



NO R/C FLYER SHOULD  
BE WITHOUT ONE...

**COMMAND MASTER**  
FEEDBACK PROPORTIONAL 3+1 SYSTEM-RTE

BALSA CORPORATION OF AMERICA-COMMAND MASTER DIVISION  
4623 N. 15TH. ST. PHILA. PENNA. 19140

AIRBORNE PACKAGE AS ILLUSTRATED ONLY IS OZ.  
**\$250** Transmitter including Nicads & Battery Charger  
Receiver including Nicads & Three (3) Servos  
Servo Connector Switch Board

There's a world of R/C flying pleasure waiting for you with the new Command Master. The Command Master's feedback system takes the flap out of the control surfaces, so that they move only when you move the stick—and only as far as you move the stick. Flying like this is pure pleasure... and it's so easy to install! Compact, light, dependable—and the rugged, impact-proof cases are virtually indestructible!

#### Dual Unconditional 5-Year "Black Box" Guarantee

If the receiving unit ceases to operate at any time within five (5) years from the date of purchase because of crash or any other reason, immediate replacement or repair will be made upon receipt of the unit at the factory with a check or money order for the appropriate service charge, provided the parts are not broken and unauthorized repairs are not made. Service charges: Receiving unit—\$65.00, Servo—\$7.50 each.

Repair or replacement will be shipped within 24 hours upon receipt at factory. THERE IS NO LIMIT TO THE NUMBER OF TIMES THAT THE AIRBORNE PACKAGE MAY BE SENT BACK FOR REPLACEMENT OR REPAIR. Of course the standard guarantee covering workmanship and material applies as well.

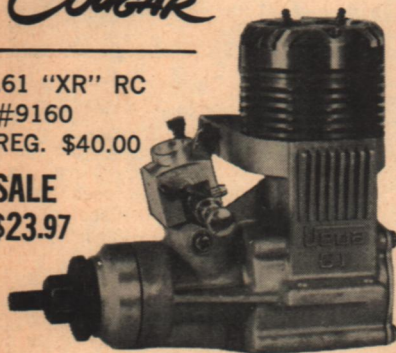
R/C BEGINNERS! Start with Command Master RT-1000 and your R/C investment will be protected. The Command Master RT-1000 is a basic R/C building block. Convert it anytime to the feedback proportional 3+1 RTE system for just \$125.00.

Complete system (less transmitter batteries) ..... **\$125**



.61 "XR" RC  
#9160  
REG. \$40.00

**SALE**  
**\$23.97**



**WOW LOOK AT THESE  
LOW PRICES!**

	REG.	SALE
#9125 .15 R.C. ....	\$12.00	\$ 5.97
9151 .45 R.C. ....	\$25.00	\$14.97
9156 .55 R.C. ....	\$30.00	\$17.97
9160 .61 R.C. ....	\$40.00	\$23.97
9161 .61 Muffler ....	\$ 4.00	\$ 2.37

Dealers: write for information on this tremendous "SCID" offer.

MAIL ORDERS try your AHM Dealer first. If he cannot supply items, send his name and address with your order. On orders under \$3.00 add 50¢ handling charge.

Associated Hobby Manufacturers, Inc.  
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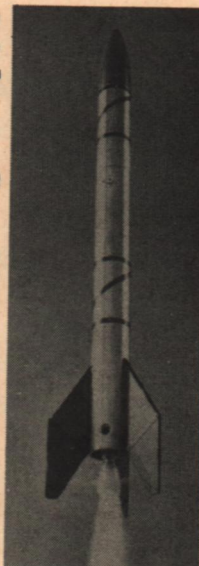


## Valkyrie-2 ROCKET

**Looks and  
performs like the  
real thing!**

Realistic liquid propellant Valkyrie-2 performs just like the big Cape Kennedy birds! Mount on the pad, load the special RP-100 propellant... a jet of frosty vapor hisses from the relief port... all systems are go... T-3... 2... 1... close the electric firing circuit and LIFT OFF! Up she goes up to 1000 feet!

Safe! Not explosive or flammable • Mail anywhere in the USA • Reusable; fly again and again • Parachute recovery • Big payload capacity • You control performance characteristics.



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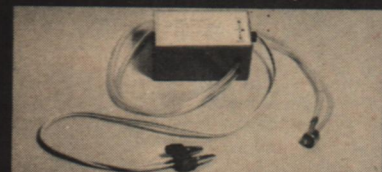
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Gentlemen: Please send me, postpaid:

☐ Valkyrie-2 Rocket Kit (pat. pend.) complete, \$15.95 ea.

☐ Catalog of Rockets & Accessories 25c ea. Washington residents add 4.5% Sales Tax

Name .....  
Street .....  
City .....  
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**ANDY WRIGHT ELECTRIC FUEL PUMP**  
Thousands of these reliable pumps are now in use. Self priming. Reversible-fills or empties. Works off starting battery or 1½ to 4 volts DC. Fuel filter included. Rugged and compact. Only \$8.95 Postpaid, or available at your local dealers.

**ANDY WRIGHT PRODUCTS**

NEW Willard 2 volt, 20 amp., hour wet cell battery. Dimensions: 3" x 4" x 5½". Unexcelled as a starting battery, or power supply for electric fuel pumps. Uses regular battery acid obtainable at your local garage. \$5.00 Postpaid RESISTOR for reducing battery voltage to 1½ volts ..... \$5.00



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## Kestrel

(Continued from page 79)

front edge of the top sheet and then on each rib and the trailing edge of the bottom sheet. Working swiftly but carefully, pin the top sheet in place and work out all ripples and gaps. Try especially hard to get the skins down tight against the W1 ribs. Let all this dry overnight.

The leading edges should be trimmed to the airfoil contour after removing the wings from the work surface. Working slowly and carefully, trim and fit the angle on the wing roots to give the proper dihedral and a good fit. I joined the panels of my Kestrel with Titebond and they are quite sturdy. Epoxy would be good here also. Be quite careful to prevent joining the panels with any twist or misalignment, as this would be very difficult to correct for true flight. If you want the extra security, a band of fabric glued around the center section will make it quite tough.

Using the sanding block, go over the wing now and finish rounding the leading edge (1/16 inch radius) and smooth over any other rough spots. Carve the tips from good firm balsa and tack cement them on. Trial balance the wing now by setting it on a level, hard surface (no rugs, please) and noting if one tip tends to drop to the surface. Determine if any ballast is necessary and add it inside a tip. The wing must be balanced properly for nice, straight tows to the top of the line. The wing can now be mated to the fuselage. Trim the fuselage until the wing sits flush without rocking.

With the wing in place, the stab platform can now be cemented to the fin. As soon as the cement begins to set, place the stab on the form and sight down the model, checking the alignment closely. Correct any tilt before the glue sets hard.

The equipment may now be installed and the model finished. It is preferable to have the radio receiver wired with a connector so it can be removed during the finishing process. If an Adams actuator is used, install it on bulkhead 2, following manufacturer's instructions. The torque rod and plywood tailplate may be installed now. The tailplate shape is not shown, as this will vary with individual fuselage cross-section. I used a one-piece .045" wire torque rod between the actuator and the rudder, splicing with brass tubing under the wing. This has been very satisfactory, however, any type will serve. Whatever you use, please keep it light. I used the linkage on the rudder as the stops for my Adams, and it has been very satisfactory. The hairpin loop on the rudder is positioned by trial and error until the torque rod rotates about 20 degrees each way and the rudder moves at least 20 degrees each way. Moving the hairpin fore and aft will alter the amount the torque rod rotates while moving the hairpin up or down the rudder alters the amount of movement of the rudder.

While I have dealt mainly with the Adams installation, almost any system for rudder control will be fine if the weight is not excessive. If other equipment is used, the balance of the model should be checked before anything is installed permanently. In any case, do not fasten the batteries or receiver permanently until the model has been completely finished.

Speaking of finishing, it is about that time. Almost any method of finish will be satisfactory IF IT IS LIGHT! I will detail the method used on the original for those among you who do not already have a pet method. Any type of finish material will be fine because there is no messy engine throwing fuel around. The original Kestrel