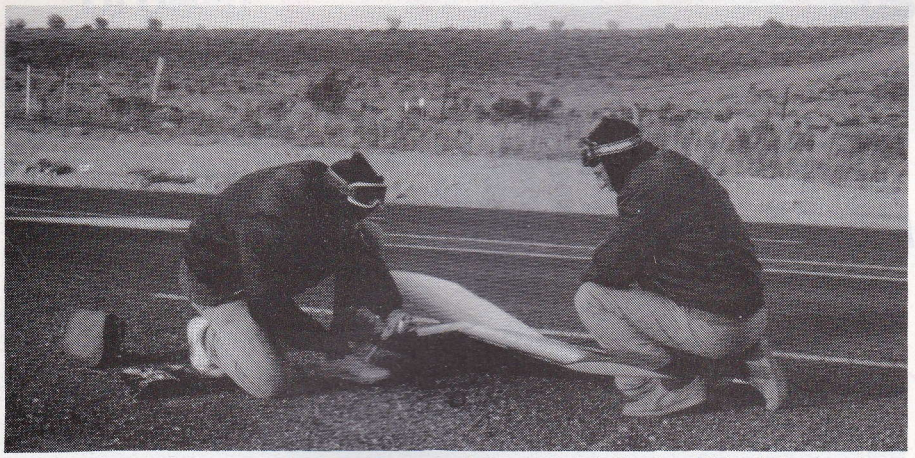


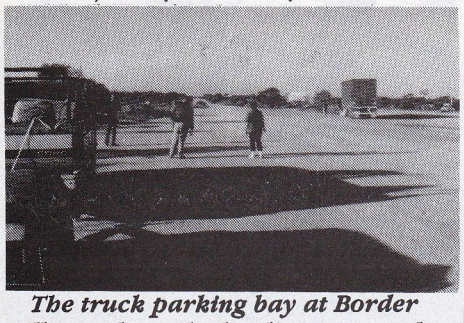
Peter Garoni starts the OS 40 in model No. 1, while Geoff Tuck keeps it steady. Cold weather clothing was vital.

cover to block out the sun and reduce glare, and a steady south westerly breeze of between 10 and 15 knots. As for the road, a fairly wide tarmac surface with straight stretches, no sharp bends and no tall trees on either side.

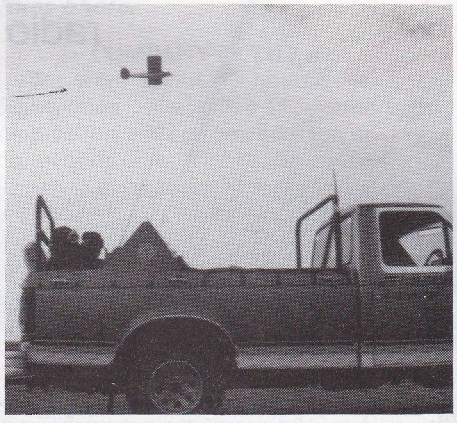
That's what we would have said, and that's what we got; in fact, there was one stretch of the highway that ran in a straight line for over 160 km, said to be the longest stretch of straight road in the world.

The only small concern that we had were two passes. There is quite an escarpment along the highway which, if you are travelling west, starts at Eucla and finishes at Madura, WA. In between is a distance of 200 km, and the escarpment rises on the north side of the road anything from 1/2 to 3 km away. As we were travelling east we had to come down the pass at Madura, run along the 200 km stretch until we came to the Eucla pass and then climb up some 250 metres. Descending at the Madura end did not cause any problems, as all we had to do was reduce throttle a little to allow for the increase in air speed due to losing height.

Peter had asked me to take the model for the final 30 km or so, which included the Eucla Pass as it is only 15 km or so from Border Village, which was our designated landing point. As I took the transmitter from Peter I suddenly realised that the journey was nearly over and that



The truck parking bay at Border Village where the landing was made.



In a circuit pattern during a comfort stop.

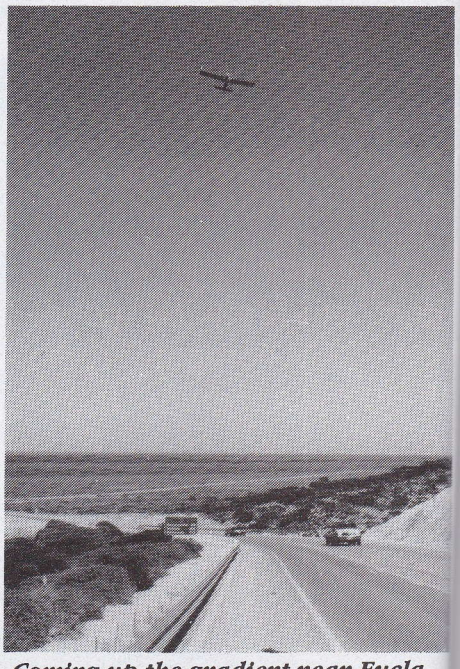
we had covered about 480 km to this point. On reflection I had not really believed that we could fly this enormous distance, thinking that perhaps a fuel blockage would cut the motor, a wire would break, a battery go flat or one of many other things might go wrong and bring the model down.

So there we were, 30 km or so from the end with the Eucla Pass two or three kilometres ahead and rising 250 to 300 metres. I could feel the tension building and felt that any form of mistake or error of judgement would not be lived down. Increasing the revs on the OS to gain height, as I thought that this would be the best way to tackle the pass, we started the climb with the model above the highest point that we had to attain. This worked well, and when we reached the top and entered the small settlement of Eucla the model was about 30 metres above us.

All that remained was to fly the final 20 km or so over flat country and hope that we had calculated our fuel requirements with some to spare. I must have called the cabin a dozen times in that last stretch asking for the distance from Border Village and our ETA in minutes. Mike and John were very patient and gave the answers in a professional manner. I increased revs and started to climb. Peter asked why I was gaining so much height, and I explained that if the motor cut anywhere from here on we would be able to glide in. Peter was amused at this, as we still had 12 km to travel, and if the motor had cut we would have been lucky to glide more than 1 or 2 km. Anyway, it made me feel better.

At last those magical words came over the intercom, "We have Border Village in sight. Three minutes to go". I realised that it was almost over and that nothing could stop us now. As we drew closer to the target point during those three minutes, I reduced height to about 100 metres. This was so that we would

Celebrating with champagne after the landing, Brian Berg, John Weston, Peter Garoni, Geoff Tuck, Mike Baer and, kneeling, John McGrane and John Bentley. Even after six and a half hours, there was still fuel left in the tank!



Coming up the gradient near Eucla. The aircraft was kept close to the convoy all the way.