

Dr. Ralph Brooke repeats his win in the World Championship for radio control models

Ljungbyhed, Sweden

August 9th-15th



World Champion for the second time Dr. Ralph Brooke from Seattle, Washington, U.S.A. and his charming wife Jeannie. Model is the "Crusader" using a prototype of Orbit digital gear and a Merco 61 engine which had been borrowed only a few days before departure for the contest.

WHEN 35 of the World's leading multi-control experts assembled at the magnificently arranged Royal Swedish Air Force station to match their skills in the fourth World Championships, one might well have predicted that this was to be the year of proportional control.

Lacking only France, U.S.S.R., Malaysia, Australia, New Zealand and the Argentine, among the known experienced nations in representation, this was a contest to determine trends as well as to discover Champions. In terms of equipment, 10 reed sets were in a distinct minority against 32 proportional outfits

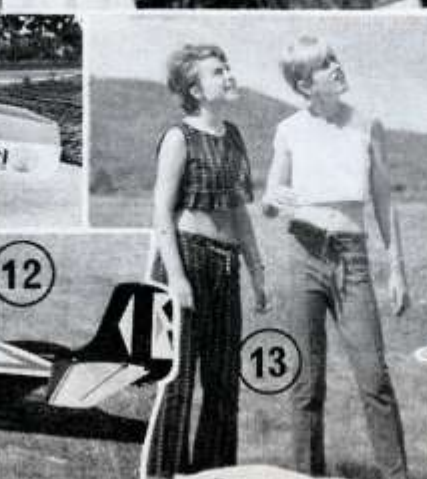
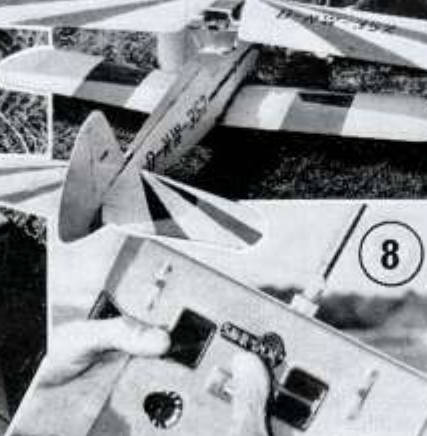
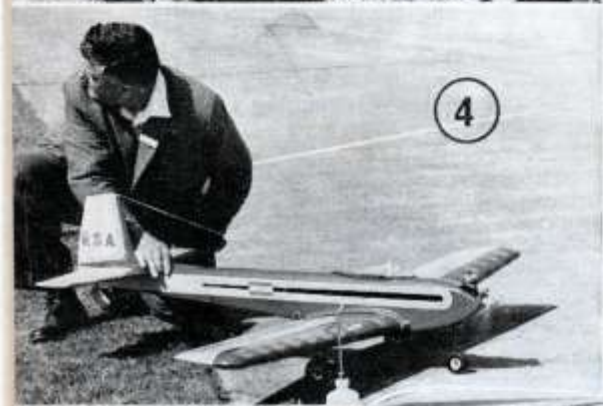
(1) Canadian Ron Chapman prepares his beautifully all gold finished "Norseman" Mk. 4 with C.R.C. proportional gear and triple deBolt retract U/C units. Wheels have flushed hubs. (2) Stewart Foster with multi transfer decorated "Nimbus" Mk. 2 as flown at the British Nationals, using Orbit reed gear. (3) Chris Olsen's new model has tapered surfaces! Also a new colour, white. Chris placed creditable 5th, with his "Upset" using, like other British team members, Merco 61. Radio is F & M. (4th) John Wessels from Johannesburg, South Africa flew a modified "Taurus" (note tail changes) with Bonner Digimite; Being held back by Cliff Culverwell. (5) Fritz Bosch had a "Tiger" biplane reserve model with German Simprop gear (see photo below). (6) Italian mechanic Roberto Bacchi restraining Emilio Corghi's own design "X-26" which operates with Controloire 10 channel reeds. (7) New style German proportional gear by the famous Braun Electronics Company was used by K. Bauerheim, held by neck strap horizontally in front of chest. (8) Also new from Germany is Walter Claas's (maker of famous harvester and agricultural machinery) Simprop. Has throttle at top right, separated from right hand stick. A pre-set throttle over-ride is operated by the stick. (9) Elegant comparison of Zell Ritchie's "Phantom Mk. 4" with Orbit Digital Prototype gear in background and J. Levenstam's Swedish "Mustfire" using Bonner Digimite in foreground. This model is to be kitted and available soon in Great Britain. (10) Chris Teuwen from Belgium flew a red and black "Trouble" with Bonner Digimite into a fine 2nd place. (11) Harold Tom from Edmonton, Canada, and his "Cutlass" using Kraft proportional. Warren Hitchcox looks on. (12) From South Africa, Chris Sweatman took his "Decoder" using locally produced Constellation 7 proportional. (13) Analog or Digital, we're not quite sure, but certainly proportional. This new line in Swedish models proved most attractive but regrettably were not generally available for further details to be obtained. (14) Fritz Bosch's "Dolphin" 3rd model which was actually used in contest flights has an unusual appearance—Fritz certainly goes for changes in outline and configuration.

registered on the field, no less than 10 of which were Bonner Digimites. Of the engines—that "other" most vital piece of equipment, the 35 contestants used 17 Mercos, 12 Super Tigres, two Vecos, one each K & B, O.S., Fox, and one Czech of home construction. Thus the Merco 61 was very much the motor of the meeting, adding to its envied laurels of Maynard Hill's outstanding World record achievements a World Championship of very special merit. Ralph Brooke used a borrowed Merco 61, chosen in favour of works supplied Jap and U.S. engines of renown, to win with a performance that was consistently good, and thus further enhanced the prestige of the small British Merco Company.

In the face of strong International competition, the British team, Chris Olsen, Stuart Foster and Peter Waters also deserve high praise for their 2nd placing in the team totals. Flying reed equipment against the sophisticated best of proportional from the U.S.A., Germany, Canada and South Africa, their 5th, 8th and 17th places indicate a high standard of piloting skill where smooth flying is the keynote.

Among other overall impressions (see October *Radio Control Models & Electronics* for extensive details) are those of superb models, notably Canadian Ron Chapman's all-gold "Norseman" with retractable landing gear, the Japanese "Super Thunderbirds" much influenced by Doc Brooke's "Crusader"; Zell Ritchie's "Phantom" with cockpit doll "Xeno"; the Italians, always with a flare for fast lines and South African Chris Sweatman's nearer to scale "Decoder". Unlike the last event where it was almost a one model meet, there were but 10 "Taurus" (mostly modded) among the 62 registered models.

Radio troubles were few. Proportional "glitch"—or twitch into fail safe revealed itself more in prac-



Rounds	Position	Name & Country			Total
		1st	2nd	3rd	
1	R. Brooke (U.S.A.)	6,151	7,008	7,188	20,347
2	C. Teuwen (Belgium)	6,168	7,216	6,609	19,993
3	Weirick, C. (U.S.A.)	6,217	6,403	7,269	19,889
4	P. Stephensen (Norway)	5,997	6,103	6,779	18,879
5	C. Olsen (G.B.)	6,005	6,066	6,257	18,328
6	Z. Ritchie (U.S.A.)	5,404	6,095	6,211	17,710
7	R. Chapman (Canada)	5,848	5,013	6,732	17,593
8	S. Foster (G.B.)	5,092	5,476	5,862	16,430
9	K. Blauhorn (W. Germany)	4,691	5,313	6,168	16,172
10	H. Tom (Canada)	5,616	5,504	4,930	16,050
11	J. von Scaebaden (Sweden)	5,186	4,919	5,600	15,725
12	F. Bosch (W. Germany)	5,654	2,827	6,974	15,455
13	C. Sweatman (S. Africa)	4,675	4,958	5,578	15,211
14	W. Hichcox (Canada)	4,329	4,804	5,305	14,438
15	G. Haegman (Belgium)	4,649	5,176	4,454	14,279
16	H. Rasmussen (Denmark)	4,189	4,934	5,140	14,263
17	P. Waters (G.B.)	3,923	4,560	4,986	13,469
18	E. Corghi (Italy)	3,966	5,000	4,438	13,404
19	S. Kato (Japan)	4,065	4,826	4,502	13,393
20	J. Wessels (S. Africa)	4,659	3,862	4,574	13,095
21	O. Mantelli (Italy)	3,826	4,316	4,413	12,555
22	F. Guallimietri (Italy)	3,366	3,390	4,522	11,278
23	J. Hackbe (Denmark)	3,469	3,844	3,927	11,240
24	K. Bauerheim (W.G.)	5,152	5,315	535	11,002
25	C. Calverwell (S. Africa)	5,276	1,065	4,638	10,979
26	J. Lavenstam (Sweden)	3,590	3,303	3,749	10,642
27	A. van der Burd (Holland)	3,708	2,621	4,127	10,456
28	J. van Vliet (Holland)	645	4,569	4,964	10,378
29	M. Kato (Japan)	4,388	4,950	988	10,326
30	U. Tonnessen (Norway)	3,256	3,066	3,280	9,602
31	R. Dilor (Sweden)	3,643	3,032	2,914	9,589
32	J. de Dobbelaar (Belgium)	1,395	3,243	4,679	9,317
33	E. Andersen (Denmark)	2,850	938	3,904	7,692
34	F. Martens (Holland)	2,961	2,707	485	6,153
35	J. Michalovic (Czech.)	1,274	2,072	1,339	4,685

tice sessions than in the contest, and then only seriously affected Bauerheim (West Germany) whose model went through a series of heart stopping near disasters not once but twice! Reigning Co-Champ. Fritz Bosch, hit troubles with a write-off in practice, then had his engine quit during the second flight tail slide. This was enough to destroy all hope of his predicted high place and dropped the German team position. All three flights counted—and consistency was the great essential.

This requirement stems from a new judging scheme. Six Internationally selected judges work on an "Eight-on, four-off" flight roster four at a time. The scheme groups judges differently throughout the three rounds so that each entrant is seen by each judge at least

once. Minor disadvantage is that inevitably, one group of judges will be more severe than others, and some entrants may get the tougher judges twice just as others will get the more generous judges for two flights. Doc Brooke felt he had passed the hurdle when he had amassed 13,159 pts. at the end of the 2nd round for although Belgian Chris Teuwen had 13,384, he had yet to fly before the tougher group of judges. Chris overdid his effort, flying too low so showing waviness and trying too hard. Brooke accumulated 579 pts. advantage on this last flight alone, and so secured a well-earned victory. Highest pointed flight of the meeting was Cliff Weirick's 3rd with the glass fibre fuselage "Candy"—fresh from his second U.S. Nationals victory.

Other sparkling performances came from Norwegian P. Stephensen who pilots his "Maximum" shoulder wing design with the Bonner Digimite Tx held almost under his chin! Chris Olsen's stable "Upset"—tapered surfaces—no less (!) was in perfect trim and led the reed fliers. Space Control creator and now Orbit technician Zelbert Ritchie remains faithful to the single stick control, almost a lone protagonist for this cause among contest fliers, but his 6th place shows it is no "bag of worms" to Zell.

Technically, the winner used two outstanding items—if the new prototype Orbit Digital outfit may be so termed as one; the other being the new "inert" plastic bounce-resisting wheel by Dubro. Any particular trend might be summarised as a move to more realistic appearance, the only common denominator being the universal requirement for three wheels.

Team Positions

(1) U.S.A. 57,946. (2) Great Britain 48,227. (3) Canada 48,081. (4) Belgium 43,589. (5) West Germany 42,629. (6) South Africa 39,285. (7) Italy 37,237. (8) Sweden 35,956. (9) Denmark 33,195. (10) Norway 28,481. (11) Holland 26,987. (12) Japan 23,719. (13) Czechoslovakia 4,685.

Two attractive models. In the foreground Cliff Weirick's "Candy" winner of the U.S. Nationals 1965 and equipped with a prototype Yeco 60 Bonner Digimite gear, etc. Details of other model apparently exclusive.



From Japan Masahiro Kato and Susulce Kato (at right) flew identical "Super Thunderchief" models each with Bonner Digimite. Below, two Norwegians, in the background P. Stephensen with his "Maximum" which placed 4th and in foreground U. Tonnessen who used his own design proportional gear, both have Merco 61 engine.

