



Photo by Tom Cusick

People attending the 1961 Nationals may remember seeing Dave Blanton's restored 1928 Curtiss Robin on display. Here it is as a towplane during an operation from Rawdon Airport at Wichita, Kansas, last fall. Dave reports that it tows wonderfully, climbing 1000 fpm at 55 indicated. The engine is a 6-cylinder Curtiss Challenger, serial No. 40. The ship still has all original instruments, wheels and brakes. Incidentally, it won the Grand National Championship at the antique airplane convention in Oskaloosa, Iowa, last year. The L-K on tow is that of the Wichita Soaring Assn., Inc.

must be used on primary control cables. The same holds true if a bushing is used.

Note to budding A & P types: tighten each bolt no more than one turn without tightening its mate. Also, leave excess cable on short end so you can pull the eye tight while squeezing. Then cut with sharp chisel and anvil about 3/8" from sleeve being careful not to damage the long cable; use a piece of aluminum bent around the long cable as a shield. Before placing in squeeze, the sleeve may be pinched enough to hold cable eye tight by use of vise-grips on flat sides. Do not over do it or the squeeze may not remove your marks. This method may be used to fit cables to correct length on the plane, then carefully remove and squeeze at workbench.

Finished sleeves should not be misshaped and dimension "P" must fit the proper gauge slot. If too small, ream the squeeze holes but if too large you must sand or file the mat-

ing surfaces and redrill holes or make a new tool. Gauge slots should be carefully filed square in vise and checked with drill shank. Holes in gauge as shown will enable you to fit it to the squeezing bolts for storage.

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The Becker AR 12 S VHF transceiver, especially designed for sailplanes, is now being made available in the U.S. by International Aero Services, Box 3331, Tampa 2, Fla. Manufactured in Germany by Max Egon Becker GmbH to exacting specifications, this high quality set has rapidly become the favorite of sailplane owners in Europe. It features 12 crystal-controlled receiving and transmitting channels selected simultaneously by a single selector knob. The transmitter can be switched off separately, cutting power consumption from .37 amp. to .12 amp for standby receiving on a fully transis-

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