

Radio Control



International

Reliability of Swiss equipment wins the "King of the Belgians" trophy at Hirzenhain in Germany, Sept. 18-21

reported by R. G. MOULTON

SIX NATIONS were represented at the eagles nest of a site in Hirzenhain, where an area 500 x 1,000 yards with dense pine forests bordering three sides, was to be a proving ground for all that is new in European radio control gear. Centrally disposed on this hilltop arena was a newly laid 60 x 85 yards tarmac rectangle, specially prepared at no little cost for the organising Deutscher Aero Club, and only just completed in time for Chris Olsen to make the first flight of the meeting. It was a magnificent flight, unfortunately terminated early when the motor cut when ending the vertical eight and one which launched the contest into a speculative game that was to last throughout the two days.

For once, the long run of success enjoyed by Karl-Heinz Stegmaier (and Dr. Gobeaux, who was not present) was being challenged with a verve that fully merited loud applause. Through loops and eights, the "Uproar" literally cleaved a way for itself in the clear blue sky, containing its range of aerobatics in the forest bordered field, and falling short of perfection only in the stall and inverted turns. When the ETA ran dry, the landing was perfectly judged, and no sooner had Chris put down his overworked transmitter than Stegmaier himself offered congratulations for the fine performance. It remained to be seen whether the loss of up to 120 points for lost spins would set a handicap in the German's favour.

Willy Schoorel of Holland made a very nice single channel flight with his E.D. Racer powered CO, now four seasons old and enjoying new leases of life with transistorised Lorenz receiver pulsing a magnetic Trammel actuator; but bit the dust on landing in an overshoot. Next off was the prettiest model of the meeting, Alfred Bickel's 74 in. low-

wing for the OS Max. 35 Multispeed with Webra Bully pump fitted to charge a self-made vacuum system. Though wandering in manoeuvres, and terminating in an overshoot landing, the Swiss entry tackled and completed everything save the tailslide stall, and massed a respectable points total. His wingover was the closest to a full-size Harvard stalled turn one could imagine.

Frank Van den Bergh came to show the flag for Britain, but dunked his single channel Fox 35 R/C model on take-off and wisely called off the "flight" as a first attempt, while measures were taken to ensure getting airborne, and then the lone Italian entry took the floor.

Signor Corghi appeared to have so much wire and vacuum tube in his low-wingers' fuselage it looked as though he had brought his own tinted spaghetti for lunch when the lid came off for several inspections prior to eventual take-off. This was one of the few all-commercial models on the field in the sense that the Webra Boxer, OMU 8 Tx and Rx plus Stegmaier vacuum gear were perfectly standard and not designer operated; but a case of reversed ailerons rendered the lovely model to matchwood when a servo over-rode its limit stop and confused both crowd and owner. The power of these vacuum units is not generally realised and their dependance on cleanliness in the selection valves, makes their installation more demanding of care than the simple appearance implies.

When Fritz Gerber's huge 110 sq. dm. glider (weight 8 lbs) soared up to full height on a 200 metre line and proceeded to emulate the Buzzards over Hirzenhain, we began to realise why radio gliders are so popular in Germany and Switzerland. The heavy model held wave lift from the hillside and must have

been at all of 1,000 ft. above the field when the pulsing rudder was held over for a spiral dive. But would that model come down—would it he!k! Gerber finally lost it to the treetops in the landing approach, the only case of "Forestry" in the contest.

Another false attempt to take-off, this time by Belgian Roland D'Urse, brought the two bright boys of single channel on in succession. Hans Schumacher, whose ideas are considered to be far in advance of most other European R/C inventors, had a tiny 1.5 c.c. Hurricane powered model on 2-channel tone with his Micromax servo. Tuned filters eliminate reeds in the new HS multi-channel sets, and components are encased in resin blocks for insulation and stability. Some idea of the range of his Bellaphon Tx and the Ultraton Rx was given by an altitude flight verging on O.O.S. conditions, followed by a spiralling, looping and rolling descent. Erik Bergelund had his Telepilot R/C gear to the same terrific height, as if not to be outdone, and using his manual pulse system (flyball actuator) with "off" for left, full "on" for right and a button signal per second holding neutral, his soon to be kitted and much admired Viking low-wing with Taifun Tornado 2.5 led single-channel by one slim point at lunch break. One unusual aspect of his small hand held Telepilot Tx is the fact that Carrier is pulsed while tone is permanently on at 5,000 cycles.

Willy Vandermeulen maintained the high "Monocommande" Standard with his 2-reed O/D model, Howard Boys came out to find his actuator malfunctioning and then the Stegmaier brothers brought the 9 lb. blue and white streamliner to the sacred square in an air of great expectancy. So keyed up were the lads from Berchtesgaden, that the

Heading shows victorious Albert Bickel from Zurich with his O.S. Max 35 low-wing model using self-constructed vacuum gear with Neivergelt receiver 8-reed. Full data on model will be revealed next month. Lower left, Fritz Gerber searches skywards for his very high-flying large glider. Below, fixed trailing edge flaps on neat all-red Svedish design by Rolf Dilot are claimed to add efficiency.



(1) Efficient Swiss team led by Erns-Klauser (centre) readies Alfred Bickel's model for its second flight. (2) Outstanding all-white German glider winner by Hans Buhring is near to scale, Mu 118 Sailplane, uses new Schumacher radio gear. (3) Outstanding single-channel winner was Eugen Setz of Switzerland with pulsing nose rudder, Belaphon/Microton radio. Enya 19 (4) Yagabond kit model design from Sweden, Rolf Dilot prepares his Webra Bully in prototype model. Uses manual pulsing on rudder with flyball actuator. (5) British single-channel entry Frank Van Den Bergh had a large model with Fox 35 R/C, Bonner servo, latest E.D. "Black Prince" and "Black Arrow" radio. (6) Last year's winner, third this time, was Eric Bergelund, beautiful low-wing for pulsing rudder, soon to be kitted. (7) Mrs. Samann waits for hubby's turn to fly with black and yellow streamliner. (8) The man himself. Hans Schumacher and mechanic prepare his tiny very fast single-channel model used for first flight. Schumacher is responsible for many of the outstanding German radio advances