

What's a

# GAZARIATO

*For The Sport Flier...*

*...And Especially the Newcomer  
to .60 Radio Control Flying*

If you are a Sport Flier or a newcomer to R/C then this is your ship. It's a good looking plane that builds easy — goes together fast — plenty roomy for any equipment — rugged for hard use — flies comfortably... and is just the right size, for a .60.

... AND ABOUT THE KIT ITSELF... Fuselage sides are one piece with ply doublers back past the wing. Only a few bulkheads and a shaped top make for almost "instant fuselage." Torsion main gear & sprung nose gear (or fly it as a tail dragger). Aluminum

engine mounts, etc.

The complete wing is built on the work bench without having to remove it which eliminates warps — All parts are die cut, carved, etc. Balsa sheet cover keeps warps out and makes for a tough wing... Tapered Strip Ailerons are simple to install. Wing is installed just like the low wing jobs, using dowel pins and nylon-screw in maple nut-block, like it ought to be. No rubber bands to deteriorate or slip or tear up.

Elevator and Rudder are sheet. Stab & Fin is built up and sheet covered to keep it flat... so that's it, a fine kit of a fine ship.



**\$49.95**

can be flown from a reasonable size lawn, it looks as though the configuration shown on the drawings is as good as any. Why not try one? ■

## 1974 U.S. Free Flight Championships

*(Continued from page 16)*

master of Indoor HLG successfully beat back all challengers to the throne with a couple of 29-second flights (not bad under a 26-foot ceiling). Lee's model weighed only 3.5 gr. (about 1/8 oz., for those of you who don't think in metric terms yet) and had a semi-Jedelsky airfoil achieved by butt-joining 2 sheets of 1/16" balsa at the proper angle to get undercamber.

The other West Coast special event that was prominent at the USFFC was for Class D Gas (engines larger than .40 cu. in.). Since the inception of this event, there have been two schools of design thought for Class D. The classic approach is for huge 1,000 sq. in. monsters, powered by racing .60's. Those who have smaller automobiles prefer the practical approach of 700 to 800 sq. in. models with a K&B .41 or ST .46 in the nose. Both types have won the event, with this year's winner belonging to the classic school. Dick Meyers scaled up a Lucky Lindy to .60 size and put up 10 maxes for high time of the meet with his monster.

As usual, all of the gas events at this contest were popular and highly contested. Open A Gas had 88 entries, with Californians, Jim Scarborough and Tom Carman, flying Texans to the top two places. If there was any trend evident in the gas events, it was that simple, straight-lined designs like the Texans, Tartars, and Galaxies ended up in the winners' circle. Three of the top four places in Class C were taken by Stardusters (Tom Carman and Jerry Dyer finishing 1st and 2nd with them). Open 1/2A continued the trend, since Russ Backer's Simplex looks just like its name. Class B was dominated by Galaxies, with Randy Weiler setting a new Senior record in the process

of beating out all the Open flyers on the field. (Jerry Fitch's Burrito Brother came closest to upsetting my neatly outlined trend, but he was a max behind Randy Weiler—must have run out of time?)

Somehow or other, Outdoor Hand Launch Glider is always a hotly contested event at the USFFC. This year, however, Bill Blanchard neatly blitzed the entire field in defending the title he won last year. His time of 18:49 was more than double the second place time! He threw nine straight maxes (out of nine official throws) before missing one. A couple of weeks before, he threw 10 straight maxes while breaking his old national record. So, in two contests, Bill totaled 19 consecutive maxes in HL glider—quite impressive, when you think about it! The kind of thermals found at Taft pretty much dictate the use of some sort of DT if a HL flyer hopes to be competitive. The pop-up stab was the most effective type in bringing the glider back—the swinging weight types seemed to just keep going on up (ask Dick Mathis!).

Wakefield was the only FAI event that didn't require a fly-off, but it should have. Bob White was the only one to max out, but both Irv Aker and Bob Tymchek had the misfortune of having one out-of-sight flight spoil their string. Bob White was using a new type of prop assembly this year. He's switched to a type of stop designed by Hank Cole (similar to a Montreal stop), which stops the prop when the rubber torque is insufficient to overcome air resistance. Bob went to this type because it could still be used with the wire hubs he prefers. It was interesting to note how much influence the "Godfather" is having on West Coast Wakefield flyers—lots of twin fins and swept back wing tips in evidence. Quite a tribute from such an individualistic group of flyers.

Bob placed well in all of the rubber events, but succeeded in beating himself and still winning first place! If that sounds confusing, that's because Bob proxy-flew Frenchman Pierre Chaussebourg's Coupe d'Hiver model to 1st place, while his own entry placed only 3rd. The French Coupe flies

quite well at Taft, but the fiberglass tail boom looks a bit strange. (Traveling hint: Pierre mailed the model to Bob White in a box, little larger than a shoe box, and it arrived in perfect condition. Texans, please note!)

Bob Isaacson started flying Unlimited Rubber early, using a Heeb-designed Stratolark; then went off to fly A/2 glider while all the rest of the competition tried unsuccessfully to beat his time of 25:11. He needn't have hurried to fly glider, though, since the event didn't end until well past the awards ceremony. (To give you an idea of how tough the competition was, I dropped out on the third fly-off round and finished 7th!) Fourteen people maxed out (including Isaacson), out of a total entry of 38, giving rise to a mammoth fly-off reminiscent of last year's World Champs fly-off at Wiener Neustadt. Five people made it all the way through four extra flights (including a 5-minute max), but the fifth extra flight was the clincher. The air finally deadened and Jose Luis Ramirez outglided the rest to take the 1st place trophy home to Mexico. All of the top five Nordic flyers scored more than 30 minutes. It was nice to see that about one-third of the Nordics flown here were 5th-masters. (Gene Simpson from Houston placed 5th with one.)

FAI Power had five people in their fly-off. After the first extra flight (with 8-second engine run), only John Warren and the C & D team entry (Bob Cherny and Bill Davis) were in the running. Earl Thompson eliminated himself with a weird power pattern, and Billy Booth and Fred Ginder had over-runs. The two survivors maxed on the 6-second run, but Warren's model had the better performance on a 4-second run in mediocre air, while the C & D team ship didn't recover properly on the shortened run.

Ramirez's fellow countryman, Franklin Alvarez, didn't need to survive a fly-off to win the A/1 glider event. But he must have had a bit of luck to survive the streams of motorcycles constantly driving through the flying area, snarling and snapping towlines and causing frayed string and tempers. The problem was solved on A/2 day