

west Actuators. Paul is the lone tone man with a Badaco receiver and a WAG transmitter.

• While on the subject of contests, it looks like a new high-point record for the Academy of Model Aeronautics was made recently by a model airplane equipped with a 5-channel C.G. Electronics receiver.

Howard Bonner of Santa Monica, California is the man responsible for the record revision, with a total of 202 points which he earned at the recent WEST COAST CHAMPIONSHIP MEET held in L.A. The third place winner also used C.G. equipment.

• Next month there will be a complete story on the '56 "Nats" occupying this space. We'll see you again in the December issue. In the meantime, let's hear from you on what happened this past season . . . ALL the details! And, let's see some pictures—the 4" x 5" and larger, glossy variety.

### EQUIPMENT NEWS

• PHILLIPS MFG. CO., INC. (Minneapolis, Minn.) announces heavy-duty performance in a six-ounce soldering gun, Model SF-100 Flash, developing operating temperatures in four to six seconds and performing duties where comparable irons would be too large and cumbersome.

Operating on any 6 to 12 volt AC or DC current supply (which will make it an indispensable piece of field equipment, able to operate from the car battery, the Flash 100 has no wattage rating as it delivers virtually infinite, trigger-controlled heat, limited only by the melting point of the interchangeable tips and the current capacity of the source. The Flash 100 can also be used with 110 volt AC current through

the "Flash" HD-520 step-down transformer.

Phillips also announces the availability of a "400 Industrial Combination" consisting of the Model SF-100 soldering gun, the HD-520 transformer, and a foot switch which leaves hands free for more efficient production work. Price was not available at this writing.

• BABCOCK MODELS, INC., (Van Nuys, Calif.) has started the entire R/C fraternity talking about its new line of transistorized tone receivers on 465 MC. In receiving their F.C.C. Type Approval No. CR425, they enter a relatively unexplored field.

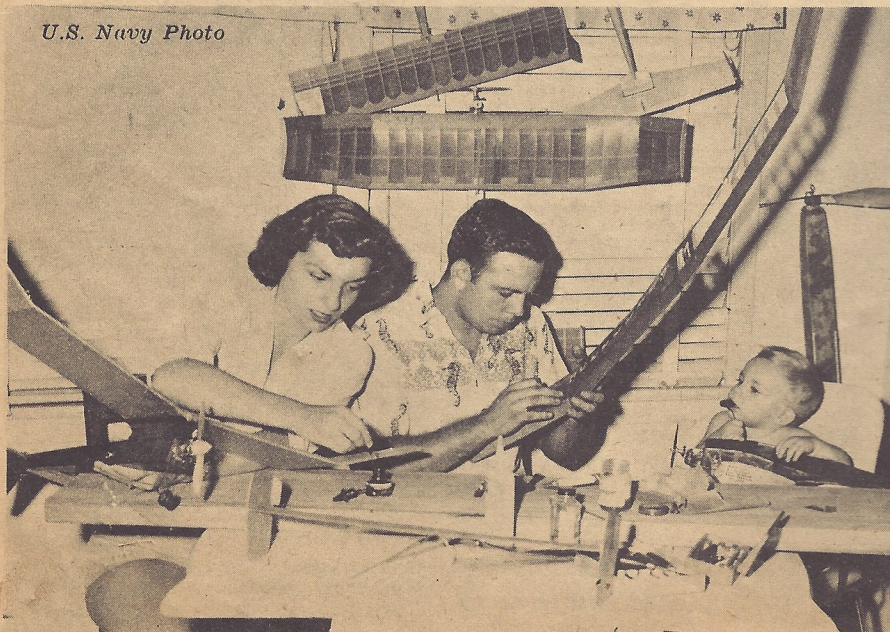
Three interference-free receivers are actually available: Model BCR-7 two-channel (\$69.95) on 5 and 7 KC and Model BCR-8A or 8B single-channel (\$39.95) on either 5 or 7 KC. All are transistorized, eliminating the need of filament batteries and use printed circuits to further minimize size. The only battery (B) necessary is mounted as an integral part of the receiver unit. Relays and filters are hermetically sealed to prevent rust, moisture and oil damage.

The big features of this new equipment are the interference-free high-frequency tones and the fact that these tones can be operated either separately or simultaneously.

The BCT-7 two-channel transmitter, which handles the entire receiver line sells for \$69.95.

• ACE RADIO CONTROL (Higginville, Mo.) has announced their new "Commander" receiver and transmitter kits. Both will sell for \$7.95—each in kit form. The receiver comes complete with relay, tube, plastic case and all parts. The transmitter, too has all parts including crystal, tube, and aluminum case.

Among the almost 1,000 contestants at this year's Nats were Mr. and Mrs. R. F. Krytsnik of Grand Prairie, Texas. Son Lee, age 1, "taste"—hops one of pop's Free-flight gas models.



## FLY STUNT

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Once you've successfully accomplished flying your models inverted, you'll doubtlessly start attempting outside and inside loops. At this point, we'd like to suggest that you learn maneuvers in this sequence if you are starting. On reaching this stage, you should definitely build a high-performance stunt model which has flaps.

A flat-equipped stunt model is the proper airplane for flying the more complicated maneuvers such as square loops, vertical eights and square eights. Flying of this type requires a model of around 500 square inches of wing area powered by a .29 to .35 engine. From this point on, the successful advancement of the flying depends on how much time he has to practice fly and how often the flyer can get out on the field. Keep in mind that constant practice is necessary to keep your flying skill once you acquire it. Building better models and improving on engine and tank installations will also result in improved stunting.

Over-control is the flyers most serious problem. This can usually be traced to not following the manufacturer's instructions when building kits or by not using proper flying accessories. A handle which is too large is an example. We favor a handle which has a series of holes drilled in it so that the lines can be spaced closer or further away as desired. This permits adjustment of the control sensitivity.

A proper control handle will function in this manner. Hook up your flying lines and give full "up" control on the handle. The elevator should move to full "up" at this point. Excessive handle control results in obtaining full "up" at the elevator before full "up" is applied at the handle.

Fly the model and try full "up" control. If the model threatens to stall or acts loggy, you are over-controlling or expecting too much from your model. Try less control. If the result is still loggy, the model just hasn't got it.

The use of balanced control surfaces doesn't seem to be too essential for control-line models. Unlike R/C models, which have limited power to move the control surface requiring the help of balanced controls, control-line models have the strength and the force of the flyer to move their controls. Balanced controls are the type which are constructed so that another surface, or part of the same surface on the other side of the control hinge, moves in the opposite direction to help the control along. Static control can also be used. For this, the weight of the control surface is balanced about a 1/4" back from the leading edge of the control surface so that 25% of the total area lies before this line.

We have tried balanced controls on our models and have found that they offer little flying difference. Our con-

FLYING MODELS for October 1956