The Victor

On a K&B Allyn .15 ship made over 500 flights, still going on the .19. "Trike" gear insures arrow-straight, automatic take-off.

Over 700 flights without trouble on Citizenship 465 prove this functional, sturdy airplane a hot prospect for beginners—all rudder-only competition.

In flying rudder-only, a contestant wants a model that will take off smoothly and realistically (a tricycle gear makes this automatic), with none of the zooming effect found in most commercial models. After it loses contact with the ground, the model must then be able to fly straight for good wind penetration. The turns must be definite upon signal and not varied due to entering the turn from different wind directions. Upon completion of flight pattern, the ship must then be capable of trying for extra points, such as spiral dives, loops, wingovers, etc.

In the glide flight, the ship's descent must be smooth and definite on calm or windy days in order to reach the spot landing area with any amount of success. Upon landing, the model (if a three-wheeler) should make contact with the ground, first with its main gear, to produce a smooth roll after initial contact for perfection landing points, not a series of bounces because of the nose wheel's making contact first. And the ship must be capable of withstand that one flight when the escapement locks and the ship spins in, or that one time it strikes a nearby car or tree. The Victor meets these requirements.

The first 500 flights were made with a K&B .15 motor, sufficient for average sport flying. For serious contest flying, a K&B .19, with a 9 x 5 Tornado prop, was installed. After 200 more flights this