



L.M. COX MANUFACTURING, 1505 East Warner Ave., Santa Ana, CA 92702, has jumped headlong into the R/C field with their acquisition of the Airtronics line of quality kits and soaring accessories. Cox has also developed

a new line of engines called the Conquest Series, including a .15 and 40 in both R/C and C/L versions. Both R/C versions use the Perry carburetor. Cox has also designed mufflers and exhaust extractors to fit.

HIAA 76 CHICAGO

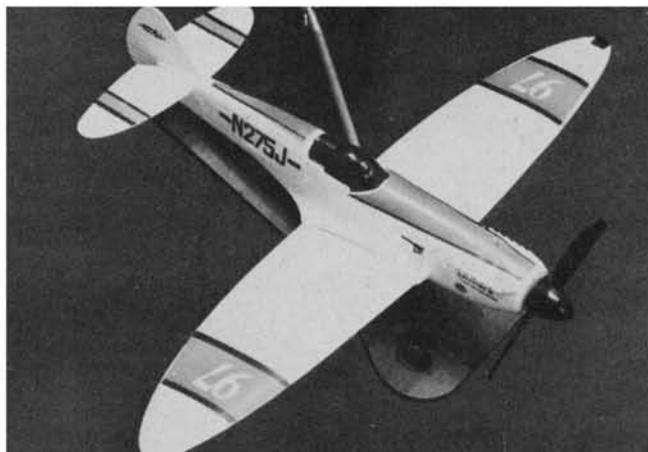
by Wayne Daniels

This is crazy. I am standing here at O'Hare airport, my skull splitting from the sound of jets, trying to flag a cab 'cause my plane was late, my body temperature approaching absolute zero and my rheumy eye catches sight of an unadvisedly placed thermometer. Good grief! It's ten degrees warmer in Chicago than it was in Newark!

Of course none of this makes sense. Did you ever try to make sense of anything when you have a raging case of the flu? If I had stepped onto an old-time scale the card would have come out saying, "Weight: 165, Temperature: 102, Fortune: Double

Pneumonia." Going to a trade show like the Hobby Industry of America's when you have the flu is like being the sole owner and proprietor of a Grizzly Bear breeding farm—no matter what you do things just get worse. So as you read on, remember that my lungs were congested for your sins and keep a proper respect for the sacrifice that brought about this report, 'though looking back, it was worth it.

If we are looking for a word to sum up the nature of the new products shown at Chicago, perhaps the best one would be quality. When the show opened, I half ex-



Continuing their R/C plunge, COX has joined with Sanwa, a very popular radio in Europe and Japan. But with all their R/C activity, Cox has not forgotten the beginner as evidenced by their introduction of a new line of plastic ready-to-fly electric planes called the Electro Chargers.



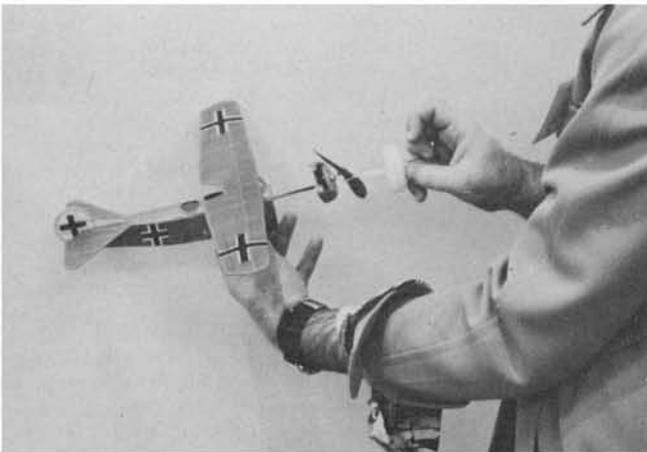
MODEL RECTIFIER CORPORATION, 2500 Woodbridge Ave., Edison, NJ 08817, (above) introduced their 775 open-gimbal five-channel radio featuring die cast machined metal sticks and a three wire system. MRC also had the new Ross .61 Mark II engine (right). List price on the radio is \$349.95.

pected to see at least some remnants of the supply problems that plagued our industry last year, liberally mixed with about what one would expect to see in the way of new plane kits, engines and accessories. Wrong again, O Great Seer. What was sharply in evidence was a variety of new products, nearly all of which were strongly oriented toward the quality minded modeler. The radios—notably Cox/Sanwa, MRC and Orbit—were all top of the line within their respective features and capabilities. The same can be said of the plane kits. Midwest's "Silent Squire" 60-inch span slope and sport thermal soarer is particularly well made and presented. The design of their new water bird, the "Harpoon," is very striking.

Outstanding among the engines was MRC's Ross .61, R/C Mark II, which gives every indication of being finely engineer-

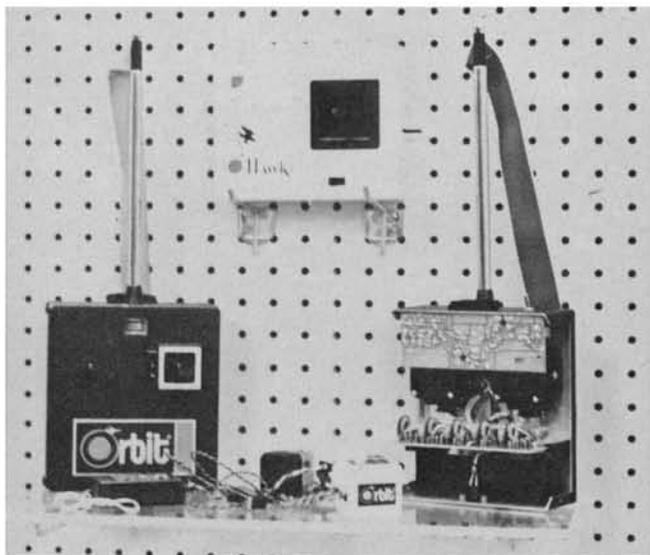


MIDWEST PRODUCTS CO., 400 S. Indiana St., Hobart, IN 46342, introduced the "Silent Squire," a 58 inch wingspan slope and sport thermal soarer which uses lightweight foam wings with capstrips which allows the wing to be covered and still look like it has ribs. It's ideal for the novice.



STERLING MODELS INC., 3620 G St., Philadelphia, PA 19134, showed their rubber motor winder (above) made of nylon with a five to one ratio. They also had their new 2-in-1 Peanut Scale kits, kit P-3 (right) builds the Waco S.R.E. and the Interstate Cadet. Span is 13".

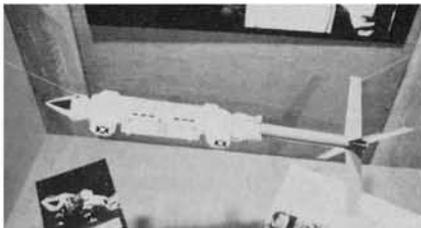
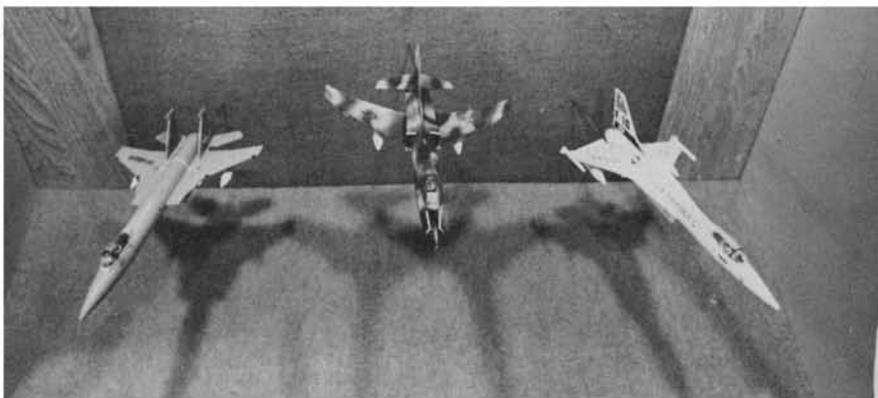




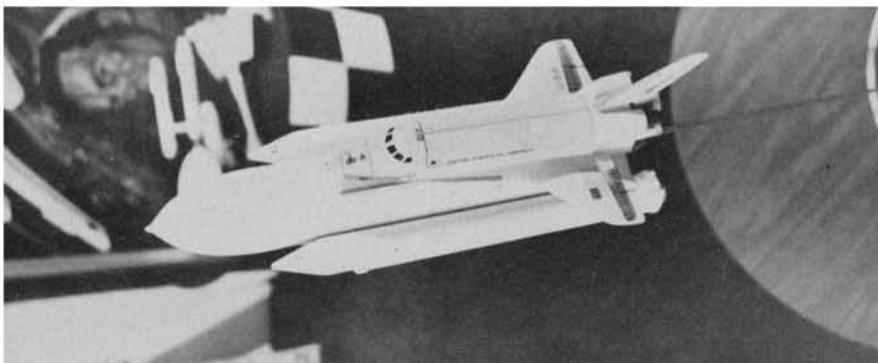
ORBIT ELECTRONICS, 8140 Center St., La Mesa, CA 92041, is now under new management. The new owner, Train Miniatures, says that they are assuming responsibility for all Orbit units. They're servicing fast and are guaranteeing all service work for 90 days. This is the new Falcon.



PAUL K. GUILLOW, INC., Wakefield, MA 01880, released two new kits for '76. First is the DeHavilland Mosquito (above) with a wingspan of 25 $\frac{3}{4}$ " and second is the Mitchell B-25. They are \$11.00 each.



CENTURI ENGINEERING CO., P.O. Box 1988, Phoenix, AZ 85001, now has rocket-jets that fly (above) with their F-15 Eagle, F-4 Phantom and F-16 Fighter. Each kit includes plastic cockpit, pre-cut fiber parts, missiles and parachute recovery. Price is \$4.00 each. Centuri is also offering the Space: 1999 Eagle Transporter flying model rocket kit (left). The Eagle itself is 13 inches and has 21 plastic pieces. The flight module is 10 inches long. The unit uses dual-chute recovery. Price for the kit is \$8.00.



ESTES INDUSTRIES, Penrose, CO 81240, introduced their Space Shuttle which features 18-inch chute recovery for the boosters and external tank and realistic glider recovery for the Orbiter. Kit includes plastic and die-cut parts plus a quick-release engine mount. Kit is for skill level 4.

ed, even down to the oil retention chrome liner and resultant fine tolerances.

A similar indication of the quality trend for '76 is the latest doings at L.C. Cox Manufacturing. Airtronics, a firm associated with the highest standards of quality kit-making, is now a part of Cox, and that includes birds like the "Grand Esprit," still this writer's idea of one of the most gorgeous planes ever. Not only is the whole line in production and available, but four new models have been added: the "Q-Tee" novice two-channel sport trainer, the "Gere Sport" biplane for high performance sport with .15 engines, the "Olympic" 100-inch trainer sailplane, and the "Cadet" stand-off scale vintage sailplane.

More or less outside the realm of R/C but worthy of attention are the two new bombers, the B-17 and the "Mosquito" from Guillow who now, as always, lavish much care and quality on everything they turn their talented hands to. Peanut scale from Sterling and from Tern Aero are also quality items and worthy of attention.

Perhaps the point can best be underscored by looking at the show from the standpoint of what wasn't there. There were no new "just another," as in "just another .20, or .40 or .60." There were no "just another" sailplanes, or "more or less" stand-off scale ships. The list could go on, but the point worth stressing is that manufacturers obviously believe that also-rans are not viable in the market place. They are all trying to do at least as well as the best, if not better. So, can it be that the purchasing power of the quality minded modeler has made itself felt, or is it more a matter of manufacturers flushing out and rounding off the top of their lines? Time will tell, but isn't it nice that we can be the ones to receive the obvious benefits of this trend in 1976?

One thing is for sure, we will not bring you a report on the HIAA Chicago Show next year—it's moving to Houston. I'm looking forward to swapping my flu for a sunburn.