William F. Netzeband
"Wild Bill"

Bill started flying Control line in 1944 after already being involved in modeling for ten years. Starting in 1947 all through the fifties and sixties he was a contest flyer participating in Stunt, Combat, Rat and Navy Carrier. In 1954 he finished first in Navy Carrier at the Nationals. Bill wrote the "Control Line Capers" column for American Modeler starting in July 1961 before running out of gas in 1965. Starting in 1968, for 32 issues, he wrote the "Round and Round" column in Model Airplane News. Bill had thirteen airplane construction articles published in major magazines between 1951 through 1978.

The stunt community knows him as the designer of the "Fierce Arrow", a famous flying wing airplane designed for their event. His influence on combat, besides the aforementioned columns in national magazines rests with four or five airplanes used in combat circles throughout the fifties and sixties. It starts with an airplane called the "Scarred Kitten" published in the Frank Zaic yearbook in 1951. It had landing gear so I'm sure it was designed as a stunt/sport ship, however, this was the time when combat was in its' infancy. If you study the drawing that accompanies this article you can understand how several of these airplanes, with or without their landing gear, must have found their way to the combat circle.

In 1954 Bill designed a combat specific flying wing airplane called the "Half-Fast". Miss Shirley Austin used the design to win Senior Combat at the 1954 Nats. She made the airplane famous and a subsequent version "The Half Fast III" was kitted by Midwest. Five thousand units were sold.

In 1960, Bill designed the "Jerkline Special" whose roots, I would suspect, could be traced back to his "Scarred Kitten" design. In 1961 Bill designed a side mounted, double boom stabilator design called the "Equalizer". The wing used for this design was very similar to that used in the "Jerkline Special". The "Equalizer" was very competitive and was kitted by Pioneer Models, a company owned by Bill and another gentleman named Jim Butler.

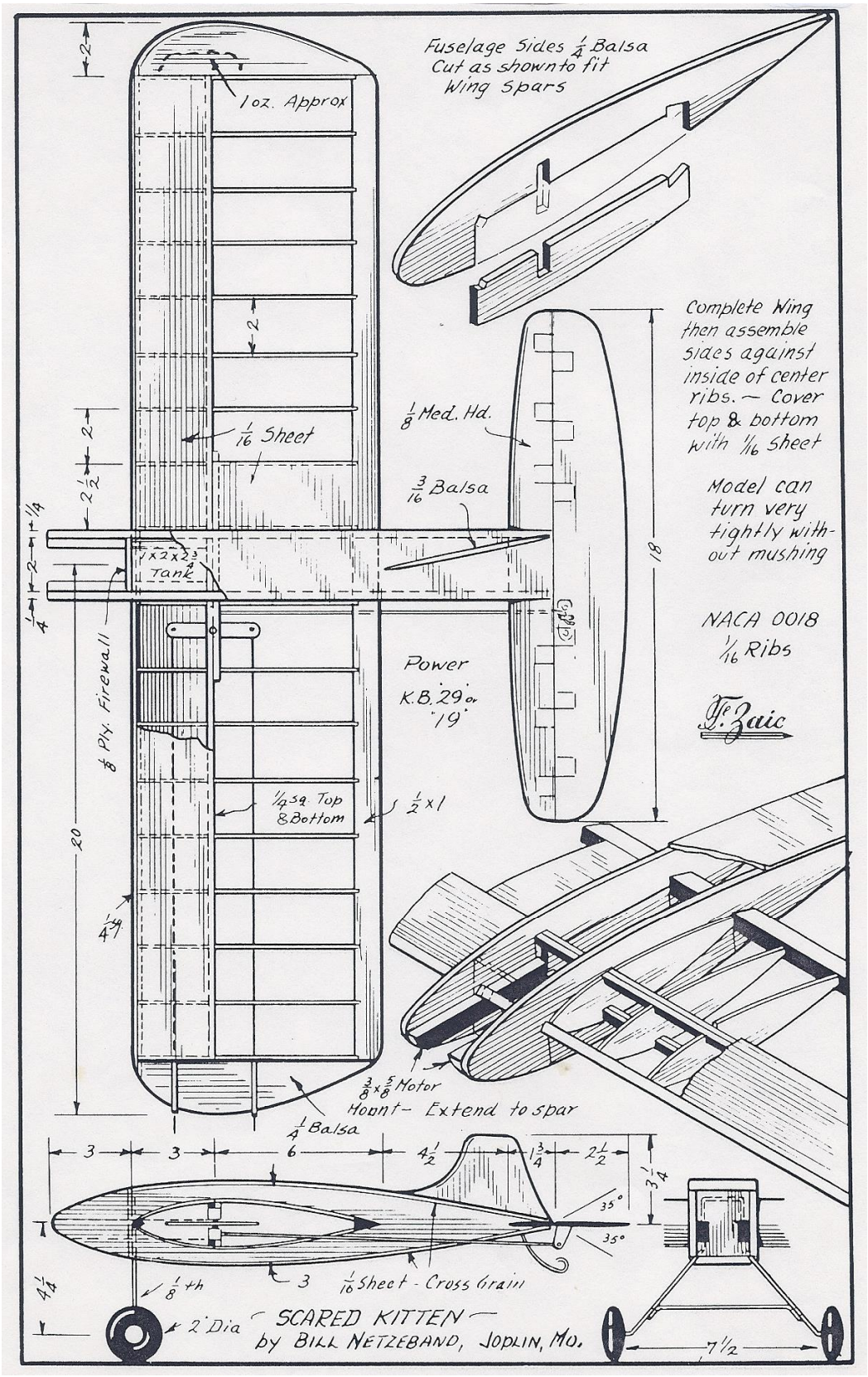
Bill's last published combat design was a high aspect ratio design called the "Splinter" in 1967. High aspect ratio designs were the trend around that time.

Bill worked for Testor's Manufacturing as a designer and also in Quality Control.

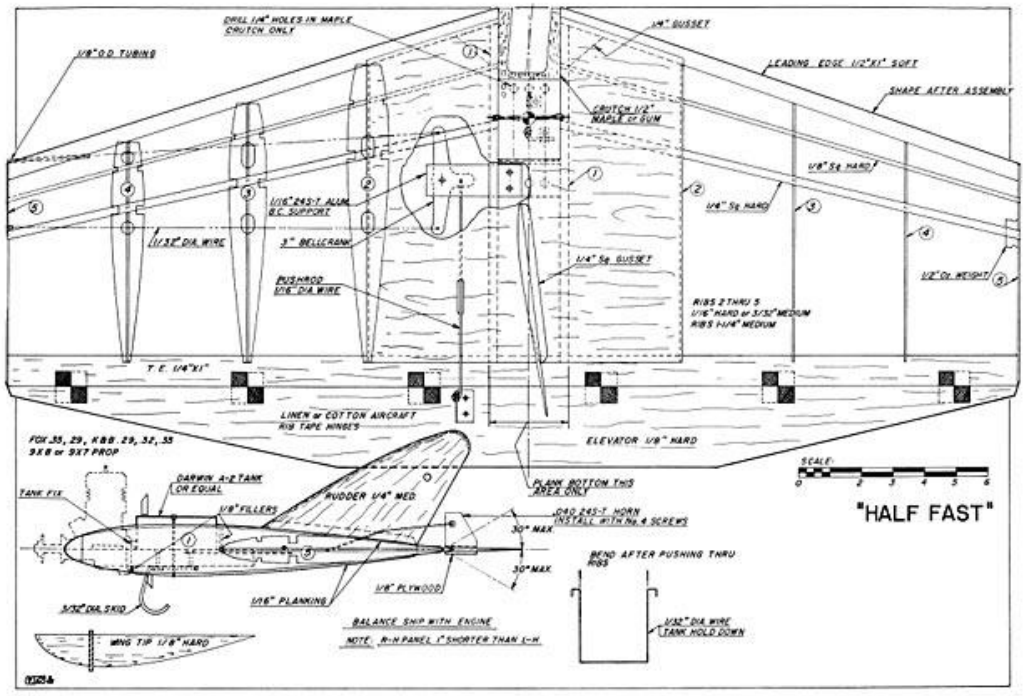
He was elected to Model Aviation Hall of Fame in 1998

Source: Bill's biography on the AMA website

Bill Netzeband's Scared Kitten
From the 1951 Frank Zaic yearbook



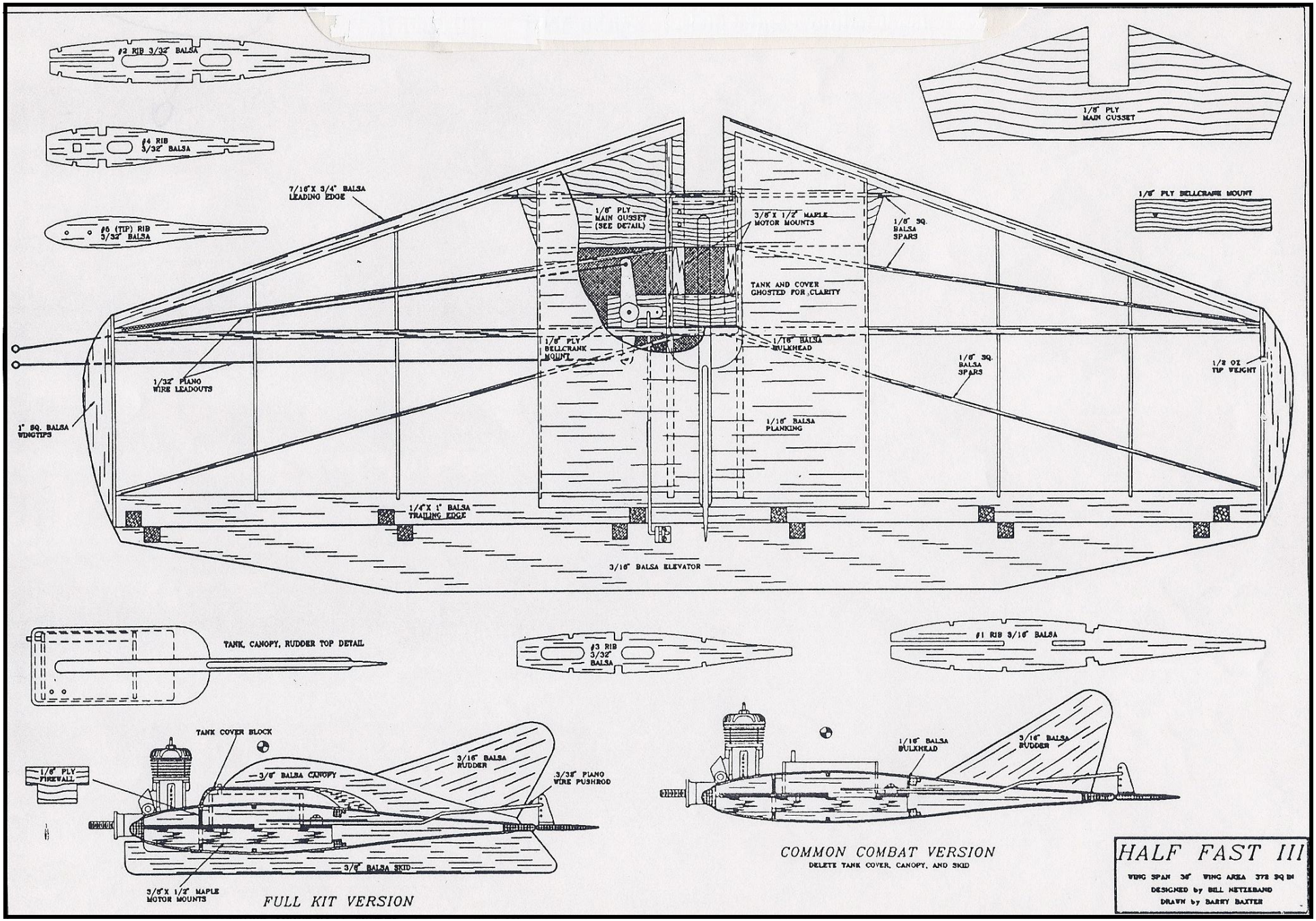
The original “Half Fast”

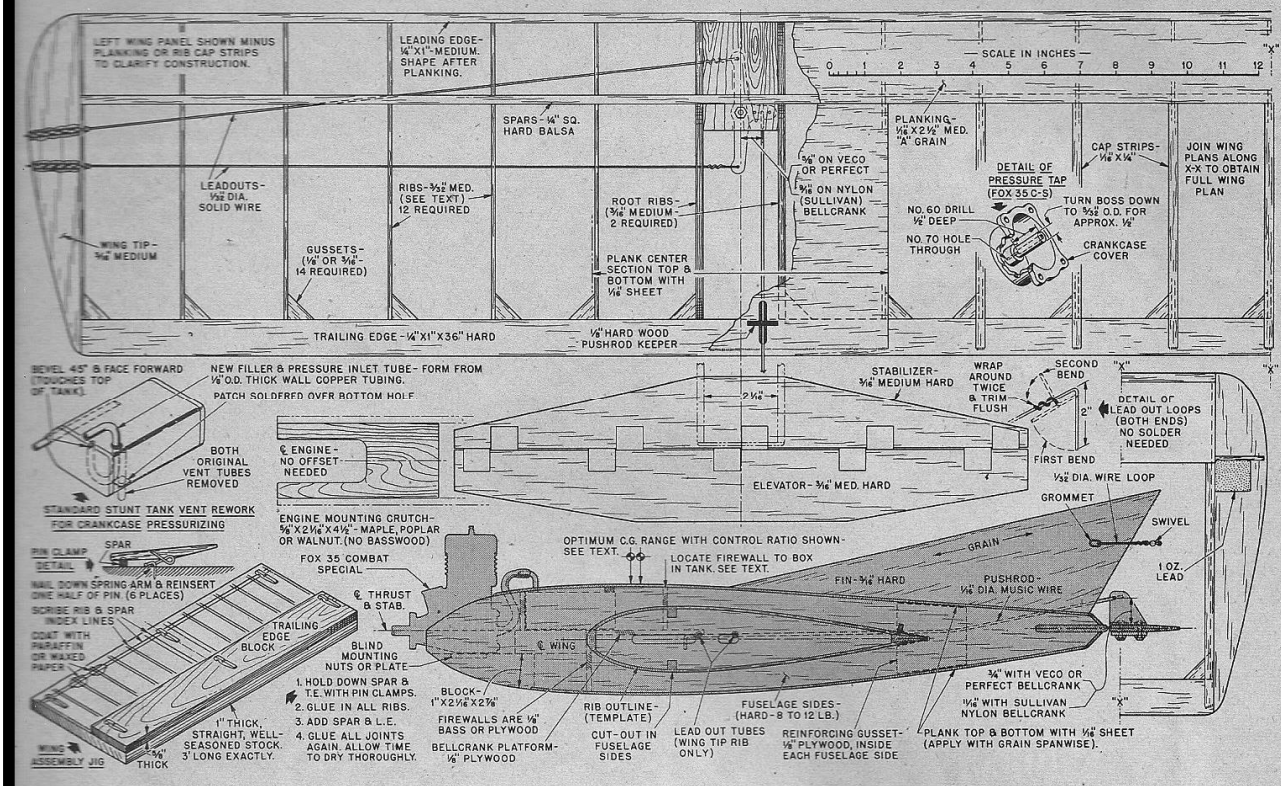


Bill’s Half Fast Design-This one built by Ken Burdick
photo from the Flying Lines website

Bill's Half Fast III

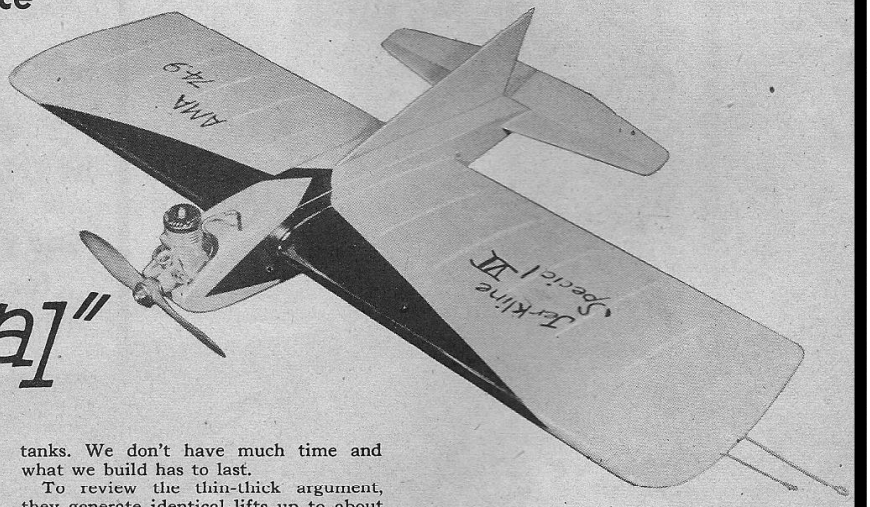
Full Size Plans availale from: Barry Baxter 3929 Greenleaf Drive Brea, CA 92823





Combat Control Menace engineered by "Wild Bill" Netzeband

"Jerkline Special"



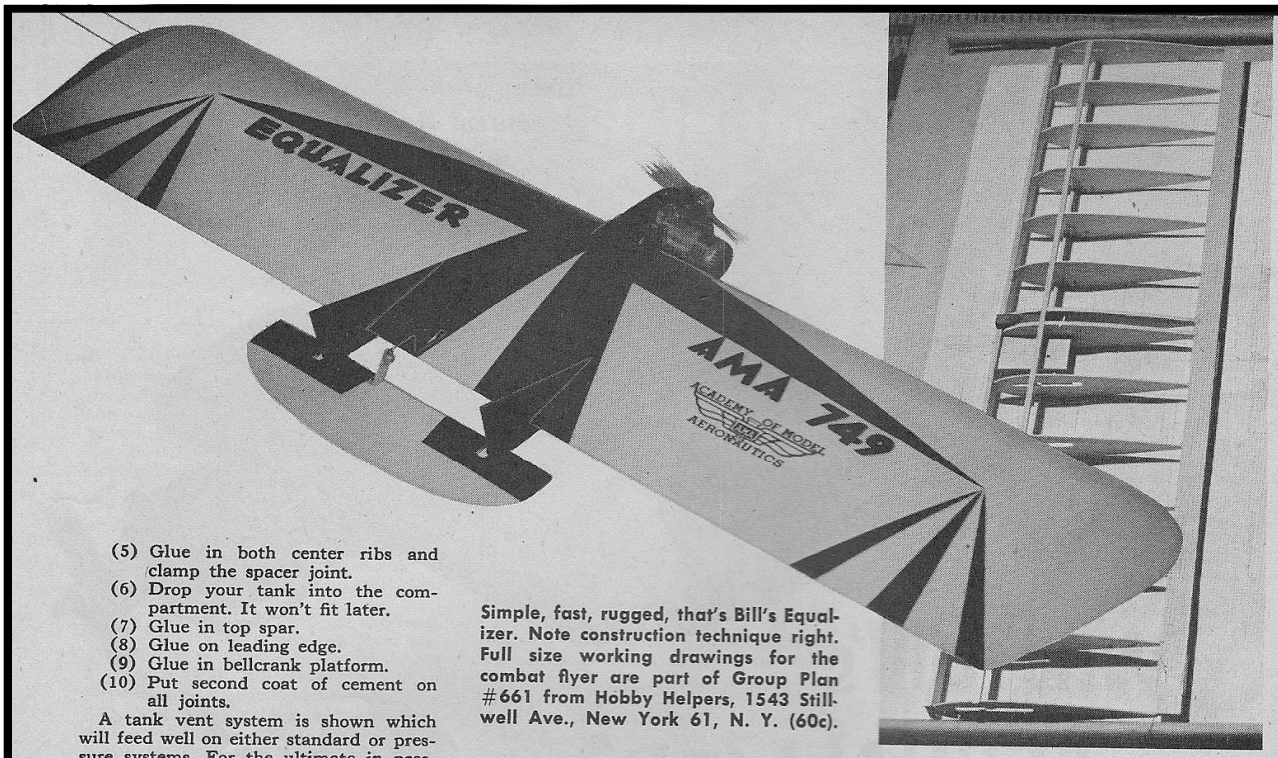
■ Came the good old safety zone and poof! Loads of obsolete type airplanes. No longer can you combateers slash around in all directions hoping for a lucky hit. Gotta be able to control your planes and stay away from that elevator, son. So we junked our worn out slashers and bent over the board. What we were after would be smooth handling, tight turning, fast, rugged enough to stay together behind a souped-up engine, turn the least radius at the best speed, and be an airplane to suit everyone's style of flying. After 6 modifications, some 30 models, a full season of competition and an enviable record of wins—hyar it is.

First you'll notice it's got a whole fuselage. This keeps the engine going one direction—forward! Then an 18% wing—only for stunt you say. We've used thin ones and they are okay for light stuff. But we knew this wouldn't be light, since our ships are built like tanks. We don't have much time and what we build has to last.

To review the thin-thick argument, they generate identical lifts up to about 9° or 10° angle of attack. But the 18% job will go several degrees above that before stalling, so it's capable of more lift. While the skinny section is gasping for air, the husky is digging in and hoisting. Level flight drag—not enough more to show up on a stop watch. It's a fact! This chunky little ship zips off 98 mph in level flight consistently and averages 85 thru real tight, smooth maneuvers. Always solid and always under complete control.

We did much work to coordinate the CG location, the elevator motion and area to turn the wing right up to stall with maximum handle travel. Result—a ship that flys like you were pointing your finger, and no dogged out turns under the panic movements most people make under pressure. Jerkline, huh? We'd just waste your time describing the flight pattern since you haven't seen anything like it anyhow.

I was talking up the bomb I was going to design with Spiker on the way back from a contest, and we sort of settled around a ship our gang had designed back in '48. I later worked it into the "Scared Kitten," which hadn't measured up due to lack of power. So he went home and built one, and I built my "wild" one complete with a stabilator. The stab job turned slick, but in combat we found that it wouldn't make minor moves; but would jump several feet. We dumped it there, pooled the good features of the two, and built Mk. "3". By



Simple, fast, rugged, that's Bill's Equalizer. Note construction technique right. Full size working drawings for the combat flyer are part of Group Plan #661 from Hobby Helpers, 1543 Stillwell Ave., New York 61, N. Y. (60c).

(5) Glue in both center ribs and clamp the spacer joint.
(6) Drop your tank into the compartment. It won't fit later.
(7) Glue in top spar.
(8) Glue on leading edge.
(9) Glue in bellcrank platform.
(10) Put second coat of cement on all joints.

A tank vent system is shown which will feed well on either standard or pressure systems. For the ultimate in pressure tanks, use the "domed" tank from Dynamic Models "Tech-Tips Manual". This, by the way, is one of the best 50 cent values on the market today. Get one.

While the wing is drying cut out the stabilator and shape to streamline section. Cut out tips, marking leadout guide location on one of them. Cut out fins, doublers and other shaped parts. Cut both fins at once so that they are matched. This will automatically align the stab.

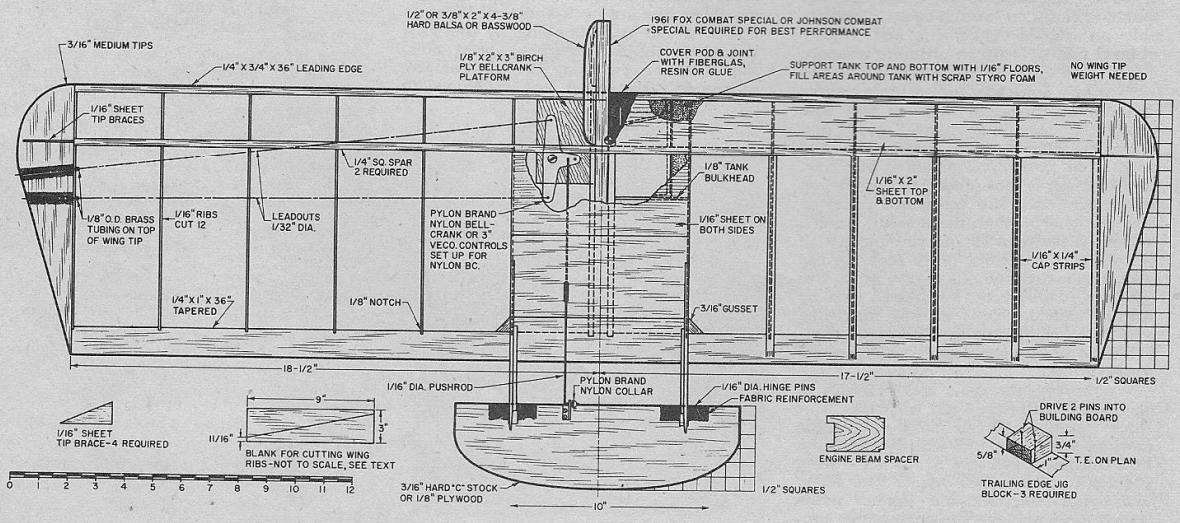
Remove the wing frame. Add the tips and the leadout guide tubes. Install the controls, leaving the elevator pushrod about an inch longer. Note the absence of a "Z" bend in the pushrod. The rod is retained between the platform and the bellcrank. The tank is mounted between two 1/16" sheet floors and solidly "boxed" in all around with light scrap balsa or Styrofoam. Make it solid and eliminate later field stripping. You'all balloon tank types can place your Delsey roll completely within the contours of the wing.

With the internals completed, glue and clamp the motor beams in place. Check them carefully for squareness. Remember, no offset. Proceed with planking, both leading edge and center section. Bevel planking for better fit against leading edge. After planking add the cap strips. You can get all 20 strips from 4 pieces of stock by cutting them with a razor (saw) to 7-3/16" length. This is shy of reaching the rear of the trailing edge, but when faired-in it's just the right length. Round off the leading edge and sand to shape.

Sand the planking and cover the wing with silk, nylon, paper, plans or what have you. Oops, not the plans! Shrink the covering with water and give it a coat of dope. While this is drying, assemble the stab and fins. Slip the 1/16" dia. wire hinge pins through the fins and attach to stab using fabric reinforcement and plenty of cement (at least 3 coats). Pre-glue the fin-to-wing joint. Then assemble fin-stab assembly.

Swing controls from full up to full down marking both ends of travel on the pushrod in reference to an index mark on the wing. Then mark the point exactly halfway between the two marks on the pushrod. Align this with the index mark and bend the rod end exactly at the leading edge of the stab. Install the Bonner horn exactly as shown on the

(*Continued on page* 48)



Bill's Jerkline Special and Equalizer-1960 and 1961

Full Size Plans availale from: Barry Baxter 3929 Greenleaf Drive Brea, CA 92823