
THE CONNECTOR



THE NEWSLETTER OF THE AEROGUIDANCE SOCIETY, INC.

Vol. IV Number 8

Editor: Bob Noll

September, 1971



SEVENTH WORLD AEROBATIC CHAMPIONSHIPS FOR RADIO CONTROL AEROMODELS

DOYLESTOWN, PA.
SEPTEMBER 15-19

ORGANIZED AND DIRECTED BY
ACADEMY OF MODEL AERONAUTICS
806 FIFTEENTH STREET, N. W.
WASHINGTON, D. C. 20005 U. S. A.

Two-Time World Champion



Competitor: Bruno Giezendanner

Model Entry: Original design "Marabu", Webra 61 engine (HP engine, alternate), Digi-Fly radio. Aircraft specifications: 775 sq. in. wing area, 171 sq. in. tail area, 7 lbs. 1 oz. model weight with fuel.

Modeling Achievements: Current Radio Control World Champion; winner of many regional competitions in the years 1966 through 1970; Swiss National Champion 1965 through 1970.

Club Affiliation: Modellfluggruppe Pfaffikon.

Years in Aeromodeling: 12 (9 years in RC).

Other Hobbies: Skiing, swimming, flying, mountaineering.

Employment: Mechanic and Owner of Precisions-Fabrication.

Additional: Single; club trainer for young RC pilots.

THE VICE-PREZ SEZ: - Bob Jennings

This weekend (Oct. 2) is the annual intraclub contest. This is the last scheduled club flying event of the year so lets get everyone out. There is a class for everyone. According to Intra Club Contest Director, Lou Francavillo, the following classes and maneuvers will be flown:

NOVICE (Never competed in AMA contest)

- | | |
|--------------------|-----------------------|
| 1. Straight Flight | 5. one Roll |
| 2. Procedure Turn | 6. One Loop |
| 3. Straight return | 7. Immelman |
| 4. Figure eight | 8. Landing Perfection |
| 9. Spot Landing | |

INTERMEDIATE (Never competed above Class A)

- | | |
|--------------------|-----------------------------|
| 1. Take Off | 7. 3 Inside Loops |
| 2. Straight Flight | 8. Cuban 8 |
| 3. Procedure Turn | 9. Inverted Straight Flight |
| 4. Straight Return | 10. Stall Turn |
| 5. Touch & Go | 11. Landing Perfection |
| 6. 3 Axial Rolls | 12. Spot Landing |

EXPERT (All Others)

- | | |
|-----------------------|-----------------------|
| 1. Takeoff | 6. Reverse Cuban 8 |
| 2. Touch & Go | 7. 180° Turn |
| 3. 3 Horizontal Rolls | 8. Top Hat |
| 4. 4 Point Roll | 9. Landing Perfection |
| 5. Figure M | 10. Spot Landing |

The number of projects on display at recent meetings has dropped to zero. How about bringing something you are working on to the next meeting. Projects on which the builder has encountered a problem are good ones to bring. There may be someone at the meeting who has a solution to your particular problem and there will be others who have the same problem. Everyone can gain experience from this and the club can continue providing a very important service.

MEETING PROGRAMS:

There are some good programs lined up by our Program Chairman, Dave Reed, for the next few meetings. Art Riegel will present a program on spray painting and Bill Underkofler will give a repeat performance of his program on balsa selection and building techniques. Bill gave this very informative program about 2 years ago and provided a lot of information that was welcomed by even the more experienced builders. Both of these programs are musts for anyone who wants to improve their building and painting skills.

Dave couldn't provide the exact dates for Art's or Bill's programs, but did say that the "Embassadors In Blue", a film on the U.S. Air Force Jet Team will be shown on October 22.

OFFICIAL RESULTS- FAI RC AEROBATIC WORLD CHAMPIONSHIPS-DOYLESTOWN, PA.

<u>PLACE</u>	<u>COMPETITOR</u>	<u>NATION</u>	<u>TOTAL- BEST 3</u>	<u>PLACE</u>	<u>COMPETITOR</u>	<u>NATION</u>	<u>TOTAL- BEST 3</u>
1.	Giezendanner, B.	Switzerland	20315	31.	Chapman, R.	Canada	14875
2.	Matt, W.	Liechtenstein	20275	32.	Bettini, G.	Italy	14785
3.	Kraft, P.	USA	19455	33.	Ragoni, R.	Switzerland	14740
4.	Prettner, H.	Austria	19095	34.	Chabert, D.	France	14535
5.	Wester, J.	Germany	19090	35.	Weixelbaumer, K.	Austria	14390
6.	Whitley, J.	USA	18750	36.	Christensen, I.	Canada	14385
7.	Chidgey, R.	USA	18495	37.	Stovling, B-E.	Sweden	14195
8.	Schaden, F.	Austria	18225	38.	Feiner, S.	Mexico	14120
9.	Sugawara, Y.	Japan	18160	39.	Prat, F.	Mexico	14120
10.	Hardaker, D.	England	17990	40.	Sweatman, C.	South Africa	13905
11.	Shimo, K.	Japan	17815	41.	Gillgren, C.	Sweden	13890
12.	Bertolani, B.	Italy	17660	42.	Tromp, K.	Netherlands	13610
13.	Birch, M.	England	17405	43.	Green, B.	Australia	13375
14.	Marrot, P.	France	17320	44.	Vandermeulen, E.	Belgium	12665
15.	Giezendanner, E.	Switzerland	17085	45.	Riihela, H.	Finland	12100
16.	Pagni, G.	Italy	17070	46.	Toft, E.	Denmark	11650
17.	Cappuyens, G.	Belgium	17005	47.	Slidrecht, K.	Netherlands	11425
18.	Hitchcox, W.	Canada	16790	48.	Mollerup, C.	Denmark	10700
19.	Hoppe, G.	Germany	16685	49.	Castaneda, L.	Mexico	10650
20.	Cooper, T.	England	16415	50.	Hoffmann, P.	Luxembourg	9835
21.	Stephansen, P.	Norway	16410	51.	Dible, J.	Ireland	9360
22.	Ridderstrom, G.	Sweden	16255	52.	Young, R.	Australia	8620
23.	Kosche, W.	Germany	16200	53.	Lautala, K.	Finland	8155
24.	Brand, P.	South Africa	15855	54.	Menary, H.	Ireland	8085
25.	Hardy, G.	France	15740	55.	Behm, P.	Luxembourg	7450
26.	Aker, K.	Norway	15360	56.	Jorgensen, J.	Denmark	6855
27.	Werion, G.	Belgium	15355	57.	Buick, F.	Ireland	6655
28.	Van Vliet, J.J.B.	Netherlands	15345	58.	Paulsen, T.S.	Norway	5995
29.	Marincowitz, C.	South Africa	15135	59.	Bertemes, N.	Luxembourg	4700
30.	Kato, M.	Japan	15100	60.	Kim, T.S.	Korea (South)	2715

OFFICIAL RESULTS - TEAM STANDINGS

<u>PLACE</u>	<u>NATION</u>	<u>POINTS*</u>	<u>PLACE</u>	<u>NATION</u>	<u>Points*</u>
1.	U.S.A.	56700	12.	Sweden	44340
2.	Switzerland	52140	13.	Netherlands	40380
3.	Germany	51975	14.	Mexico	38890
4.	England	51810	15.	Norway	37765
5.	Austria	51710	16.	Denmark	29205
6.	Japan	51075	17.	Ireland	24100
7.	Italy	49515	18.	Australia	21995
8.	France	47595	19.	Luxembourg	21985
9.	Canada	46050	20.	Liechtenstein	20275
10.	Belgium	45025	21.	Finland	20255
11.	South Africa	44895	22.	South Korea	2715

*Sum of individual contestants scores, best three flights for each

INTERNATIONAL FAI PYLON RESULTS

<u>PLACE</u>	<u>CONTESTANT</u>	<u>COUNTRY</u>	<u>POINTS</u>	<u>BEST TIME</u>
1.	Telford-Violett	U.S.A.	16	1:57.5
2.	A. Mann	England	16	2:05.2
3.	A. Dowdeswell	England	13	2:28.2
4.	T. Prather	U.S.A.	12	1:53.6*
5.	B. Smith	U.S.A.	10	1:56.8
6.	G. Shaw	Canada	10	2:17.7
7.	B. Castaneda	Mexico	9	2:48.9
8.	R. Svenningsson	Sweden	7	2:05.0
9.	J. Sederholm	Finland	7	2:58.2
10.	Y. Murakami	Japan	4	2:28.8
11.	P. Pilsworth	England	4	2:37.5
12.	B. Ball	Canada	3	2:26.5
13.	H. Bando	Japan	2	2:25.7
	M. Sierra	Mexico	0	
	L. Castaneda	Mexico	0	
	T. Isobe	Japan	0	

DID YOU KNOW:

That Ron Stankiewicz will be leaving the AGS. Ron and Nancy will be moving to California where Ron has accepted another position with IBM. Although Ron has only been in the club about a year, he has contributed significantly. He is probably most famous for organizing and preparing the food for the spring pancake breakfast in the rain, and for his help in tending to the publicity for our annual contest.

Good luck to Ron and Nancy and may they have better weather in California for the pancake breakfasts.

REFLECTIONS ON THE INTERNATS:

Having just returned from Doylestown, I thought most of you would like to know the results of the competition as well as some of the impressions and outstanding events that occurred during the week.

First let me give you a brief background of the Internats. The first such event was held in 1960 in Zurich, Switzerland. Since 1963 these World Championships have been held every other year. The last event was held in 1969 at Bremen, Germany.

Of interest is the fact that the World Champion going into this meet was from Switzerland, the country where these meets began. Bruno Giezendanner, successfully defended his title and was obviously the focus of all attention. It is not unusual in these events for champions to repeat. Ralph Brooke did it for the U.S.A. by Winning the World Champion title in 1963 and 1965.

Until the last meet in 1969, the U.S.A. dominated these competitions since the beginning. But in 1969, the World Championships showed that domination by teams from the U.S.A. was at an end when both the individual and team championships went to European competitors.

In addition to the Aerobatic competition, two International Class events were scheduled this year. These events are on a level below the World Championships classification because they are new and relatively untested in terms of participation by teams from many foreign countries. Pylon Racing and Soaring were being tested at this meet to see how soon they may achieve World Championship classification.

As exciting as the actual competition was the fun of meeting so many foreign RC'ers and discussing their ideas and experiences with them. This was quite difficult in some cases where the language barrier was a definite obstacle. Most competitors were flying airplanes that were very similar in size although the weights ranged from just under 7 lbs to well over 9 lb. Engines were predominantly side mounted and many were equipped with muffler pressure. Low wing designs were predominant and the only shoulder wing design I noticed was the plane of Pierre Marrot, the Champion of France for 9 consecutive years.

The most striking contrast between the competitors was the styles of flying. The U.S.A. style is fast and large maneuvers, with throttle changes made only for spin, top hat and Figure M maneuvers. The Japan team were the only other team that flew similar to our U.S. flyers. In contrast, the majority of the competitors used their throttle control extensively which resulted in slower constant speed maneuvers, a style that I came to enjoy watching as the competition progressed. My guess is that the winner, Bruno Giezendanner, used high throttle for only 50% of his flight. He even throttled back when making a turn between maneuvers. Bruno was certainly not alone in his style of flying as Wolfgang Matt, 2nd place, and Hanno Prettnner, 4th place used a very similar style. The fact that Bruno won in 1969 probably has an influence on many of the other competitors.

Certainly the most impressive demonstration flying at the Internats was by the "Kavan Helicopter Team". Two scale models of the Bell AH-1G helicopter were flown each of four days and proved that all of the obstacles which have confronted R/C helicopter enthusiasts for years have been overcome. Three years of testing went into the development of these machines which fly all maneuvers of an original helicopter. The size is 80" and it has flown a maximum of 27 min. 51 sec. and a distance of 6 miles in a closed circle.

P. O. Box 52
Endwell, N.Y. 13760