GYRO ZT TRANSMITTER

● Just a flick of the switch and you can operate on continuous-wave (CW) or transmitted tone. providing the ultimate in versatility for single-channel operation.

The ZT provides this feature and many more which make it an excellent tool for the experimenting modeller. Especially, the type that likes to incorporate new gadgets or ideas to make R/Cing a happier and more pleasurable pastime.

Basically, this unit is the much heralded Mac II transmitter circuit. It's housed in a large black-crackle-finished case with plenty of "elbow room." Inside the case you'll find the complete RF section, vibrator power supply, and BB-54 wet cell. A separate charger can be built right into the case, if you so desire, or may be plugged into the transmitter via phone jack.

This wet cell arrangement allows for remote operation. A night on the charger and the transmitter is ready for a full day's flying. The weight of the cell balances the whole unit so that it stands soundly on the ground even in a rough blow. It's also an economical unit as the rechargable wet cell saves many dollars in battery costs.

The ZT comes complete with 9½-foot sectional antenna (a rugged type used on tanks during the war years), keying switch, ground plane antenna, and built-in meter. It operates on 27.255 mc. and delivers 5 watts of power enabling it to reach out beyond the sight of R/C flyers. Modellers who fly pulse ships find plenty of room for installing this equipment and get reliability from the two-tube circuit.

Tuning is simply accomplished through the use of "Gyro Magic Tuning," a neon glow blub which is used as a guide, with the built-in meter, to set maximum output. A dummy antenna, made from a bulb with wire and alligator clips, can be hooked from ground to antenna terminal for test tuning or workshop operation.

Once tuned, the Gyro ZT really cooks. The best example of this is to simply set up a field strength meter about 10 feet from the ZT and key the rig for a reading. Ask the other flyers to try the same with their equipment and you'll probably find out that you have an edge when it comes to output. This extra output gives a security which adds even more fun to your flying.

The tone section of the ZT will operate a number of non-selective tone receivers such as the WAG or Babcock single-channel. Modulation is accomplished by removing the ground connection of the power supply filter condensers. Actual removal of this connection is accomplished by transmitter keying with the switch appropriately set to "Tone."

To assure you get all the RF output the law allows, Gyro includes a ground plane antenna. This is in the form of 4 lengths of wire, each one of which is extended from one of the corners of the transmitter case. This increases the ground conductivity of the overall circuit and provides more stability. On this last point, the Gyro ZT excells. Many hand-held battery-operated transmitters are not as stable as this unit, even without ground plane antenna.

The overall appearance of the ZT is very professional. A 12" x 7" x 6" case contains the entire unit and includes a carrying handle making the whole very portable. Even with antenna installed, the unit is easy to move about. On a whole, the unit gives one the feeling of being in the big league.

As mentioned earlier, this transmitter is ideal for the modeller who likes to build onto, refine, or perfect his equipment. Items such as dual-proportional pulsers can be wired directly into the case with room to spare. The battery charger, as previously mentioned, can also be built-in.

Versatility can also be extended by wiring in a plug to permit remote battery locations, such as hooking up to one cell of your car battery to get the necessary 2 v. This can be done by mounting an Amphenol chassis plug into the case, in parallel with the internal wet cell leads, and cutting a switch into one leg of the wire going to the wet cell. A 25-foot, or longer, 2-wire Belden cable mounts the male end of the Amphenol plug and has clips to hook onto the car battery terminals. Polarity of the batteries should be checked.

This modification permits you to operate off of your car battery, saving your internal cell for times when you cannot operate near your car. Gyro also has a battery charger available which can charge the transmitter BB-54 from your car battery making it possible to extend a day's flying by placing the cell on charge when not operating.

The greatest advantage of the Gyro ZT is the confidence which can be placed in the unit. It's factory wired, tested and guaranteed. Instructions come with each unit making it possible to use the transmitter right out of the box. Of course, a charged wet cell is needed but you can hook up to your car battery as mentioned. The price tag of $49.50 includes everything ready to go. All you need is electrolyte for the battery and this can be obtained from auto stores for about 25¢ per quart—more than you'll know what to do with.

Beginners will find this equipment a good investment and R/C clubs can well do with the available versatility of this unit. Other models are also available. The X-1 with 2 v. vibrator power supply is $37.65. The X-2, with built-in dynamotor for operation from a car battery is $34.95 for the 6 v. model and $36.95 for the 12 v. model. An X-3 model for operation on dry batteries is $24.95. These are similar to ZT.

Smaller, 9", x 6" x 5" cabinets can also be had on request, for the same price. Chargers are $5.95 and BB-54 batteries can be replaced for $3.75. This feature of selectivity on purchase and the ability to add equipment at a later date is a strong point in favor of the ZT. The equipment is made by Gyro Electronics (N.Y.C.).