

and finally did land the model, albeit somewhat heavily, just outside the 50 metre circle!

Howard Boys did better in this round, but still suffered control loss near the overhead lines. Uwins had a poor flight, being unable to get down elevator when in the inverted position with the result that he almost clobbered the judges. Hetzel of Switzerland also strained the judges' nerves by diving vertically at them.

Although, by our reckoning, the points awarded contradicted, Gobeaux's flying was slightly below the standard he had achieved the previous day. His maneuvers seemed a wee bit jerky, his spirals were again a little shallow, and his final approach was irregular. The model touched down in the 50 metre circle O.K., but at a tremendous speed, its subsequent halt saying much for efficient brakes! In point of fact, he too had scored some 51 points more than on his first flight, but had lost to Steigmaier by a mere two points. Over a total of 3,000 odd this might well be called a draw, certainly there is little to choose between them.

(1) Stewart Uwins steadies Chris Olan's "Uproar" which was well flown into fourth place. (2) Jan Feenhoven, the "Typhoon man" with his multi entry naturally powered by a 5 c.c. Typhoon. (3) Youngest competitor, Huber of Switzerland, with his pulse-operated reduced size "Rudder Bug". (4) Max Hetzel an electronics engineer who has been modelling only 18 months, used two channel simultaneous proportional control with a magnetic "swinging bar" for his rudder plus servo-powered elevator control. The model was designed by Arnold Degen of the Swiss Aero Club for multi control beginners. (5) Another view of Bernhardt with Steigmaier transmitter hung from straps around his neck. (6) German Rudi Lodige on right with his large single control glider entry placed second in the class. (7) Eugen Setz of Switzerland flew the only delta in the contest, again with pulse system using forward fin for control. (8) Lone American entry, Captain Strickland of the U.S. Army with his two Ellens. One on left was Babeoeks "Breezy Senior" kit which flew well. (9) Roger Rolle of Belgium with smart Perspex pulse box and Tx mounted on metal stake. (10) Willy Vandermeulen, also of Belgium, hurries around his smart single channel entry that placed third. (11) Jean Geraerts of Belgium sorting out radio bugs in his glider entry. (12) This beautiful multi entry was flown by Alfred Bickel of delta fame and employed a vacuum system driven by a pump on the engine. Also unusual in his transmitter was the use of tuning fork stabilised oscillators for the audio frequencies. (13) Hans Schumacher of Germany with his single channel entry using Graupner Bellaphon equipment. (14) Attractive low wing rudder only entry flown by Rolf Dilot of Switzerland used a Super Tigre and pulse radio system

1st Flight 2nd Flight Total

Category I—Multi-control Aircraft

1. Stegmaier, Karlheinz	Germany	1,562	1,685	3,247
2. Gobeaux, Jean-Pierre	Belgium	1,597	1,648	3,245
3. Bernhardt, Helmut	Germany	287	1,667	1,854
4. Olsen, Christopher H.	England	625	776	1,401
5. Bickel, Alfred	Switzerland	528	666	1,194
6. Hetzel, Max	Switzerland	617	499	1,116
7. Uwins, Stewart	England	657	223	880
8. Johnson, John Edward	England	301	286	587
9. Higham, Richard	England	—	253	253
10. Feenhoven, Jan	Holland	73	162	235
11. Van der Hoek, Wim	Holland	72	—	72

Category II—Multi-control Gliders

1. Campolongo, Rolf	Switzerland	326	283	609
2. Lodige, Rudi	Germany	302	298	600
3. Nettingsmeyer, Horst	Germany	37	262	399
4. Geraerts, Jean	Belgium	146	—	146

Category IV—Single-control Aircraft

1. Berglund, Eric	Sweden	376	336	712
2. Schoorel, C. Willem	Holland	327	389	706
3. Vandermeulen, Willem	Belgium	343	355	698
4. Huber, Bernhard	Switzerland	282	335	617
5. Dilot, Rolf	Sweden	205	362	567
6. Schumacher, Hans	Germany	268	287	555
7. Louis, Michael	Belgium	225	302	547
8. Strickland, Olie	U.S.A.	173	366	539
9. Setz, Eugen	Switzerland	270	264	534
10. Louis, Pierre	Belgium	275	232	507
11. Harf, Fred	Germany	281	—	281
12. Rolle, Roger	Belgium	33	232	265
13. Jansse, Lambertus	Holland	229	—	229
14. Bossard, Henry	France	196	—	196
15. Boys, Arthur H.	England	30	100	130
16. Kruelen, Evert	Holland	—	—	—
16. Christiaanse, Cornelius	Holland	—	—	—

