



R/CONTROL INTERNATIONAL

The Editor reports on the 6th King of the Belgians radio trophy at Darmstadt

FRIDAY, SEPTEMBER 19TH, 1958 saw a "private enterprise" British team approaching Darmstadt, Germany by devious routes, for the sixth King of the Belgians Cup.

Team Manager, George Redlich, rounding off a holiday in sunny Spain, came up from the south; from Ferryfield with Silver City via Ostend came Ed. Johnson, Rex Franklin and Roger Clarke in an Austin A35; Dick Higham, Chris Olsen and Stewart Uwins journeyed from Harwich via the Hook of Holland in a Morris Minor with large model boxes on the roof; Howard Boys travelled by boat and rail; and the writer accompanied Henry Nicholls in his M.G. Mulette, with Tommy Ives and Eddie Cosh journeying from Dover via Ostend and dallying a little in the Rhine Valley when the lure of cool Moselle and Hock proved irresistible.

All too soon we were involved in the whirl of Deutscher Aero Club administration at the Hotel Post Darmstadt, the British party being billeted at the new Autobahn Hotel alongside the Frankfurt/Mannheim autobahn.

Processing was carried out in Darmstadt on the Friday, and early Saturday morning we journeyed through thick morning mist to the airstrip, loaned for the occasion by the American Air Force. Bad visibility delayed the proposed 7.0 a.m. start by three hours or so, but meantime the very efficient German Post Office authorities were busy checking the frequency and output of all transmitters.

The aerodrome, or lack of it, rather staggered us for an International radio control event. A signals station with full complement of aerial masts, etc., occupied at least two-thirds of the field, the balance was taken up with Nike rocket launching sites, a field howitzer battery compound and sundry other obstacles. The final flying site, although just about adequate for the job, was flanked by the tall wire fence of the gun compound and models had to make their approach over a thick wood, overhead lines, and finally the heads of the crowd!

Eight nations competed, including a lone representative from the U.S.A. stationed with the U.S. Army in Germany. The Russians entered a team of three, but again failed to materialise, there being no entries from Eastern Europe whatsoever. The power classes both single and multi, were well supported, but there were no entries at all in glider multi and only four in glider single. The different categories were run concurrently with a panel of five judges for the multi control event and a panel of three

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From left to right: The Stegmaier brothers in action with Karlheinz adjusting their Ruppert motor and brother Kurt watching anxiously. Eric Berglund demonstrates the portability of his transmitter in the rain which persisted through much of the contest. Jean Gobeaux's cranked wing multi makes a fast power-on touch down. Willy Schoorel of Holland with his E.D.-powered "C.Q." which placed second in rudder only. Swiss glider winner, Rolf Campolongo used a pulse system to win with this attractive glider

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, Bernhardt 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 skilfully 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 Bernhardt were using the Stegmaier radio equipment with vacuum operated servos, driven by a special pump on the Ruppert twin diesel (see "Motor Mart", page 5). 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 Bernhardt, 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 Bernhardt Huber of Switzerland, flying a 1-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 Wright 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 Campolongo of Switzerland with a glider that reminded us very much of an enlarged "Ivory Gull", made a perfect cast off, completing the specified manoeuvres at lazy pace and making the long 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 that 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 that interference 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 Bernhardt 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 aerobatic manoeuvres.

Last man away, Karlheinz Stegmaier, went right through the schedule, losing 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 Schoorel 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 ultimate single control winner 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 reached the low cloud base, 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 Higham, looking every inch the English gentleman, but nevertheless suffering a little from contest nerves, craved the finest display of unintentional crazy flying over the heads 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 Bernhardt's graceful semi-scale multi entry here being adjusted by Stegmaier whose equipment was installed. Bernhardt excelled in his flying and was only entry to position his aircraft correctly for the edges

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 Olsen'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 Babeoek's "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 beautifully-made 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 Tiger and pulse radio system

1st Flight 2nd Flight Total

Category I—Multi-control Aircraft

1. Steigmaier, Karlbeinz	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 Hoeek, Wim	Holland	72	—	72

Category II—Multi-control Gliders

1. Lampolongo, 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, Armar H	England	30	100	130
16. Krealen, Evert	Holland	—	—	—
16. Christiaanse, Cornelius	Holland	—	—	—

