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**Belgium's Famous Criterium**

(Continued from page 47)

5-minute barrier had been broken. Josef Gabris of Czechoslovakia won the stunt event using an MVVS 5.6/1957 .35 cu.in. stunt engine with disk valve induction and ringed piston. Modelers from Belgium, Hungary and Germany, all using Fokker 35s, filled the next four places. Hungary won the Victor Boin Challenge Trophy for the best overall team performance of the meet, with Belgium, Great Britain, Italy and Czechoslovakia tying for second place.

With the 1959 Criterium, the name was changed from Criterium d'Europe to Criterium des Aces—Criterium of Aces—the idea being that it should not be regarded merely as a contest for Europeans but rather, as one befitting the all-time best modelers of "aces" the world over. Thirteen countries were represented and Belgium, Italy and Hungary took top honors. In the speed event, a pair of M-18s from Italy, red and black, was to burst upon the scene, that of the Rossi brothers. Using their own modified versions of the Super-Tigre G.20, they placed 1st and 3rd. Rossi at a record 138 mph and brother Cesare at 131 mph. In team-racing too, new standards were set with four flights bettering 5 minutes, including a new heat by Belgium's Nery Bernard, the eventual winner. Belgium also topped the stunt when Louis Grondal flew his Fox 35 Nobler to top place, a model that won other events, and was to repeat in the 1960 World Championships the 1961 Criterium and the 1962 World Championships, finally confounding his critics and establishing him as the world's No. 1 stunt flier. Hungary, who had 2nd and 4th places in both, became the team-racing and 2nd and 5th in stunt, topped the team totals to retain the Victor Boin trophy.

No Criterium was held during 1960, as with the 1st full World R/C Championships being held in Hungary, it was obvious that few nations would be able to afford to send teams to two events. So we come to the 11th Criterium, the last to date, held in September 1961, at the superb new permanent site at Genk. Built at a cost of $20,000 the Genk site has four paved airstrips, one with a wire safety fence for shock, a central control point with telephone communication with each circle, a concrete runway for R/C models and a grass strip for full-size aircraft.

Sixteen countries were represented and, once again, the Criterium had the distinction of being the first international meet to try out a new F.A.I. rule. This time it was the straight methanol-castor-oil fuel requirement in speed. Would 200 Kph/hr (124 mph) be exceeded? It would. Winner Tofolzi in Hungary, Victor in 1958, circled his MOKI S.2 (shaft-valve) powered ship at 202.25 Kph/hr with world 2.5 c.c. record holder Pech of Czechoslovakia close on his tail at 197.12. In stunt, it was Grondal again, but with Russia's Shirokov and Czechoslovakia's Herber right up behind. Sweden's Rosenlund/Bjork team won the team race, and seven of six flights under 5 minutes and Czechoslovakia took the Criterium team award.

The latest Criterium was declared to be the best to date on all counts. The organization was excellent and the weather probably the finest control-line installation existing in the world today. The F.P.A.B. to be congratulated on their enterprise, the spectators were unanimous in expressing the hope that we shall see many more of these wonderful Belgian C.C. contests in the future.

**M.A.N. at Work**

(Continued from page 2)

seem to be on an R/C kick, it only happened that way as I started with engines and while the trend may seem to be toward R/C, it actually isn't so as engine manufacturers are continually improving their engines to meet "standards" for control-line and free-flight.

Carl Goldberg announced their FAI "Viking," which incidentally, will be featured in the June M.A.N. and should prove to be a real winner. Carl also got to see their Jr. Falcon for R/C which is a pretty bird and very efficient looking and is another good one for 1/4A R/C. From all indications, many new items pending for the coming year, will be waiting to hear.

Ed Manulis of Sterling Models took quite a bit of time out of his busy schedule to demonstrate to us his new all-balsa line of rubber-powered models. And demonstrate he did, rockets being fired from Manulis' nitrous oxide engines, including nose and main gears, on Cliche's. The rockets are fired from their racks beneath wings and while in flight and the landing gear extended after the motor run has been completed.

Right across the room, we had Jack Henry of Veco holding forth and their new prominent display in their booth as did the model of the line stunter of Bob Palmers' Little T-Bird and combat ship of C. Berryman's Big Iron. Jack's expecting big things from their new fuel, in fact of one is selling it in a case to this old man and will keep you posted.