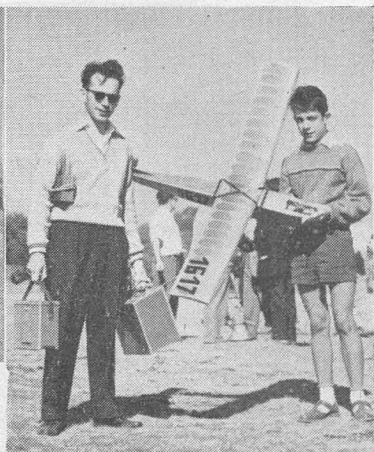


Stegmaier brothers before unfortunate crash with their blue and white streamliner. Above, Roland d'Ursel, Belgium, Right, other Belgian single-channel entry, Wilhelm Vandermeulen.



model was airborne within seconds and a delightful series of so smooth loops, the eights and rolls delighted the enthusiastic crowd. Stegmaier is a "smoothie" with nice flow from manoeuvre to manoeuvre. His bunts and inverted turns are untidy by critical standards of judgment, yet viewed by a crowd at greater distance, faults are hard to perceive and a spin down to less than 50 ft. climaxed quite a different but no less thrilling flight than that by Olsen.

Gustav Samann followed. Though newly experienced in R/C after years of triumph in free flight (doctors told him to rest!) he handled the 10-channel (Polyton) model well through several tricky situations, making up for pilot errors with some fine spins and a "ker-plonk" spot landing. Technique was to hit both spot and prop. at the same time to arrive without running over the edge of the square.

Another superb display of R/C Glider soaring by Germany's Hans Buhning with

a Scale Mu-118, using the new Schumacher designed equipment and towed at incredible speed with 100 lb. b/strain perlon line, set up the high total of 414 pts. with perfect pattern flying. Howard Boys had sorted out his batteries but confessed amid British groans that he had no right rudder, and brought his hardy Mills 1-3 model back to bite the dust. Adding to our misfortunes, Stewart Uwins suffered aileron reversal on his Fox 29 *Uproar* and having sorted that out through pot. trimming while roaring round at 40-50 m.p.h., lost elevator control as well! It was not Stewart's day — a dud valve and transistor power pack fault on a servo had dogged him, then a broken wire, and now this!

Typical British luck!!!

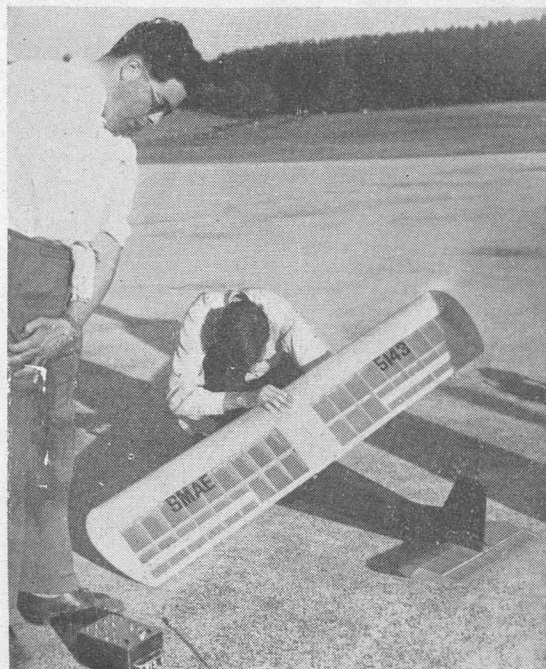
As if to rub the salt of misfortune into the British wounds, it was then discovered that somehow or other, the old free flight rule of "disqualification for dropping components"

was included in the new F.A.I. *Code Sportif*, R/C section, which none except the vigilant jury had been privileged to see. As Frank Van den Bergh's Fox 35 R/C, E.D.-equipped model discarded its propnut when the motor backfired before landing — his fine effort, well within range of the leaders, was void!

Just as the first flight by Olsen had set a standard, so was the day's last flight a classic single channel demonstration of pattern flying. Eugen Setz of Switzerland uses the Bickel delta design (after the A.P.S. Vultan) with Enya 19 pushing and nose rudder pulsing. The result is a model which seems to run on rails, holding turns in perfect circles, and running as straight a course cross wind as could ever be desired. The proportional pulsed rudder (Microton Rx) helps, of course!

So the position at the first day was Setz 371, Vandermeulen 370 and D'Ursel 368 for single control; and Stegmaier 1,874, Olsen 1,824, Bickel 1,504 in multi.

Stegmaier's lead had been shortened by failure to start off correctly, and the same also handicapped the Swedish entries when they flew straight from take-off into the schedule instead of turning back and passing over the Tx into wind. It was more the fault of the organisation which did not circulate the new pattern or call a managers' meeting to thrash out the various interpretations of the new schedule, than that of the competitors. This *contretemps* which had the judges just as confused, should resolve itself when the elusive yellow-jacketed *Code Sportif* appears.



Sign of trouble at left when Stewart Uwins reached for a screwdriver and Chris Olsen whipped wing off Stewart's "Uproar". Below, silhouette view of the single-channel winner reveals construction.

