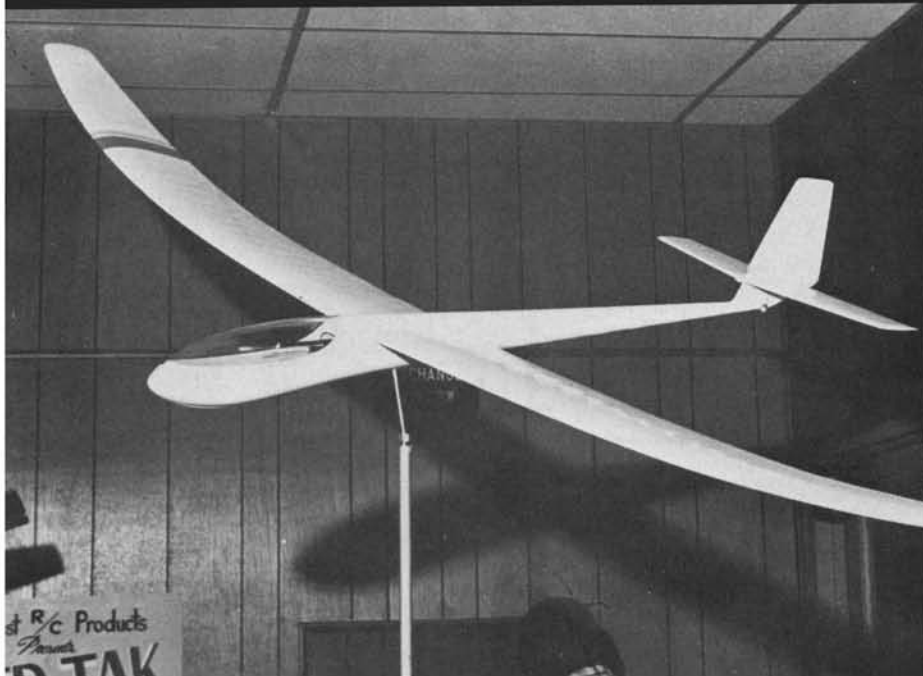


Toledo '74

The Weak Signals R/C Conference draws a big crowd in spite of the energy crisis and shows the way to a successful 1974 contest season.

by Jim Boyd



Hobie Alter, designer of the famous "Hobie Cat" sport sailing catamaran, has entered the R/C field with the "Hobie Hawk" sailplane from **Hobie Model Company** (33081 Calle Perfecto, San Juan Capistrano, CA 92675).

Those beautiful elliptical dihedral wings are ruggedly designed with $\frac{1}{2}$ " plywood over a high-density foam inner core. Tail cone is special fiberglass and other parts are ABS or wood. Kit is \$89, finished plane \$129.

If the turn-out at the Twentieth Annual Weak Signals' Toledo R/C Conference is any indication, 1974 should have a thriving contest season. With worries about gasoline and the energy crisis, many of us went to Toledo with grave concern over attendance and participation, but we came away with our anxieties relieved and a bright outlook for the rest of the year. While the crowds were probably not of record proportion, they sure looked close to it, and the threatening weather could have been as much responsible for the difference as the gas shortage. The place was packed all three days and manufacturers wanting booth space were turned away. Contest entries were at traditional levels and of very high caliber.

The word is out that this was the last Weak Signals' Conference to be held at the Lucas County Recreation Center, and next year's show will move to much larger quarters nearer downtown Toledo. The only real complaints about the Recreation Center concerned the frigid unheated Swap Shop area, and the simple fact that the show has outgrown the facilities. February weather has not proven hospitable to outdoor flying demonstrations, and it is not known at this time whether a site for flying will be available at the new quarters.

1974 products did not represent any radical changes for the most part, but all showed the continuing advancement and upgrading of established lines. One problem with reporting on R/C gear, most of the changes are on circuit boards buried in rather conventional-looking exteriors. Helicopters continued to show an expanding market with more versions available and in getting both more sophisticated and simpler. One new line of products deserves special note:

Aerotique, of Rocky River, Ohio, has available a line of safety equipment to which more modelers should pay attention. Hardhats and ear protectors at a very reasonable price can give protection on the field, while respirators can prevent health hazards from the many fiberglass and epoxy materials now commonly used—and mis-used.

In the new technology department, J.J. Scozzi Associates has out ready to install ducted fan to internally power those scale R/C jets. Their Turb-Ax 1 Ducted Fan is eight inches long with a five inch diameter and fits around the K&B .40 Schnuerle engine. This combination on Missile Mist fuel will yield a six pound thrust. Another new development is the gasoline-base fuel just developed by Jim Michaels for Lou Ross. It is reported to give twice the fuel economy, easier starting and cooler running. Sal Bataglia demonstrated this fuel in a stock muffler-equipped Ross .61 in a Mako "Jetstar II" and flew for ten minutes on a measured five ounces of fuel. The onlookers were impressed. The only precaution that must be taken with this fuel is to use only high grade neoprene tubing for fuel lines and to swell the tubing in gas before using.

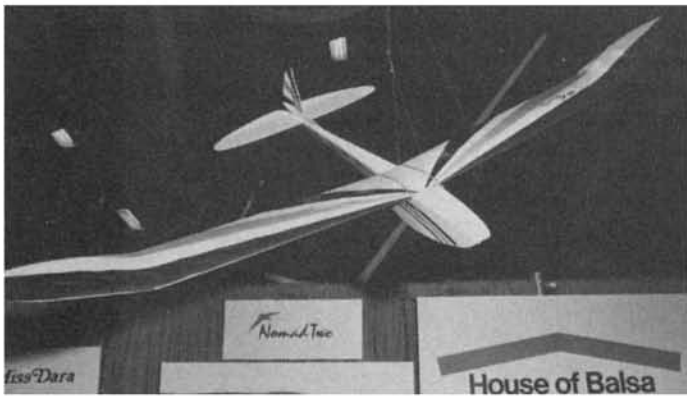
A new but well known name has come to our hobby in the form of Hobie Alter, the designer and manufacturer of Hobie Surfboards and the famous "Hobie Cat" sport sailing catamarans. Hobie is manufacturing an advanced new R/C sailplane with the most beautiful curved wings that you will ever see. The following pages will acquaint you with it as well as most of the other new products shown at Toledo. With regards to the energy crisis, it appears that hobbyists consider flying activities as priority needs for their fuel usage and they will make a real effort to keep active in spite of the problems. With an easing of the situation anticipated by summer, it looks like Toledo forecast a great contest season.



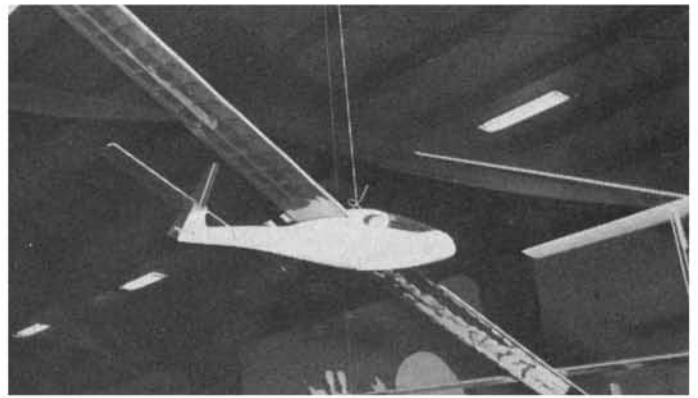
A new standard class sailplane design is the "Apollo" shown here by Bob Steele of **Pro-Model Products** (Box 5182, Ft. Wayne, IN 46805). It has a 98-inch span and weighs 29-ounces. Featuring a flat-bottom airfoil and vee tail. \$39.95.



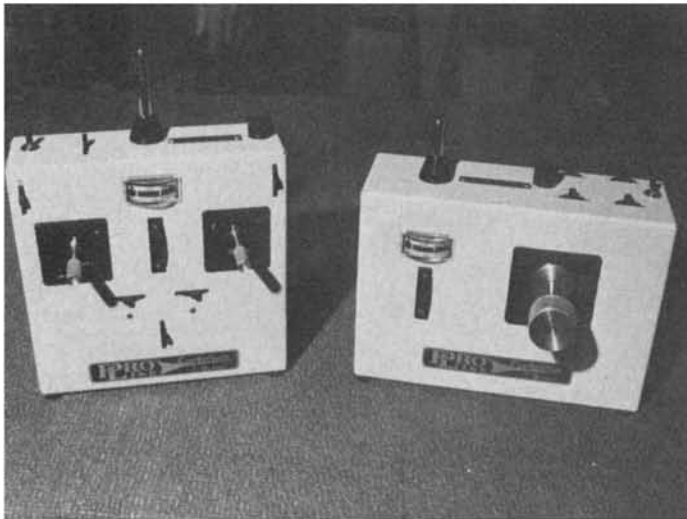
For the serious scale sailplane modeler is this Peterson J-4 "Javelin" from **Airtronics** (45 E. St. Joseph St., Arcadia, CA 91006), 1/5 scale from factory drawings giving a $130\frac{1}{4}$ " wingspan. Limited production, Fall delivery. \$199.95.



The "Nomad II" from **House of Balsa** (2814 East 56 Way, Long Beach, CA 90805) is an inexpensive, high quality, easy building, light wing loading, powered or unpowered glider for 2-channel R/C. 61" span kit of balsa construction. \$19.95.



The "Centurion II" sailplane from **Soarcraft Products** (12446 Palmtag Drive, Saratoga, CA 95070) is a beginners plane that doesn't look like one. 100" wingspan with an undercambered airfoil, all flying rudder and stab and paintable ABS fuselage.



The Competition Series radios from **Pro Line Electronics** (10632 N. 21st Ave., Suite 10, Phoenix, AZ 85029) features five or seven channels with the last channel on the retract switch. Full frequency changability with plug-in RF boards.



Orbit Electronics, (1641 Kaiser Ave., Santa Ana, CA 92705) was proudly hawking their new "Hawk" 3-4 channel radio with 6 interchangeable frequency crystals for 27MHz band. Dry cell or rechargeable transmitter power supply. Flying weight with two servos is 9-oz. Under \$200.



The new 7-channel Expert Series from **World Engines** (8960 Rossash Ave., Cincinnati, OH 45236) has the new rigid open-gimbal sticks with adjustable length sticks. Five servos include an S-5R retract servo. Top of the Blue Max line: \$399.

FLYING MODELS