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For Further Details:

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CABLES AND TELEGRAMS:  
"KINGSMITH" SYDNEY

## AEROMODELLING

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first contest flight. The last model to use the idea was a small job with a Sabre 1.5 cc motor. The way in which this machine would flick over into the glide just as the motor gave its last burst amazed those who were not familiar with the secret of its delayed action cut-off.

That is as far as the story goes at present; now let us consider some practical considerations. The best trim for the normal pylon type of model using this system would appear to be a right turn all the way as described previously, using right thrust on the motor, left rudder on the climb (as an anti-spiral corrective), and right rudder on the glide.

The rudder-timer-valve arrangement is shown in the accompanying sketch. When the timer is set, the arm pulls the rudder hard against the left stop, and is resisted by light tension from a rubber band. When the timer operates, it turns the cut-off valve to open up the air bleed hole, and releases the rudder, allowing the rubber band to pull it over against the right stop.

Stops and horn are both made from soft iron wire, so that they may be bent for adjustment. Control line type silk hinges are used on the rudder, which must move freely. The rudder, being a very sensitive control, should be small in area and have little movement — about 1/8 in. either way at the most.

It is desirable to have the fin and rudder built integral with the fuselage, and this means that they must be divorced from the tailplane, which is necessarily removable. This leaves us with two alternative positions; either forward of the tailplane or beneath it, the latter position being shown in the sketch. The slanted hinge line shown might be worth a trial, the aim being to give a slight up-elevator effect with the rudder to reduce spiral diving tendencies.

Experiment will be needed to determine the right length of fuel line; about 1 1/2 in. seemed to be correct for the 1.5 cc motor. Be sure to mount your air bleed valve above and slightly behind the fuel tank. Otherwise there is a danger that in a steep dive fuel will continue to gravity feed through to the motor, even though the air hole is open, thus permitting the engine to run too long. This wrecked my last experimental model.

A modified US Austin timer was used in most of the experiments and gave remarkably accurate results, but of course you need dollars to get one of these. A snap action Elmec Diesel timer will do quite well, but they have one drawback. Air pressure from the blast of the slipstream on the exposed portion of the stem seems to cause extra friction which affects the accuracy. To avoid this, my last model had the timer completely enclosed by the pylon structure in an inverted position. The arm projected through a slit in the side, and it was set by a pull wire through the bottom of the fuselage.

Finally, I do not wish to give the impression that models using this system will defeat all others. Ray Harwood and Alan King, for instance, have done great things using the Foote adjustment. What I do believe is that the timer-rudder will prove easier to get right than most other methods, and for this reason I commend it to any of our readers who may be having trouble with their free flight models. And if you do use it, then please send a line c/o AIRCRAFT to let us know how you fared.

## Nationals to be at Bendigo

For the site of the next National meeting, to be held from December 27 to January 2 next (see our September issue for programme), the VMAA has selected the city of Bendigo, one of Victoria's largest inland centres, 100 miles NW from Melbourne. Competitors and their families will be housed at the show-ground, where there is accommodation



A Model Aircraft magazine photo of Adrian Bryant with one of the Australian models he proxy flew at the Wakefield Contest. Bryant, who comes from Lismore, NSW, hitched his way to Sweden for the big occasion.

for a large number of visitors, with all conveniences, including hot and cold showers, car park, etc. Control line events will be held on the showground arena, which has an excellent surface and is used annually for the famous "Bendigo Thousand" footrace. The arena will be specially prepared to have it in top condition for the meeting.

For the free flight events, a field at Raywood, 20 miles out of Bendigo, has been selected. This sounds like the answer to a model flyer's prayer, having some 200 acres of cleared, flat ground. The indoor contest will be held at the Bendigo Town Hall, where the ceiling height is believed to be about 40 feet.

The local model aero club, headed by Graham Davies, is enthusiastically supporting the meeting, and have enlisted the aid of the Militia, who will assist on the free flight days with radio equipment. In view of the central position of Bendigo, a record roll up of contestants seems likely, and already we are informed that a contingent of 20 modellers will be making the trip down from Queensland. END

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