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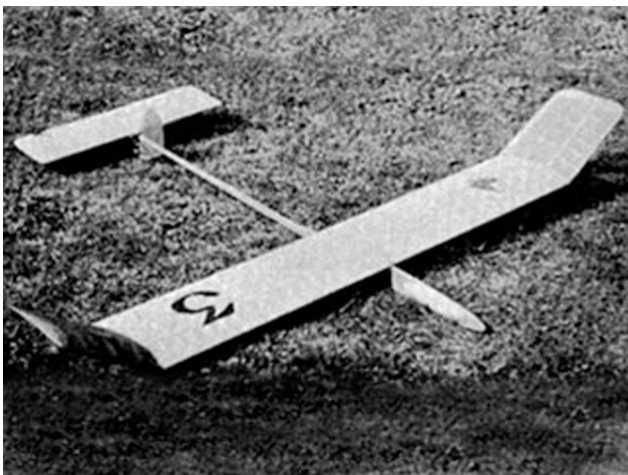
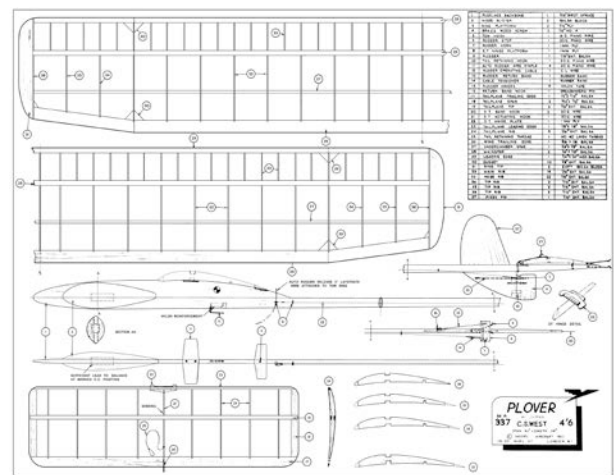


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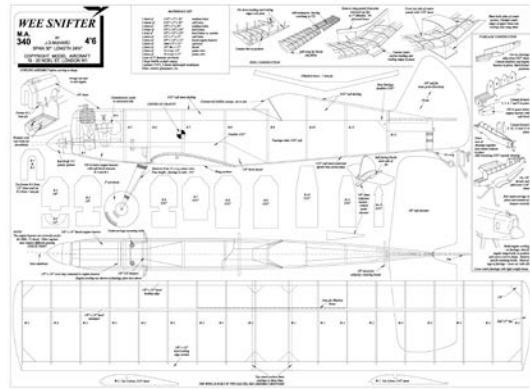
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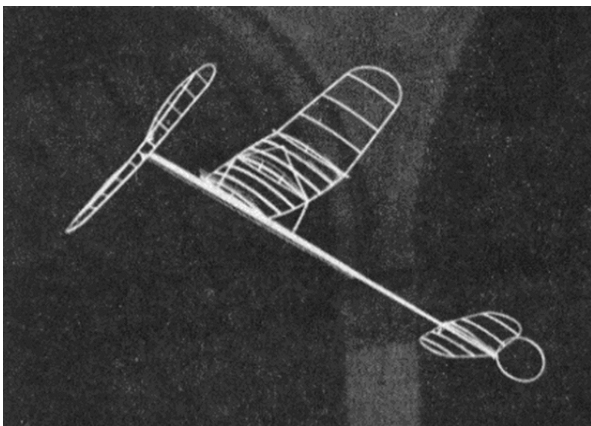
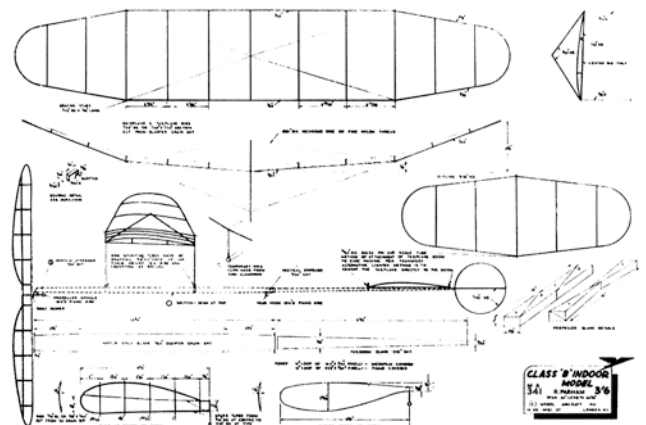


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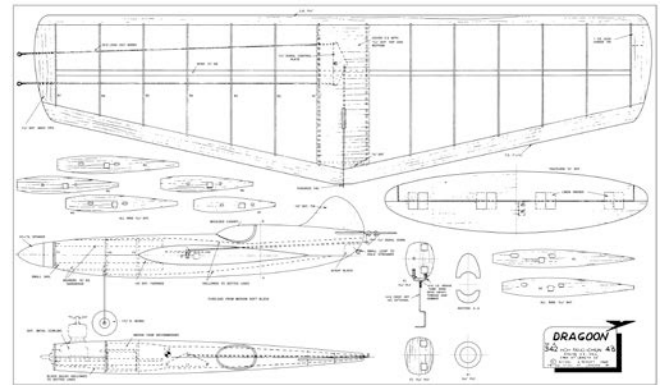
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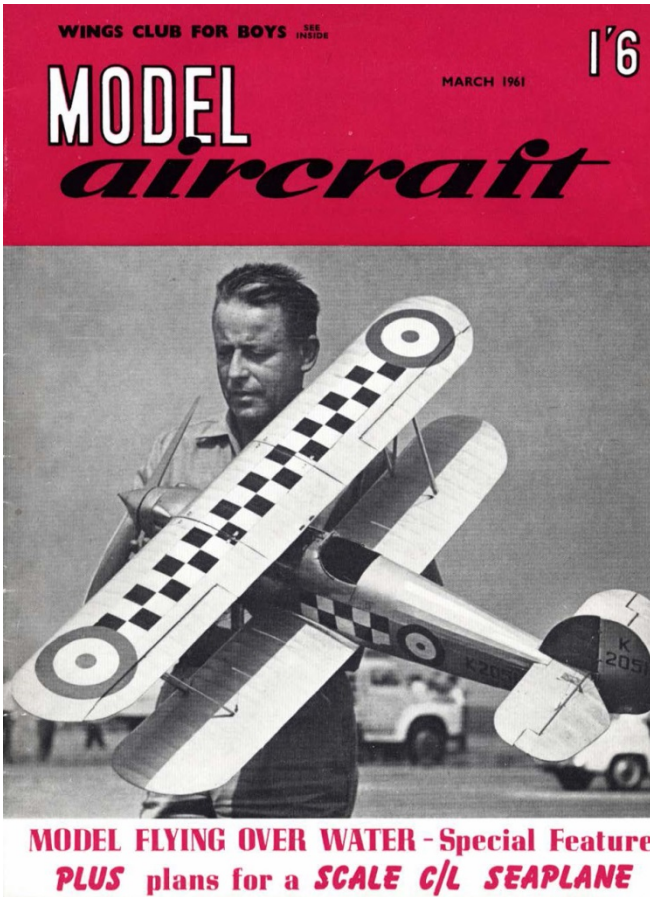


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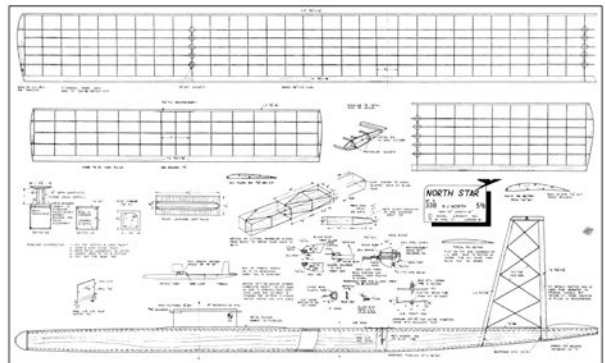
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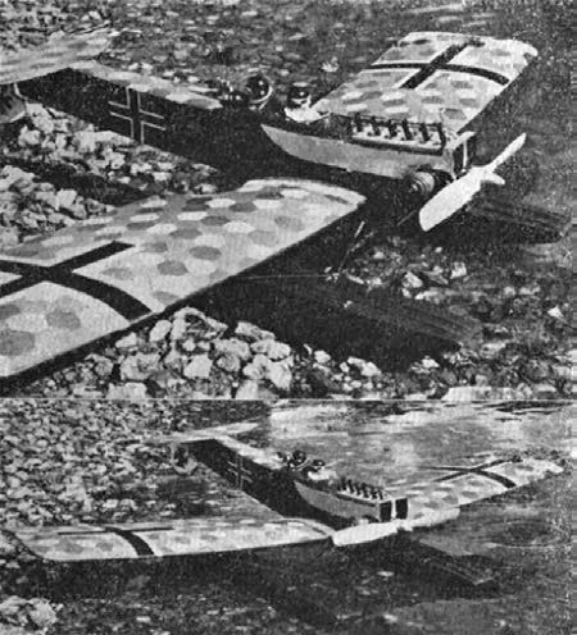
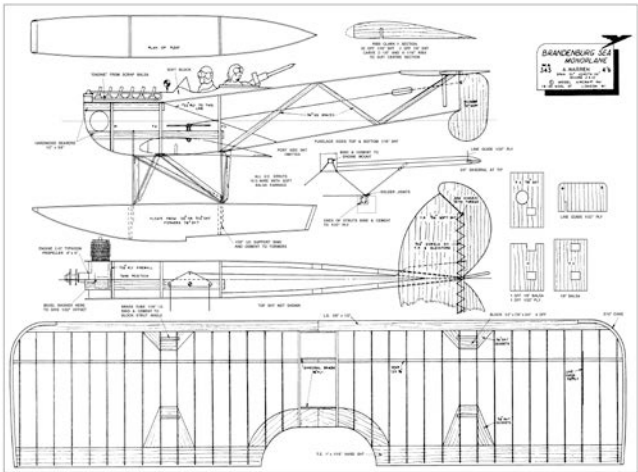


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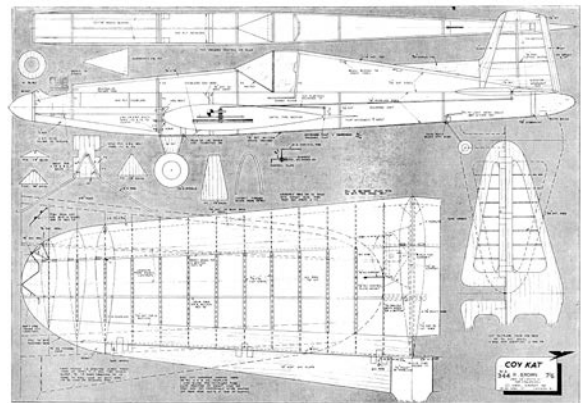


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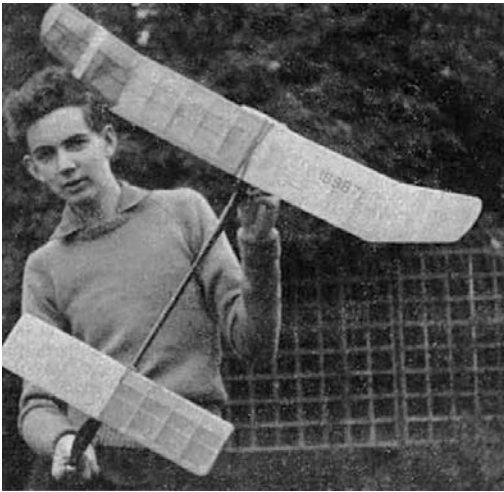
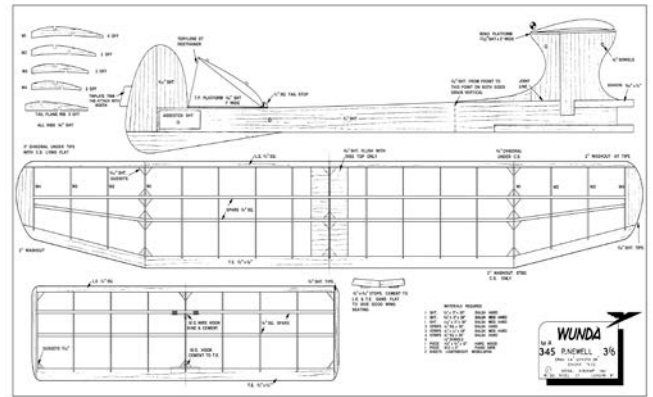


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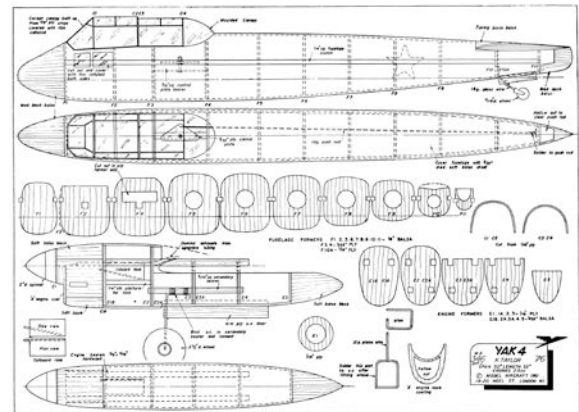
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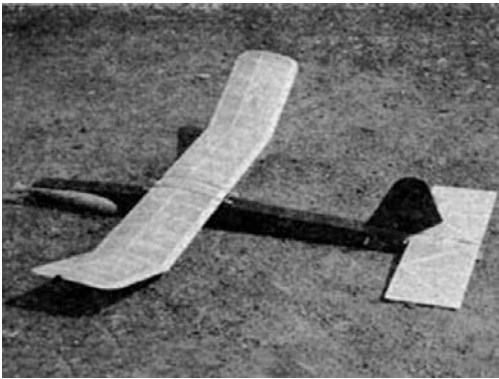
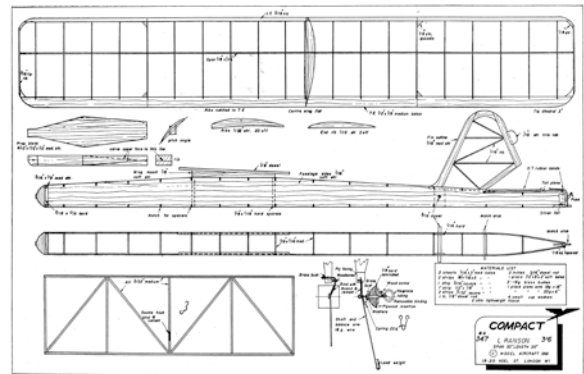


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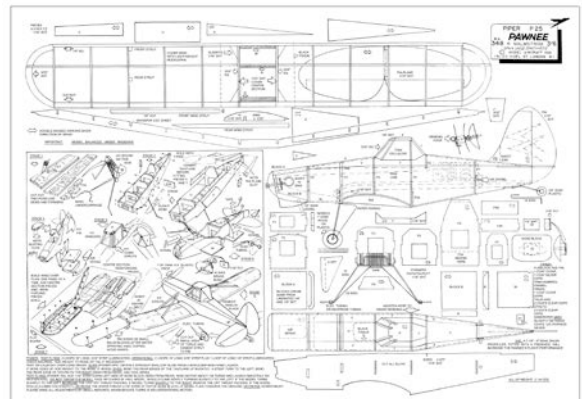


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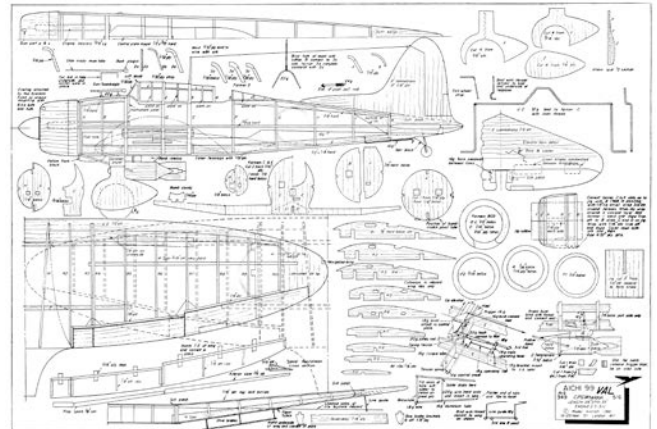
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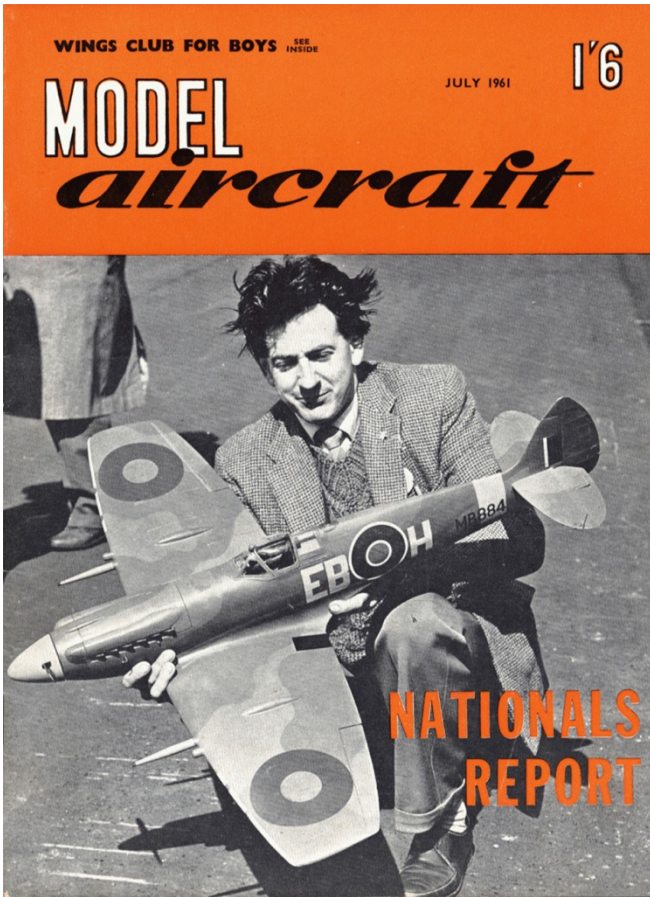


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Here and There

HAVING just returned from this year's Nationals, our first impression was that this was a good meeting. The individual events were well organised and ran smoothly, but why were they shrouded in such mystery? After offering countless visitors to the Rally and Control Line areas, we ourselves were at a computer lab when it came to locating the stalls, and even at the start of proceedings, Main Control. A blackboard at the entrance with a sketch plan showing the location of the various events, plus the times of starting in the case of Stalls, would have been invaluable.

A full report of the meeting appears elsewhere in this issue, but it is appropriate to note that preliminary figures show this to have been the best supported Nationals yet, with both a record "gate" and number of entries. Another record was the number of campers and, in pleasing contrast to last year, when severe criticism was levelled at the site organisation, this year the area was well laid out and the amenities suitably adequate. Camping was under the control of Springmark M.A.C.

However well a Nationals is organised and supported, there is one thing that can ruin it—the weather. It almost did this year as the last day was the coldest that we ever remember at Whitton, with an absolutely biting wind, but the warm sunny calm of Monday more than restored the balance and we left the meeting with another collection of pleasant reminiscences of this annual highlight of the British modeller's year. We also passed a heavy vote of thanks to all those without whom the meeting could not be run—the clubs and individuals who ran each event and manned the gate, the officials responsible for the overall and preliminary organisation, the Civil Defence, the Army and last, but not least, the R.A.F., who made their aerodrome freely available and whose police were extremely helpful and courteous.

More on Silencers

SINCE we published last month's Editorial comments on this subject, we have seen Bill Morley's original *Comedy* with a silencer fitted to the *Venom*. The level of noise was reduced to a very acceptable level at a cost of only 200 r.p.m., and it is anticipated that production will shortly be under way. Smaller motors have not been neglected and two new designs, from E.D.'s and Eric's, will have silencers "built in."

We are pleased to note that the noise problem is at last being tackled seriously and will be reporting on further developments as soon as possible.

Cover Story

A REAL *Spitfire* in miniature—that's just about sums up our *Nats* cover subject this month. The *Eta 29* drives a fan to draw air from the under wing radiators, over the axially-toroidal engine and out via the spinner. Man with the model is builder—Brian Brown of Small Heath.

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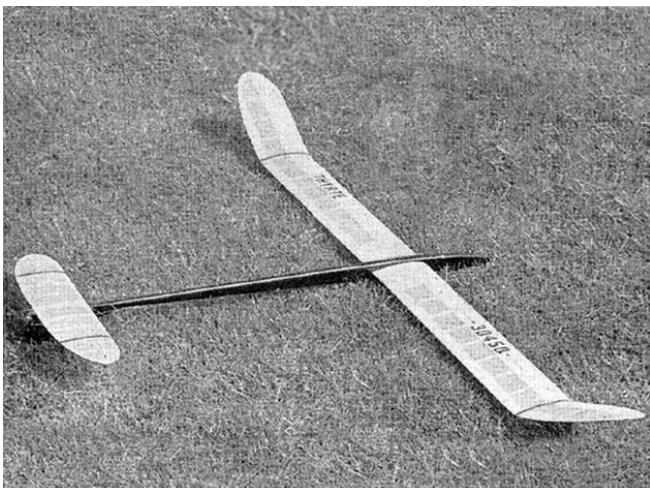
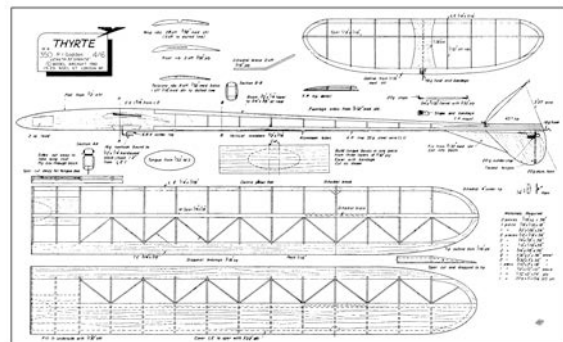


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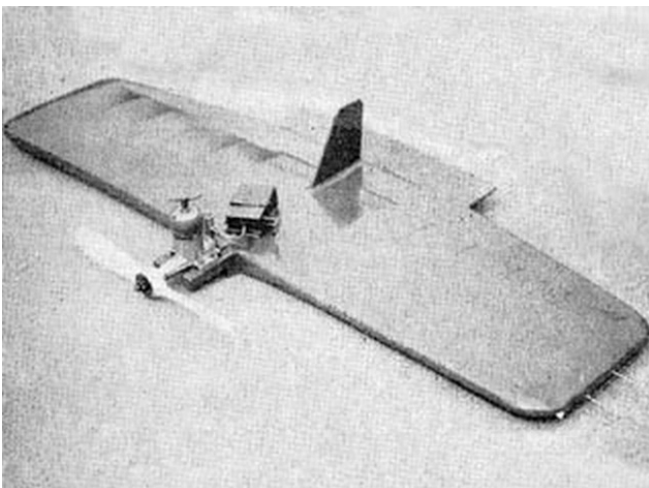
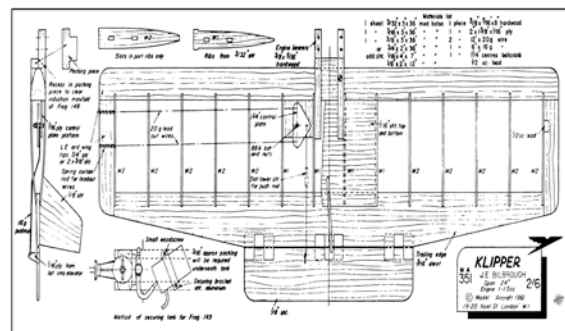


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Compilation and processing of data by Hlsat.

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Pika Plan MA 352 RC Sport Trainer.

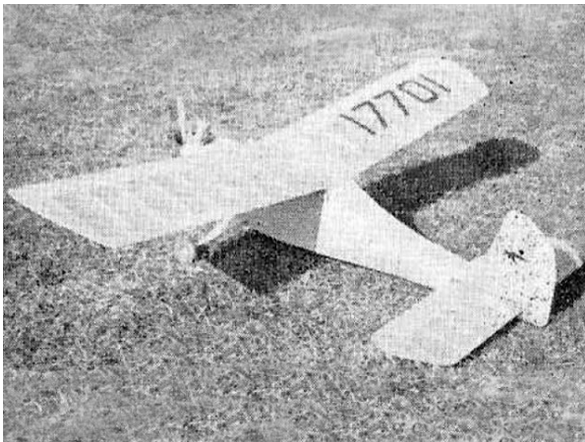
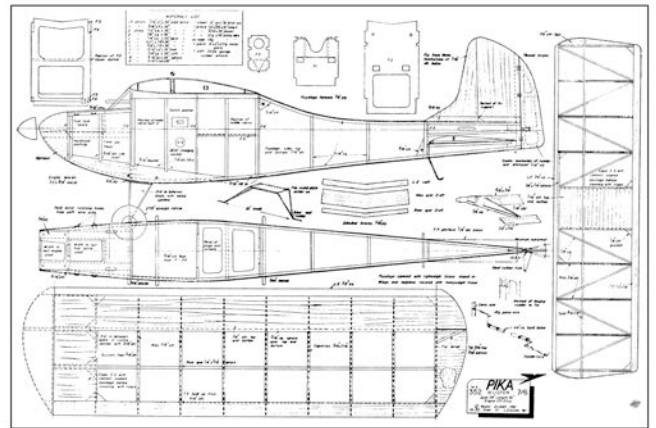


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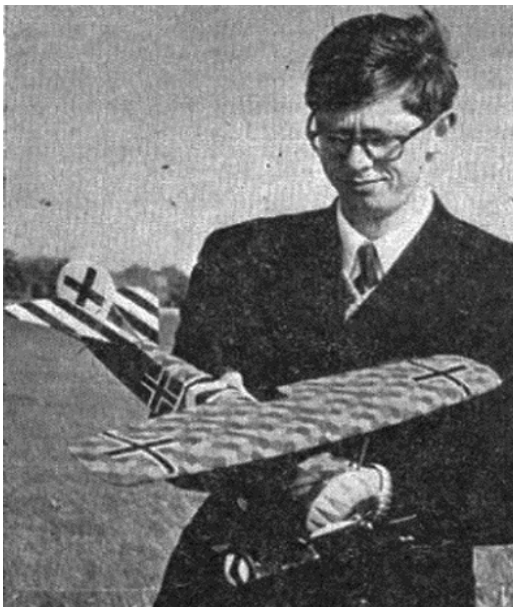
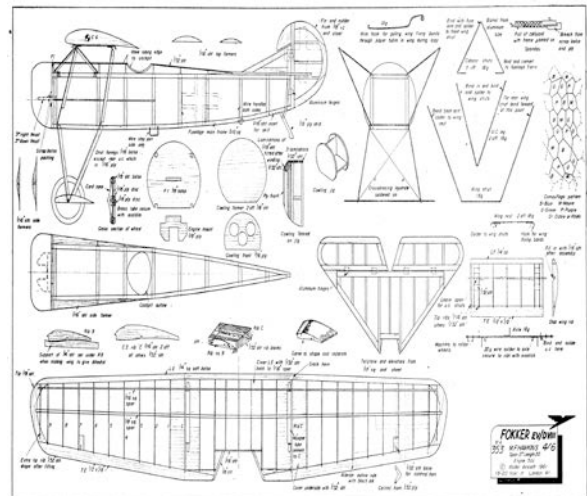


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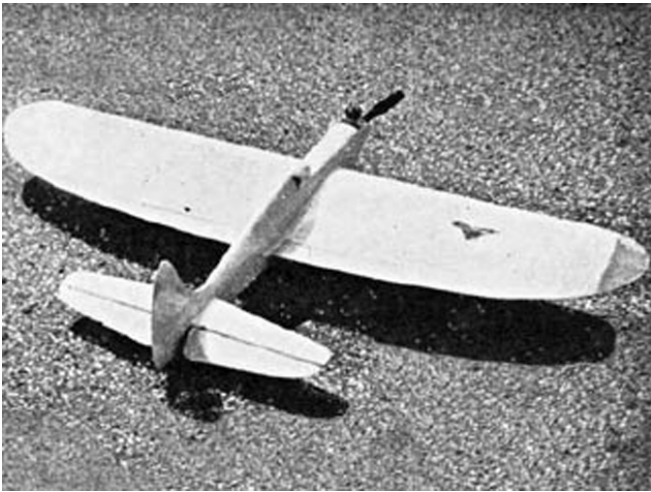
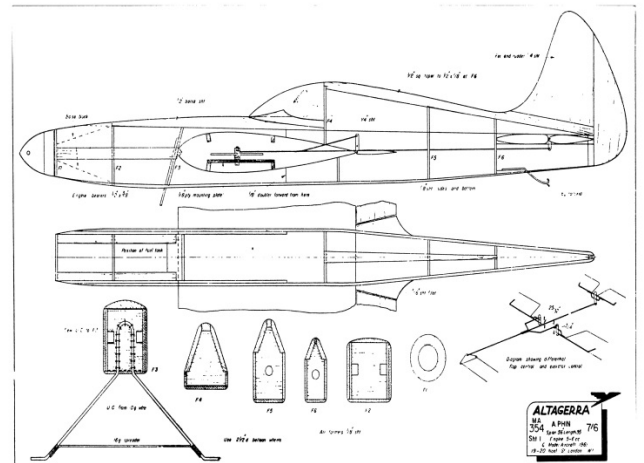


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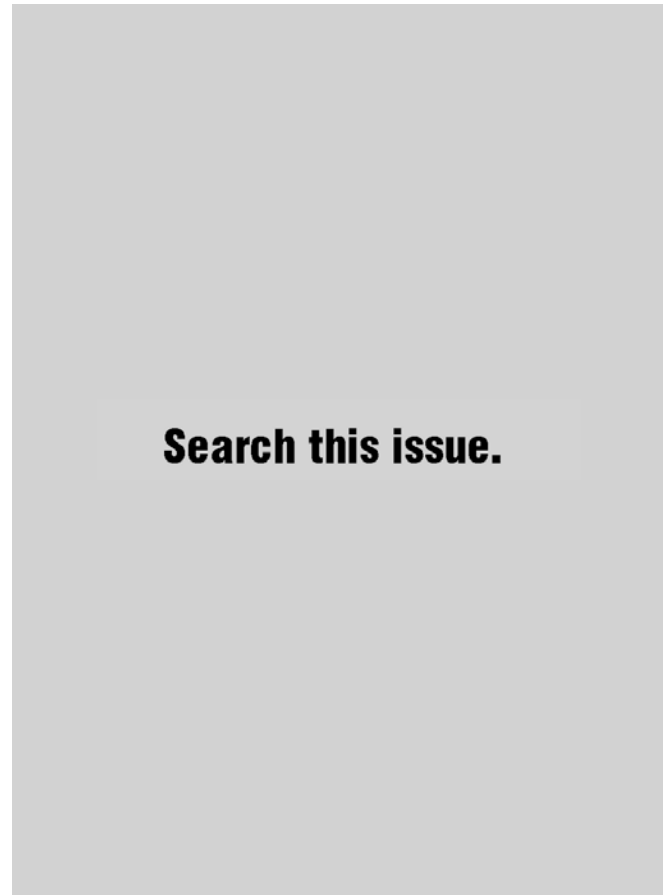


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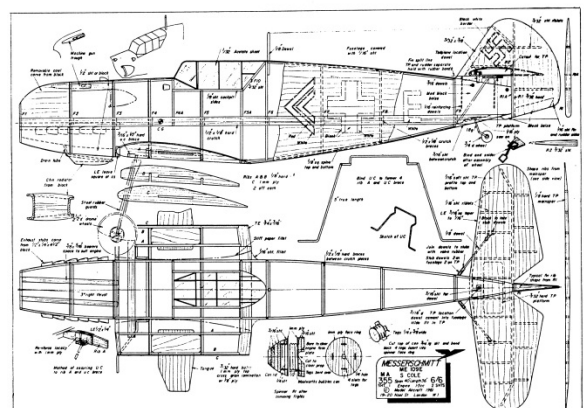


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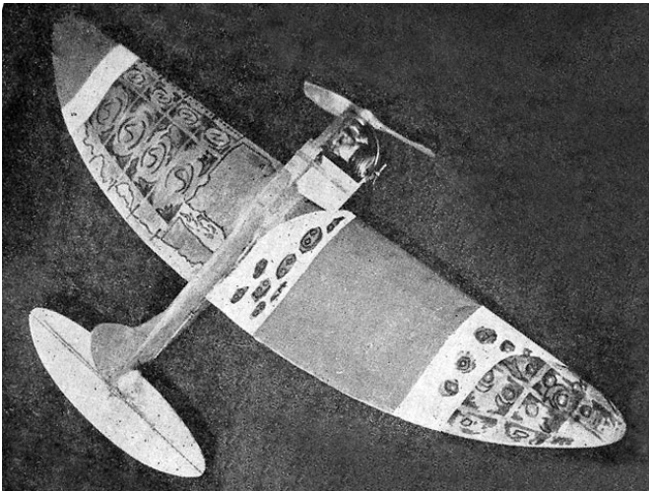
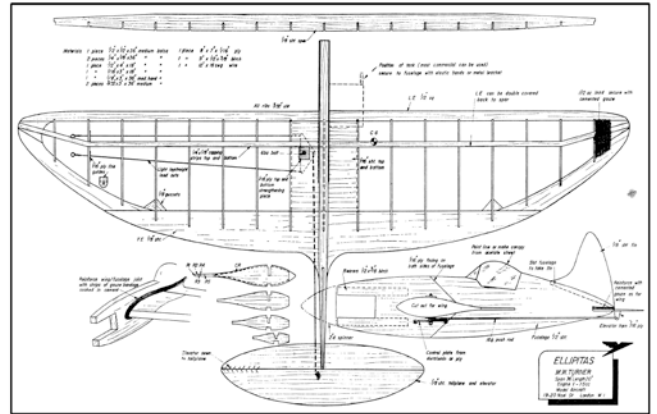


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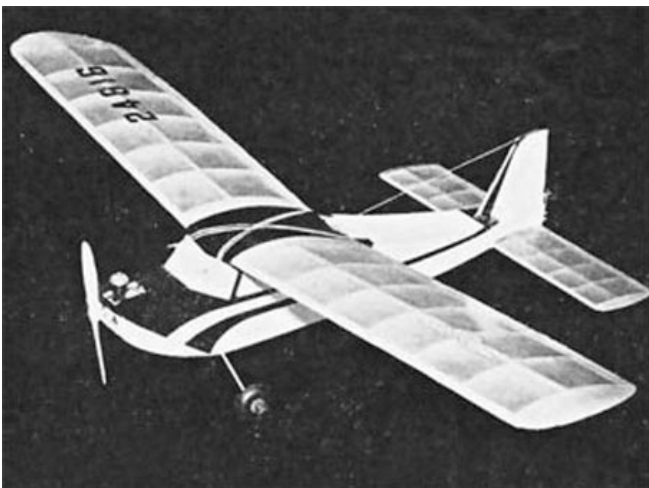
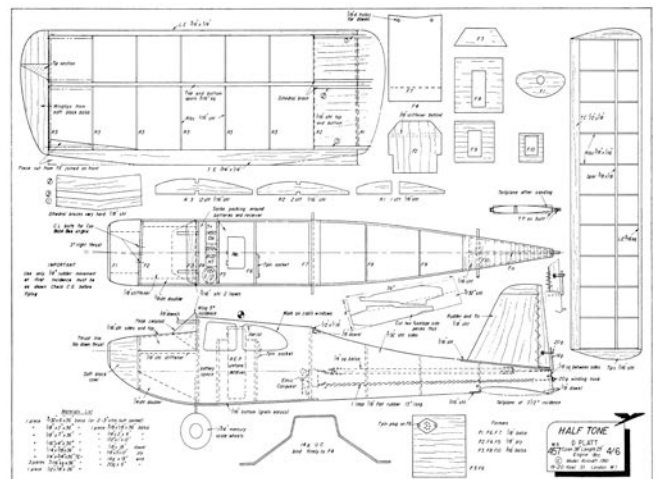


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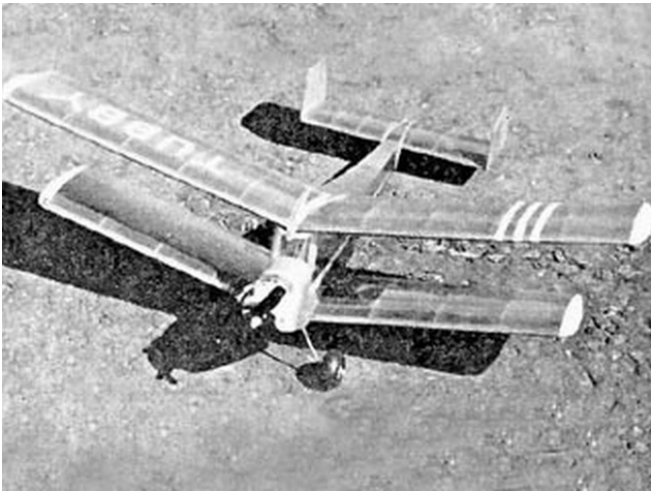
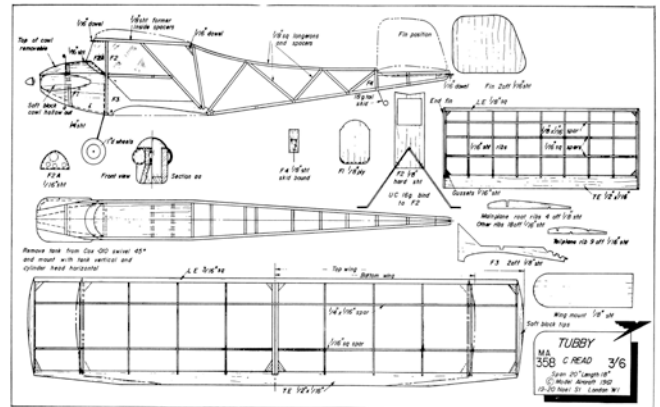
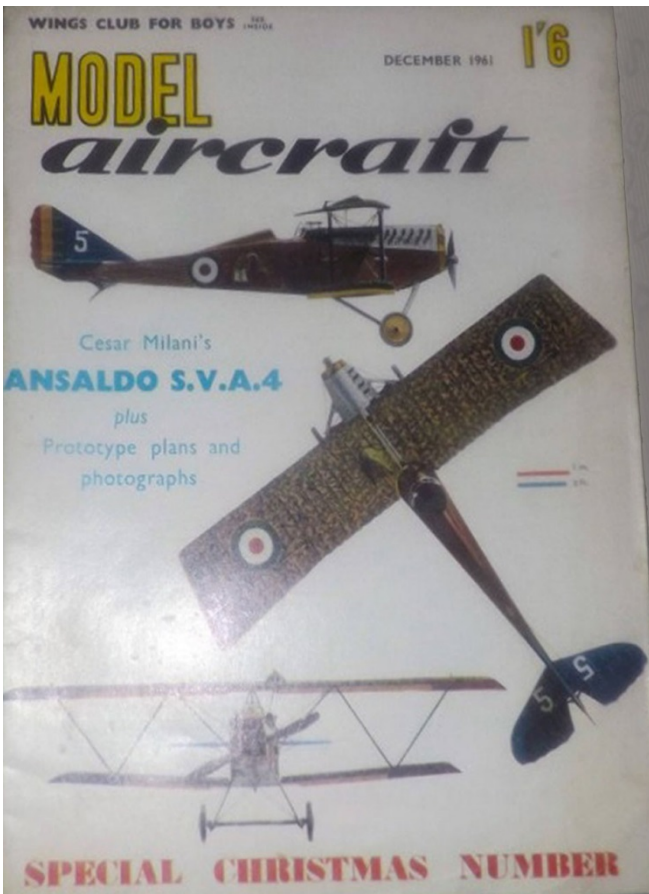


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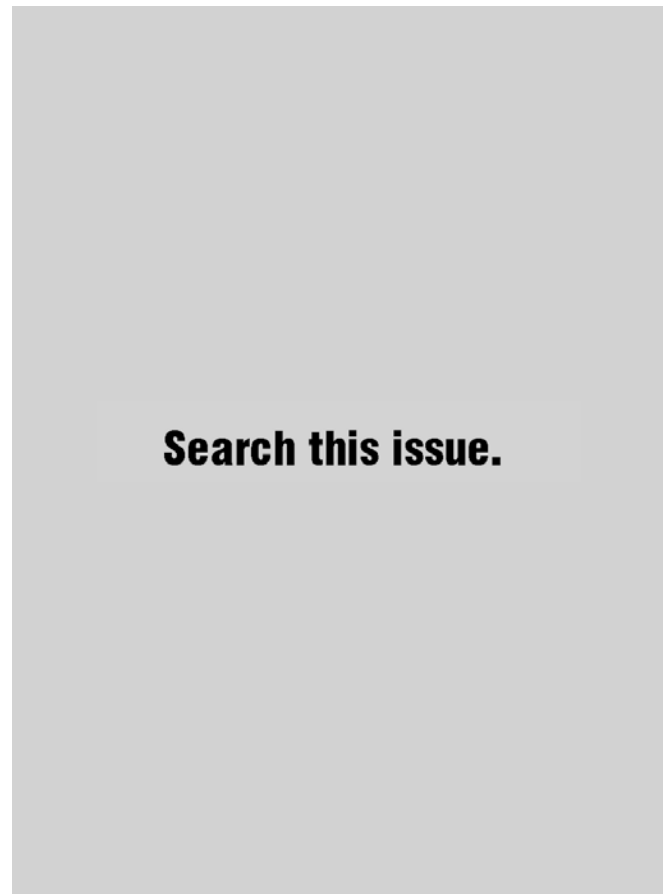


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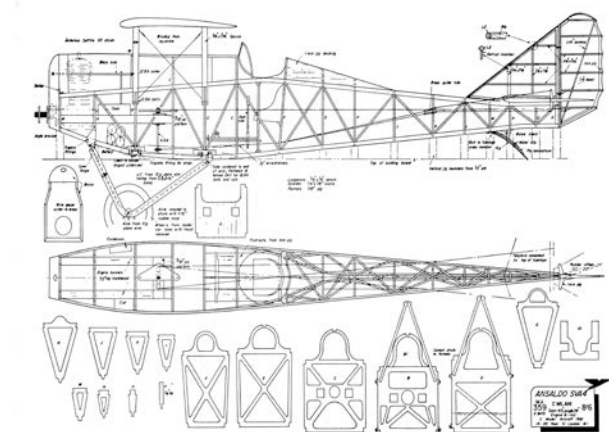


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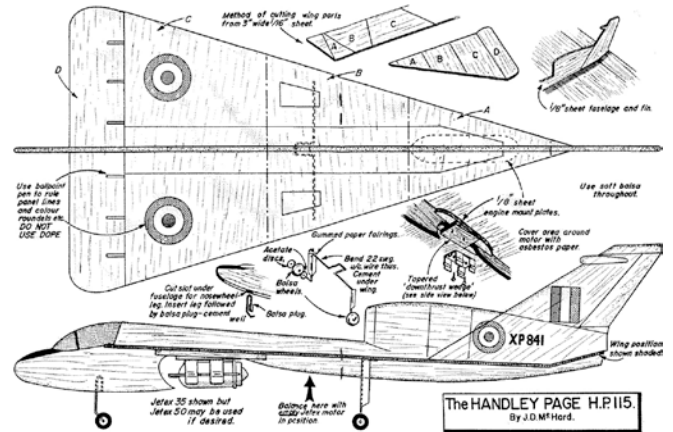
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