

In the idea department, we refer you to the super-simple dual proportional control system sent in by **John Worth** (Hampton, Va.)—galloping ghost.

**Bill Sydnor** used this arrangement six years ago, however, it was not completely successful and reliable until the WAG-type pulser came along, and the British "Mighty Midget" motor became available. The New Jersey boys have been putting it to good use for about a year and it is fast becoming standard equipment on planes of the SEV/RCG.

The boys from Virginia added a novel engine-control which needs no additional actuators or relays!

This idea has appeared before in various forms and we are happy to bring you the latest version.

The pulser has to be tailored to the system and adjusted accordingly. Once adjusted, you have a trouble-free system. A trimmable pot may have to be added to the pulse-rate portion of the pulser to adjust elevator control.

This system has quite a bit of vibration, therefore, a few precautions should be taken. The brush blocks of the "Mighty Midget" motor should be cemented in place with "Pliobond" or similar cement. A good set of hinges should be used on the control surfaces. The wire yokes should be a little sloppy, to eliminate possible binding. The short crank with the rubber band should have no more than a  $\frac{1}{4}$ " radius. A light sheet aluminum strap, from one lug over the motor and under the shaft to the other lug, will give strength to the plastic motor mounts. A spring is used to reset the engine speed governing nut on the screw shaft at either end. **Do not use limit switches.**

We are interested in hearing from modellers who put this system into operation and any variations you come up with. Happy galloping.

**GALLOPING GHOST:** Here's the schematic of this control system for those of you who want to build a single-channel dual-proportional system into your next model. The heart of the system is the "Mighty Midget" motor which is used as an actuator. As supplied, the motor comes with 7:1 reduction gears and has a countershaft speed of 650-1000 r.p.m. on 3-6 volts. Engine speed control is achieved by installing a screw-thread drive coupled to the back of the motor's countershaft.

