

COSI FAN TUTTE, or "that is the way it's done". Erminio Corghi had a few problems with his involved vacuum gear as can be seen in this 3-stage pictorial study of an unfortunate flight. His mechanic Roberto Bacchi had difficulty getting everything to work and then at last when Erminio had splayed his arms in despair it was decided to risk a take-off, but after a few manoeuvres an aileron reversed action with results as on right

Stewart Uwins worked through the night to remedy his errant gear, and the next day's flying started — as it had concluded the previous day — with another perfect delta demonstration by Setz which immediately put him in unassailable first place. One only has to consider the relatively simple "Monocommande" schedule to realise how good was his effort to gain no less than 500 points.

Frank Van den Bergh seemed to be suffering in a downdraught on landing approach to fall short and bite the dust on his second flight, and Willy Schoorel thoroughly lost course to land in the large crowd, as if to stimulate their enthusiasm for the Stegmaier who were next on the list.

From the start, those near the take-off sensed that all was not well with the large

model. Straight flight and turns seemed to be all right but the loops and bunts were way out of class and it was not long before the reason showed itself violently as an aileron jammed. Putting the powerful Ruppert twin into slow speed made matter even worse, and a vicious spiral terminated the flight amid stony silence. Now it was clear that Olsen had only to make a normal flight with no special effort, to place first. He made sure of a full tank to avoid the previous error of running dry, and set forth on a rousing take-off with only an occasional elevator jerk to mar a smooth pattern, the extra fuel giving nose-heavy trim. Then alas, amid partisan cheers from the locals, the engine cut on the second perfect bunt, and so British hopes were lost.

Alfred Bickel had put on a fine show, losing points for ragged loops and inverted turns, plus a landing overshoot; but his points were handsomely ahead of the rest now that the chief protagonists had finished.

Uwins started well but lost all control and the model in a vicious spiral; Veenhoven put his finger in the prop when setting his powerful in-line twin and found it difficult to blip his controls, and as if to refute all the groans of yesterday, Howard Boys flew very well and spot landed with a slowing motor to earn a round of applause.

Victory in both classes went to a keen, closely co-operative Swiss team which met the first requirement of any race or competition, that to seek a chance of winning, one must first complete the course.

Class I — Multi

	Round		Total
	1	2	
1. Alfred Bickel (Switzerland) ...	1	4	2,981
2. Karlheinz Stegmaier (Germany) ...	1,504	862	2,336
3. Christopher Olsen (Great Britain) ...	1,874	528	2,352
4. Gustav Samann (Germany) ...	1,824	1,308	2,295
5. Stewart Uwins (Great Britain) ...	987	76	557
6. Erminio Corghi (Italy) ...	501	—	151
7. G. J. Veenhoven (Holland) ...	151	28	66

Class II — Single Channel

1. Eugen Setz (Switzerland) ...	371	500	871
2. Hans Schumacher (Germany) ...	348	585	853
3. Eric Bergelund (Sweden) ...	349	416	765
4. Wilhelm Vandermeulen (Belgium) ...	370	330	700
5. Rolf Dilot (Sweden) ...	301	394	695
6. C. W. Schoorel (Holland) ...	341	284	625
7. Roland D'Ursel (Belgium) ...	348	230	598
8. Michel Louis (Belgium) ...	315	198	513
9. Howard Boys (Great Britain) ...	176	333	509
10. Otto Hunziker (Switzerland) ...	270	229	499
11. Frank van den Bergh (Great Britain) ...	—	326	326
12. P. J. W. Kraaipoel (Holland) ...	84	151	235

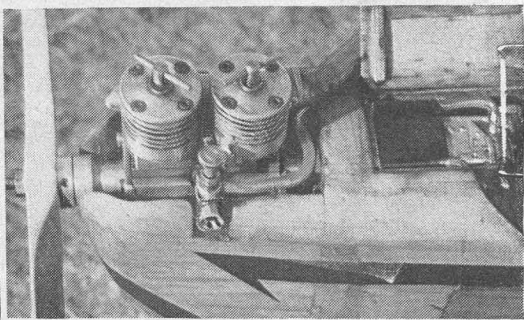
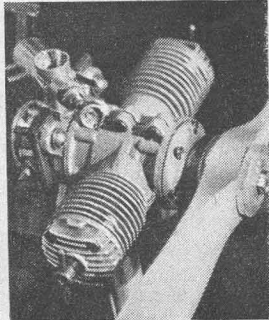
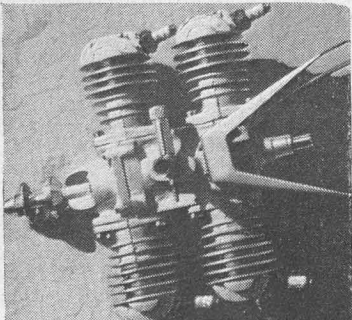
Class IV — Gliders

1. Hans Buhring (Germany) ...	414	249	663
2. Fritz Gerber (Switzerland) ...	181	228	409

Team Order

1. Switzerland.
2. Germany.
3. Great Britain.

Seen at Hirzenhain, left, strictly not for sale, a pre-war Elf 4 from America, retained as a proud exhibit in one of the model shop display stands. Centre, the latest Webra Boxer twin with neat grey cast cylinders and crankcase but still with short front shaft and at right the Dutch Veenhoven twin 7 c.c. rotary crankshaft valve with separate vacuum pump and a two-speed throttle. Engine showed remarkable acceleration



EQUIPMENT DETAILS—Multi

- A. BICKEL (Swiss): O.S. Max 35, 74-in. low-wing. Weight 7 lb. 8-reed/relay and vacuum gear home made on Nievergelt super regen transistorised Rx. Tornado nylon 11 x 4 prop.
- K. STEGMAIER (Germany): Ruppert 8-5 c.c. twin, mid-wing. Weight 9 lb. 8-reed/relay and vacuum gear home made (four aileron servos) on Stegmaier Tx and Rx. Topflite 13 x 5½ wooden prop.
- C. OLSEN (G.B.): ETA Mk. 6 with throttle. Standard Uproar design with all R/C gear (8-reed) home constructed. Olsen Mighty Midget servos. Frog nylon 10 x 6 prop.
- G. SAMANN (Germany): Ruppert 8-5 c.c. twin, mid-wing. Weight 7½ lb. 10-channel tuned filter Polyton Rx (additional servo for spin rudder), Bellaphon Tx, Micromax servos. 65 dm² area.

EQUIPMENT DETAILS—Single

- E. SETZ (Switzerland): Enya 19 pusher. Delta design, pulsed nose rudder, Microton Rx, Bellaphon Tx.
- H. SCHUMACHER (Germany): Taifun Hurrikan high-wing. Weight 2 lb. Two-channel tuned filter Polyton Rx, Micromax servo, Bellaphon Tx, all own design.
- E. BERGELUND (Sweden): Taifun Tornado, low-wing Viking design. Weight 2½ lb. Telepilot Tx and Rx tone at 5,000 cycles, carrier pulsed for flyball actuator.
- W. VANDERMEULEN (Belgium): Webra Mach 1 high-wing. Approx. 54 in. Weight 3½ lb. Own designed two-reed system.
- R. DILOT (Sweden): Webra Bully in o/d Vagabond high-wing kitted in Sweden. Equipment as for Bergelund.
- W. SCHOOREL (Holland): E.D. Racer, high-wing C.Q. design. Own Tx with Lorenzistor Rx, Trammel magnetic actuator.