

R/CONTROL INTERNATIONAL

The Editor reports on the 6th King of the Belgians radio trophy at Darmstadt

FRIDAY, SEPTEMBER 19TH, 1958 saw a "private enterprise" British team approaching Darmstadt, Germany by devious routes, for the sixth King of the Belgians Cup.

Team Manager, George Redlich, rounding off a holiday in sunny Spain, came up from the south; from Ferryfield with Silver City via Ostend came Ed. Johnson, Rex Franklin and Roger Clarke in an Austin A35; Dick Higham, Chris Olsen and Stewart Uwins journeyed from Harwich via the Hook of Holland in a Morris Minor with large model boxes on the roof; Howard Boys travelled by boat and rail; and the writer accompanied Henry Nicholls in his M.G. Mulette, with Tommy Ives and Eddie Cosh journeying from Dover via Ostend and dallying a little in the Rhine Valley when the lure of cool Moselle and Hock proved irresistible.

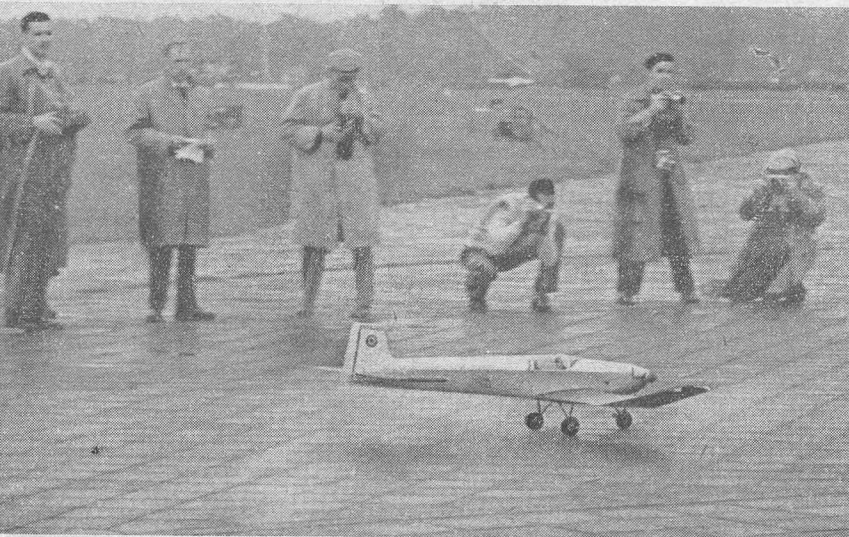
All too soon we were involved in the whirl of Deutscher Aero Club administration at the Hotel Post Darmstadt, the British party being billeted at the new Autobahn Hotel alongside the Frankfurt/Mannheim autobahn.

Processing was carried out in Darmstadt on the Friday, and early Saturday morning we journeyed through thick morning mist to the airstrip, loaned for the occasion by the American Air Force. Bad visibility delayed the proposed 7.0 a.m. start by three hours or so, but meantime the very efficient German Post Office authorities were busy checking the frequency and output of all transmitters.

The aerodrome, or lack of it, rather staggered us for an International radio control event. A signals station with full complement of aerial masts, etc., occupied at least two-thirds of the field, the balance was taken up with Nike rocket launching sites, a field howitzer battery compound and sundry other obstacles. The final flying site, although just about adequate for the job, was flanked by the tall wire fence of the gun compound and models had to make their approach over a thick wood, overhead lines, and finally the heads of the crowd!

Eight nations competed, including a lone representative from the U.S.A. stationed with the U.S. Army in Germany. The Russians entered a team of three, but again failed to materialise, there being no entries from Eastern Europe whatsoever. The power classes both single and multi, were well supported, but there were no entries at all in glider multi and only four in glider single. The different categories were run concurrently with a panel of five judges for the multi control event and a panel of three

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From left to right: The Stegmaier brothers in action with Karlheinz adjusting their Ruppert motor and brother Kurt watching anxiously. Eric Berglund demonstrates the portability of his transmitter in the rain which persisted through much of the contest. Jean Gobeaux's cranked wing multi makes a fast power-on touch down. Willy Schoorel of Holland with his E.D.-powered "C.Q." which placed second in rudder only. Swiss glider winner, Rolf Campolongo used a pulse system to win with this attractive glider