THE BEACHCOMBER

Author making a touch and go landing approach—plenty motion and Jim calls attention to his attire and notes that "all is not sunshine in Florida."

by JAMES E. KIRKLAND

QUADRUPROPORTIONAL R/C MODEL THAT WON FIRST IN MULTI AT THE 9TH ANNUAL KING ORANGE INTERNATS — FLOWN BY THE DESIGNER, IT WON BY A CONVINCING MARGIN.

Author with his Beachcomber and KOI trophy — Jim is M/Sgt. in USAF and member of Guided Mites R/C Club Eglin Air Force Base.

► In early 1962 a decision was made to take a long, hard look at the new quadruproportional control systems for R/C multi competition. These systems seemed to offer unlimited opportunities for smooth and precise flying. At the '62 Nats it was apparent that winning R/C flights not only had to be smooth, but also high points had to be scored on every maneuver in the present AMA pattern. This pattern requires our models to perform some remarkable aerodynamic feats when compared to full scale aircraft performance capabilities. As the top scores at the 1962 Nats would indicate, present day multi designs flown with reed systems do a very creditable job of this. However, these top scores also indicate that there is considerable room for improvement before this present AMA pattern becomes obsolete; which will surely occur at some future date! I flew a reed ship at the '62 Nats and came away more convinced than ever that the new proportional systems could do better than reeds in meeting the demanding requirements of competitive flying.

Most present day reed designs have some necessary compromises "built in" to enable them to perform as smooth as possible by "hiding" the beeped commands. While these compromises make a certain degree of smoothness possible with reeds, they also affect other areas of performance to some degree. To overcome this now "built-in *deficiency*," additional measures must be taken to enable the model to perform the more demanding maneuvers consistently. These additional measures must usually be paid for in some manner; commonly in the areas of time, cost, gadgetry and possibly some sacrifice in overall reliability. I felt that the new proportional systems would eliminate the "compromise" and "deficiency" problems and thus allow us to fly in the same manner as would a pilot flying a full scale aircraft. With these systems we should be able to develop "in the cockpit" capabilities while flying our R/C models. (*Continued on next page*)