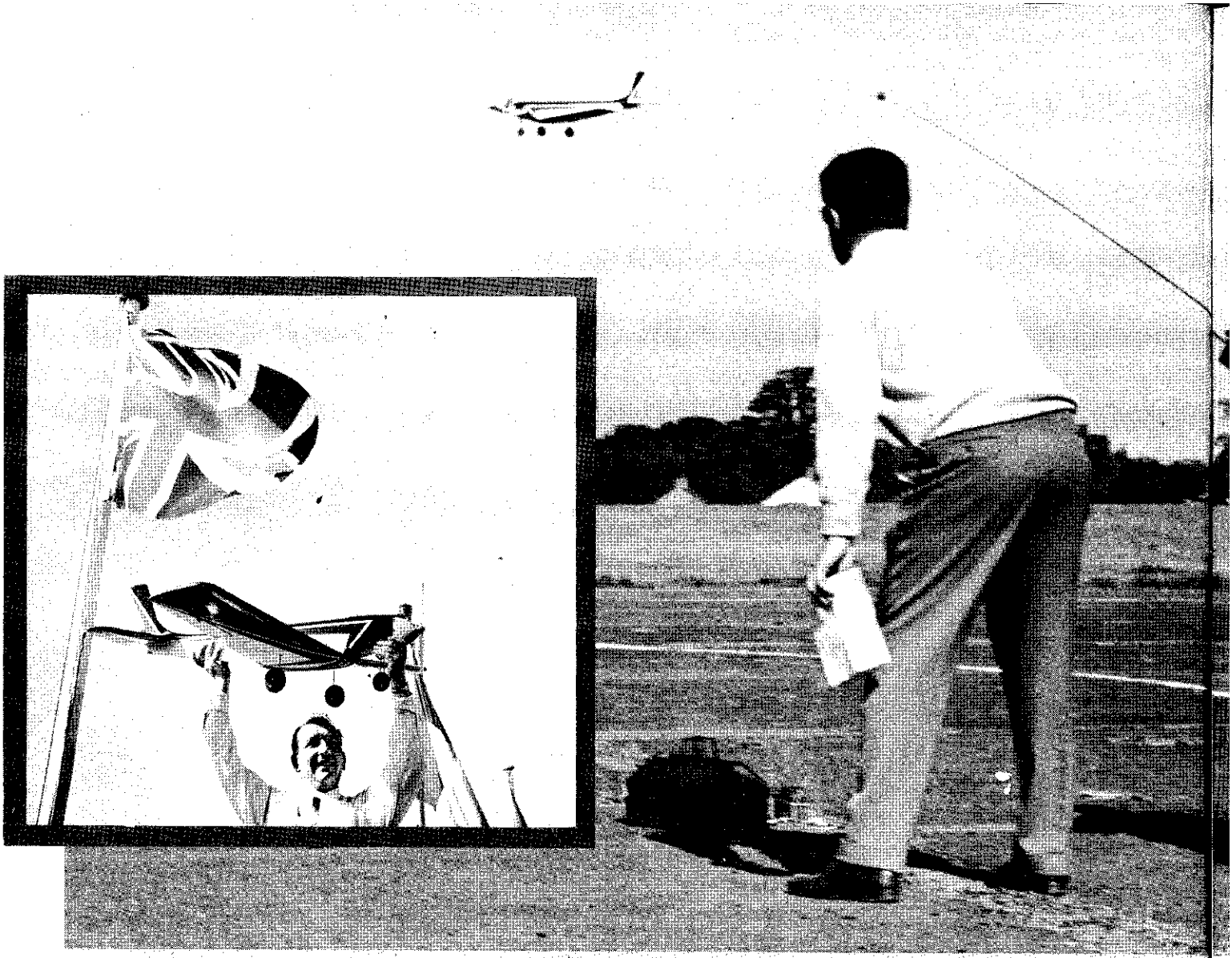


HARRY BROOKS' "REB" JOINT WINNER WORLD

■ "Reb" has been under development for over 1½ years. It started life as "REBEL" with a two-wheel U/C, and a square section fuselage. The design (as is usual with this type of model) has ben influenced by all the well-known craft that have gone before. What I considered to be the best features from all these I have used.

The points controlling the design from the word go have been: (1) It had to be easy to build. (2) It had to be "groovy" when flying without any vices. (3) It had to carry all its radio equipment complete with servos, batteries and trim mechanism in the easiest possible manner, bearing in mind that modern equipment will allow for model long life, and all units must be accessable. (4) Easy to transport, hence the reason for the conventional type aileron. (5) Allowance has also been made to encourage all the practice flying necessary for the pilot to obtain real contest experience. For instance, it has an extremely easy method of motor attachment which allows for a change of motor in 5 to 10 minutes. Reinforcement around the landing gear to combat continual take off and landings (even poor ones). Servo removal can be accomplished also in a matter of minutes. (6) Use of ready-made commercial fittings that are readily available to the R/C modeler.

Kenley was probably the most exciting few days of my life. It all started when I was lucky enough to be selected for the British Team way back in the Spring. I was flying one of my standard "Rebs" using a Supre Tigre 56 fitted with a Johnson Auto-Mix Carb. The plane was okay but poorly finished, so the decision was made to produce a complete new model using our Merco 49. This model was flown only 6 weeks before the contest and weighed 6¾-lbs. A little heavy for the power, but a good straight model, I was happy.

Then 3 weeks before the contest we had a mix up with superhet frequencies while I was flying, (no color indication on the tx's), and "Reb" bit the dust. The damage consisted of a broken fuselage and one outer wing panel. This was quickly repaired with fiberglass which put the weight up to just over 7-lbs. So in went the McCoy 60 with a large 12-oz metal tank and up went the weight to 7-lbs 10-ozs.

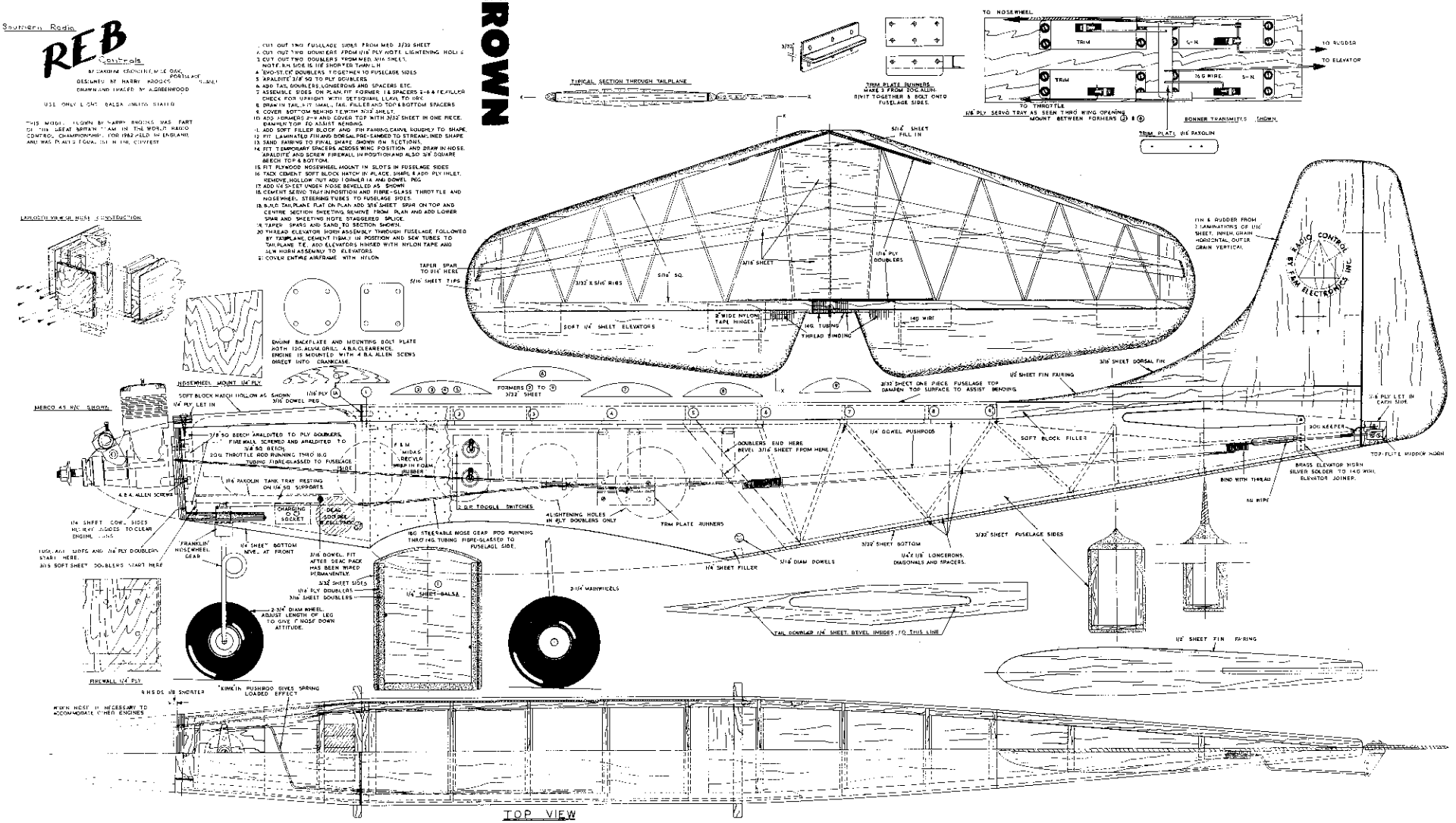
Out on the field the model flew well despite its unusual weight. The first day at Kenley, the British team watched Don Brown fly. His proportional rig was really smooth, a sign of things to come. My flight went off well and I placed 3rd. I would like to comment on the sporting attitude of the American competitors. We all knew that there had been a

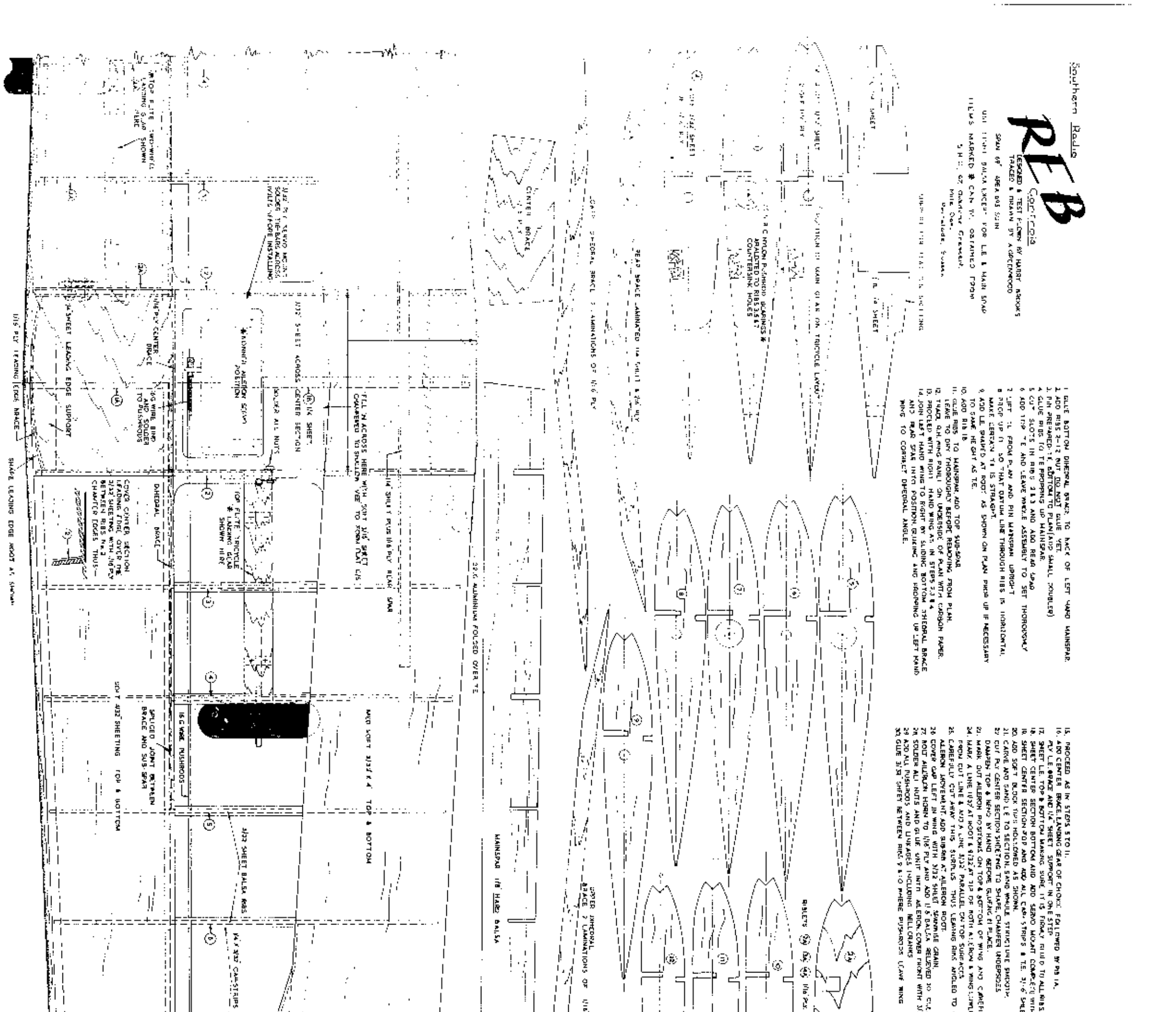
(*Continued on page 60*)

"REB" RADIOPLANE CROWN

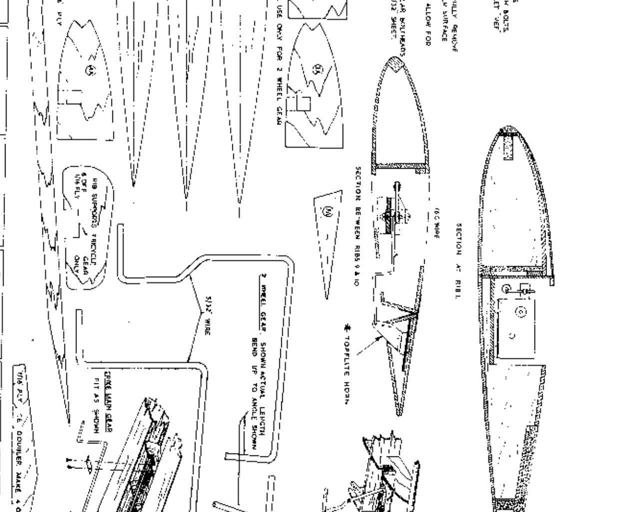
Best radio control flyer in Sussex, in fact, in all England, Harry Brooks, 35, former RAF technician, brings his "REB" in for a final landing during FAI R/C championships.

Harry has been modeling for 25 years, currently distributes F&M equipment throughout the United Kingdom, and conducts service station for Bonner-built items.





WINNER "REB"



Although Harry Brooks' plans presented here show a British-made powerplant, for the airplane which brought him the Joint crown, H.B. had installed an American McCoy 60 engine. Photo shows victorious Reb with its Mac .60 cubic inch displacement mill. Radio was 10 channel F&M superhet.

Reb

(*Continued from page 22*)

mix up in the team, but they really went in there swinging. Will Robinson (tall fellow) was flying virtually a new model, barely trimmed. Tom Brett flew confidently, but we all felt he could do better.

On my second flight I realized that my model was capable of winning, but was I? I flew a relaxed flight, trying hard to position the model well and perform the pattern as accurately as possible. My standing at the end of round two jumped to 1st place. Could I hold it? On preparing what I thought to be my last flight, Stewart Uwins (our team manager) said, "Go on Harry, it's your comp, just keep it up!" I was now quite calm and felt extremely confident of the model and equipment. It flew like a dream, the best it had ever flown. I lined up the tail slide 3 times (not that I did it), and made an accurate landing with only 24 seconds left on the clock. The fuel was completely exhausted.

My marks put me well ahead. But several of the Americans said that Tom flew much better when pushed. He did! There we were, joint winners. I said to Tom, you have the cup for 6 months and then let me have a look at it. However, the Judges and Jury said that a fly-off was essential. My team Manager won the toss, and put me up first. I was nervous, why? I am not too sure. The strain of the three days was beginning to tell. I flew lousy. I honestly think the Judges were nuts to give me 1228 points for it. Stewart called a Vertical Eight and I did a Vertical Upward Roll.

Then it was Tom's flight. He also was nervous, but not so much as to mix up the schedule. I went out to him as he came in and said, "Tom, you've done it!" . . . and quite honestly he had, fair and square. There is always next year. It's going to be a tough one, but who knows. Faith can move mountains.

Full size plans of "Reb" are available: postage paid $3.50 (2 sheets) from Southern Radio Controls, 67, Oakdene Crescent, Mile Oak, Portslade, Sussex, England.