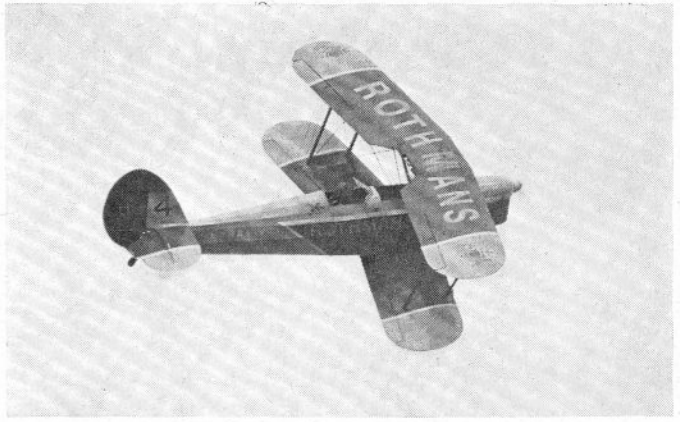


# R/C EXPO 1972

SYWELL, NORTHANTS,  
APRIL 2-3



**M**ORE THAN 13,000 people visiting Sywell airfield, near Northampton, on April 2nd and 3rd made R.C.M. & E.'s R/C EXPO 72 the biggest-ever R/C Trade show in this country.

But R/C Expo 72 was more than just a trade show. David Boddington and his Barnstormers group, who provided the first-class organisation for the show, added a new dimension to R/C hobby shows with a spectacular full-size air display involving the Rothmans' Aerobatic Team, with their colourful smoke-laying Stampe SV4a's, The Barnstormers air display group, plus the Army Blue Eagles helicopter demonstration team. Add to all this the R/C flying demonstrations, including Dieter Schluter's impressive R/C helicopter demo, full-size joy-ride 'flips' and roundabouts for the kids to keep 'em quiet

and you begin to get the picture.

For radio control enthusiasts, the trade show, bigger and better than ever before, was the main attraction, and what a show it was for new product introductions.

Right inside the entrance, **SKY-LEADER** came forward with a full, new range of R/C gear. Their new **SLX** system, available in both four- and six-function versions, now becomes top of their range. Big feature of the new system is its hyper-accurate servo resolution, achieved by using the latest Kraft three-wire bridge circuit I.C. servo amplifier. Use of this amplifier has dictated a re-design of the Skyleader stick units, which have been improved to enable the pilot to take advantage of the super resolution that the servo amp has to offer, and the SLX system employs the tiny Kraft KPS-12 servo

mechanics. The SLX 6 system comes complete with transmitter auxiliary lever and two-position toggle switch in the Tx case top specifically for retracting undercarriage operation. Other features of this system include a re-styled receiver and plug-in crystals.

New at the other end of the proportional R/C range from Skyleader is the low-priced **Clubmate** two-function sport R/C system, which features two single-axis stick units, two independent servos and dry battery operation, for just £43.50. Plug-in crystals are an option with this system, too.

Something we also espied at the Skyleader stand was their long-promised **Optac** photo-eye tachometer, available

The R.C.M. & E. stand at Sywell. Many models on show drew plenty of interest particularly our W.I.K. Kestrel and latest Mustang F.A.I.



with a choice of two sets of ranges – range 'A' being 0-25,000, plus 10-15,000, and 15-20,000, while range 'B' offers 0-25,000 plus 15-20,000 and 20-25,000. The very narrow secondary ranges provided should be helpful in reading true r.p.m. figures accurately.

**R. G. Lewis'** retail outlet at the show enabled many R/C'ers to do a little Easter shopping – they certainly had the stock. R.G.L. now have their own range of R/C accessory items, which is pretty extensive, and we were very pleased when Tony Mills informed us that they will shortly have a new, low loss muffler for Cox .049 motors – a bit of news that should cheer up the Half A pylon men.

**Horizon Systems** now have two digital proportional R/C systems, their **HS2D** and **HS4D**, while Horizon digitals can also be expanded to provide up to eight independent, simultaneous proportional functions – something not available since the days of the old Digimite radio.

Horizon's proportional systems feature pilot-pupil link facility, plus very tight adjacent channel rejection.

**Model Flight Accessories** have a great deal new to offer. We were very much attracted to their **Mini-Chevron** swept-wing aerobatic model, which spans 53 in. and suits .40 size motors, and their **Sterber 'T'** tail glider.

**M.F.A.** now fill a need with their new vacuum-formed 33 in. floats which suit up to 7 lb. models and also begin to cater for R/C boat enthusiasts with their 36 in.-long **Spearfish** cabin cruiser, built from vacuum-formed components and designed for .29 to .35 size motors.

**M.F.A.** now enter the radio equipment field with their two-function digital **MFA G.T. System**, designed specifically for R/C cars, it features a steering wheel on the transmitter and plug-in crystals.

At the same stand we also found Derek and Eva Olley, of **Fleet Control Systems**, and discovered that Fleet are now working up a new two-function digital for production which will offer the option of either Kraft KPS-11 or W.E. RS-4 servos. Fleet digitals are now also available in dry battery operation versions which use HP.11 size cells for 20 hours' life.

Centre of interest at **Sprengbrook Precision** was their all new 'professional' R/C system, with stylish transmitter in attractive black vinyl-clad finish, with moulded side cheeks. The all new Sprengbrook system features beautiful new stick units which come with adjustable control column lengths. The transmitter circuit now uses integrated circuits in the signal encoding network. The new receiver features a redesigned case with ITT Cannon block connectors to the servos. Clever here is the folding receiver case top, which neatly locks the

servo connectors into the receiver block – a good safety feature. Sprengbrook's new system features their Micro-lock servos, new with three-wire integrated circuit servo amp.

**Complete-A-Pac** needed, and had, a big stand to show off their new scale R/C model kit offerings. Here, Jim Scott & Co. showed the latest introduction to the C.A.P. range, which included a 72 in.-span **D.H. Beaver**, 60 in.-span **Hawker Hurricane**, 63 in.-span **Zero** and a 6 ft.-span **D.H. Puss Moth**. C.A.P.'s range of scale R/C aircraft models must certainly identify them as the most prolific suppliers of R/C scale kits anywhere in the world and, of course, all C.A.P. kits are very much pre-fab efforts.

Next along the line we come to Keith Jones and Terry Cooper at **Midwest Model Products/Midland Service Centre**. Main interest here was the new Meteor 60 motor and Terry's **Prestige VI** R/C system.

The **Prestige** radio unit is to be a custom made, virtually to order, system for the individual who requires quality regardless of price, or miniaturisation, for the **Prestige** system makes no claim to be the smallest, or the least expensive system available. Emphasis is on electronic finesse and quality control, the latter including test flight before supply to customer. Other features of this unit include Orbit servos and stick units, special flaps control knob on the top of the Tx case, together with undercarriage control switch. The line also includes a special 180 degree undercarriage servo.

The **Meteor 60** motor (see Radio Motor Commentary this issue) is Midwest's all-new British .60 size motor, now available in both aero and marine versions. Midwest also now make available A.R.F. kits and individual glass-fibre fuselages for Terry Cooper's contest aerobatic **Bulldog** design – a good one for anyone who likes to fly aerobatics.

**Mainstream Productions** showed their now-updated **Simprop Alpha I.C.** series R/C digital systems and their low price **Gem** digitals. Gem systems now use Simprop servo mechanics and are available in two- and four-function versions plus the special Gem Digi 1 + 1.

Mainstream are also planning to introduce a range of R/C aircraft kits, some of them in the A.R.F. (almost ready to fly) category.

At **Solarfilm/Solarkraft**, Derek Hardman and Squire Kay showed us their new kitting approach to designs in the Solarkraft range. Gone now are the raw vacuum-formed fuselage components, now replaced with completed fuselages for each kit. Wing panels also come finished now. This new A.R.F. state applied to both their **Nebula** slope soarer and **Stinger** low-wing power model and offers modellers good, tough

models for a minimum of constructional effort.

**Solarfilm** now comes in yet another colour, this time **Metalflake Blue**, a most attractive pale shade. At the same stand we found Ron Donahue, of **Waltron Electronics**, now about to introduce a completely new **Mini 2** digital proportional system, to add to Waltron's R/C gear line. The new Waltron Mini 2 system uses twin, single-axis stick units in its transmitter, which is finished in black vinyl and offers two fully proportional functions, plus a three-speed progressive throttle command in '2 + 1' arrangement. Total accumulative price for the straight two-function two servo arrangement, which employs dry battery power sources and offers plug-in crystal facility, is £49.50.

Waltron are also finding plenty of takers for the **Ohlsson & Rice** 21 c.c. compact  $\frac{3}{4}$  h.p. spark ignition motors, which some modellers have even stripped right down for use in model aircraft, although most of these motors go for R/C boats, of course.

**Geoff Franklin**, the British Kraft Sales and Service man, had the new **Kraft Series '72** system to show, with its new, super-accurate servo resolution, three-wire servo hook-up and alternative super-selective 'dual conversion' receiver circuit, improved power packs and transmitter stick assemblies and I.C. servo amp.

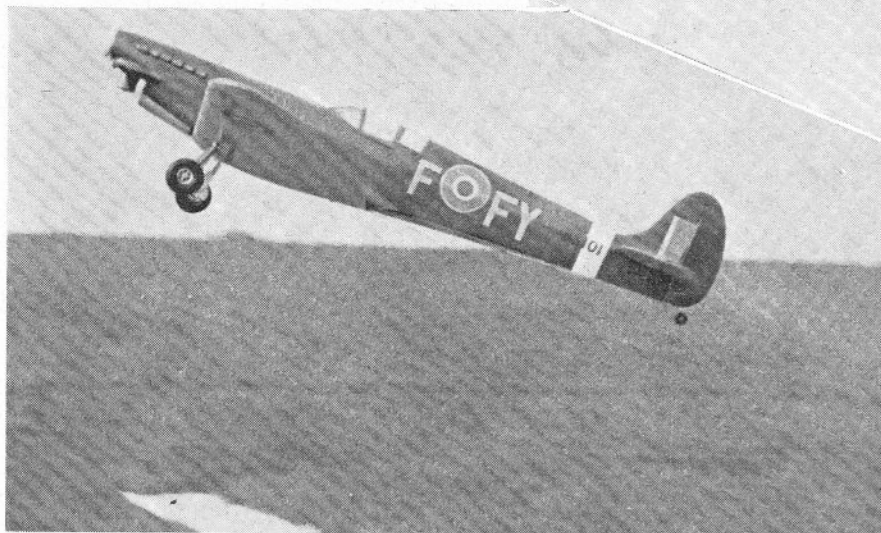
Geoff also had Goldberg retract units, and had a run on his stock – there are more on the way!

The **RipMax/Model & Hobby Consortium** stand was a display in its own right. Here, much of the comprehensive range was on show and on sale and interest centred on Dieter Schluter's **R/C Helicopter**, to be kitted by Schuco-Hegi, for whom RipMax are U.K. distributors. **Kavan, Graupner** and **Marx Luder electric starter motors** were there for all to sample and were constantly being tested. Here we were able to look at the all-new **MacGregor** four- and six-function **Digimac digital proportional** systems, which will be available at highly competitive prices Alan Bell, of MacGregor, also informed us that MacGregor also intend to introduce a smaller-sized servo shortly.

The RipMax display also included their new **Mick Reeves Spitfire** kit, plus new **Aviette** introductions, the **Sopwith Swallow**, **Nieuport 17** and the twin-engine **B-25 Mitchell**.

**Flight Link Controls** have a new two-function R/C system, the '**Duette**', which can be arranged for aircraft, boats or cars, as Dick Oberg and Idris Frances explained. Switched crystals for quick frequency change is an option with this system which, like other F.L.C. propos, offers failsafe mode as standard. For R/C cars, the Duette system comes with the transmitter throttle level spring

Below: just one of the many trade flying demonstrations, the Mick Reeves 'Spitfire', distributed through RipMax, performed very well, in high wind.



biased toward low throttle position over the top two-thirds of the throttle range – a neat feature.

The **PB** R/C car line now expands. Keith Plested showed us their new **nylon-moulded front suspension** that should prove simple and rugged, soon to be available in two sizes.

A new R/C car from P.B., using this suspension, to be available very shortly, will take two types of body, for either **Tyrrel Ford** or **March 707**. P.B. also have transfer numeral sheets, available in a wide variety of colours.

**Micro Mold Plastics** now distribute **Kwikcote** 'instant' iron-on covering material, already available in quite a range of colours. How M.M. find so many new accessory ideas to offer we'll never know. Their range is already so comprehensive, but latest introductions include strip aileron horns with swivel ends, and thrust wedges for motors, in packs of 1, 2 and 3 degree sizes.

Micro Mold are also heavily engaged in the R/C car field and new car bodies to be available include **Lotus M16** and **Autocoast T22**.

New kits in the works from the **Micro-DB** range are David Boddington's very attractive **Expo 80**, a big 80 in.-span high-wing sportster, and David's **Sea Stormer** twin-engined amphibian.

Mick Wilshire, of **World Engines**, took time off to show us the new World Engines' **Pylon Migit** R/C System, with very nice triple-axis single-stick transmitter, a full four-function system.

World Engines also have the range of **Aviomodelli** kit aircraft, and quite a comprehensive range it is. Here, too, it was possible to examine the Ross Twin motor, much discussed, but still a rarity, plus the Italian **Lega R/C** cars.

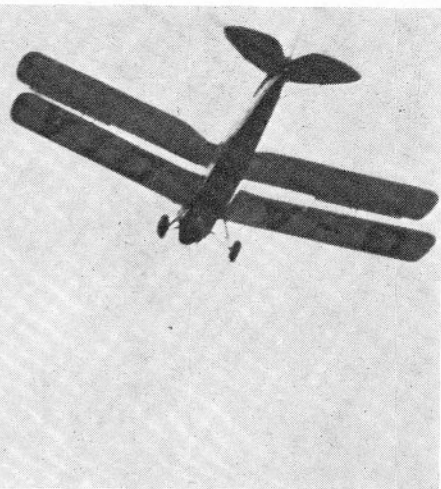
**Format** are the Glass-Fibre people.

Tony Clark displayed their new **Cossack** aerobatic long winger, which spans 60 in. **Format** are going into the glass-fibre model business in a big way. One of their new offerings is a glass-fibre fuselage for the **Miles M20**, and stock fuselages include **Mustang**, **Phaeton** and **Brigand** F.A.I. pylon racers, **Skylark** and other R/C gliders, including Roy Pitts' super  $\frac{1}{4}$  scale, **Pirat**, for which full construction drawings are also available.

**Format** also have a very welcome range of epoxy and polyester fillers, adhesive and fillers which will become very popular we're sure.

Finally, but definitely only in convenient progression, we come to the **Swan Electronics** display, where Mike Dench told us all about the circuitry and quality improvements they've made to Swan Digital R/C systems. The Swan system is available in two-, through to six-function versions, and all available at very, very low prices.

As we have already mentioned, however, the R/C EXPO was more than just



Above: Jack Morton demonstrated formation aerobatics, between his 'Tiger' and full-size machine, flown by Barry Tempest.

a trade exhibition. Flying demonstrations, both model and full-size, went on continually. Much of the model flying was very impressive, a credit to the pilots who battled with wind gusting up to 40 knots at times. The many people who watched the demonstrations will all have their own impressions of the flying. We liked the Aviette B-25 twin, the brave efforts of Derek Hardman and Squire Kay at glider towing, and Dave Hardaker's eight-point rolls that seemed to go from horizon to horizon.

Everyone, well, practically everyone, turned out to watch Dieter Schluter demonstrate his Bell Huey Cobra helicopter in wind which most modellers would not have flown fixed-wing machines. Dieter's first demo was cut short when one of the tail rotors came adrift, but real piloting skill got the model back to earth with only a minimum of damage and he went on the following day with a show that surely convinced everyone that the R/C helicopter has arrived!

