the servo batteries, put in a couple of pencells and isolated the brake wiring from the plane installation. This cured the problem completely. In contrast, our own Dee Bee equipped plane (which utilizes a relay type receiver) has never given any trouble from the brakes, which are wired in series, connected across the four servo nickel-cads, which also drive the receiver. In this installation, the landing gear wire acts as the common connection between the two brakes. The lesson here seems to be that if you have a "sensitive" receiver, or one known to be prone to electrical interference, better use separate pencells for the brakes, especially if on the nosewheel, and bonding of linkage to latter might also be wise. For non-fussy receivers, the brakes will work fine right off the servo supply.

Highly Selective Tone Filter. Circuit by J. Giannelli (86-45 231st St., Queens Village 10027, N. Y.) was developed to get around the high cost, weight and size of toroids. It consists of a conventional tone amplifier circuit with adjustable feedback; in the feedback path is a Twin-T rejection filter, which assures maximum gain over a very nar-
row width of frequencies. Any relay may be used of around 500 ohms, provided it may be set to pull-in at between 4 to 8 ma . Input impedance is essentially the same as R1, thus the filter may be attached to most any AF amplifier. D1 and D2 act as limiters, allow a wide range of input with consistent high-Q filter performance. If less than .15 volt rms will be applied to the circuit, R2 may be raised in value to allow a higher input to reach Q1. Tabulation indicates values for C1, C2 and C3, for various frequencies; odd values may be made up by paralleling two or more smaller capacitors. All diodes are germanium, and most any high beta transistors will work fine; only requirement is to have collector current of Q1 about 3.5 volts, which can be accomplished by varying the value of R4 (but not the movable contact of this resistor).

Adjustment is simple; rotate movable contact on R4 toward top, until the circuit oscillates, when the relay will pullin. Then back off until relay opens. Joe describes performance of circuit thusly: If circuit is set up for 700 cycles and relay pulls in at 5 ma and drops out at 2 ma on each side of 700 cycles, the two drop-out points will be 50
cycles apart. At point A this represents a Q of about 35. Thus frequencies spaced as close as 50 cycles may be used.

Ben's Monster. Some details were given in our May/June issue of a huge "model" plane built by Ben Tarnofsky ( 8017 Birnam, Montreal 15, Quebec, Canada); span is $221 / 2$ feet and it's expected to take 2 years more to complete! Recent word from Ben includes some pix that prove he is well into the task, as the wing framework is going nicely and he expects to have all the flying surfaces finished by early '66. Fuselage cannot be started till next summer, when he will have moved to larger quarters! Main problem right now is a suitable engine; he designed the plane to carry a twin-cylinder ignition engine that was produced at one time by Bantam Motors, but has no idea where to find one. If any reader can help, drop Ben a line.

Meroke Meet. Ex-Mitchel AFB on Long Island was site of first meet run by Meroke RCC, all entrants getting three flights, due to constant use of two flight lines. Unique check method


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