



# The AMA History Project Presents: Biography of WILLIAM (BILL) J. WINTER

**Modeler, Magazine Editor, Writer, Designer,  
Manufacturers' Consultant**

1912 – 1998    Started modeling in 1921  
AMA #719



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## Honors:

- 1960: AMA Fellow
- 1970: Model Aviation Hall of Fame
- 1978: National Free Flight Society Hall of Fame
- 1992: Vintage Radio Controlled Society Hall of Fame
- 1992: Howard McEntee Award
- 1992: Plaque American Aviation Historical Society
- 1994: Society of Antique Modelers Hall of Fame
- 1995: Kits and Plans Antiquitous Hall of Fame

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*Bill and his wife Sylvia had nine children. After Sylvia passed away in 1994, Bill continued to live in the same house with his youngest son Mark, who looked after him. It was Mark that decided to document his father's life.*

*The following is taken from a book that Mark did out of pure love for his dad. The work of researching this biography is a fantastic compilation that must have taken him years to put together. His sources of reference data came from many of the magazines that Bill either wrote for or was the editor of. Mark also accessed the Smithsonian and the Library of Congress files for much of the documentation that is revealed here.*

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## **The Works of William (Bill) Winter: Model Aviation Pioneer**

By Mark K. Winter

Whenever a plane passes overhead, I instinctively look up and see my father. I smile, shake my head, and wonder how this has come to be. Of course, I know why: model airplanes.

He used to fly the real thing back in the late 1940s and early 1950s, but model airplanes – they were his living. He built them and flew them by the hundred. In addition, he wrote about them prodigiously for more than 60 years. He gained accolades along the way and admittance into halls of fame. He was a pioneer.

I only wish I shared the same interest. I wanted to know him better – the man through his works. Thus began my odyssey.

Fortunate to have lived nearby some of the great repositories in the world – the Library of Congress, the National Air and Space Museum, the Academy of Model Aeronautics – and to have had the author himself on hand as reference, I searched the archives for every article and book he had ever written, for every plane he had ever built. With each discovery of yet another work, I have come to know him a little more.

What follows on these pages is a record of my labors. For any inaccuracies recorded herein, the responsibility is mine alone. Known discrepancies, along with commentary, are discussed in the notes section of this biography.

In perusing this bibliography, the reader will discover, as I did, that though model aviation had played a dominant role in his life, he wrote about other subjects as well – on aviation history and technology, mechanical and electrical engineering, even meteorology. Could I but gather all his unpublished letters as well, what volumes they would speak!

*Mark Kendall Winter  
March 1996*

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### **Kit Designs by Bill Winter:**

*Photos of many of these designs appear near the end of this biography.*

- *Wog* by Megow Models (1944)
- *Hobo* by Eagle Model Aircraft Co. (mid-1940s)
- *Wanderer* by Eagle Model Aircraft Co. (mid-1940s)
- *Hellcat* by Eagle Model Aircraft Co. (mid-1940s)
- *Vagabond* by Eagle Model Aircraft Co. (1945)
- *Krakerjac* by Jetco (early 1960s)
- *Lightning Bug* by Jetco (early 1960s)
- *Miss America* by Scientific Model Airplane Co. (1963)
- *Heron* by Davey Systems (mid-1980s)
- *Le Crate* by Davey Systems (mid-1980s)
- *RC Special* by Davey Systems (late 1980s)

### **Books by Bill Winter**

***The Model Aircraft Handbook (1941)***: Illustrated by Paul Plecan and Henry Ash Thomas. Published by Thomas Y. Crowell (Company of New York. Hardcover.

- First edition printed December 1941 (292 pp.)
- Third printing October 1942 (360 pp.)
- Revised, second edition, seventh printing May 1946 (345 pp.)
- Third edition 1953 (200 pp.)
- Fourth edition 1957 (206 pp.), revised and updated in 1968 by Howard McEntee.
- Translated into English (British) and revised in 1946 by C.F. Joy for George G. Harrap & Company of Toronto and London.

***War Planes of All Nations (1943)***: Published by Thomas Y. Crowell Company of New York. Hardcover (418pp). Translated into English and re-titled, “War Planes of the Nations” in 1944 for George G. Harrap & Company of Toronto and London.

***Gas Models and Engines (1946)***: Co-authored by Walter L. Schroder and illustrated by H.A. Thomas. Published by Thomas Y. Crowell Company of New York. Hardcover (183 pp).

***Bill Winter's Model Aircraft Plan Book (1947)***: Edited by William Winter for Winter Books of Warren, Cornwall Bridge, Connecticut (130 pp.).

***Radio Control for Model Aircraft and Boats (c. 1954)***: Subtitled, “A Complete Handbook on the Installation and Use of Radio Control Equipment in Model Aircraft and Model Boats.” Edited by William Winter for Berkeley Models of West Hempstead, New York (72 pp.). Second printing 1960.

***Control Line Models (c. 1955)***: Edited by William Winter for Berkeley Models of West Hempstead, New York (96 pp.).

***Engines for Models (c. 1955)***: Edited by William Winter for Berkeley Models of West Hempstead, New York (96 pp.).

***How to Make Electrical Repairs (1956)***: Published by Fawcett Publications of Greenwich, Connecticut (96 pp.).

***Mechanix Illustrated Electrical Repairs Handbook: An Adequate Wiring Guide (1957)*** Published by Fawcett Publications of Greenwich, Connecticut (144 pp.).

***How to Build Model Airplanes (1959)***: Published by Berkeley Models of West Hempstead, New York (96pp.).

***How to Build Model Airplanes (1959)***: Published by J. F. Rider of New York (220 pp). Revised and co-authored by Fred M. Marks in 1972 and published by Hayden Book Company (151 pp.).

***Airplanes of the World, 1940 to 1962 (1962)***: By Douglas Rolfe and Alexis Dawydoff, with additional text by William Winter. Originally published in 1954 by Simon and Schuster as

Airplanes of the World, From Pusher to Jet, 1940-1954.

**Radio Control Handbook (c. 1963):** Subtitled, “A Short Digest for the New Radio Control Builder and Flyer on Design Trends and Flight Technique.” Published by Timely Publications of Halesite, New York (31 pp.).

**RC Digest (1963):** Edited by William Winter for Model Airplane News and published by Air Age, Inc. of New York (96 pp.).

**How to Build Radio Controlled Models (1964):** Published by Kalmbach Publishing Company of Milwaukee, Wisconsin (96 pp.).

**Model Airplane News - The Best of Wylam (1964):** Compiled, with foreword, by William Winter for Air Age, Inc. of New York (64 pp.).

**Handbook of Model Planes, Cars and Boats (1965):** Edited by William Winter for Fawcett Publications of Greenwich, Conn. (112 pp.), reprinted in hardcover by Arco of New York (104 pp.).

**Basics of Radio Control Modeling (1975):** Originally published by Kalmbach Publishing Company of Milwaukee, Wisconsin, in 1964 as *How to Build Radio Controlled Models*. Revised and co-authored by Fred M. Marks. Reprinted 1975 and 1977; second edition 1979; reprinted 1980, 1981, 1982 and 1984 (84 pp.).

**The World of Model Airplanes (1983):** By William Winter with the editors of the Academy of Model Aeronautics. Published by Charles Scribner's Sons Of New York. Hardcover (294 pp.).

## Articles

(Total = 264)

1. “Building the Famous Udet Flamingo,” Walter McBride co-author, *Universal Model Airplane News*. 12:1 5-1 8+ (March 1935)
2. “Building the Vultee Transport,” Walter McBride co-author, *Model Airplane News*. 12:12-15+ (May 1935)
3. “Build and Fly the Great Lakes Torpedo Plane,” Walter McBride co-author, *Model Airplane News*. 12:8-12+ (June 1935)
4. “Build This Model of the New Curtiss Fighter (Curtiss XF13C-1),” Walter McBride co-author, *Model Airplane News*. 12:12-17+ (July 1935)
5. “Building a Flying Waco Cabin Model,” Walter McBride co-author, *Model Airplane News*. 13:12-16 (September 1930)
6. “The Stinson Reliant SR-6,” *Flying Aces*. 22:36-44+ (December 1935)
7. “Steps to Master Model Building,” *Flying Aces*. 22:44-45+ (January 1936)
8. “Build Mr. Mulligan,” *Flying Aces*. 22:38-43+ (February 1936)
9. “Build and Fly This Boeing Fighter (Boeing F4B-4),” *Model Airplane News*. 14:17-21+ (February 1936)

10. "Wings for the Navy (Vought SBU-1)," *Bill Barnes Air Trails*. 7:69 (October 1936)
11. "How You Can Build and Fly the SOC-1 Scout," *Model Airplane News*. 15:16-20+ (October 1936)
12. "Private Air Bus (Hammond Y)," *Bill Barnes Air Trails* 7:56-57 (December 1936)
13. "Build the M.A.C. Fighter," *Flying Aces*. 24:40-47+ (November 1936)
14. "One Thousand Horses. (Grumman XF3F-2)," *Bill Barnes Air Trails*. 7:56-57 (December 1936)
15. "Make the Vultee Attack," *Flying Aces*. 25:38-43+ (January 1937)
16. "Ocean Air-liner (Short Empire)," *Bill Barnes Air Trails*. 7:53-55 (January 1937)
17. "Builder's Guide: Sticks," *Bill Barnes Air Trails*. 7:61 (January 1937)
18. "Aerial Yacht. (Fleetwings Sea Bird)," *Air Trails*. 7:54-55+ (February 1937)
19. "Builder's Guide: Fuselages," *Air Trails*. 7:61 (February 1937)
20. "A Flying Grumman Fighter. (Grumman F3F-1)," *Model Airplane News*. 16:20-21+ (February 1937)
21. "French Fighter. (Loire 46)," *Air Trails*. 7:56-57+ (March 1937)
22. "Builder's Guide: Cowls," *Air Trails*. 7:61 (March 1937)
23. "Builder's Guide: Enlargement of Plans," *Air Trails*. 8:57 (April 1937)
24. "Miles Mohawk," *Air Trails*. 8:58-59+ (April 1937)
25. "The Submarine Spitfire," *Flying Aces*. 26:38-43 (April 1937)
26. "Popular Sport Plan. (Taylor Cub)," *Air Trails*. 8:58-59+ (May 1937)
27. "Builder's Guide: Wings," *Air Trails*. 8:61 (May 1937)
28. "Builder's Guide: Tails," *Air Trails*. 8:57 (June 1937)
29. "Streamlined Amphibian. (Grumman G-21)," *Air Trails*. 8:60-61+ (June 1937)
30. "Arrowbile. (Waterman)," *Air Trails*. 8:60-61+ (July 1937)
31. "Builder's Guide: Landing Gear," *Air Trails*. 8:63 (July 1937)
32. "Raider. (Hawker)" *Air Trails*. 8:58-59+ (August 1937)
33. "Builder's Guide: Propellers," *Air Trails*. 8:61 (August 1937)
34. "French Fighter. (Nieuport 161)," *Air Trails*. 8:64-65+ (September 1937)
35. "A Vought Fighter That Flies. (U.S. Navy V-143)," *Model Airplane News*. 17:22 -26+ (September 1937)
36. "Low-Winged Efficiency (Beechcraft 18)," *Air Trails*. 9:60-61+ (October 1937)
37. "Heinkel He 51," *Air Trails*. 9:56-57+ (November 1937)
38. "Try a 'Solid' M.A. Trainer," *Flying Aces*. 27:44 (November 1937)
39. "Bomber or Transport. (Lockheed 14)," *Air Trails*. 9:57-59 (December 1937)
40. "The Turner Racer," *Air Trails*. 9:67 (January 1938)
41. "The Nordmeer," *Air Trails*. 9:51-53+ (February 1938)
42. "Dragonfly," *Air Trails*. 9:58-59 (March 1938)
43. "The Convoy Fighter," *Air Trails*. 10:70 (April 1938)
44. "The Piper Cub," *Air Trails*. 10:75 (June 1938)
45. "Knight Twister," *Air Trails*. 10:76-77 (July 1938)
46. "Great Lakes Dive-Bomber," *Air Trails*. 10:76-77 (August 1938)
47. "Flying Hotel. (DC-4)," *Air Trails*. 10:20-21+ (September 1938)
48. "Hurricane," *Air Trails*. 11:76-77 (October 1938)
49. "Gyropilot," automatic pilot, *Air Trails*. 11:26-27+ (December 1938)
50. "Conquering the Vibration Bug," *Air Trails*. 11:25+ (January 1939)
51. "Build and Fly the Fiat Pursuit," *Model Airplane News*. 22:26-30+ (June 1940)

52. "Old Square Sides," (pseudonym John Sprague), *Air Trails*. 14:40-42+ (July 1940)
53. "Miracle Merchants," (Sperry gyroscope), *Flying and Popular Aviation*. 29:24-26+ (August 1940)
54. "All China \Was Our Factory," (by Charles Healy Day as told to), *Saturday Evening Post*. 213:20-21+ (March 22, 1941)
55. "Quickie," (pseudonym John Sprague), *Air Trails*. 17:47-49+ (November 1941).
56. "Wanted: 100,000 Mechanics," *Air Trails*. 17:15+ (February 1942)
57. "The Emperor's Airmen," (by Charles Healy Day in collaboration with), *Air Trails*. 17:10-11+ (March 1942)
58. "Pinch-Hit Materials," *Air Trails*. 18:26-28+ (June 1942)
59. "They Learn from Wrecks," (Roosevelt Aviation School mechanics), *Air Progress*. 1:38-39+ (July 1942)
60. "The Spitter (Spitfire)," *Flying*. 31:30-32+ (July 1942)
61. "Model Career Men: Flying Officer Mackley," *Air Trails Pictorial*. 18:32+ (September 1942)
62. "Model Career Men: Mike Poitras," *Air Trails Pictorial*. 19:31 (October 1942)
63. "Powered by Hot Air (jet propulsion)," *Flying*. 31:49-50+ (November 1942)
64. "The Jap Air Force," *Air Trails Pictorial*. 19:15-17+ (March 1943)
65. "Wooden Airplanes - Why!" *Air Progress*. 2:12-13+ (April 1943)
66. "Plastic Planes," (plastic bonded plywood aircraft), *Flying*. 32:34-36+ (June 1943)
67. "Building the Mosquito (wartime production)," *Air Trails Pictorial*. 20:34-37+ (August 1943)
68. "I Was Over Berlin," (by Flying Officer Winston Brooke Mackley as told to), *Boys' Life*. 34:3+ (May 1944)
69. "Cologne Raid," (by Plying Officer Winston Brooke Mackley as told to), *Boys' Life*. 34: 12+ (June 1944)
70. "Scale-Model Mustang," (pseudonym Bill Sprague), *Popular Science*. 145:166-67 (August 1944)
71. "Modeling the Hawker Typhoon," (pseudonym Bill Sprague), *Popular Science*. 145:158-59 (September 1944)
72. "Me. 109G: Famed Nazi Fighter," *Popular Science*. 14 5:1 64-65 (December 194 4)
73. "Modeling the Black Widow. (AAF P-61)," *Popular Science*. 146:160-61 (January 1945)
74. "Producing Wing Spars on Short Order," *Air Tech*. 6:5 (February 1945)
75. "Wog," *Air Trails Pictorial*. 23:47-49+ (February 1945)
76. "Kingcobra in Miniature. (P-39 Airacobra)," *Popular Science*. 146:160-61 (March 1945).
77. "Model Planes," Picture, 15:34-36 (March 13, 1945)
78. "Modeling Our Newest All-Purpose Plane. (Douglas A-26 Invader)," *Popular Science*. 146:154-55 (April 1945)
79. "Dive Bomber in Miniature (Curtiss SB2C Helldiver)," *Popular Science*. 146:156-57 (May 1945)
80. "Modeling Russia's Lagg 3 Fighter," *Popular Science*. 146:156-57 (July 1945)
81. "Vagabond," *Air Trails Pictorial*. 24:41-43+ (August 1945)
82. "Whittling the Ventura PV-1," *Popular Science*. 146:156-57 (November 1945)
83. "Wog," *Air Trails Model Annual*. Page 56+ (1946)
84. "What Happened to the Helicopter?" *Esquire*. 25:59+ (May 1946)

85. "We Fly the Super Cruiser (pilot testing, first of a series)," (Piper J-SC) *Air Trails Pictorial*. 26:32-35+ (May 1946)
86. "We Fly the Champion. (Aeronca)," *Air Trails Pictorial*. 26:28-30+ (August 1946)
87. "MI Fleetster," *Mechanix Illustrated*. 37:136-41+ (April 1947)
88. "The Things They Don't Tell You (learning to fly and getting a pilot license)," *Air Facts*. 10:46-52 (May 1947)
89. "AAF, Today, Tomorrow," *Flying*. 40:28-29+ (May 1947)
90. "What's the Matter with Free Flight?" *Air Trails Pictorial*. 28:50+ (May 1947)
91. "More About the Rudder," *Air Trails Pictorial*. 28:65+ (May 1947)
92. "Flying Fish, at Home Anywhere. (Seaplanes)," *Popular Mechanics*. 88:148-~2+ (July! 1947)
93. "Going to the Nationals?" *Air World*. 6:38-39+ (July 1947)
94. "Pusher Sportster," *Model Airplane News*. 37:17-19+ (July 1947)
95. "Can Spiral Dives Be Cured?" *Air Trails Pictorial*. 28:64+ (September 1947)
96. "Don't Count Out the Bombers," *Air World*. 6:8-9+ (September 1947)
97. "Super Terminal for Trucks: (New York Port Authority terminal)," *Mechanix Illustrated*. 38:82-83+ (September 1947)
98. "Powdered Food for the Iron Horse. (railroad gas-turbine locomotive)," *Mechanix Illustrated*. 38:60-63+ (October 1947)
99. "Bombing the Desert with Seed. (aerial seeding)," *Popular Mechanics*. 88:165-68 (October 1947)
100. "The Push-Button War Fable," *Flying*. 41:47-49+ (October 1947)
101. "The Truth about Model Diesels," *Air World*. 6:24+ (November 1947)
102. "We Fly the Piper Special," *Air Trails Pictorial*. 29:20-22+ (November 1947)
103. "We Fly the Super Chief. (Aeronca)," *Air Trails Pictorial*. 29:28-29+ (December 1947)
104. "Design Trends at the Nationals," *Air Trails Pictorial*. 29:52+ (December 1947)
105. "What Will the New Rules Be?" *Model Airplane News*. 37:24-25+ (December 1947)
106. "I Learn About Stalls. (safe piloting)," *Air Facts*. 10:43-49 - (December 1947)
107. "We CAN Control the Weather!" (Based on an interview with Vladimir Zworykin), *Mechanix Illustrated*. 39:68-71+ (January 1948)
108. "We Fly the Silvaire De Luxe," *Air Trails Pictorial*. 29:24-25+ (January 1948)
109. "We Fly the Cessna 140," *Air Trails Pictorial*. 29:22-23+ (February 1948)
110. "Has the Propeller a Future?" *Popular Mechanics*. 89:171-74+ (February 1948)
111. "Notes on the Nationals," *Air World*. 7:28-29+ (February 1948)
112. "Notes on Wakefield Models," *Model Airplane News*. 38:14-15+ (February 1948)
113. "We Fly the Bellanca Cruiser," *Air Trails Pictorial*. 29:26-27+ (March 1948)
114. "Pennsylvania Tackles the Flying Hoodlum," *Flying*. 42: 14-15+ (March 1948)
115. "Why Low-Altitude Training?" *Flying*. 42:30+ (April 1948)
116. "Martin 2-0-2," *Flying Models*. 55:34 -36 (April 1948)
117. "We Fly the Aeronca Scout," *Air Trails Pictorial*. 30:32-33+ (May 1948)
118. "New Super Dirigible: Designed for World Travel," (by C. E. Rosendahl as told to), *Mechanix Illustrated*. 40:98-102+ (May 1948).
119. "NACA. (study of the National Advisory Committee on Aeronautics)," *Interavia*. 3:251-58 (May 1948)
120. "NACA. (part 2)," *Interavia*. 3:333-38 (June 1948)

121. "Tamed Cub," *Flying*. 42: 18+ (June 1948)
122. "We Fly a Seaplane," *Air Trails Pictorial*. 30:30-31 (June 1948)
123. "The Happy Inventor (about Ray Arden)," *Air Trails Pictorial*. 30:74+ (July 1948)
124. "The Happy Inventor (about Ray Arden)," *Aeromodeller*. 13:405-6 (July 1948)
125. "The Happy Inventor. (Ray Arden, part 2)," *Aeromodeller*. 13:486 (August 1948)
126. "We Fly the Stinson Station Wagon," *Air Trails Pictorial*. 30:34-35+ (August 1948)
127. "The Skidoo, '23,'" *Air Trails Pictorial*. 30:60-61+ (August 1948)
128. "The Greene Stall Warning Indicator," *Interavia*. 3:509-10 (September 1948)
129. "The Simpleton," *Model Airplane News*. 39:24-25 (October 1948)
130. "The Seafarer," *Flying Models*. 55:6-9+ (October 1948)
131. "We Fly the Navion," *Air Trails Pictorial*. 31:36-37+ (October 1948)
132. "We Fly the Vagabond," *Air Trails Pictorial*. 31:28-29+ (November 1948)
133. "The Swish," *Model Airplane News*. 39:26-27+ (November 1948)
134. "England Wins the Wakefield," *Model Airplane News*. 39:10-12+ (December 1948)
135. "What's Ahead for '49. (with S. Calhoun Smith)," *Flying Models*. 55:19-20+ (December 1948)
136. "Buzzer," *Air Trails Pictorial*. 31:50+ (December 1948)
137. "We Fly the Family Cruiser and the Cut Special," *Air Trails Pictorial*. 31:30-31+ (January 1949)
138. "Supersonic Slim," *Model Airplane News*. 40:26-28 (February 1949)
139. "Luscombe Silvaire Sedan," *Flying Models*. 56:7-12+ (February 1949)
140. "We Fly the Duck. (Goodyear)," *Air Trails Pictorial*. 31:24-25+ (March 1949)
141. "Why Not a Junior Goodyear Event?" *Air Trails Pictorial*. 31:38-39+ (March 1949)
142. "Forty-Niner," *Model Airplane News*. 40:27-29 (April 1949)
143. "Infant Sportster," *Flying Models*. 56:30-33+ (April 1949)
144. "We Fly the Cessna 170," *Air Trails Pictorial*. 32:24-25+ (April 1949)
145. "Know Your Supersonics," *Flying*. 44:16-18 (May 1949)
146. "Atom Powered Bombers," *Air Trails Pictorial*. 32:21-23+ (May 1949)
147. "Payload Planes," *Flying Models*. 56:27-29 (June 1949)
148. "Eureka," (Walter Schroder co-author), *Model Airplane News*. 40:28-30+ (June 1949)
149. "Wee Bipe," (Walter Schroder co-author), *Model Airplane News*. 41:31-33+ (July 1949)
150. "23 Sportster," *Flying Models*. 56:19-23+ (August 1949)
151. "We fly the Piper Clipper," *Air Trails Pictorial*. 32:24-25+ (August 1949)
152. "Off the Beaten Track," *Model Airplane News*. 41:14-15+ (September 1949)
153. "The Firecracker," *Model Airplane News*. 41:30-31+ (October 1949)
154. "Tools Make the Modeler," *Flying Models*. 56:43-44+ (October 1949)
155. "We Fly the Luscombe Sedan," *Air Trails Pictorial*. 33:26-27+ (October 1949)
156. "Making a Model Airplane," *Open Road for Boys*. 31:18-19+ (October 1949)
157. "Here Come the Protos," *Flying Models*. 56:8-9+ (December 1949)
158. "Stinson Detroitter," *Air Trails Pictorial*. 33:52-53+ (December 1949)
159. "Introduction to Radio Control," *Aeromodeller*. 14:805-9 (December 1949)
160. "RC Special - Part 1," (Walter Schroder co-author), *Mechanix Illustrated*. 42:100-5+ (December 1949)
161. "RC Special - Part 2," (Walter Schroder co-author), *Mechanix Illustrated*. 42:100-3+ (January 1950)



162. "Wakefield Trainer," *Model Airplane News*. 42:28-29+ (January 1950)
163. "Designing Your Dream Ship," *Flying Models*. 57:23-24+ (February 1950)
164. "Free Flight Luscombe Silvaire," *Mechanix Illustrated*. 42:112-17 (February 1950)
165. "The Citizen - Part One," *Model Airplane News*. 42:22-23+ (February 1950)
166. "The Citizen - Part Two," *Model Airplane News*. 42:26-27+ (March 1950)
167. "We Fly the Temco Swift," *Air Trails Pictorial*. 33:28-29+ (March 1950)
168. "How to Cover," (H. A. Thomas Jr. co-author), *Flying Models*. 57:8-10+ (April 1950)
169. "Velie Monocoupe," *Air Trails Pictorial*. 34:48-49+ (April 1950)
170. "Flyabout," *Model Airplane News*. 42:26-29+ (May 1950)
171. "Add Floats for Fun!" (H. A. Thomas Jr. coauthor), *Flying Model*. 57:17-19 (June 1950)
172. "Ford Tri-Motor," *Mechanix Illustrated*. 43: 130-35+ (June 1950)
173. "All American Free Flight Job," *Air Trails Pictorial*. 34:38-41+ (June 1950)
174. "The Home-Built Are Back," *Air Trails Pictorial*. 34:20-23 (August 1950)
175. "Wings without Warps," (H. A. Thomas Jr. coauthor), *Flying Models*. 57:8-10+ (August 1950)
176. "Design of Radio Controlled Planes," *Model Airplane News*. 43:18-19+ (October 1950)
177. "Design Trends at the National," *Model Airplane News*. 43:28 -29+ (November 1950)
178. "DeHavilland Moth," *Air Trails*. 35:48-49+ (November 1950)
179. "Better Fuselages," (H. A. Thomas Jr. co-author), *Flying Models*. 57:15-17+ (December 1950)
180. "What Happened at Dallas?" *Model Airplane News*. 45:16-19+ (November 1951)
181. "Planning an RC Job?" *Model Airplane News*. 46:26-27 (January 1952)
182. "Windy Joe," *Model Airplane News*. 46:24-27+ (April 1952)
183. "Fly 'em by Radio," *Popular Mechanics*. 9:178-83 (April 1952)
184. "Acrobat," *Model Airplane News*. 48:30-31+ (May 1953)
185. "Small Field Models," *Model Airplane News*. 49:30-32+ (October 1953)
186. "RC: The 'C' Pays Off," *Model Airplane News*. 50:20+ (May 1954)
187. "Radio Control of Models," *Popular Electronics*. 1:43-46 (October 1954)
188. "How Many Controls?" *Popular Electronics*. 1:83-85+ (November 1954)
189. "Flying the RC Plane," *Popular Electronics*. 1:32-35 (December 1954)
190. "Adjusting the Power RC Plane," *Popular Electronics*. 2:20-23 (January 1955)
191. "Radio Control Installations," *Popular Electronics*. 2:42-46 (February 1955)
192. "RC Reliability," *Popular Electronics*. 2:41 -44 (March 1955)
193. "RC Reliability: Escapement and Batteries," *Popular Electronics*. 2:51 -54 (April 1955)
194. "The Boom in RC Boats," *Popular Electronics*. 2:60-64 (May 1955)
195. "The Boom in RC Boats (Part 2)," *Popular Electronics*. 2:67-70 (June 1955)
196. "Notes on Multi," *Model Airplane News*. 54:30-31 (March 1956)
197. "Notes on Multi - Part 2," *Model Airplane News*. 54:26-27 (April 1956)
198. "Notes on Multi - Part 3," *Model Airplane News*. 54:24-25+ (May 1956)
199. "What Goes up . . ." *Model Airplane News*. 55:16-18+ (December 1956)
200. "Gramps," *Model Airplane News*. 56:20-21 + (January 1957)
201. "How Safe Are Rockets?" *Model Airplane News*. 59:9-10+ (August 1958)
202. "Dawn to Dusk?" *Model Airplane News*. 60:14-15+ (January 1959)
203. "UHF Flying Model," *Mechanix Illustrated*. 55:84-85 (July 1959)
204. "Wee Oneder: Free Flight Delight," *American Modeler*. 56:20-21+ (June 1961)

205. "Lightning Bug," *Model Airplane News*. 64:16-17+ (July 1961)
206. "Were These the Greatest?" *Model Airplane News*. 64:14-15+ (August 1961)
207. "Were These the Greatest? Part Two," *Model Airplane News*. 64:20-21 + (September 1961)
208. "News/Pictorial Air Review. (data by)," *Air Progress*. 14:36-47+ (Winter 1961-62)
209. "America's First Monoplane, or the Incredible Dentist of Mineola" (about Henry Walden), *Air Progress*. 14:52-61 (Summer 1962)
210. "Flippant Fliers," *Model Airplane News*. 65:20-21+ (June 1962)
211. "Rx for RC," *Model Airplane News*. 66:14-15+ (September 1962)
212. "The Rookie," *Model Airplane News*. 66:19-21+ (November 1962)
213. "A Question of Reliability," *Grid Leaks*. 4:14-15 (January-February 1963)
214. "Miss America RC," *Model Airplane News*. 67:16-17+ (February 1963)
215. "Multi Installations Simplified," *Grid Leaks*. 4:5-7 (March-April 1963)
216. "Airknocker," *Flying Models*. No. 333:10+ (April-May 1963)
217. "Single Channel Installation: Number One," *Grid Leaks*. 4:7-9 (May-June 1963)
218. "Falcon 56 RC Model," *Science and Mechanics*. Page 74+ (June 1963)
219. "Plane Prompter," *Science and Mechanics*. Page 90+ (July 1963)
220. "Single Channel Installation," *Grid Leaks*. 4:15 (July-August 1963)
221. "Services Provided by the National Air Museum," *Air Progress*. 15:97-98 (August/September 1963)
222. "Hog Recalled," *Grid Leaks*. 4:12-13 (November-December 1963)
223. "The 'Show-Biz' Club," *Model Airplane News*. 70:14-15+ (October 1964)
224. "The Swamp Box," *Model Airplane News*. 70:11-15+ (December 1964)
225. "Radio Control: How It Works," (Paul Runge co-author), *Grid Leaks*. 6:6-11+ (March-April 1965)
226. "The Family That Flies Together . . ." *Model Airplane News*. 72:18-19+ (September 1965)
227. "Dobbin," *Grid Leaks*. 6:18-11+ (November-December 1965)
228. "GL Reports: Citizen-Ship Proportional," *Grid Leaks*. 6:18-19+ (November-December 1965)
229. "The Wild One," (Norman Rosenstock co-author), *Grid Leaks-Radio Control World*. 7:14-16 (Sept.-October 1966)
230. "There Were Giants in Those Days," *Model Retailer*. 6:113+ (September 1980)
231. "Golden Sniffer," *Flying Models*. 84:26-31 (January 1981)
232. "Servo Installation," *Flying Models*. 84:36-37 (January 1981)
233. "Come . . . Fly with the Birds," *Flying Models*. 84:37-40 (February 1981)
234. "Hinging," *Flying Models*. 84:32-33 (April 1981)
235. "Don't Call Me a Schoolyard!" *Model Airplane News*. 102:22-25+ (May 1981)
236. "Vagabond," *Model Airplane News*. 103:23-25+ (September 1981)
237. "Le Crate," *Model Aviation*. 10:32-42+ (July 1984)
238. "The Winter Special (with commentary by Bill Caluf)," *Airborne*. 64:29-38 (July-August 1984) [Australian Magazine]
239. "The Airknocker . . . Revisited," *Flying Models*. 87:48-51 (April 1984)
240. "How to Convert a Glow RC Kit to Electric," *Model Aviation*. 11:36-40+ (September 1985)
241. "Spoilers (With Power!)," *Model Aviation*. 12:60-64 (February 1986)
242. "Bill Winter's Rookie M II," *Model Builder*. 16:16-20+ (April 1986)
243. "Lanzo's RC-1," (by Chet Lanzo with), *Model Aviation*. 12:106-10+ (December 1986)
244. "Simitar Slow Motion," (by Bill Evans with), *Model Aviation*. 13:93 -96+ (January 1987)

245. "Heron," *Model Aviation*. 13:28-36+ (March 1987)
246. "RC Special: Then and Now," (by John Hunton with), *Model Aviation*. 16:24-29+ (March 1990)
247. "47/88 RC Special," (by John Hunton with), *Model Aviation*. 16:24-34 (April 1990)
248. "Krackerjac M.I and M.II," (with Bill Evans), *Model Aviation*. 16:83-90+ (November 1990)
249. "Akro Bat Jr. (by John Hunton, design by)," *Model Aviation*. 17:60-63+ (April 1991)
250. "Lightning Bug," (with John Hunton), *Flying Models*. 96:22-27 (June 1991)
251. "Cloud Niner: Part 1," (by John Hunton with), *Radio Control Modeler*. 28:205+ (September 1991)
252. "Cloud Niner: Part 2," (John Hunton co-author), *Radio Control Modeler*. 28:84-90 (October 1991)
253. "Jumpin' Geo," (John Hunton co-author), *Model Aviation*. 17:12-19+ (November 1991)
254. "RC Lite Bipe," (John Hunton co-author), *Model Aviation*. 18:50-56+ (August 1992)
255. "Aria," (John Hunton coauthor), *Model Aviation*. 18:50-57+ (September 1992)
256. "Aria: The Long Wing," (John Hunton coauthor), *Model Aviation*. 19:9-13+ (March 1993)
257. "Sandpiper," *Flying Models*. 98:23-28 (March 1993)
258. "Swallow," (John Hunton co-author), *Flying Models*. 99:22-27 (March 1994)
259. "Raptor," (John Hunton co-author), *Model Aviation*. 20:25-34 (April 1994)
260. "Flicker," (John Hunton co-author), *Model Aviation*. 21:16-24 (June 1995)
261. "Q.E.D.," (John Hunton co-author), *Model Aviation*. 22:8 -9+ (March 1996)
262. "Aeriote," (with John Hunton), *Flying Models*. 101:22-26 (March 1996)
263. "The Tern," *Radio Control Modeler*. 33:13-38 (April 1996)
264. "The Soft Touch," *Model Aviation*. 22: (1996)

## **Publishing Career**

### Street and Smith

*Air Trails* - Model shop editor, 1937; associate editor, 1937-43; editor, 1937-46

*Air Trails Model Annual* - Editor, 1944-46

*Air Progress* - Managing editor, 1942-43

*Air Progress: Air Trails Annual* - Associate editor, 1939-42

### Air Age, Inc.

*Model Airplane News* - Editor, 1950-60

### Ziff-Davis Publishing Company

*Flying* - Production director, 1960-61

### Radio RC Inc.

*Grid Leaks* - Editor, 1962-66

### Potomac Aviation Publications, Inc.

*American Aircraft Modeler* - Editor and publisher, 1966-71

*Junior American Modeler* - Editor and publisher, 1971-74

*Sport Modeler* - Editor and publisher, 1974-75

National Aeronautic Association  
*National Aeronautics* - Editor, 1973-74

Academy of Model Aeronautics  
*Model Aviation* - Editor, 1961-62, 1976-80

## Columns and Editorials

- *Flying Models*: “The Gripe Clinic,” April 1948 to August 1948
- *Aeromodeller*: “American News Letter,” September 1949 to March 1950
- *Model Airplane News*: “Scrap Box,” February 1948 to October 1951
  - “M.A.N. at Work,” November 1951 to July 1960
  - “Round and Round,” March 1962 to June 1966
- *American Modeler*: “No Strings Attached,” July 1961 to February 1962
- *Grid Leaks*: “The Monitor,” September - October 1963 to May - June 1966
- *American Aircraft Modeler*: “Straight and Level,” November/December 1966 to July 1972
  - “An Invitation to Mr. ‘Straight & Level,’” January 1974
- *Junior American Modeler*: “JAM Session,” November/December 1971 to May/June 1974
- *Sport Modeler*: “Straight and Level,” July/August 1974 to February 1975
- *Model Aviation*: “The First Word,” October 1961
  - “A New Perspective,” November 1961
  - “Matter of Opinion,” December 1961
  - “Know Your A.M.A.,” January 1962
  - “Whither Model Aviation?” February 1962
  - “For Openers,” January 1978 to August 1980
  - “Just for the Fun of It,” October 1980 to December 1986

## Letters

- Return to Camelot: *SAM Speaks*. No. 94:2 (March/April 1990)
- Memory Pool: *Flying Models*. 94:12+ (August 1990)
- Meet Billy Bob: *Model Aviation*. 18:5+ (May 1992)

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*The following are notes by the biographer, Mark K. Winter.*

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## Halls of Fame

*(See list of Hall of Fame awards on page 1.)*

William “Bill” Winter is the recipient of many honors and awards, including the Howard McEntee Memorial Medal, bestowed on him by the Westchester Radio Aero Modelers Society in 1992 for his contributions to the Radio Control field.

In addition, the American Aviation Historical Society presented a plaque to him on his 80th birthday (February 10, 1992) in recognition of his influence on aviation as editor, consultant, and

master model engineer.

## **Published Books**

(See list of published books on pages 2 – 4.)

The following publications could not be located:

- Two how-to books on electrical repair and home wiring
- A how-to on washing machine repair
- A how-to on constructing outdoor cooking grills
- An elementary overview of airplanes written for children

Of the electrical repair and home wiring books, one involved several authors. Bill wrote a chapter.

He also wrote a chapter in the multi-authored washing machine repair book.

The other books were written solely by him. Fawcett published all these books in the mid to late 1950s with the exception of the last, which was published by Scholastic as one in its “I Spy” series.

Yet to be researched is a series of booklets focusing on warplanes (perhaps six per publication) written in the early 1940s for Richfield Oil.

## **Biography**

Other, shorter biographies of Bill Winter can be found throughout the publications of the model aviation field. See, for example, the September 1949 issue (page 1) of *Model Airplane News* and Bob Hunt's editorial in the March 1993 issue (pages 5-6) of *Flying Models*.

## **Publishing Career**

Excluding his early years when he worked at odd jobs, and the years in between when he freelanced for a living, this account highlights Bill Winter's employment with various publishing houses.

*Air Trails* underwent several transformations in its history-from:

- *Bill Barnes' Air Adventurer*, to
- *Bill Barnes Air Trails*, to
- *Air Trails*, to
- *Air Trails Pictorial*, to
- *Air Trails & Science Frontiers*, to
- *Air Trails Pictorial*, to
- *Air Trails Hobbies for Young Men*, to
- *Young Men*, to
- *American Modeler* – before eventually being sold by its current owner (as of 1956)

Conde Nast, to

- *Potomac Aviation Publications* in 1965. It was then renamed *American Aircraft Modeler*

Bill's association with the publication had come full circle, with his having served as editor in its glory days (nearly a quarter-million readers in 1944), as columnist (for *American Modeler*) on its downturn and again as editor in its rebirth 20 years later.

*Junior American Modeler*, his pet project for novice modelers, launched in 1971 and became *Sport Modeler* three years later.

Potomac's magazines ceased publication upon its demise in February 1975.

Bill's association with model aviation had also come full circle. From his stint as editor of the newsletter in the early 1960s, through his years as publisher of the newsletter when it ran as a section in *American Aircraft Modeler*, to his recall as editor in its renaissance as a full-fledged magazine in 1975. In 1966, he was instrumental in negotiating an arrangement between Potomac and the Academy of Model Aeronautics on the distribution of *American Aircraft Modeler* to AMA's 20,000 members.

*Model Aviation* had over 100,000 readers at the time of his retirement in 1980.

*National Aeronautics* actually premiered in the spring of 1971. On the success of that issue – it sold 45,000 copies – the National Aeronautic Association, two years later, decided to reintroduce the magazine as a quarterly (later a bimonthly), with Bill once again as editor. It ceased publication with the November/December 1974 issue. Bill also served as consulting editor to *Air World* (1947-48) and *Flying Models* (late 1940s).

## Articles

Articles as shown typically include volume and page numbers (separated by a colon, as in 66:19-21+). Titles may be followed by additional parenthetical information showing the subject matter in detail, co-authorship or in what writing capacity Bill Winter served. (*See list on pages 4 – 17.*)

This list was compiled according to the availability and identification of publications in which articles were said to appear. A few were discovered by chance. The following articles said to have been published could not be located:

- On light planes in general, for *Pic*, in the early 1940s (volumes years 1941-46 were viewed)
- On aerial seeding, for the *Toronto Star Weekly*, around 1947 (volume year 1947 was viewed)
- On the *Vagabond*, for *Model Aircraft* (London), circa 1949 (issues published June through December 1949 were viewed)
- On apple tree spraying for the Connecticut Department of Agriculture, for *Popular*

*Science*, (circa 1949), said to be a small item appearing on the top half of a page, perhaps without a byline (volume years 1947-51 were viewed)

- On high-speed propeller technology for *Interavia*, (circa 1949) (volume years 1948-51 were viewed)

Yet to be researched are articles appearing in *Mechanix Illustrated's Model Annual*, published by Fawcett during the 1950s.

Some articles submitted for publication had been reworked by the publisher and assumed by other (re)writers, whose outcome might well explain why they eluded research into their whereabouts. Two prime examples are the article on dirigibles he wrote for *Popular Science* in 1945 (reworked by H. Borland) and the one on his model Pal Joey for *Aeromodeller* in 1963 (only the foldout plan appeared, in the December issue, but in an article about the model).

Research uncovered additional articles that carried no byline but were in writing style that was without question Bill Winter's. All cases were confirmed by the author as being his:

- From *Popular Science*, all articles appearing on pages 5-25; "Windy Joe"
- "Acrobat," *Model Airplane News*
- "What Goes Up . . .," *Model Airplane News*
- "Gramps," *Model Airplane News*
- "Dawn to Dusk?" *Model Airplane News*
- "Wee Oneder," *American Modeler*

Other articles lacking bylines, particularly those appearing in magazines of which he was the editor, because the author did not confirm them have not been included here.

Among these are the unaccredited book and aviation news reviews he wrote for *Air Progress* in 1961-62 (he received credit only for the winter 1961-62 news submission).

Facts concerning the following articles need to be verified:

- *UHF Flying Model* (check byline; first page of article missing from source); Page 17/#201)
- Same magazine issue, page 18/#214, "Airknocker"
- "Falcon 56 RC Model" and "Plane Prompter" (check volume numbers), page 18/#216
- (The last article on page 22/#262)"The Soft Touch," is scheduled for publication in 1996. The title is tentative and the pages are unknown.

## **Kits**

This is the complete list of original model aircraft designed by Bill Winter and sold as kits, including name of manufacturer and approximate date of release. Jetco's kits may have been sold under its previous name, Jasco.

- *Wog, Vagabond, Hobo* and *Wanderer* were Free Flight gas models
- *Hellcat*, Control Line gas

- *Krackerjac*, Radio Control
- *Miss America*, Radio Control
- *Lightning Bug*, Radio Control
- *RC Special*, Radio Control gas
- *Heron* and *Le Crate*, Radio Control electric

Some of these models were published in magazine articles as well. In fact, out of hundreds of model airplanes (perhaps as many as a thousand) constructed by him over the years, some 130, according to the author, appeared in print.

Columns and editorials are not included as the series of news articles Bill Winter wrote for *Air Progress* in 1961-62 under the heading “News/Pictorial Air Review,” because typographically the contributions were not arranged in the typical column format with byline.

The one exception was the winter 1961-62 installment, duly credited, but relegated in this bibliography to an article. (*See letters on page 18.*) Research into the writings of Bill Winter did not focus on letters to the editor as published by the various magazines and newsletters.

The list of letters presented here is therefore only representative. Bill was a prolific writer of letters to business associates and friends besides. (*SAM Speaks* is a publication of the Society of Antique Modelers).

*Mark K. Winter 3/96*

## **The Winterfest**

By Norm Rosenstock

Bill and I have been friends now about 45 years (1951 to 1996). When we both lived on Long Island, New York, Bill lived in the next town and we did a lot of flying and socializing together. Bill and his wife, Sylvia, would come over to our house many Saturday evenings for coffee and conversation.

My wife, Bella, and Sylvia became great friends. My two daughters, now ages 35 and 38, still refer to Bill as “Uncle Bill,” and frequently ask as to his health and well-being. Bill, his wife and his 9 children are family.

In 1966, the Winters moved to Fairfax, Virginia (just south of Washington, D.C.). Bill was now editor of the new magazine called *American Modeler*. It was a sad day for us when he left Long Island to move 300 miles south.

Undaunted, I would load up my car with planes and twice a year would make that long trek to Bill's place and we would go flying together. This continued for many years. Actually, he was not that far away. I could drive it in five to six hours. Just a day's drive and I was there. And so this continued for many years. Bill and I always considered each other best friends.

In 1987, all of this changed. My wife and I both retired, so we picked up and moved south to the



sunny climate of Florida. We love it here and have settled in. Flying here is great. I fly 10 months out of the year. I have made many new friends. I could and should be totally happy here except for one thing – Bill now lives almost 1,000 miles north of here and I miss him.

I have tried to get Bill to come down here to our house and spend a week or two as our guest, but he has said no. He was getting to the stage of life where traveling becomes just too much to cope with. The only other recourse was to go to Bill, but, of course, you know the story of Mohammed and the mountain.

Every time we had occasion to travel to New York, for weddings or other family functions, we would stop off in Virginia and spend a day with the Winters.

The visits were rare. In 1993, I got an invitation to a contest being held on Long Island. We loaded up the van with planes and attended the meet. On the way, back we stopped off at the Winter residence and spent a couple of days there. The four of us went out to dinner and exchanged stories about our children. Bill told me about his latest modeling project.

The following morning, Bella remained at the Winter house to spend the day with Sylvia while Bill and I went off flying at John Hunton's place. John and Bill co-authored and published a number of articles such as the Aria, Flicker, Q.E.D, in *Model Aviation*, in addition to a number of other designs in other magazines.

John had bought himself a piece of land in rural Virginia. On this property, all that was on it was a large barn. In about an hour, we arrived and set up a little way from the barn and started flying. I had four planes in my van and Bill and John had a number of planes. We flew until lunchtime and then retired to the barn.

There John had a picnic table and we sat and had our lunch and exchanged stories of bygone days of glory. After lunch, we continued with the flying until it was time to leave. On the way back to Bill's house we talked about the great time, we had, just like the good old days. I promised Bill to try to do this more often.

The next year, 1994, I could not make it to Virginia as I was going to the AMA's home in Muncie, Indiana. I was going to be honored by the AMA and inducted into [the Model Aviation] Hall of Fame, a great honor indeed. When I arrived at the AMA headquarters, I got the sad news that Bill's wife, Sylvia, had passed away. I was indeed sorrowed at that news. It put a damper on what otherwise would have been a happy event.

The following year, 1995, I felt that I had to go to Virginia and see Bill. I thought that I might load my van with a number of planes, just drive the 1,000 miles, and spend a couple of days with Bill, doing some flying and chatting.

I called Bill and suggested that I would come north to fly with him. He was delighted. Then I called John Hunton and asked if his farm would be available. Since I was last, there he had purchased the adjacent property, which included the old farmhouse. He had moved out of the city and was now living on his farm.

When I told him what I had in mind, he got very excited at the prospects of our getting together again. As we talked, I asked his opinion about inviting some other people to join us, such as some old friends of Bill's. His response was gratifying.

Therefore, WinterFest 1995 was born. The guest list included such notables as: Bill Winter (Guest of Honor), Col. Hurst Bowers (retired), Tom Schmitt, John Worth, Phil Greenberg, Joe Kovel (who brought his KG-1), Bernie Stuecer, Norm Rosenstock, Don Srull (who brought Bill's Aristocrat), John Hunton (host), and Mrs. Mary Hunton (hostess)

The two days of flying and storytelling (lying) was spectacular. I got another opportunity to fly Joe Kovel's KG (all 10 feet of it). We have to see Bill and John's latest creation – a large (¼-scale size) model named Soft Touch. It was powered by the newest efforts of K&B, their 100 engine. We all got a chance to see it fly and take a turn at the controls. Don Srull brought out Bill's ¼-scale *Aristocrat General* (Bill built it in 1981). Don had restored it and it flew very scale like.

Everyone who came had at least one plane and some had more. There was a whole lot of flying going on and we had a glorious time.

Our hosts Mr. and Mrs. Hunton supplied lunch and dinner. At dinner, many glasses were raised and toasts were spoken. After dinner, we had a great time recalling great old days of long ago. This is what old timers do best I would say. Bill expressed the thought that this WinterFest 1995 was like an out-of-body experience. Afterwards I created a commemorative document of the experience, which Bill signed for each person who attended. A sample of this document can be found in the photograph section.

We are now planning WinterFest 1996 and the list of those invited is being expanded. This will now be an annual event.

*Norm Rosenstock  
January 26, 1996*

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*The following is an excerpt from a book by Bill's friend John Hunton. Hunton was a co-conspirator and design associate.*

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## **Foreword**

*Norman Rosenstock has been a close friend of Bill's since the early days. Although Norm is no blood relative, he claims to be Bill's brother. Perhaps he is. Norm wrote a book titled, "Tales of an Ancient Modeler," in which he delightfully recreates the golden days. There are many revealing anecdotes that paint colorful pictures of the way that it was. Bill Winter is the keystone character of the book and reading it is a good way to get to know Bill better. There are other ways to get to know Bill better, through his writings and through his designs. I think that for Bill designing is communicating.*

*Then there are the private, family books written by Bill's son Mark. While Mark would say that his books are just collections of facts about and for his family, they create a superb tribute to his father. Mark gave two of his books to me from which I have drawn the biographical information for these notes.*

*In reading the Winter chronology, one cannot help but be struck by the hardships that the family went through while raising nine children – the pressures for money, the struggle to survive. Through this struggle Bill made it single-mindedly in a highly competitive job market doing what he knew best and what he loved the most – aviation. Through his love of aviation, Bill came to influence all aspects of model aviation as we know it today and he continues to do so. Bill Winter has designed and published hundreds of quality models. He has helped thousands of modelers get their designs to the public. He has influenced millions of people with his editing and writing. He has done all of this by facing challenges directly, but in a manner that has offended none.*

*While seeing himself as a humble coordinator of everybody else's ideas, Bill has garnered the highest respect of everyone who knows him as a creative designer and as a considerate person.*

*I sincerely hope that these words and sketches can begin to fill in the background of the collective works of art that Bill has painted since I came to know him.*

*John Hunton  
September 1996*

### **William J. Winter**

Bill Winter was born in 1912. Like many teenagers of his era, Bill was influenced by the Lindbergh accomplishments and by magazines. During the late 1920s, he was reading the theories of his mentor Charles Hampson Grant (editor of *Model Airplane News* circa 1930) and building the designs of Joe Ott from *Popular Aviation*.

In 1934, after managing hobby shops and building stick and glue models by the hundreds, Bill starting creating store window demonstrations for Megow. His first published design, an *Udet Flamingo*, appeared in *Model Airplane News* in 1935.

In 1937, Bill went to work for *Air Trails* as an assistant editor. He rose to editor during World War II. He edited the *Air Trails Annuals* and was managing editor of *Air Progress*. In 1950, he became editor of *Model Airplane News*. During the postwar era, he was an advising editor for *Air World* and *Flying Models*. He became production director for *Flying* magazine in 1960, then editor for *Grid Leaks* and the earlier *Model Aviation*, until 1966. During the 1970s, he then served as editor and publisher for *American Aircraft Modeler*, *Junior American Modeler*, *Sport Modeler*, and the National Aeronautics Association publication and was editor of *Model Aviation* magazine from 1975 until 1980.

All the while, Bill wrote many books and articles on model aviation and other subjects, designed and drafted many model plans and created many original designs, some of which were the *Wog*, *Hobo*, *Wanderer*, *Vagabond*, *Krackerjac*, *Lightning Bug*, *Heron*, *Le Crate*, and the *RC Special*.

He also contributed to some 26 magazines as a free-lance writer.

Bill Winter's biography was published in the *American Aviation Historical Society Journal* (winter of 1992).

In 1980, Bill retired from *Model Aviation*. In retirement, he continued to design, build, and write. He wrote two more books on model aviation, continued to write the "Just for the Fun of It" column, continued to design (three kits) and did other things including founding and editing *National Aeronautics* for the National Aeronautics Association.

In 1987, Bill suffered a heart attack. His doctor told him to avoid stress of any kind and told him not to write again. Bill threw away years of accumulated files and photos and gave his books to the AMA National Model Aviation Museum.

There was one file, however, that he could not bring himself to throw away, one on his *RC Special* design, which had first been published in *Mechanix Illustrated* and the *MI Model Annual* in 1950 and later in the 1980s in *Model Aviation*. Bill gave that file to me and said, "Maybe you could do something with this someday."

The *RC Special* file showed the model as originally published, and as later published in the Australian magazine *Airborne*. I put the file away. The lines of the *RC Special*, however, would not leave my mind. This airplane design was so proportionate and coordinated in all dimensional views it just would not go away. I kept going back to the file and finally called Bill to set up a meeting. I told him, "We just have to do something with this material."

At the meeting, Bill's reaction to updating the *RC Special* was a definite no. I offered to do the whole thing. All he had to do was advise me on the project and make sure that it was going in the right direction – his direction. Bill finally agreed to participate based on my promise that it would be a very low-key effort.

Over the next two years, I sketched the details for the new *Special* and Bill redrew them.

I drafted the plans for the new *Special* and he overlaid them with sketch paper and redrafted them.

When the design was complete and the model had been built and tested to our complete delight and satisfaction, I wrote an article about the project and he rewrote it.

Virtually every line of the design and every word of the *RC Special* article ended up to be Bill Winter, and I had a matchless classic model and a lot of knowledge about what went into it. Thus began my association with Bill on many published projects, and what I have come to see as the Golden Age of Winter

## **The Golden Age of Winter**

Through our experience with the *RC Special*, a working relationship was built which has remained low key, and yet it has become amazingly productive. As Bill has learned to cope with his physical limitations over time, he has taken more and more of the initiative. His abilities to design and build have grown to outstrip my ability to keep up, so I latch onto an occasional quality design to build while he keeps turning them out. We meet on a regular basis to discuss his ideas, and they just keep coming. The more he does, the more good concepts seem to come to him.

Bill is great to work with. He is always a gentleman, always positive, always constructive. He is very modest. He claims to be a gatherer of others' ideas. He is a good listener and a good observer. He can notice a little concept and make it a great idea. Even in his 1980s, his mind is quick and bright, even though his body is failing.

### **First Contacts**

Beginning in 1972, I started sending Bill some material, which he helped make into articles. Bill published eight of my articles and designs. We have to know each other in a remote way, through his encouraging letters.

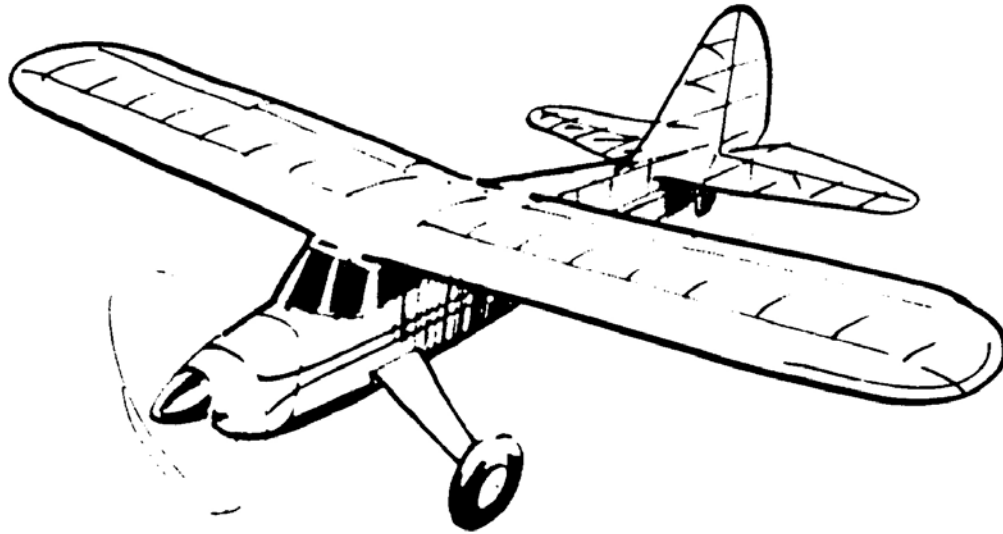
After Bill retired from AMA and *Model Aviation*, he would frequent the local Northern Virginia Radio Control flying field with Bernie Stuecker. Bernie had every other Monday off and, if the weather was good, he would call Bill and they would go out. Many times Bernie would encourage me to accompany them, which I started doing frequently. It got so the most fun of the flying sessions was while coming and going, talking theory with Bill and listening to his stories.

We began to work together in earnest, however, with the *RC Special* project. Bernie participates in the flight-testing of Bill's models now, and does all of the excellent photography for Bill's articles.

I found that it was Bill's way to massage material: to overlay drawings and re-sketch in a synergistic process that builds up in layers until the final layer provides the aesthetic feedback that his eye is seeking. With written material, it is the same way. Bill will rewrite and edit until the result is just right. As you know, and I now know, he seems to be the world's greatest editor. He can spot an error on a drawing from across the room. His product to the magazines is pre-proofed and virtually mistake free.

In flight testing Bill can analyze a model in under a minute and tell if it needs more or less dihedral, more or less down or side thrust, more or less washout – his designs, however, never seem to need anything. For the many varied models of his that I have had the pleasure of taking up on a first flight, including the canard (Q.E.D. and the Javelin), I have not had to change trim even once. “Lucky,” says Bill. Perhaps this degree of perfection came from the days when a model had to fly on its own and rudder only control was just an influence, when it worked (Bill has talked about getting into an argument with Walt Schroeder after a flight about whether the Radio Control system had actually been working).

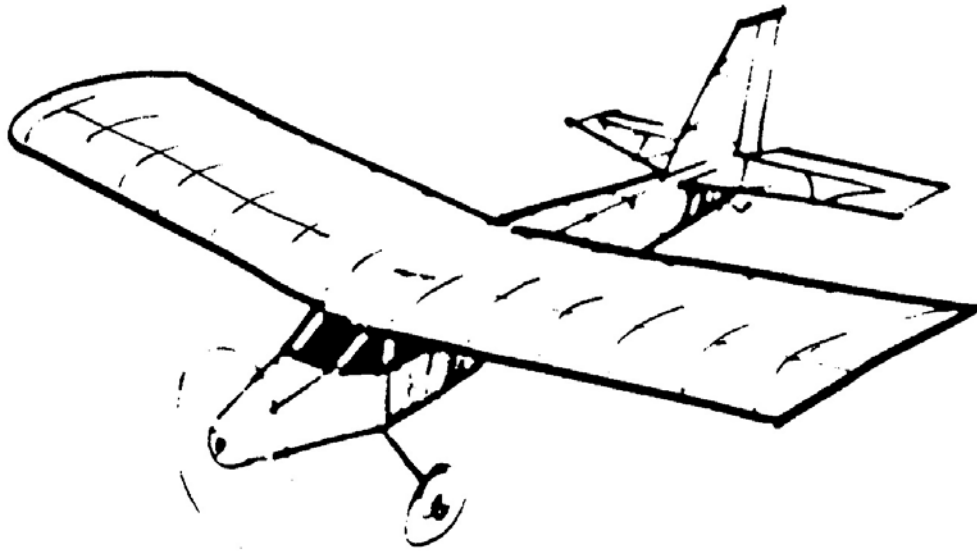
It has been great fun. Let us hope it will continue forever. Following are some of Bill's recent models and some details about them. As you go through this material, it is hoped that you will be able to grasp the magnitude of what Bill Winter has accomplished in such a short time.



*RC Special*

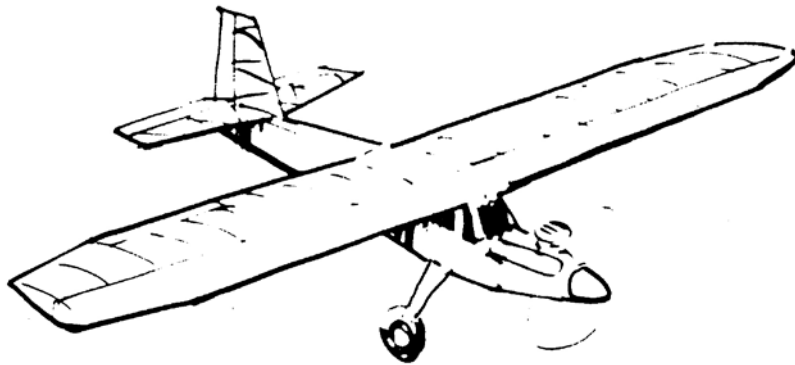
*The RC Special was published in the March and April 1991 issue of Model Aviation magazine. This model is the embodiment of all of the classic lines of the 1930s rolled into one. One can see lines of most any favorite Golden Age airplane in the Special. It has a concealed muffler and effective flaps. The model has fine flight qualities and it competed well in local fun-flys of the day.*

*Bill and I took the RC Special to Fredericksburg for a flying session with Bill's friends H.A. Thomas, Charlie Rector and Bill Kaluff. Bill took the Special up for a flight in which he climbed to 200 feet at high idle, throttled back down to idle and went looking for a lift, which he promptly found. With the model definitely rising, I said, "Let's see if you really have lift," and shut the engine down. The Special kept on climbing. Bill had begun a sandwich before the flight. When the model had risen to 1,000 feet, and after about 20 minutes, Bill handed the transmitter to me, the sandwich still hanging from his mouth. I promptly lost the thermal and was back down in 10 minutes, but this was a classic day with the Special and Bill and his friends.*



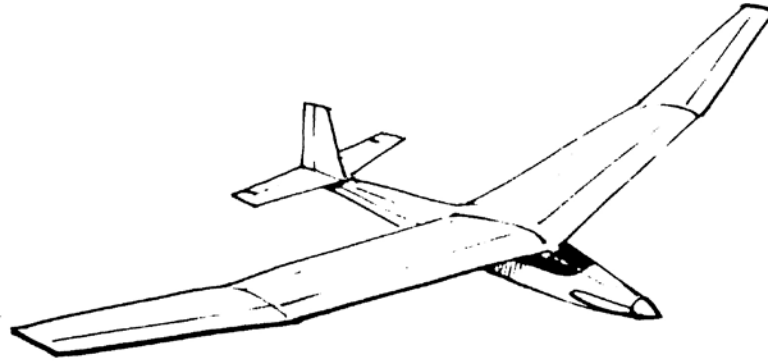
*Lightning Bug*

*Once known as “the world’s smallest RC model,” the Lightning Bug was scaled up twice and built by Bill as a .05 electric RC model for Flying Models magazine. It was published in June of 1991. The original Cox .010 Lightning Bug was published in Model Airplane News and kitted by Jetco in the early 1960s. Bill’s electric designs, Heron and Le Crate, are still kitted by Davey Systems. This is a highly efficient model.*



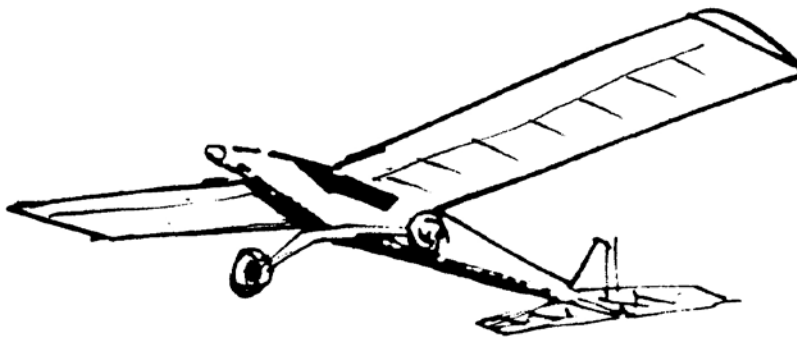
*Cloud Niner*

*With .60-power, this model is the finest flyer that I had ever known. It has a wide range of velocities with the .60 screaming or with the engine putting the flaps down. With its fine stall stability, this model was known as the “helicopter airplane” by the kids at the field because it could hover and actually fly backward in a moderate breeze. The Cloud Niner was published in the September/October issue of RC Modeler magazine*



*Aria*

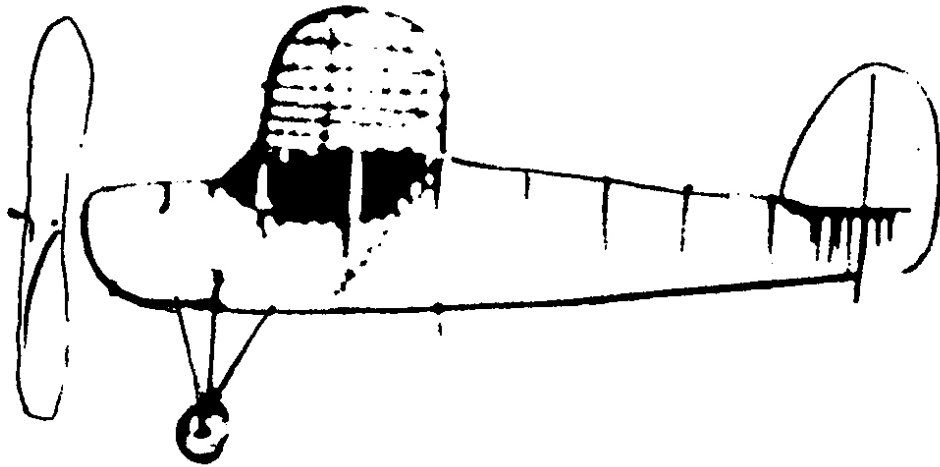
*Bill's way of flying with a gas model is to climb to medium altitude with power, cut back to idle, and then search for a thermal. Bill can usually find a thermal, too. He decided to build an electric-powered model especially for his way of flying. The Aria was designed specifically for the Hobby Lobby Turbo 700 electric motor. The Aria can climb to the limits of vision, and then do 15 minutes in dead air. You do not actually have to see the model outline to fly it. Aria is so stable that you can fly it as a spot in the sky and still maintain control. When Bill flew the Aria, it was always for much longer than 15 minutes. Aria was published in Model Aviation magazine in September 1992, and then the long wing version was published in March 1993.*



*Sandpiper*

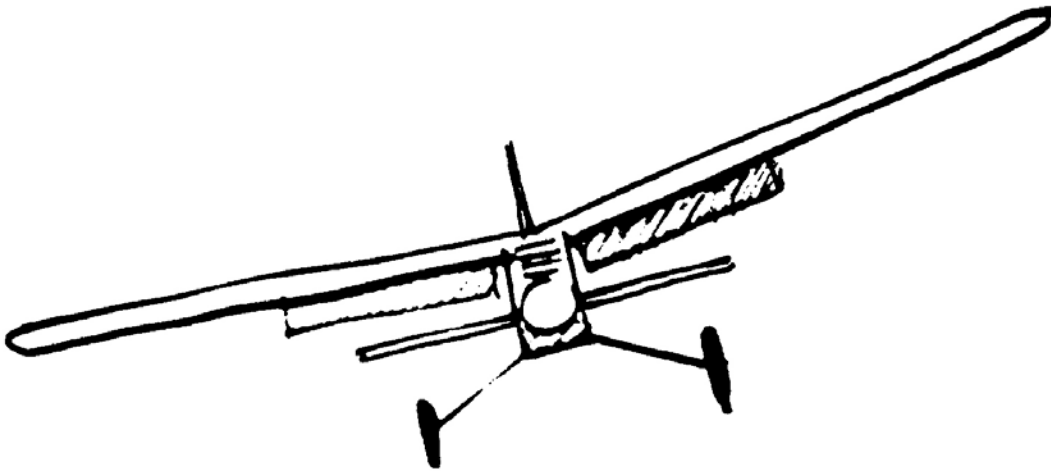
*Being intrigued by the success of the electric Turbo 700 in the Aria, I asked Bill to design a special electric model for me with the same power plant. The Sandpiper was designed to be able to fly on a par with glow-type models. It could taxi out and take off, fly for a decent amount of time at speed, then land and taxi in. The prototype was built by Bill and covered by me during a vacation at the beach. With an off-sea breeze, the model could be flown down the dunes with the pelicans with no power for as far as one could see. Then it would be powered up to fly back down the beach the other way for another far-out turn. Great fun. No noise. It was published in Flying Models magazine in March 1993.*





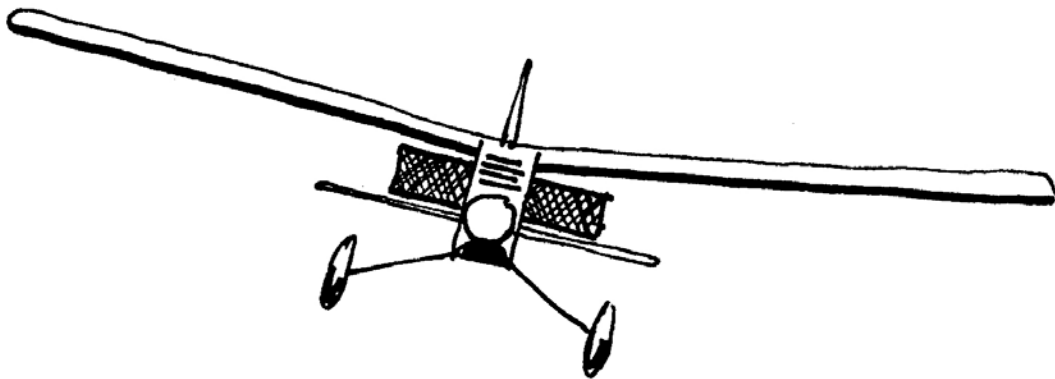
*Commander*

*Don Srull asked Bill to re-create a late 1920s rubber-powered kit that he had only a small photograph of. Bill did this and it was published in the Maxcuters club magazine. Many people built the Commander, so the club had a special one-design event for the fine flying model.*



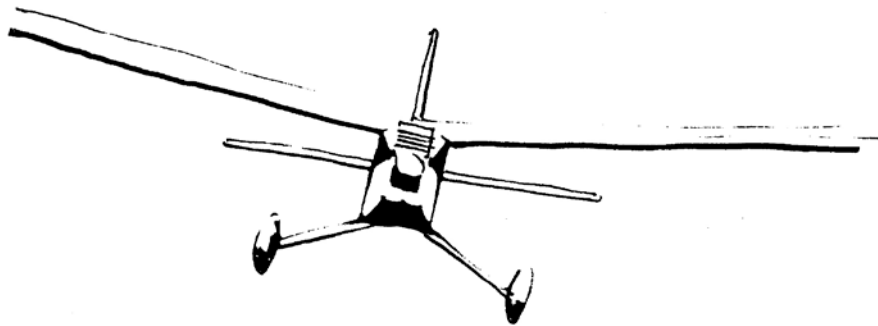
*Swallow*

*This .25-powered model is the genesis of the later Soft Touch design. It has large flaps and can be landed on a chosen spot. This design was typical of Bill's philosophy of designing with himself as the benchmark. As Bill's flying skills began to deteriorate, he designed models that were more stable and easier to fly. Modelers everywhere are the benefactors of this philosophy. This was published in the March 1994 issue of Flying Models magazine.*



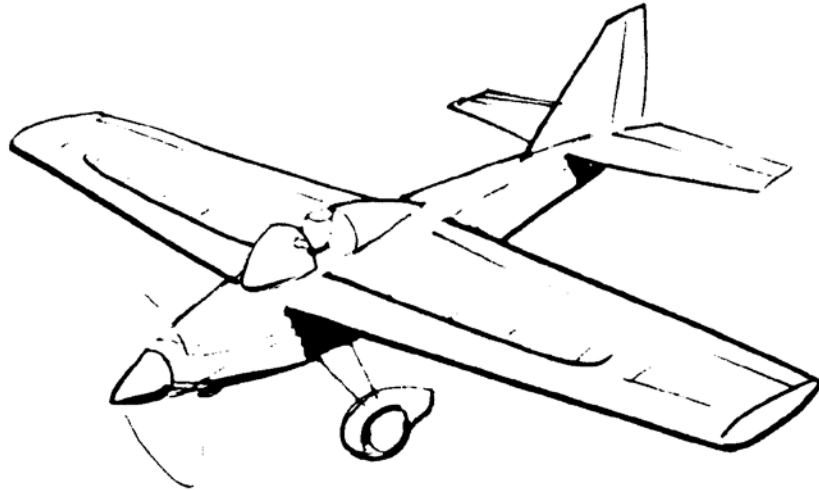
*Three Channel*

*Another easy-to-fly model. An experiment rose out of our discussions about the climb out angle being steeper than the landing angle. Rotating drag flaps were added to this model to steepen the landing angles without changing trim. The experiment was very successful. The design remains unpublished.*



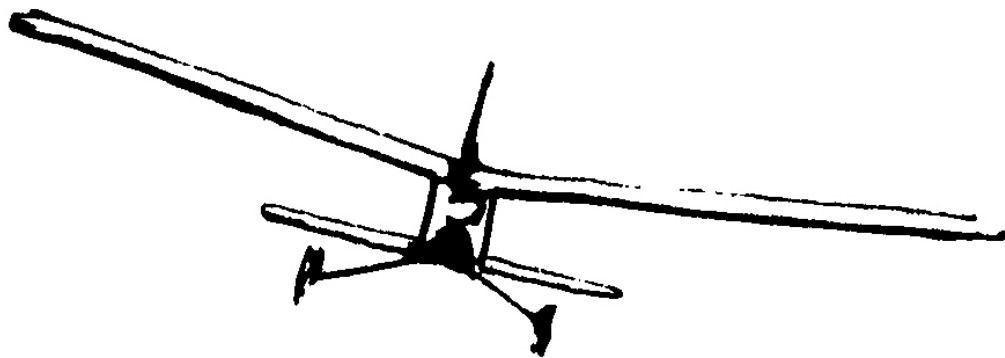
*Tern*

*Bill experimented with a symmetric wing section (NACA 0012). In flying the resulting .40-powered model one had a distinct sense that the model will go wherever you want it to. Feedback was what Bill called it. This was published in the April 1996 issue of RC Modeler magazine.*



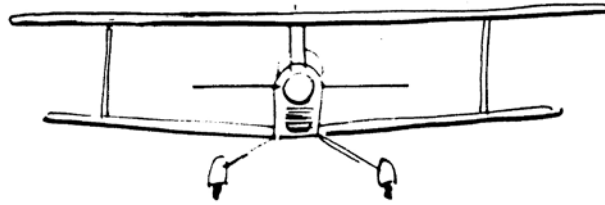
*Raptor*

*The Raptor was designed by Bill for me and the way I like to fly. Take a classic model with superb handling and add the raw power of a .46 performance motor and you have one fine model that has the greatest contrast between high end and low end performance that you will ever see. This model will do anything, and then land on tippy-toes when you are done. It was published in the April 1994 issue of Model Aviation magazine.*



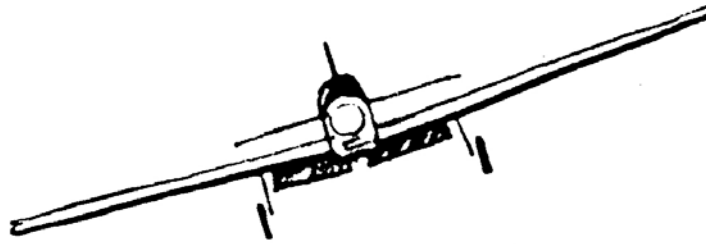
*Coot*

*Designed around a Sig cast foam wing and using foam core as a basic building material, this .010-powered model is the result of discussions about the ideal basic trainer. It was published in Model Airplane News magazine.*



*Flicker*

*I begged Bill to do a biplane. His vision was the grace of a cabin Waco (Norm Rosenstock had modeled this) and the speed of a Curtiss racer. Bill blended these two opposite poles and synergized the result to his liking. The product really flies like both. This biplane looks great and performs well. It was published in Model Aviation magazine in June 1995.*



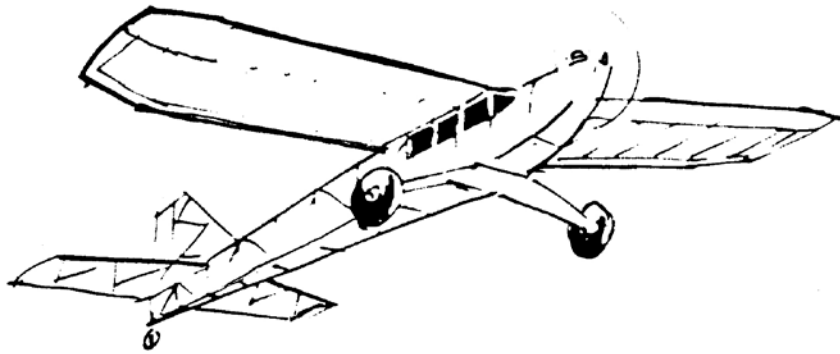
*Aireole*

*Bill's low wing cabin design embodies the mysterious looks of the 1930s in the rare Ryan SCs and Aeronca Ls. This beautiful .15-powered model really performs. It has flaps coupled with throttle for nice landings. It was published in Flying Models magazine in March 1996. This design may be scaled up for a .90 four stroke some day.*



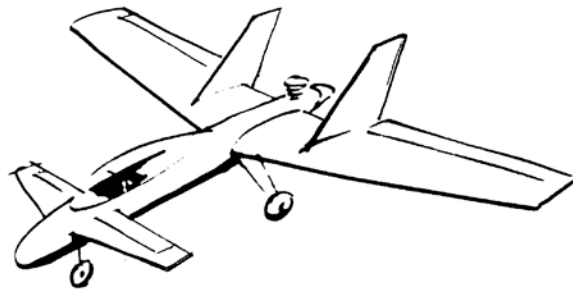
*Yellow Airplane*

*This model was designed to be flown by Bill at my place. The field overlooks the Blue Ridge Mountains, which are 18 miles away. At the typical Virginia field, there is a surrounding tree line, not here. Here there is just wide open space to the mountains and a prevailing wind across the valley and up the slope of the field. Bill could always find lift here. The yellow airplane is just too aerodynamically slick to land without flaps. Bill took high wing cabin design to the ultimate. Its photograph was on the back cover of Merv Buckmaster's Australian Aero Modeling Digest in 1995.*



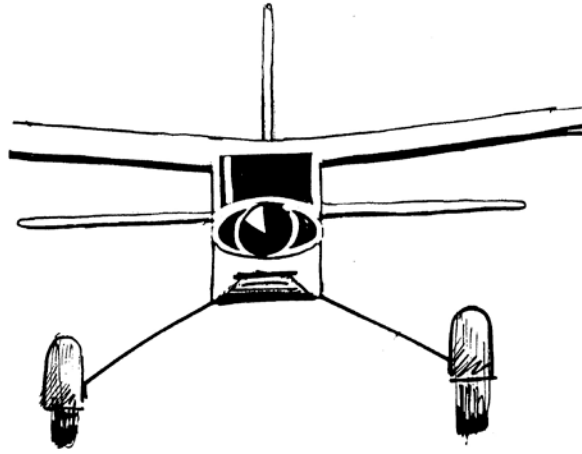
### *Krackerjac*

*Herb Clukey had been commissioned by Carl Wheeley of Model Aviation magazine to draw up another classic Winter design, the Krackerjac. Unfortunately, Herb's health failed with the project partially completed. Carl Wheeley knew that I had been working with Bill and asked me to finish up the plans. This presented another opportunity to work with Bill. This model was a re-creation of the original "stick" version of the model and was published in the November 1990 issue of Model Aviation magazine.*



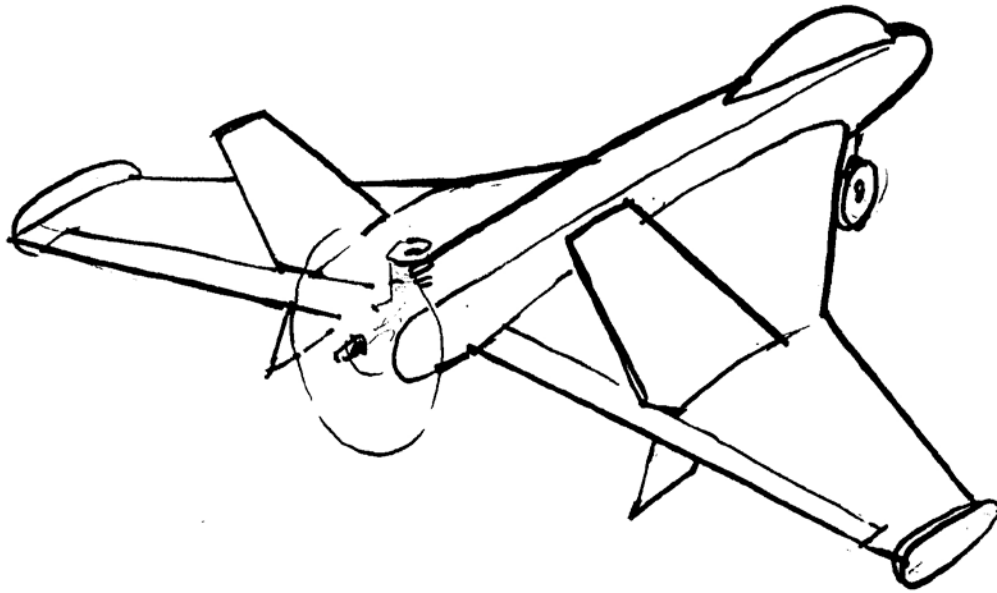
### *Q.E.D.*

*Many discussions with many people over the years about the complexities of canard design led Bill into deep and lengthy thought about the subject. What Bill came up with ranked, to me, up there with Einstein's unified field theory: "A canard really isn't any different from any other airplane." Bill had realized that as long as the relationship between the aerodynamic center and the center of gravity was the same, which was all that mattered. Therefore, he took the moments, areas, decalage, and airfoils of his existing Tern design and turned them around. I was apprehensive for the first test flight, but the model flew right off with no trim required. In addition, it flew just like the Tern. It was at this point that I finally realized that I had been working all of this time with no ordinary mortal. This plane was published in Model Aviation in March 1996.*



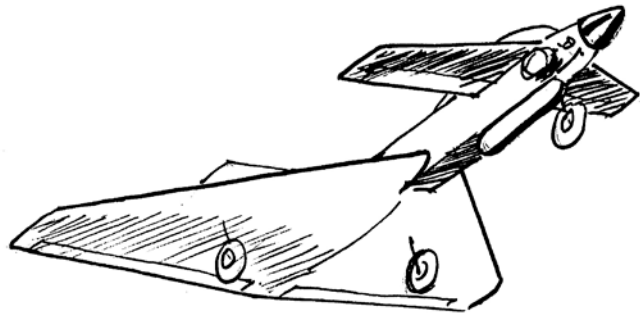
### *Soft Touch*

*When the K&B 100 engine came out, Bill had to do a design for it. The Soft Touch was intended to provide a bridge between typical .40 models and large scalars. The model flies like a full-scale airplane with plenty of feedback. I watched a video camera on this model and took some local footage. The model flew fine with the extra poundage. The video was very realistic. The plane was published in the July 1996 issue of Model Aviation magazine.*



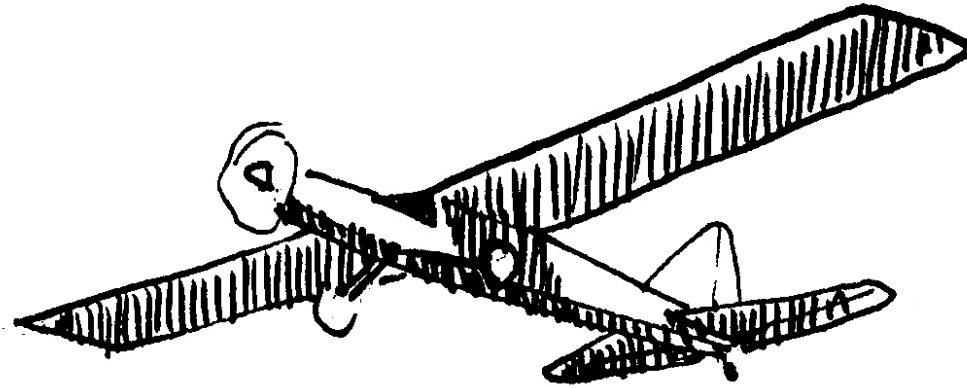
*Double Delta*

*This model represents an extension for Bill into a new phase of model design. He had always designed for himself as the yardstick and, sometimes, for me. The Double Delta, however, was an excursion into the higher performance area of design. This concept led directly into thoughts about Delta Canard design. Although there were prototypical flights, the original design was never fully completed or published.*



*Delta Canard*

*With the obvious success of the Q.E.D., Bill dreamed of uniting the ultra-stable canard configuration with the exceptional stall characteristics of the delta wing. He executed his dream in the Javelin, a beautiful model to fly and, incidentally, a beautiful model to see. It was published in RC Modeler magazine.*



*Between the projects listed herein*

*Bill built two Evans wings and modified both, one .40 job to an eight-foot span (easy to see and fun to fly). There are many projects he had on the board at the time this was published including a graceful seaplane, an electric flying wing (with stealth type stab), and an exciting soft Deta Canard.*

*In looking at the volume and variety of quality Winter designs over the past few years, it is just amazing what Bill accomplished in his low-key way.*

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