

looking after single control. Two flights were allowed under F.A.I. rules, the total counting for the final scores which meant that consistent flying over the two-day period was important.

Studying the international line-up, we surmised that the multi-event would undoubtedly resolve into a battle between Stegmaier, Bernhard and Gobeaux. Wastable, although entered, failed to put in an appearance.

There was great speculation the previous evening about Stegmaier, who apparently smashed his model completely the day before the contest. He was allowed to go to the end of the list after the draw had been taken and turned up during the day with a model that had either been very skillfully repaired or was a reserve machine. With its barrel type fuselage and enormous fin, the model he flew could hardly have been termed elegant, but was certainly efficient, which is the main consideration. He and Bernhard were using the Stegmaier radio equipment with vacuum operated servos, driven by a special pump on the Ruppert twin diesel (see "Motor Mart", page 51). Gobeaux likewise used the Ruppert, but his radio equipment was the American 8-channel Orbit with Bonner servos, and he flew a new model reputedly designed by the Belgian aviation company, "Avions Fairey" specially for "Equipe Gobeaux". Certainly the model had that "full size" look about it, so the rumour may well have been correct. With Jean Pierre at the controls, and Papa Gobeaux supervising the two specially employed radio mechanics, this really is an "equipe" to be reckoned with. The same can be said for the Stegmaier outfit which also has a Papa in the background, this time Stegmaier senior with the two sons Karlheinz and Kurt, making up the team.

Helmut Bernhard, had, in our opinion, the most beautiful multi machine on the field, and in no way did its aesthetic lines detract from performance. With a span of approximately 7 ft. it was larger than most, the root chord being over 12 in.

Against this formidable Belgian and German opposition, British hopes lay with Chris Olsen, the Swiss had Alfred Bickel of Delta fame and the Dutch, Jan Veenhoven the "Typhoon" man.

A single channel entry was the first in the air when Captain Ollie Strickland of the U.S. Army stationed at Nellingen, guided his "Breezy Senior" towards the upwind marker perilously close to the wireless masts. Powered with a Torp 19 and equipped with Babcock "Magic Wand" equipment, "Miss Ellen", named after his attractive daughter, gave an impressive performance to be unfortunately curtailed on this first flight through a premature engine cut. Next away was young Bernhard Huber of Switzerland, flying a 1/2 size "Rudder Bug" with single channel pulse equipment. He was the youngest competitor and eventually placed 4th. A very creditable effort for a 17-year-old.

Ed. Johnson was the first Britisher to fly, scoring a modest 301 points out of a possible

2,120, using Stegmaier equipment and a Ruppert Twin. Then came Alfred Bickel of Switzerland in the multi class flying a well built functional design with rudder, elevator, aileron and engine control. Whilst attempting a vertical eight, he had what we can best describe as a "control confusion", the model plunging vertically towards the judges, to miraculously pull out at the last minute before hitting an adjacent building.

Roger Rolle of Belgium, was another pulse enthusiast with a particularly interesting transmitter rig. The actual transmitter unit was mounted on a metal pole which passed through two straps on the end of his model box with leads running from the unit to a power pack and to a mechanical pulser.

Prize for the most attractive single control entry must undoubtedly go to Eric Berglund of Sweden. Those who have doubts about rudder-only low wing designs, should have seen his orange and white model scudding across the sky powered by the new Webra 3-5 c.c. Bully. Radio equipment used was also a new commercial unit known as the "Telepilot" and produced in Sweden by Berglund himself. Receiver is a two-valve job on the lines of the New Zealand Wrialight system, and a neat governor type actuator was employed. The transmitter, which is totally enclosed in a plastic case, straps to the operator's back, giving him complete freedom of movement. Obviously a great deal of intelligent thought had gone into both model and equipment and it was no surprise to us that Berglund carried off top honours in single control power.

The writer and Henry Nicholls were acting as judges for the multi control class and it was not long before we had the task of adjudicating every manoeuvre on the score sheet for Jean Pierre Gobeaux. After an excellent take-off we were surprised to see a straight flight that was anything but, he also lost points for a half-hearted stall and spirals that were too shallow. However, the quality of his other manoeuvres was good, and the large German crowd were given their first taste of real multi flying. His inverted flying was particularly good, the difficult left and right turns "sur le dos" being successfully negotiated. Spins were excellent and a good landing within the 50 metre circle completed the first notable flight of the day. Nor must we forget the four glider entries which seemed to reach an incredible height on their 200 metre towlines. Rolf Camponoglo of Switzerland with a glider that reminded us very much of an enlarged "Ivory Tuli", made a perfect cast off, completing the specified manoeuvres at lazy pace and making the long approach so necessary with a glider, by skimming the tree tops at the fringe of the wood, skating a few feet over the heads of the crowd, before touching down near, but not within the circle. Like his team-mates, he used pulse equipment which appears universally popular amongst the Swiss and which was introduced to this country by Howard Boys when he flew at a R/C meeting in Arosa a few years back. This fact no doubt, gave Howard a deal of satisfaction which hardly compensated for his bad luck

during this event when he lost control on his first flight near the wire fence and overhead lines that marred the approach. Subsequent flight checking of the equipment showed it to be in perfect working order, and Howard feels the interest from the many metal obstructions may have been the cause of his troubles. Old time R/C modellers will be amazed to know that Howard actually turned up at this meeting with a new model, but even then flew the old one.

Stewart Uwins was the next British multi entry to fly and put up the best flight performance of his team in the first round. He appeared a little nervous in this his first International contest, but certainly justified inclusion in the British team. Chris Olsen, his pal, was away shortly afterwards, attempting most of the preliminary manoeuvres with success but omitting inverted flight and the inverted turns which are bonus point scorers under the F.A.I. scoring system. "Uproar", which we noted has now been christened in several languages turns a very pretty roll however, and Olsen finally totalled 625 points for this round.

Helmut Bernhard then made an impeccable take-off, flying smoothly through the compulsory manoeuvres in spite of a rough running. Ruppert, he was not, however, prepared to take a chance with aerobatics and brought the model in for a superb spot landing, losing the majority of points through omitting all the aerobic manoeuvres.

Last man away, Karlheinz Stegmaier, went right through the schedule, gaining points for a poor stall and rather odd shaped inverted turns, with the result that he lost the first round to Jean Gobeaux by 35 points.

This concluded the days' flying, and we proceeded to the "Ratskeller" to be entertained by the Burgomaster of Darmstadt, who provided sufficient champagne to make two certain British judges wonder whether they were doing loops or bunts.

The prevailing morning mist had influenced the German organizers into a later start the next morning, which resulted in the perverse Clerk of the Weather producing a beautiful clear day at 6 a.m. However, these conditions were not to last, for a steady drizzle soon wrinkled wing fabric as the second round got under way.

Ollie Strickland made a first-class flight, being beaten only by Willy Schoon of Holland who scored the highest flight points in the single control power class of the meeting. Flying a three-year-old American design, the "C.Q." with pulse proportional equipment and a magnetic actuator, Willy employed a Lorenz type transistorised receiver. He finished within six points of the winning multi control winger Eric Berglund already mentioned, and it is interesting to note how consistent flying won this event as it ultimately did the multi class.

The only delta of the contest was flown by Eugen Setz of Switzerland, its forward fin pulsing happily away on a long take-off run. After gaining considerable height, it reared up and the crowd were vanishing from sight in the swirling vapour to eventually be spun down amongst the trees in the wood bordering the aerodrome.

Stegmaier, this time in his correct flying order, improved greatly in this second flight. As the local boy, he was obviously the darling of the crowd, and handled his machine superbly right through the schedule, before bringing it in for a perfect spot landing. He was more than 100 points up on his previous day's performance with only Gobeaux between him and the laurels of victory. Meantime, Dick Hicham, looking every inch the English gentleman, but nevertheless suffering a little from contest nerves, provided the finest display of acrobatics before the crowd in the hands of the crowd, which brought him a tremendous ovation, and also a rocket from the officials! He made at least three attempts at a landing approach all equally spectacular



*Outstanding model of the contest was Helmut Bernhard's graceful scale multi entry here being adjusted by Stegmaier whose equipment was installed. Bernhard excelled in his flying and was only out of position his aircraft correctly for the judges*