

**T  
O  
P  
F  
I  
V  
E**

**F**ORTY-TWO contestants from 17 nations went to Ajaccio, Corsica on June 21st to compete for top honours in the 5th World Radio Champs.

Congregating at Nice, contestants and their supporters were flown in double decker "Deux Ponts" and a D.C.6 across the island of Corsica in time for a day of practice.

Of the British team Chris Olsen had two examples of the "Upset" design with which he did well in the previous championships in Sweden. Peter Waters had two identical blue and gold MonoKote covered machines called "Thunderball", a design showing Thunderstorm influence with slender fuselage and huge fin and rudder assembly. Dennis Hammant had the largest model at the meeting, his 7 ft. "King Spectre", while using his smaller "Spectre" as a reserve. From the U.S.A. Phil Kraft had his new "Kwik Fli III" with re-arranged tail assembly, team mate Cliff Weirick had two identical near scale Krier modified "Chipmunks" and Doug Spreng was

## 5th World Radio Control

using a small taper wing machine called "Twister".

The South African team was composed of Rich Brand (Rhodesia) Chris Sweatman and Johnny Wessels. Each had two identical models. Brand had a very attractive machine called "U.D.I. Panzer" based on the Northrop F-5 "Freedom Fighter", Sweatman's was a swept wing inverted Merco 61 engine model called "Condor", and Wessels had two "Kwik Fli II's".

W. German representative Fritz Bosch's big "Super Delphin" design seemed to be finding favour, it was not only by Fritz but by 18-year-old Matt of Liechtenstein and Gloor of Switzerland.

Among the Italians Reda had one of the few kit designs at the meeting in the form of the Italian Aviomodelli "I-Lazer". Also of interest was the small swept wing, "T" tail "Maximum-7" used by Poju Stephansen and Norwegian team-mate Jan Rapstad, the latter with tip plates.

Notable features among models seem to be a strong preference for outboard ailerons as opposed to strip ailerons and big rudders—some huge by previous standards.

A check around the hangar park showed that all competitors were using proportional equipment, 23 of them European manufacture (10 Simprops, 4 Radio Pilote, 3 Multiplex 101, 2 M.B.N. Logic Belle and 1 each Digi Fli, Grundig, Micronic, Vienna Prop, and Propoflex).

### Round I

First round opened at 6 a.m. (yes!) June 23rd with a flight by Ulf Tonnesen of Norway. Second in the air was Fritz Bosch who landed after 8 minutes complaining of interference which was cycling his throttle and triggering the rudder. A monitor on the

**FIRST.** Phil Kraft of U.S.A. and his 60 in. span Kwik Fli III. Basically a Kwik Fli II with lengthened tail moment and rearranged tail cone. Wing reported to be two years old. Kraft KP4B radio and Enya 60 power. Weighed 6 lbs. **2nd.** Pierre Marrot of France and shoulder wing Satanus original. 65 in. span model equipped with Radio Pilote proportional which Marrot makes and powered by Rossi 60. **3rd.** the quiet man from Germany, Kurt Bauerheim and his 69 in. span Kompromiss design. Used German Multiplex 101 proportional. Super Tigre 60 power. **4th.** Doug Spreng of U.S.A. and 54 in span Twister. Attractive little model, used single stick Micro Avionics radio. Super Tigre power. **5th.** Walter Schmitz of Germany and Fritz Bosch Super Delphin influenced original. Simprop 7 radio, Rossi 60 motor.

field verified the existence of interference on the 27 Mc/s wave band and Bosch's flight was allowed to stand as an attempt, so that he had another chance to make good. As it happened Fritz had been lucky! As the day wore on, the existence of interference became painfully apparent as proved by many to their cost.

First in the air for Great Britain was Peter Waters, gaining 4,049 points which at the time was the highest score. This distinction lasted only until the next flight however, when Doug Spreng zipped his small 54 in. span "Twister" through the schedule to score 4,736.

A surprise entry came in the form of Wolfgang Matt of Liechtenstein, a completely unknown quantity. Matt used his Simprop equipped "Super Delphin" for a fine flight to gain 4,430 points and it was a remarkable performance for this 19-year-old flier.

The interference problem persisted when Chris Olsen came out to fly and he was forced to call an

## Championship

CORSICA  
JUNE 21-26

attempt and change frequency from 26.995 to 27.045.

Following Olsen's abort came Cliff Weirick for U.S.A. with his fascinating model of Hal Krier's attractive aerobatic "Chipmunk". The tail wheel undercarriage appeared to be no problem for Cliff who made a neat taxi out before pausing to make a throttle controlled take-off run from the requisite standing start. In the air it was a fast performer, using up large expanses of sky through huge loops and eights to collect 4,253 points.

Third man up for the British team was Dennis Hammant who lifted his big "King Spectre" in to the air after a smooth take-off run. After completing the double stall turn, the model entered the combined Immelman, rolled out over the top and dipped into the half outside loop part of the manoeuvre. Half way round, it became obvious that the model would not recover, hitting the ground in an almost horizontal attitude. Obviously, this was a bad setback for the British team effort.

In the wake of this disaster came Phil Kraft for U.S.A. with a beautiful performance which gained him a total of 5,317 points which set him way out in front of the field. By the end of round one, Phil Kraft led the field while Kurt Bauerheim of Germany was a surprise second placer, with 4,825 points. Third was fellow German team member Walter Schmitz ahead of Doug Spreng for U.S.A. 5th placer



A surprise 6th placer was the unknown Wolfgang Matt from Liechtenstein. 19 years old, and has been modelling only 18 months. Used Fritz Bosch Super Delphin design, Simprop Digi-7 radio.

was Marrot of France flying a shoulder wing design followed by South Africans Brand and Sweatman. For his fine flying effort, Matt of Liechtenstein held 8th place while the top Britisher was Chris Olsen, number 11. Of the other British team members Peter Waters was in 15th position while Hammant's early crash sent him one from the bottom of the table, below Fritz Bosch, whose second attempt flight gained him only 810 points due to very bad motor run (he had dared to alter a Kavan carburettor!).

### Round 2

Having missed his first round performance, we were keen to watch Kurt Bauerheim, using the German Multiplex 101 radio equipment. Kurt gave an excellent performance with particularly good rolls, but to the judges it was obviously not as good as his first round effort, gaining only a moderate 4,710.

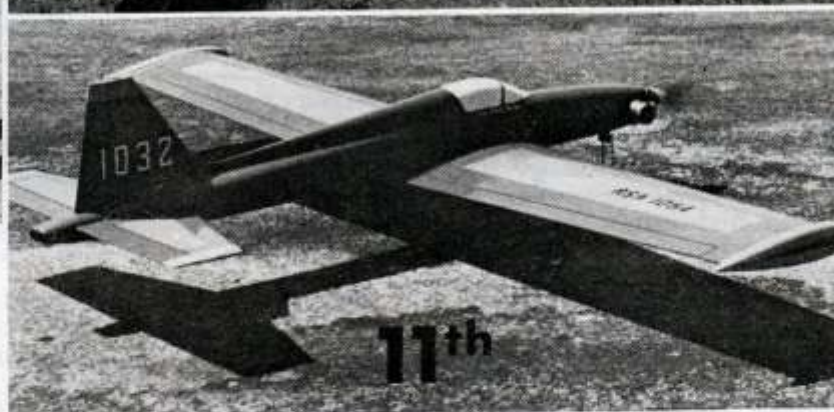
After his first round crash, Dennis Hammant had hurriedly trimmed out his reserve Spectre ready to be first man up for Britain in round two. Obviously

7th placer, and top South African was Chris Sweatman, seen with original Condor design. Span 67 ins. used Logictrol radio and Merco 61 motor. 8th, Bruno Giezendanner was top Swiss team member flying this 70 in. span original equipped with Swiss Digi Fly proportional radio.





9th placer, and top British entrant was Chris Olsen, here with T/Manager G. Franklin and Dr. W. Good checking interference. 65 in. span Upset design, used Kraft KP4B radio, Merco 61 motor. 10 placer Cliff Weirick's Chipmunk won "Prettiest model" award. Span 59 ins. P.C.S. radio, Veco 61 power. 11th placed, South African Richard Brand's 67 in. span U.D.I. Panzer, used Logictrol radio and Merco 61 power plant.



feeling the psychological effect of his first round crash, his performance suffered, and he nearly crashed again after a low entry to the top hat manoeuvre required an abrupt exit. The flight totalled 3,344 points.

Following Hammant again came Phil Kraft with a masterly performance including a really first class tail slide. It was a good all round flight which gained 5,663 points.

Richard Brand for South Africa met trouble when his Merco/Kavan motor went sick during the top hat manoeuvre. It cut during the spin but managed a square approach and landed for 4,043 points.

During the afternoon Fritz Bosch began to show his form with a smooth flight to obtain 5,194 points. His Super Delphin design is certainly a steady flier with ability to hold a heading, a point which showed up to advantage in the loop and eights. Then Peter Waters flew second for Britain, but had a problem with aileron trim which had to be fought through all manoeuvres, and a bad motor setting, to gain only 3,358 points.

While his team mates were not enjoying their form, Chris Olsen was certainly putting out his best, performing better, we thought, than his 4,793 point total reflected. Certainly from where we watched it, it was a really smooth flight, particularly the combined Immelman and top hat, although Chris had a habit of barrelling his slow rolls.

When round 2 ended Phil Kraft was maintaining his lead, now followed by Marrot of France whose second round performance hardly appeared to deserve the 5,514 points it received. Further position changes included Doug Spreng now in third position, Walter Schmitz fourth, and Chris Sweatman fifth. Kurt Bauerheim had sixth place, while Wolfgang Matt of Liechtenstein continued to show his form now in

seventh position. Chris Olsen remained the top Briton in eighth position. While Peter Waters had dropped to 22nd position, Hammant had improved a little to 37th place.

### Round 3

Phil Kraft for U.S.A. opened round 3 with a performance not quite so good as his round 2 effort, but still precise enough to obtain 5,518 points. This put him in a commanding position with a flight total of 16,496 points for his challengers to aim at. Second up was Richard Brand of South Africa who missed his tail slide but still gained 4,817 points.

Peter Waters flew first for Britain with a model that just previously had received the contents of Chris Olsen's model box over its wing. Still off form, his effort gained 3,871 points. Doug Spreng continued to do well with a very nice performance except for spin and landing approach which brought in 4,826 points for the U.S.A. team. Chris Olsen continued to make a determined effort in this "last chance" round, totalling 4,628 points, maintaining his consistency with a series of clean manoeuvres, although still with that barrelling slow roll.

For Germany, Kurt Bauerheim made his best championships performance in this round, an excellent display with his orange and blue low wing original design gained a well deserved 5,340 points to assure him of a high place. Kurt seemed to excel most in the eights, with a nice consistency of diameter. Positioned at the end of the flight order, Dennis Hammant found his true form for his last attempt, to the tune of 4,244 points thanks to a good double stall turn, thereby ensuring a position well above the bottom of the table.

When final scores were in, Phil Kraft of U.S.A. was the clear World R/C Champion, followed in second place by Pierre Marrot of France. Kurt Bauerheim's

last flight elevated him to third position ahead of Doug Spreng U.S.A. Fifth place went to Walter Schmitz of Germany, ahead of young Matt of Liechtenstein whose performance was probably the most remarkable of the entire championships.

Of the British team Chris Olsen was top in ninth position while Peter Waters finally placed 23rd and Dennis Hammant 32nd.

The U.S.A. team once again made it a clean sweep, winning both team and individual placing, which they have done for every championship except 1962 when the British team took top team honours. Second in the team table were Germany, followed by the South Africans, Brand, Sweatman and Wessels who were a model of collective team effort. To France the host Nation went fourth position followed by the Swiss, ahead of the British team in sixth place.

So ended the Fifth World Radio Control Championships. For the British team it was a rather unhappy episode. Even after the competition was over a Gendarme managed to kick the fin and rudder assembly off Chris Olsen's aeroplane and Den Hammant's model box was broken open and two Kraft servos stolen!

Most noteworthy aspects of the competition were the performances of the European competitors and their German or French equipment. Fliers like Bauerheim, Schmitz of Germany, Matt of Liechtenstein and Giezendanner of Switzerland, are first class performers, and very much a force to be reckoned with for the future. What a pity we have to wait two years for the next Championships which will be in West Germany!

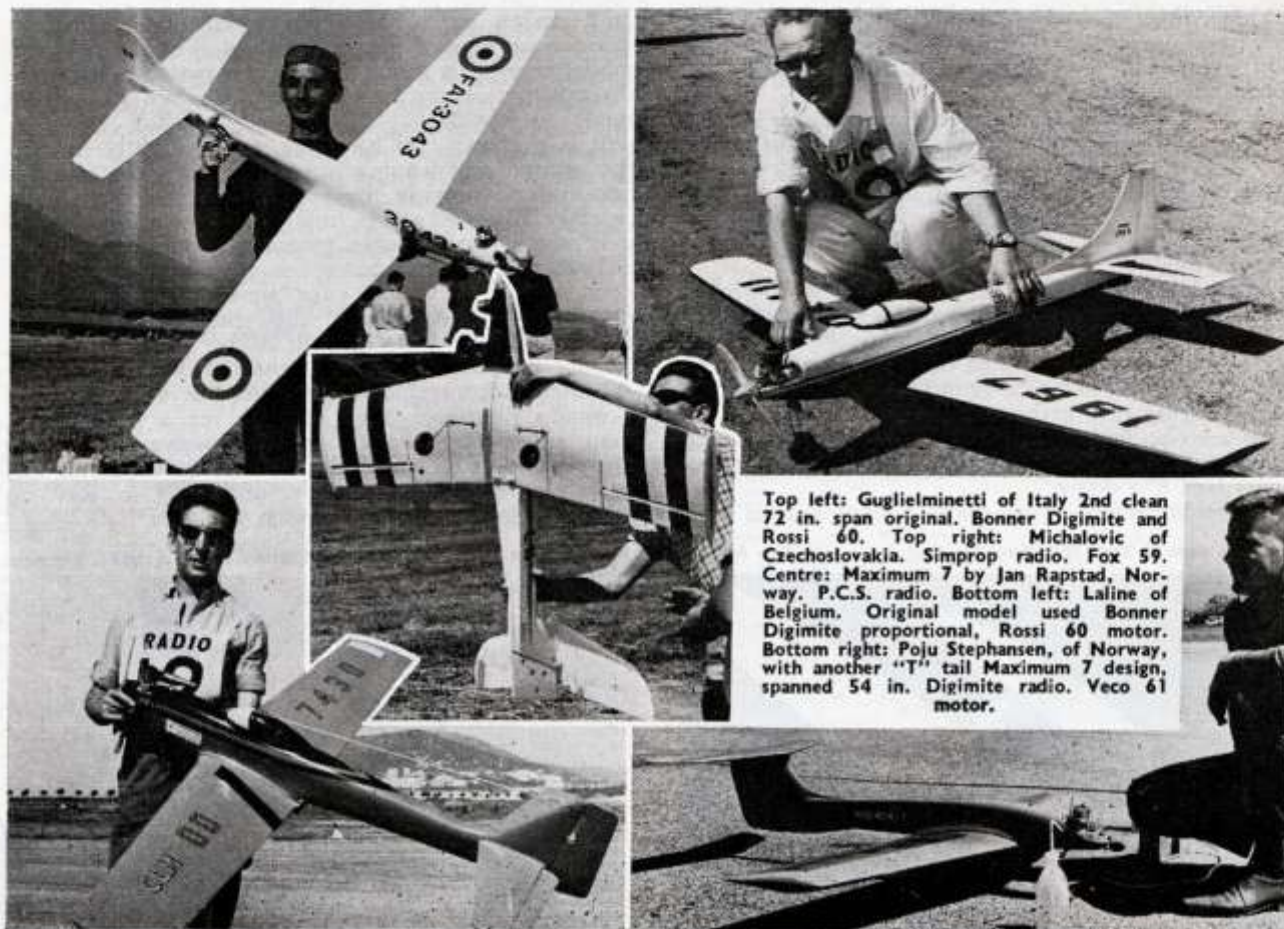
Tony Dowdeswell

### FULL RESULTS

Place	Name	Nation	1st	2nd	3rd	Total
1	P. Kraft	U.S.A.	5317	5663	5316	16,496
2	P. Marrot	France	4707	5314	5044	15,265
3	K. Bauerheim	Germany	4825	4710	5340	14,875
4	D. Spreng	U.S.A.	4736	5299	4826	14,861
5	W. Schmitz	Germany	4747	5187	4771	14,705
6	W. Matt	Liechtenstein	4430	4817	5164	14,411
7	C. Sweatman	S. Africa	4616	4966	4772	14,354
8	B. Giezendanner	Switzerland	4296	4386	5574	14,236
9	C. Olsen	Great Britain	4269	4793	4628	13,690
10	C. Weirick	U.S.A.	4253	4628	4703	13,584
11	R. Brand	S. Africa	4677	4043	4817	13,537
12	J. Cousson	France	4163	4461	4588	13,212
13	J. Van Vliet	Holland	3908	3757	4834	12,499
14	L. Thelin	Sweden	3634	4285	4129	12,048
15	G. Haggeman	Belgium	3719	3912	4404	12,035
16	G. Reda	Italy	4301	3341	4294	11,936
17	F. Schenk	Switzerland	3684	3486	4621	11,791
18	B. Oldenburg	Sweden	3752	4191	3737	11,680
19	P. Stephansen	Norway	3482	3761	4356	11,579
20	L. Reineri	Italy	4084	3749	3520	11,358
21	H. Sekirniak	Austria	3933	3499	3893	11,325
22	J. Wessels	S. Africa	4035	4202	3047	11,284
23	P. Waters	Great Britain	4049	3358	3871	11,278
24	F. Bosch	Germany	810	5194	5139	11,143
25	F. Laline	Belgium	3806	3454	3529	10,789
26	T. Pham	France	4043	3928	2400	10,366
27	J. Gobeaux	Belgium	3350	3325	3400	10,075
28	F. Guglielminetti	Italy	3257	3095	3177	9,529
29	J. Michalovic	Czechoslovakia	2907	2673	3147	8,727
30	E. Wallner	Austria	2101	2899	3228	8,228
31	J. Von Segebaden	Sweden	3463	3809	915	81787
32	D. Hammant	Great Britain	365	3344	4244	7,953
33	H. Rasmussen	Denmark	2148	3567	1415	7,130
34	W. Gloor	Switzerland	1980	4233	890	7,103
35	C. Papaspyros	Greece	1761	2604	2564	6,929
36	M. Vostry	Czechoslovakia	2378	2282	2128	6,788
37	A. Notermans	Luxembourg	1725	2216	2368	6,309
38	L. Behm	Luxembourg	1743	1613	2677	6,033
39	W. Dettelbacher	Austria	885	1205	3376	5,466
40	N. Bertemes	Luxembourg	2645	—	2450	5,095

1	U.S.A.	44941	10	Austria	25019
2	Germany	40723	11	Luxembourg	17437
3	S. Africa	39175	12	Czechoslovakia	15515
4	France	38843	13	Liechtenstein	14411
5	Switzerland	33130	14	Norway	14309
6	Great Britain	32921	15	Holland	12499
7	Belgium	32899	16	Denmark	7130
8	Italy	32818	17	Greece	6929
9	Sweden	31915			



Top left: Guglielminetti of Italy 2nd clean 72 in. span original. Bonner Digimite and Rossi 60. Top right: Michalovic of Czechoslovakia. Simprop radio. Fox 59. Centre: Maximum 7 by Jan Rapstad, Norway. P.C.S. radio. Bottom left: Laline of Belgium. Original model used Bonner Digimite proportional, Rossi 60 motor. Bottom right: Poju Stephansen, of Norway, with another "T" tail Maximum 7 design, spanned 54 in. Digimite radio. Veco 61 motor.