



RADIO CONTROL WORLD CHAMPIONSHIPS

ACADEMY of MODEL AERONAUTICS INITIATES A NEW-STYLE CHAMPIONSHIPS BY ARRANGING TRANSPORT FROM EUROPE

Three contests with controversial results pose problems for the F.A.I. rulemakers. Sportsmanship and generous hospitality heal disappointments in an experience which exposed the weakness of International radio control regulations reports **RON MOULTON**.



THE AMOUNT of physical effort, planning and administration required for organisation of a World Championships is so great that it can only be undertaken by a dedicated host for whom the only satisfactory reward is an accolade for a job well done. If the treasury can show that the financial load breaks even or perhaps makes a profit, then the satisfaction is doubly rewarded. I know, for I can speak from experience, and it is with a U.K.-based World Champs so fresh in my mind from the summer of 1970 at Cranfield that I can say I am specially pleased that the A.M.A. has now had a taste of playing the host.

They took on a mammoth operation. It was called 'Friendlift' and through it the A.M.A. carried 248 people representing 18 nationalities from Paris and London to Doylestown, Pennsylvania. It was the first time in my recollection that supporters benefited from a subsidy (and the last, I sincerely hope). The operation of transport alone, surface and air, involved a budget many times in excess of any previous Championships *in toto* and it was carried through under the firm

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Weltmeister Bruno Giezendanner waits his turn with 'Marabu Mk. 3' (Webra 61) in the ready box and assistant Albert Frei watching the opposition. R/C is Frei Digi-Fly, prop a Top Flite 11 x 7; and U/C is KDH retract.





F.A.I. Models Commission President Sandy Pimenoff completed his Graupner 'Cumulus' on site, seen here taking tips from designer Fred Militky; went on to win the Thermal Soaring event.

What is needed most now in the F.A.I. is a productive technical committee for radio control to thrash out the anomalies and have everyone tackling the contests 'the F.A.I. way' as distinct from the 'American', 'Asian' or 'European' way. Make no mistake, the competitors understand their boring schedule as well as their national alphabets, they also know the pylon race course blindfold, and the thermal event calls for no understanding whatsoever. It is because the methods by which the performances are categorised into a results table are virtually thrown open to the R/C organiser, that there is so

fast pace of flights so efficiently, or to monitor those flights so safely. We come to the tangle when we deal with the way in which the figures arrive on the scorecards.

For a detailed blow-by-blow report on the World Champs, the reader will have to seek out a copy of our sister magazine *Radio Control Models & Electronics*, November and December editions. What I would like to convey here, in a non-R/C title, is the manner by which I arrive at a different result to that which has been promulgated under the terms of the Sporting Code.

The method employed at Doylestown was to be *as used in 1969 at Bremen*. That is to say, 10 judges deployed in two teams of five. Half the entry is viewed by team A, the

direction of the A.M.A. office in Washington with a degree of efficiency that deserves the highest praise.

Having taken Europe to the U.S.A., the Academy then got down to the job of running the three contests - one World Championships and two Limited Internationals. It was in this side of the venture that things began to creak, and the problems which arose make it clear that radio control contests have a long way to go before they reach the maturity of control-line or free-flight World Championships.

Having said that, and lest the reader and the A.M.A. membership feel I'm an ungracious old Colonial spiking the guns of hospitable friends who have tried their best, I must first admit my own responsibility for the situation as a member of the F.A.I. Models Commission. Being on the International jury, I am just as responsible as the organisers for three unsatisfactory results. They stem from loose interpretations of the often poorly worded regulations, in each case affecting the manner of determining the winner.



much lack of International understanding. And when the organiser delays his announcement of the judging system to within 14 days of the event, or the pylon racing method to within 18 hours of the first heat, then who can blame anyone for a degree of confusion? Perhaps the greatest difference at Doylestown was that the events were run on an autocratic rather than an institutional basis.

Speaking as a European I'd much rather stick to the latter by deploying authority over a committee rather than just one individual when it comes to defining how the events will be run.

By that, I do not mean the physical control of the flights, for in this department the A.M.A. excels. I doubt if there is another organisation anywhere else in the world that could control such a

Above, Bob Violett, U.S. National Champion in the F.A.I. Pylon class, now first winner of F.A.I. International Pylon with his Miss B-S Mustang. Clubmate Clifford Telford tunes the Super-Tigre 40, R/C is Pro-line 72.08 Mc/s and retract gear by Rom-Air.

other half by team B in Flight 1. The judging teams reverse for Flight 2. This is repeated, so that a total of four flights are made. Since there is no allowance of a false attempt, the lowest flight score is discarded, and the better three flight scores are accumulated to determine the results. The assumption is that the judging standards are equal. They are *not*, nor ever will be.

For Doylestown, the A.M.A. introduced two innovations. The highest/lowest scores of the five judges in each team were discarded at Bremen, as is accepted practice in control-line, but here they were



King of the Belgians Trophy for Individual, M.A.P. Trophy for Team and the F.A.I. Pylon Trophy given by Sir Thomas Sopwith, with the F.A.I. winners' medals and certificates at prizegiving.



Wolfgang Matt, to many the 'unofficial' winner, and Mk. 2 'Super-Star', using Simprop R/C, HP 61 engine, KDH retract gear. He won flights 2 and 4, topped the two rounds as described in text.



Jim Whitley and his 'Daddy Rabbit' (above) uses Webra 61, Pro-line R/C and retract gear, was 6th overall, 3rd in flights 2 and 4. Below is young ace glider pilot Hanno Prettner, of Austria, and 'Super-Sicroly', Dirigent R/C and Rossi 60, a combo to watch. Placed top in flight 3.



retained. Secondly, the medley of the judging teams was changed for the third and fourth flights. The object of this operation was to remove the 'Good guy', 'Bad guy' image of unbalanced judging teams. So whereas the first and second flights were judged by ABCDE and FGHIJ; for the third and fourth flights the judges were ABHIJ and FGCDE. Few could have foreseen that the accumulated judging standard of the ABCDE team was to produce scores in excess of 20 per cent increase over the scores of FGHIJ! The result was that the great majority of discarded lowest scores were those flights which had been judged by the FGHIJ combination. By changing the medley, A.M.A. foresight saved a degenerating situation; but the system of using these flights as 'rounds' becomes clearly unfair. Had any of the top ten goofed in front of ABCDE they could have said goodbye to as much as 1,000 points!

A 'round' is not truly completed until all competitors have been exposed to all judges. Thus the result for the first **round**, in my view, is as follows:

ROUND ONE

		Fit. 1+2	TOTAL
1.	W. Matt	Liechtenstein	12670
2.	P. Kraft	U.S.A.	12425
3.	B. Giezendanner	Switzerland	12370
4.	J. Whitley	U.S.A.	12335
5.	H. Prettner	Austria	12090
6.	R. Chidgey	U.S.A.	11985
7.	D. Hardaker	UK	11600
8.	J. Wester	Germany	11585
9.	K. Shimo	Japan	11260
10.	Y. Sugawara	Japan	11195
11.	G. Pagni	Italy	11190
12.	M. Birch	UK	11120
13.	B. Bertolani	Italy	11115
14.	F. Schaden	Austria	10975
15.	E. Giezendanner	Switzerland	10640
16.	R. Brand	South Africa	10635
17.	P. Stephensen	Norway	10590
18.	P. Marrot	France	10485
19.	W. Hitchcox	Canada	10455
20.	G. Werion	Belgium	10140
21.	G. Ridderstrom	Sweden	10115
22.	G. Hoppe	Germany	10060
23.	K. Aker	Norway	9940
24.	R. Ragoni	Switzerland	9650
25.	J. J. B. Van Vliet	Netherlands	9560

Bruno Giezendanner dropped in Flight 2 because he 'lost' the figure M in a calling mix-up, the most regrettable result of which was the dismissal of the Swiss Team Manager - by the Swiss team! Given credit for a Giezendanner 'M' he *might* well have led the 'round' by 200 points, but the fact remains that he didn't.

Meeting was not dominated by any one make of R/C, and produced many variations of how Tx's are held. Wester's waist-mount at left and Terry Cooper's in-built stand base for the plastic case of 'Mid-West' are typical of the variety.

When the judges were changed around for the third and fourth flights, the two flight lines slipped amazingly into balance, completely by accident. Score disparity for the same person before either team of judges was of a minor, acceptable order and for what it is worth, these last two flights were infinitely better indications of true standards.

ROUND TWO

		Flt. 2+3	TOTAL
1. W. Matt	Liechtenstein	13350	
2. B. Giezendanner	Switzerland	13240	
3. H. Prettnner	Austria	12740	
4. P. Kraft	U.S.A.	12610	
5. J. Wester	Germany	12495	
6. J. Whitley	U.S.A.	12220	
7. R. Chidgey	U.S.A.	12095	
8. Y. Sugawara	Japan	12075	
9. F. Schaden	Austria	12075	
10. B. Bertolani	Italy	11930	
11. K. Shimo	Japan	11840	
12. E. Giezendanner	Switzerland	11555	
13. P. Marrot	France	11445	
14. D. Hardaker	U.K.	11350	
15. M. Birch	U.K.	11340	
16. G. Hoppe	Germany	11140	
17. G. Cappuyns	Belgium	11065	
18. W. Hitchcox	Canada	10455	
19. G. Ridderstrom	Sweden	10785	
20. P. Stephansen	Norway	10775	
21. T. Cooper	U.K.	10700	
22. G. Pagni	Italy	10660	
23. M. Kato	Japan	10475	
24. W. Kosche	Germany	10330	
25. J.J.B. VanVliet	Netherlands	10255	

Note that Matt has again won the 'round' conclusively, and that he and Bruno Giezendanner are way ahead of the opposition. Truly there's little to choose between these talented young men. The official result gives a difference in scores of only 0.17 per cent, and Bruno gets the edge over Wolfgang Matt by virtue of a few imperfections on Matt's part in his third flight. As we quoted in last month's issue, the best three flight totals were 20315 for Bruno, 20275 for Wolfgang; but if we take the 'rounds', the order is reversed. Matt becomes winner with a margin of over 200 pts. in each round. Frankly, I believe the latter course

to be fairer and a better reflection on true standards. Certainly they'll sort it out between themselves, for they are great pals and between them they have really shown the Americans that Bremen was no fluke.

Teamwise the story is different. Completely against the trends, three U.S. 'oldies' mopped up the M.A.P. Trophy as other teams lagged, each with one lame duck. The exception was the U.K. which, bless their efforts - had the next best spread of positions to that of the U.S.A. but, of course, if we are to use the 'rounds' as described here with *all* flights to count, our U.K. position drops through an engine cut on Terry Cooper's Flight 2.

So what do we learn from all this hindsight? First we need to arrange the medley of the judges *after* they have shown their standards in adequate warming-up flights. The medley for each team (assuming we are stuck with the two flight-line system) *must be balanced*. Then, second in importance we need a return of an attempt clause to call off a flight. This in turn will permit use of more flights to make up complete 'rounds' as a further safeguard against imbalance of the judging teams. Finally, the contest needs more time. Throwing fliers into the arena the day after arrival, following up to 30 hours of exhausting travel, can produce peculiar scores from judges, and the judged, on flight No. 1.

Happily, most of these problems are tabled for the F.A.I. meeting in Paris on December 2nd/3rd.

The Pylon and Thermal Soaring events were secondary to the World Champs; but nevertheless attracted 7 and 5 Nation entries respectively.



F. Schaden and 'Condor' of Austria (Digi-Fly R/C, HP 61 and fixed U/C) placed high as 4th in flights 2 and 4, was 8th overall. Model was one of few with a cabin arrangement.



Above, the Japanese newcomer, Y. Sugawara and 'Sawada' with all-O.S. equipment except Kato U/C. Was 6th in flights 1 and 3; 9th overall. Below, Australian 'Silverstone' maker Ron Young with O.S. 60 'Super-Star'.





One got the impression that they were treated as 'fill-ins' rather than as true F.A.I. authorised Limited (two teams of three from each Nation) International Contests. A late start, and use of a matrix system in pylon calling for decidedly impromptu heat planning, prolonged pylon over schedule. The Glider event was terminated to permit its prizegiving and a following model display. Such, I dare to suggest, would never have happened elsewhere! I didn't hear a single unkind word for pylon's extended time schedule, but I had plenty for the kind of inflexibility which negates a contest in deference to a display programme.

Dave Dyer makes his points bonus-winning spot landing above, to place 2nd in the Thermal Soaring International. At right, Geoff. Dallimer releases his 'Thermal Hopper', which came 6th. Both would very much have liked the chance of a third flight.



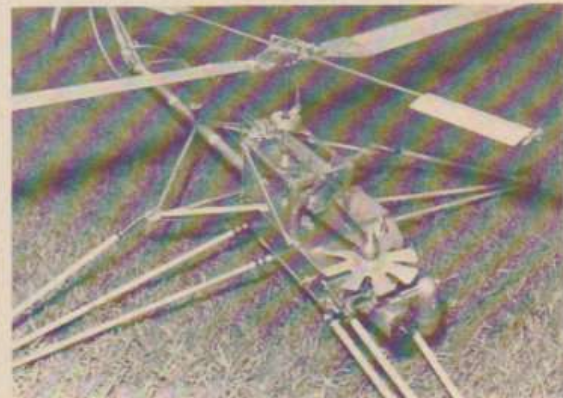
The entrants had waited for days to discover what was expected of them. Then suddenly they were pitched into the two events. Those that had experience knew what was to happen. Those without experience hardly got started. There were 19 heats in pylon with 16 entrants, each allowed four races. Frequency clashes meant that not every heat had four starters, but a 4, 3, 2, 1 place points system applied, so that

no matter how many in the race, a winner got a '4' - even if he was the only one to take-off. So the criterion was reliability plus speed around the sticks and those that hadn't practised soon got left at the start with dirty fuel pipes. It seems depressingly unfair that good and bad heats earn the same merit points, and though our U.K. team placed high with excellent reliability and well-earned places by Allan Mann and Tony Dowdeswell at second and third in the table, I am sure they much prefer the knockout system leading up to a fastest four in the final.

Then came Glider. Anyone who has seen a nine-footer on almost 1,000 feet of towline and tried to watch the moment the pennant falls away will realise that this is stretching things a little too far in more than one respect. Moreover, 10 minutes seems to be a long 'max' to endure, though it's not necessarily easy in turbulent conditions. Even the skill of a spot landing fails to raise a sense of achievement. Sandy Pimenoff cov-



Left: Bob Violett and Cliff Telford, both airline pilots, and a fine F.A.I. Pylon racing team, with the F.A.I. Pylon Racing Trophy donated by Sir Thomas Sopwith. Below, Geoff. Franklin releases Allan Mann's No. 82 as a Mexican awaits the one-second delayed start. Right, one of the American Helicopters, unidentified but we believe to be John Burkam's.





ered and assembled his *Cumulus* after arrival from Finland. Then he used old free-flight tactics to seek out good air, and led by the second flight. Dave Dyer was close behind at that stage when the shutters went down for a non-event and a dozen exasperated entrants from five Nations began to wonder why they had bothered. As it happened the heavens opened up and washed away the model display, but not before the amazing Schlueter Helicopters had done their party piece.

Sponsored by Franz Kavan who is to kit the *Hueycobra*, Gottfried and Schlueter put up a show that must have set the U.S. trade agog. They made it look so easy, that I fear a lot of newcomers will rapidly come to grief as they attempt to emulate so polished a performance. As scale models they could wipe the board. As helicopters they defy adequate superlatives and as a spectacle they border on the unbelievable.

If much of the foregoing sounds a little rough on A.M.A., then you



Left, Bruno Gottfried, who, with Dieter Schlueter, put up the splendid display of scale Helicopter flying with their 'Hueys'. Bruno's is in U.S. Army colours, Dieter's in German markings. Performance is fantastic. Above, detail of Fred Militky's 'Silencer' 2 motored electric R/C, which makes flights of up to 30 minutes with Stop/Start motors.



honour to attend, and moreover, one which has even returned a slight financial profit.

R/C PYLON RACE INTERNATIONAL (SOPWITH TROPHY)

7 Nations		16 Competitors	
1. R. Violet (U.S.A.)	16pts. 1:57.5		
2. A. Mann (U.K.)	15pts. 2:05		
3. A. Dowdeswell (U.K.)	13pts. 2:28		
4. T. Prather (U.S.A.)	12pts. 1:53.6		
5. B. Smith (U.S.A.)	10pts. 1:56.8		
11. P. Pilsworth (U.K.)	4pts. 2:37.5		

THERMAL SOARING INTERNATIONAL

5 Nations		12 Competitors	
1. S. Pimenoff (Finland)	1082		
2. D. Dyer (U.K.)	1070		
3. O. Heithecker (U.S.A.)	920		
6. G. Dallimer (U.K.)	756		

are misreading my intention. A.M.A. officials are masters of the instant decision and they have the capacity to accept candid comment on their first clash with the F.A.I. system. I know they'll be at the forefront in dispensing the cures for three anomolous contests. They can look back on a Champs that became a memorable experience, a true adventure for all who had the

Right: Fred Militky of Graupner and the incredible electric powered soarer. Silent climb is fascinating. Trailing folded props which re-start when wanted open a whole new future in small field flying. Below left, a 'Bug' that came to demonstrate but lost out to the elements, decorated as a Wasp. Right, the Dubro reaction type helicopter was flown at the Motel car park. Simple yet very clever.

