-O.T. OLD SQUARE SIDES \$4.50**
Very realistic sport cabin from July '40 Air Trails. Nice for R/C. John Sprague.
- No. 9811 SCALE EDO FLOATS \$3.50.**
Designed for Sig Cub, these floats fit any two-inch scale model. By George Wilson.
- No. 9812 STINSON VOYAGER \$2.50**
One-inch scale rubber model of classic design. Span 34". A.P. 'Speed' Wilson.
- No. 981-O.T. BOOMER BUS \$4.00**
Another Henry Struck classic, from Feb. 1941 Air Trails. For .19 to .29 ignition.
- No. 8811 MINI BIRD \$4.00**
Two-meter version of Dave Thornburg's well known Bird of Time. Mark Smith.
- No. 881-C.P. SEVERSKY P-35 \$4.00**
Miniature Aircraft Corp. 3/4"-scale kit plans. All printwood parts duplicated.
- No. 881-O.T. TAIBI'S HORNET \$7.50**
Sal Taibi's 1940 design for Forster 99 engine. Span 88", chord 16", 1300 sq. in.
- No. 7811 SPINE-TAILED SWIFT \$3.50**
Contemporary 1/2A pylon racer designed to win. Easy glass fuse. Jim Gilgenbach.
- No. 7812 BIG PROP CHARTS \$1.50**
Charts for determining best engine and prop sizes for the "biggies". John Burns.
- No. 7813 GREAT EXPECTATIONS \$1.50**
West Coast/Mooney Bostonian design for beginner or expert. By Ernie Wisley.
- No. 781-O.T. BERRYLOID WINNER \$5.00**
Winner of the coveted best finish trophy at the 1938 Nationals. Harold Coovert.
- No. 6811 CURTISS P-40 \$10.00**
Exact-outline giant/sport R/C scale for .90 power, 80" span. By Art Johnson.

Minimum of \$5.00 on credit card orders.

Complete list of over 400 plans. 50¢

NEW ORDERING INSTRUCTIONS

Price includes 3rd or 4th Class mail. For air-mail or First Class (Priority) in U.S., add 25% of total order. For Overseas Airmail (includes Canada and Mexico), add 50% of total order. Remit by International Money Order or U.S. funds drawn on a U.S. bank on Overseas orders. Postage paid for APO and FPO orders. Master Card or VISA accepted. Include card number, expiration date, and signature.

CALIFORNIA RESIDENTS ADD 6% TAX.

MODEL BUILDER PLANS SERVICE

621 West 19th. St., Box 335
COSTA MESA, CA 92627-0132

Now that I have the debate out of the way, let's talk models.

I first saw the Snow White in a book at the Baltimore, Maryland Public Library, when I was a boy. The book in which it was pictured was, *The Theory of Flight* by Air Age Inc. This was late in 1941. I know it was in December 1941, because I had asked my Mom and Dad to give me this book as a Christmas gift. This was not just any December, way back when, but December, 1941. You see, my Dad was a

career army officer, and I recall he was more concerned about the war we had just entered, than model airplane books. (I got the book anyway). In this book, on the first page, was a full page photo of Joe Raspante's "Snow White". It was love at first sight. However, some 36 years would go by before Snow White would enter my life again.

It was the summer of 1977, I was reading a 1938 copy of *Model Airplane News*, that belonged to a collection of a

good friend, Tom Feicco. I couldn't believe my eyes when I saw Joe Raspante's name in the caption. The next day I called Joe and asked if he still had the plans. My heart sank when he said no. He explained the drawings were done on brown paper bags, and after the model was completed, they were discarded. I understood how that could happen, because in my own miss-spent youth, I used to tape pages of loose-leaf notebook paper together to make sheets

large enough to draw plans on. I designed and built a lot of airplanes back then, and if my life depended on it, I couldn't come up with a set of plans today. Needless to say, I felt great disappointment. However, Joe's next statement was, "I think I still have the Snow White somewhere up in the attic. If it's still there you can have it."

Burning rubber all the way to Joe's house, I arrived before the phone line had cooled off. There, in Joe's immaculate shop (more about the shop later) was that beautiful ship I had fallen in love with so many years before. It was like going home again. My thoughts filled with boyhood memories of the Sunday contests at Model Haven. Nostalgia dripped from every pore. The next step was to figure out how to draw an authentic set of plans, without destroying that magnificent old girl.

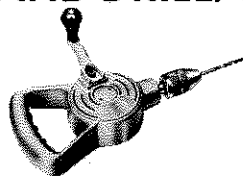
Snow White sat on a drawing table, in my studio, for two months or more, while I contemplated my next step. Finally I came to the agonizing conclusion; the only way to save Snow White for future generations of modelers was to systematically destroy her! The next morning, I called Joe with the bad news. Without any hesitation he said, "Do whatever you have to do, but let's make her live again."

The model was in fairly good condition considering it had spent the past 20 years or so in the attic, with temperatures as high as 110° in the summer and as low as 0° in the winter. At one point, it had even been used as a tricycle by his grandson! There was almost no silk at all on the open frame work, none at all on the wings. The exposed wood was in very bad shape, dry, broken, it almost crumbled at the touch.

The wing seemed a good place to start, so after selecting the one in the best condition, I carefully traced the wing outline, both panels. The rib locations were marked in position. Using thinner and model knife, I began removing the top planking, thereby exposing the structure beneath. Then the trailing edge and wing tip pieces were removed, dried, and sanded. A large razor saw was used to cut through the spars and leading edge to remove the ribs. The spar sections, leading edge chunks and cap strips were then removed from the ribs using thinner. Most of the ribs were in poor shape and care had to be taken not to destroy them. In a few cases the ribs had to be "rebuilt". After the set of ribs was assembled and sanded smooth, the wing parts were traced. None of the parts of Snow White, except those made of plywood, were worth saving, so no effort was made to save anything.

The other day I was talking with Joe and asked how he plotted the wing ribs. He laughed, and then described an incredibly simple procedure. I must confess it would never have occurred to me in a hundred years. After selected a suitable airfoil, you make one rib out of balsa or even cardboard. Using a D.C. light (A.C. will not work), you adjust the

MARK V HAND DRILL/WINDER



\$28.00
Plus Freight

- * HEAVY DIE-CAST NYLON CASE
 - * METAL GEARS
 - * ADJUSTABLE GEAR TOLERANCE
 - * BALL THRUST-BEARING ON SPINDLE
- Catalog - \$1.00

JIM CROCKET REPLICAS
P.O. BOX 12600
FRESNO, CA 93778

distance between the rib and the light. The resulting shadow will give you a perfect rib outline, of whatever size you want. This is an indication of how the inventive mind of Joe Raspante works.

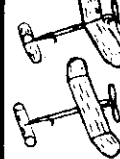
The tail group was next in line for disassembly. Using the same technique as with the wings, it proved to be much simpler to put down on paper. While we're talking about the tail, check the really neat Track and Key method used to align and hold it in place. The only rubber bands needed are between the two hooks, on the bottom of the sub-rudder.

The most difficult task was taking apart the fuselage. You can learn a lot about a modeler by taking apart his airplanes. The strip planking was just unbelievable, every strip was carefully tapered to an exact fit. There was not one trace of wood filler. All the fillets were carved balsa wood. All the markings on the ship were hand painted. No masking tape or decals were used; the pin stripes were hand painted. There were traces of an AMA number on the cap strips. They too were hand painted, red numbers and letters with a black outline. The entire ship was covered with white silk. The fuselage and tail were painted all white, the wing was painted white on the planked area only, the open area of the wing was clear doped. Around the edge of the open area of the wing was a hand painted red line, about 1/8 inch wide. This is "Craftsmanship" with a capital "C"!

It was just about impossible to remove the strip planking with thinner, without damaging the structure beneath. So out came the razor saw again. The fuselage was taken apart one bulkhead at a time, starting at the tail. The distance between the formers was carefully measured at the time of removal, and that information transferred to paper. This way the airplane kept getting smaller and the drawings kept getting larger. Using this method, there is no chance of missing or misplacing any parts. It also makes it possible to stop at anytime and pick it up again weeks later, without missing a trick! The bulkheads were disassembled using the same thinner, saw, and knife routine, then carefully sanding and rebuilding where needed. Making con-

INDOOR MODEL SUPPLY

OUTDOOR & INDOOR FLYERS FOR THE NOVICE
SELECT SATIN SMOOTH SHEET Balsa
Yard Birds 12 Span 3 IMS Gliders 1/8 oz. \$5.95
Free Wheeling Plastic Prop 1/8 oz.



\$4.95

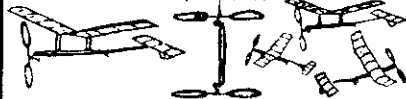
THE SLOWPOKE Span 16



Free Wheeling Plastic Prop

\$4.95

INDOOR ENDURANCE RUBBER MODELS
THE "EASY B" 12 Span \$3.95
2 PARLOR COPTERS 12 Span \$3.95
3 PARLOR PLANES 10 Span \$5.95



THE "TIME MACHINE" PENNY PLANE

18" Span

\$5.95



"FLAPPING FLYER"

24" Span

\$5.95



The World's 1st
Ornithopter Kit!
Fascinating!
2 Minute Flights
WEIGHT 1/8 OZ.

INDOOR MODEL AIRPLANES by Ron Williams
264 Pgs. and Over 200 Illustrations plus 2 FREE
Full Size Plan Sheets for I.M.S. Easy "B" \$11.95
INDOOR MODEL AIRPLANES by Lew Giltlow
46 Pgs. & Over 100 Illustrations (reprint) \$3.95
PEANUT POWER by Hannan, 80 Pgs. \$6.95
INDOOR Balsa PACK \$6.95 **P-NUT PACK** \$6.95
ROLL OF MICROLITE COVERING \$3.25
CONDENSER PAPER \$2.50—**WASHERS** \$1.50
RUBBER LUBE \$1.50—**CEMENT** \$1.50
THRUST BEARING: New Tiny .50 New Dual 1.00
NEW MARK 1 WINDERS—16:1 \$11.95
NEW SMOOTHIE WINDERS—6:1 \$3.95
6:1 Winder only \$1.95 with \$25 Order

ALL ORDERS & KITS ADD 10% POSTAGE
Minimum postage \$1.50

NEW!

1982 16 PG. CATALOG \$1.00

BOX C, GARBERVILLE, CA 95440

struction drawings using this technique is very time consuming and often a frustrating business. In writing about this project, it seems things went along fairly quickly. Not so! Between earning a living, working on other projects, and repairing my oft-damaged flying machines, almost five years passed, from start to finish.

This is the first time I have drawn plans for an airplane I didn't build. There is no need to prove the design or check that parts fit, because the parts all came from a ship we all know was a winner. I have every intention of building Snow White, one day, but was very anxious to get this article into print, for reasons that should be very clear by now.

I won't include any building instructions, a few pointers, perhaps, but that's all. First of all, this ship should only be built by a modeler with some experience. It is not an easy project. There were many times, while drawing the plans, I thought of different, perhaps easier ways to do things, but decided to make no changes in the structure at all.

THE PEANUT-PEOPLE PRESENT

PEANUT SCALE MODELS



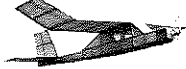
MUSTANG

MILES M-18
DRUINE
COUGAR
GIPSY MOTH
GANAGOBIE

ZERO
PIETENPOL
PIPER CUB
ANDRESON
LACEY M-10

All Rubber Powered
Balsa and Tissue Kits \$5.95

SPORT MODELS



PRAIRIE BIRD
KIT \$5.95

BABY ACE\$6.49
ONE NITE 28\$6.95
ONE NITE 16\$5.95
STRINGLESS WONDER\$4.95
PECK R.O.G.\$1.95

RUBBER OR CO-2 POWERED

BUILDING NEEDS



PROPS, TISSUE, RUBBER, WINDERS,
BLADE SHARPENERS, BEARINGS,
PROP SHAFTS, LUBE, WASHERS,
WHEELS, FUSE, CO-2 MOTORS,
BOOKS, PLANS and MORE.

ADVENTURE MODELS



PONY BLIMP
11-FT. R/C AIRSHIP
KIT \$249.00


COMPLETE CATALOG \$1.00

HARD TO FIND ITEMS FOR RUBBER MODELS AND AIRSHIPS



Peck-Polymers

P. O. BOX 2498-MB LA MESA, CALIF. 92041
PHONE (714) 469-8675 or (714) 442-4636



Hobby Horn

WE ARE PLEASED TO ANNOUNCE the acquisition of the Hal Osborne Plans Service. Included are over 140 exceptionally high quality Scale plans & drawings. Complete list is 50¢ PP or see below.

COMING SOON: We expect to have a Partial Kit of the Snow White Antique Gas Model (1938) available in the near future. It is to be produced by Gene Wallock of P & W Model Service. Price and Availability date not known at this time. Watch this ad for information.

OLD TIMER KITS: Partial and Full Kits.

P & W Semi Kits--Cut Parts Kits--Machine Cut.

1939 Comet Zipper, 54" Span (plan incl price) \$33.00
1938 Trenton Terror, 72" (plan incl price) \$20.00
1936 Berkeley Buccaneer, 84" (plan incl price) \$26.50
Other P & W Semi Kits available (Plan incl. Price):
1938 Comet Clipper MK I, \$19.25; 1937 Dallaire Sportster, \$31.00; 1939 Scientific Mercury, \$28.00;
1935 Miss America, \$31.50; 1941 Playboy Jr., \$17.00;
1941 Playboy Sr., 22.25; 1938 Powerhouse, \$25.00;
1940 Ranger, \$18.00; 1940 Comet Sailplane, \$50.50;
1940 So Long, \$17.50; 1939 Korda Wakefield, \$10.75.

MIDWAY MODEL CO. Full and Partial Kits:

1941 Air Trails Sportster, 50" Full Kit \$35.96
1938 Powerhouse, 50" Span Full Kit \$35.96
1936 Flying Quaker, 84", Semi Kit (plan incl) \$21.50
1937 Quaker Flash, 67", Semi Kit (plan incl) \$17.50
1937 Long Cabin, 78", Semi Kit (plan incl) \$20.00
1940 Comet Sailplane, 36" for .020 engines \$14.95
1935 Miss America, 36" for .020 engines \$12.95

Other Mfg. Old Timer Kits--Full Kits.

1941 Playboy Senior (Tyro), 80" Span \$49.95
1938 Bay Ridge Mike (Tyro), 48" Span (.049) \$28.95
1939 Korda Wakefield (4K's), 44" Rubber \$16.50

NEW Playboy Sr., 67" for geared Electric 05's.

Special introductory Price (Reg \$44.95)-- \$30.00

LEISURE 05 Geared Sys (\$100.00) Special****\$75.00
ASTRO 075 XL Sys w/reducer(Reg \$110) Sp**\$80.00
ASTHO AC/DC Charger(\$69.95)Special*****\$47.50
LEISURE DIGITAL Charger (\$10.00)Special** \$75.00

<p>SHIPPING & HANDLING: Up to \$8.00 add \$1.50, \$8.01 to \$20.00 add \$2.25, \$20.01 to \$45.00 add \$3.00, \$45.01 to \$70.00 add \$3.50, and over \$70.00 add \$4.00. CA Addressees add 6% tax. Send MO, Visa/MC (# Exp), or Check (allow up to 30 days for CK clearance.) COD= Exact Charges plus \$1.50 Hdl. (Cash Only)</p>	<p>50 Page CATALOGUE and Plans list: \$2.00 [A copy will be sent free--when requested with an order.]</p> <p>HOBBY HORN **hobby specialties** P.O., BOX 3004 Seal Beach, Ca 90740 (714) 894-6223 [Best mornings or recorder-- activates on 5 rings.]</p>
------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Joe used "plug-in" landing gear for two reasons. First, it made it simpler to plank and finish the fuselage. Second, he didn't want to take the chance of dinging-up the wheel and strut fairings. So he made two sets of landing gear, one without fairings for flying, and one for show.

I was tempted to bolt the wings on with nylon screws, but thought better of it. By the way, the wings of the original were held on with a long strand of 1/4 inch rubber (6 to 8 feet) attached to the front landing gear wire, over the wing and under the belly of the fuselage. The engine mount is for the Forster 99. There is no suggested radio installation or anything else not in the original. The

engine top hatch was held in place with an internal rubber band and hook.

In looking at some old photos of Snow White, just before this writing, I found I had omitted one detail. That was the cover for the access panel on the right side of the fuselage. This part was lost years ago, so was not with the ship when I took it over. Very close inspection of some of the old photos will show that Snow White went through some very minor changes, before her completion. The only change I would suggest is at the leading edge brace. The plan view of the wing shows the part just as on the original. However you will note the leading edge brace drawn with the parts is longer . . . it will go from rib to rib. I feel the longer brace and some glass tape would make a much stronger wing, but the choice is yours. Other than that small change, you have the "SNOW WHITE" as designed and built by Joe Raspante in 1937.

About the designer: Joe Raspante is a most unique person. His interest and talents range in every direction. Today most of his time is spent with his model airplanes and boats, and his TV ham station (that's right TV). When I first met him, years ago, it was only a radio station. Every item in his station is hand made by him, with the exception of TV monitors, cameras (color and black & white) and a recorder. He has a servo system, he made, to operate a robot that moves, focuses, and zooms his cameras while he broadcasts. It's far out!

Joe was one of the nation's pioneers in early R/C flight, with equipment of his own design. His first R/C airplane now hangs in the Long Island Air Museum, at Mitchell Field. He has been honored by the AMA on a number of occasions, including the AMA Distinguished Service Award, for outstanding service to the hobby since 1924. Also, he was honored by the Long Island Drone Society with a life membership.

This man seems to be able to make anything he sets his mind to. He has scratch-built a four-stroke, four-cylinder, overhead valve, water cooled marine engine that powers a P.T. Boat that is nothing short of awesome!

His shop is the best equipped, best organized and cleanest shop you have

ever seen. It is disgusting to see someone so neat! My shop looks as if it was bombed, and that's after I've cleaned it up! There is never a chip of wood or scrap of paper on the floor. Not even dust! One would think he never did a thing but clean up.

I have yet to meet anyone who is not fond of this gentle, kind man. The first thing that impresses you about him is, he is a "gentle" man, thoughtful, always helpful and completely unaware of his value to the rest of us. After all, don't you think it would take this type of man to dream up "SNOW WHITE"? . . . I do!

★ ★ ★

ADDITIONAL CONSTRUCTION NOTES BY WCN

In this day and age, only the most stubborn purist would build this magnificent model as a free flight, to be turned loose into our rapidly decreasing, unencumbered air space. For this reason, I have indicated suggested R/C control surfaces in dotted lines. Note that S/W's outline has not been disturbed. As the horizontal stab is located at about the mid-point of the vertical stab, I split the moveable rudder area into two parts, connected by a typical wire joiner normally used on two-piece elevators. The elevators, in turn, are spaced far enough away from the center line to clear rudder action, thus avoiding a V-notch in either surface. Naturally, the elevator pushrod will have to be split into two units.

Note that the wing leading edge is made up of 1/8-inch sheet laminations. For sturdier but light construction, I'd suggest the trailing edge and tail surface outlines be laminated also.

Though it's too soon to know the price or when they will be ready, Gene Wallock and Bob Sliff are working on the preparation of partial kits for Snow White. These will be marketed through Bob's "Hobby Horn", Box 3004, Seal Beach, CA 90740, phone (714) 894-6223, and by the time you read this, will probably be available.

Ah yes . . . the balance point. In the best tradition of old timer plans, it's not available, but try one-third, or five inches back from the wing leading edge at the fuselage.

Back Bee . . . Continued from page 49

configuration could be easily determined from any published Aeronca C-2 drawings, such as those available from Historical Aviation Album, Box 33, Temple City, CA 91780.

Bob Granville also graciously supplied color information, recalling that the Ascender wings were dark orange while the fuselage was green.

Grateful acknowledgment is extended to the following individuals for their contributions to this article: The late Robert H. Granville and his wife Eva, Granger Williams, Frank T. Courtney, Tom Nallen, Henry Haffke and Jim Page.