

THE
WORLD CHAMPIONSHIP
FOR
RADIO - CONTROLLED
MODEL AIRCRAFT



AUGUST

17 - 18 - 19

1962

R. A. F. KENLEY

Admission by

SOUVENIR PROGRAMME

5/-

Nº 1617

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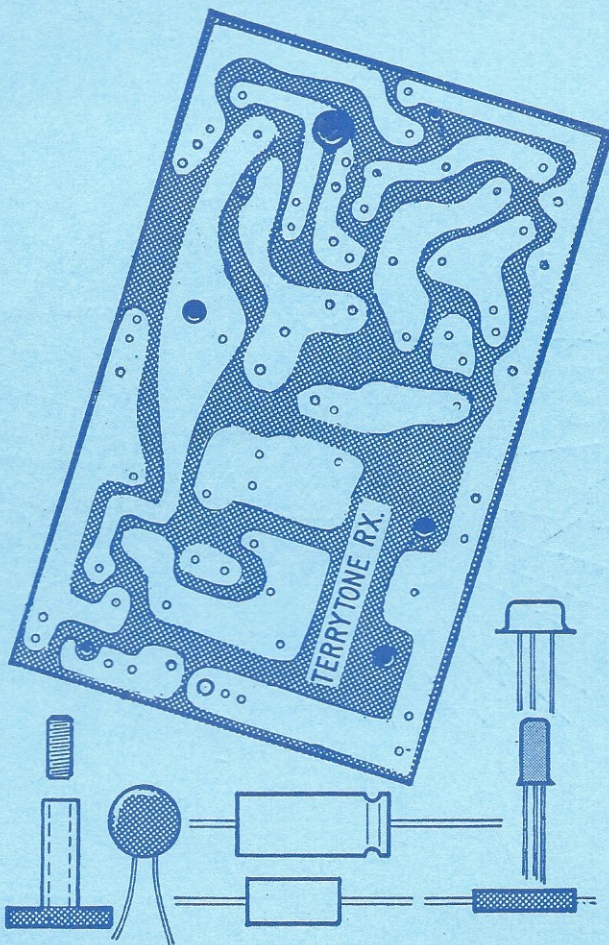
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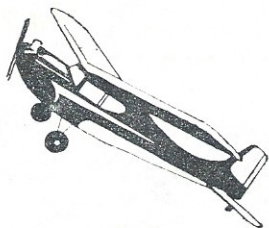
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There is no apparent application of Balsa wood to electronics, but there is a very direct connection. A radio controlled model represents a considerable investment in electronic equipment. The performance of that model, and the safety of that investment, depends to a large extent on the Balsa wood airframe.

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- ★ Peter Chinn's authoritative engine tests and reviews.
- ★ Full-size fold-out plans to build big flying models featured in alternate issues. The September plan (on sale August 20th) is something really special. See details below.

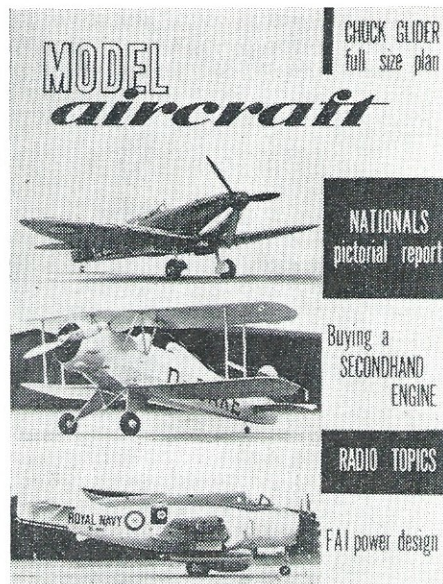
PLUS plans, articles, news and reviews for all aspects of the hobby



BIGGEST EVER IN SIZE AND VALUE

THE SEPTEMBER ISSUE (ON SALE MONDAY, AUGUST 20)

- ★ For the first time since fold-out plans were introduced by MODEL AIRCRAFT, there will be a FOUR page fold-out drawing which measures 28 in. wide by 9½ in. deep printed on both sides — in fact a 28 in. × 19 in. plan.
- ★ The Fokker D-VII, famous World War I German fighter, is the subject, and all parts for this 31 in. wingspan free-flight scale model for .75 c.c. engines are drawn full size. Two pages of illustrated building instructions, *plus* a complete list of materials, make this a model everyone will want to build.
- ★ The September MODEL AIRCRAFT is on sale Monday, August 20. Don't miss it.



The August issue, on sale July 20

- ★ Scale plans of aircraft described by leading aviation writer J. W. R. Taylor.
- ★ Wings Club for the under 16's, with badge, transfers, special features and designs.

The Society of Model Aeronautical Engineers, Ltd.
in association with
The Academy of Model Aeronautics of America

present the

1962 WORLD CHAMPIONSHIP

for

RADIO-CONTROLLED MODEL AIRCRAFT

17-18-19 August

at

R.A.F. KENLEY

Surrey, England

(By kind permission of Group Captain O. Gradon, O.B.E.)

The Championship will be run in accordance with the regulations
of the Federation Aeronautique Internationale.

Officers of the S.M.A.E.

Chairman

A. F. Houlberg, M.B.E.

Vice-Chairman

C. S. Rushbrooke

<i>Treasurer</i>	H. W. Barker
<i>Press Officer & P.R.O.</i>	S. E. Uwins
<i>Competition Secretary</i>	B. A. Messom
<i>F.A.I. Delegate</i>	H. J. Nicholls
<i>Records Officer</i>	N. J. Butcher

General Secretary: R. L. Taylor

CONTEST OFFICIALS

F.A.I. Jury :

H. J. Meier	...	...	...	...	...	...	...	...	Germany
Dr. W. A. Good...	...	...	...	...	...	...	...	...	U.S.A.
H. J. Nicholls, F.S.M.A.E.	...	...	...	...	...	...	...	...	Great Britain

Judges:

A. Aarts	...	...	...	...	...	...	...	...	Holland
M. Hill	...	...	...	...	...	...	...	...	U.S.A.
N. Trumpfheller...	...	...	...	...	...	...	...	...	Germany
R. Beck	...	...	...	...	...	...	...	...	Hungary
C. S. Rushbrooke	...	...	...	...	...	...	...	...	Great Britain

Contest Director: B. A. Messom, F.S.M.A.E.

Chief Marshal: Howard McEntee, U.S.A.

Chief Timekeeper: N. Couling

Chief Recorder: E. F. H. Cosh, F.S.M.A.E.

S.M.A.E. Members and R.A.F. Halton Cadets will officiate
as Timekeepers, Recorders, and Marshals.

Interpreter: G. Honnest-Redlich

ACKNOWLEDGMENTS

The organisers wish to express their indebtedness to :—

The Officers and personnel of R.A.F. Station, Kenley

Messrs. Castrol Oil Company Ltd.

Messrs. G. Honnest-Redlich Ltd.

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Messrs. Solarbo Ltd.

Southern Radio Controls

and all those who have worked to make this World Championship a success.

LETTER OF WELCOME

from

GROUP-CAPTAIN O. GRADON, O.B.E.,
Commanding Officer, Royal Air Force, Kenley, Surrey

Royal Air Force,
Kenley,
Surrey.

16th July, 1962.

I am writing to extend to the Society of Model Aeronautical Engineers and the Academy of Model Aeronautics and all competitors and officials, especially those coming from abroad, a very cordial welcome to Royal Air Force, Station, Kenley.

We regard it as a great honour that so important an event as the 1962 World Championships for Radio-Controlled Model Aircraft should be held at this station. The importance of the occasion needs no emphasis, and I can assure you that everybody here realises very fully what these World Championships mean to your enthusiastic competitors, many of whom will be travelling great distances to be present.

The hobby of aeromodelling is constructive and educational. It calls for the development and employment of many skills, considerable ingenuity, good judgment, and sound technical knowledge. The World Championships for radio-controlled models represents the most accomplished and advanced demonstration of the skilled attributes required of its practitioners. Naturally, the Royal Air Force welcomes and appreciates anything that contributes to air-mindedness; but in addition we are very conscious of the high skill and knowledge of your competitors, and it particularly interests us that so many successful pilots and aircraft designers have had their enthusiasm fired by having been modellers in their youth and, in this way, have made their acquaintance with the theory of aerodynamics.

On behalf of the Royal Air Force, therefore, may I welcome you to Kenley and wish the organisers and competitors all good fortune in this enterprise? We hope that you will have a very happy and successful competition. We shall be delighted to have you with us at this historic Station, and hope that you will all enjoy yourselves and carry away with you the happiest memories of this station and of this lovely part of the County of Surrey.

O. GRADON,
Group-Captain,
Officer Commanding,
Royal Air Force, KENLEY.

ADDRESS OF WELCOME

A. F. HOULBERG, M.B.E.
(Chairman, S.M.A.E.)

The organising of the World Championship for Radio Controlled Model Aircraft for 1962 has been allocated by The Federation Aeronautique Internationale to Great Britain and in consequence the Society of Model Aeronautical Engineers receives the honour of running this event at the Royal Air Force Station, Kenley, by the kind co-operation of the Officer Commanding, Group Captain O. Gradon, O.B.E., and in collaboration with The Academy of Model Aeronautics of the U.S.A. who produced the individual winner of the championship in 1960.

Model aeronautics has existed for many years, indeed before the advent of human flight, since practically all the early experiments in aviation were carried out in model form before man succeeded in mastering the art of flying. At the same time models have also aroused the interest of many persons in the fascinating craft of making them and in the pure sport of flying them in either free or controlled flight.

The radio-controlled models which are taking part in this Championship event represent the very highest development in model aircraft and are capable with their radio actuated multi-controls of executing all the aerobatic manoeuvres which the best aerobatic aeroplane pilot is capable of carrying out in a full-size machine.

Providing our British weather is kind to us you will be witnessing the Worlds best model constructors and flyers perform in keen but friendly rivalry and the resulting performances may well be astonishing.

The Society of Model Aeronautical Engineers extends a most hearty and warm welcome to all the visiting competitors, some of whom have travelled half way round the world to be present. We sincerely hope that they will have a pleasant stay with us and a satisfying and interesting contest.

To the members of the public who have had sufficient interest to attend this Championship event we also extend a warm welcome and we hope that the flying which you have witnessed will inspire you to join the happy band of enthusiasts who have presented this meeting.

AEROMODELLING IN GREAT BRITAIN

The models you are seeing in action during this World Championship are only one of many kinds of model aircraft flown in this country and throughout the world ; and while Radio-Controlled models are the most sophisticated (and costly!) thousands of enthusiasts gain enjoyment from flying such widely divergent types as Free-flight duration, Control-line Aerobatic or Speed, Team Racers, or just plain sports models. Lack of funds need be no handicap in this hobby, for it is possible to build a glider capable of winning a World Championship for a matter of about 25/-; but while this will certainly cover the cost of the necessary materials, a great deal of experience is also needed. Such experience can be gained by flying in the contests in this country, which are organised by the Society of Model Aeronautical Engineers ; this is the body delegated by the Federation Aeronautique Internationale (through the Royal Aero Club) to control both national and international events in Great Britain. Many other contests are run by local Clubs.

The aims and duties of the S.M.A.E. are not, however, limited to the organisation of contests, but include the encouragement of this worthwhile hobby in all its forms. This it does by providing insurance for its members, negotiating for the use of flying grounds, and keeping its members informed of events in the world of aeromodelling by means of its news-sheet. To ensure that it is carrying out the wishes of the majority, the S.M.A.E. is organised into 18 Areas, each of which has the right to be represented on the Council, together with the Officers of the Society. Most Areas have monthly meetings, attended by Club members and delegates ; so that every member can have a voice in the running of the organisation.

With the exception of the General Secretary, all the officers of the S.M.A.E. are voluntary, and it says a good deal for the fascination of the hobby that so many people are willing to give much time and expense to what is often an unappreciated task. That it *is* fascinating can scarcely be denied; there is a type of model aircraft to appeal to every taste, from the silent, soaring flight of the sailplane to the rocket climb of the duration power model, and the split-second excitement of a Team Race pit-stop. Even in the case of the "sports" model, not intended to be flown competitively, there is a great deal of satisfaction in seeing a model of your own creation taking to the sky.

In an activity so varied as this, encouragement is given to the development of both manual and mental skills. In any form, the hobby calls for a good deal of craftsmanship ; and in various classes, knowledge of engineering, aero-dynamics, mathematics, and electronics is stimulated. And yet, for the beginner, it is not necessary to be an expert in any of these fields ; through the medium of kits, and with the assistance and advice to be found in local Clubs, anyone interested can be guided through his "early efforts." Usually it is not long before he (or she!) wants to design and build his *own* masterpiece!

One aspect of the hobby which cannot be measured by any increase in skill or by the number of trophies on the sideboard is the fellowship to be found among aeromodellers ; not that they are always in perfect agreement, but there is always a ready acceptance of a fellow enthusiast. This is true especially at International events such as this Championship ; political differences cease to exist, language difficulties are somehow overcome ; and this is perhaps the greatest contribution that aeromodelling, one of the few truly amateur sports left, can make to its followers ; and indeed to the world.

Further particulars of the model aircraft movement in this country can be obtained from:—

The Society of Model Aeronautical Engineers, Ltd., 10a, Electric Avenue, London, S.W.9.

ABOUT THE F. A. I. AND THIS CHAMPIONSHIP

by Henry J. Nicholls, F.S.M.A.E., U.K. Delegate to the C.I.A.M. of the F.A.I.

The Federation Aeronautique Internationale, whose headquarters are in Paris, is the organisation under whose control all aviation sporting events of an International character are organised, and the World Championship for Radio-controlled Models is one of these.

There are eight aeromodel championships which are organised as a two-yearly programme, so that there are four to be held in each year. The Radio-controlled Championship is one of the most important of these, although one of the youngest, and it certainly offers the finest display to spectators.

The models are all roughly of the same type and a typical specification would be as follows : Wingspan 65-72" ; weight 6-7 lbs. ; powered by an internal combustion two-stroke engine of from 6 to 10 c.c.s. developing anything from 0.5 to 1.0 B.H.P. at about 12,000 R.P.M. The controls in the aircraft comprise, rudder, elevator, elevator trim, aileron, and engine speed controls, all of which are controlled by the pilot through his radio-control equipment. The receiver in the plane is really a highly developed switching device which in turn operates a servo for each control, and as these servos all have to be operated in two directions (e.g. right and left rudder) two "radio channels" are required for each aerodynamic control. Thus these models have ten radio channels for the five controls mentioned above.

The Transmitter is light and compact and is held in the hand. The control switches on the transmitter are arranged so that their motion corresponds to the response in the aircraft. Thus moving the rudder switch to the right operates right rudder. Moving the elevator switch up gives up elevator and so on.

Although this may sound comparatively simple, it does, in fact, take years of experience in radio flying before the standard of flying that spectators will see at this Championship can be achieved. Most modellers start with the simplest possible equipment giving rudder-only control in a light plane, and gradually progress through more and more complicated methods of control to that required for a Championship standard of flying, i.e. a model with ten channels.

The Teams are selected in most countries by a series of nation-wide eliminating contests. In Great Britain we have two such centralised National "Trials" on the results of which our Team is selected, and this is the responsibility of the S.M.A.E.

Each Championship is organised in turn by one of the member countries of the F.A.I. who can offer the necessary facilities and organisation. This year this Championship is a joint effort by the S.M.A.E. of Great Britain and the Academy of Model Aeronautics of the United States of America.

Each Competitor has to fly a fixed pattern of manoeuvres, illustrated details of which you will find on the centre pages of this programme.

Judging, which is a highly skilled business, is carried out by a panel of five international judges of five different nationalities, and once their scores have been calculated from their score cards and put up on the board, the highest and lowest scores are discarded and the competitor's final score is the sum of the other three.

As the manoeuvres are of varying difficulty, the judges mark each figure to a maximum of ten points, and their mark is subsequently multiplied by a factor which is fixed in accordance with that difficulty. Thus a simple figure may have a factor of only five whereas a really difficult one a factor of twenty, implying that it is four times as difficult to execute.

Judging is based entirely on the quality of the manoeuvre, and smoothness of control together with accuracy are taken into consideration throughout every separate figure.

When the five judges cards are handed in, the Chief recorder supervises the calculation of the five separate results, and eventually they find their way on to the score board for all to see, together with the final result.

As it will not be possible during this Championship for all spectators to see the score board, there will be frequent announcements over the P.A. system allowing you to keep the scores in your programme up to date.

Each competitor makes three flights during the contest, the best two scores being added together to obtain his final marking.

Fifteen minutes is the maximum time allowed under the regulations for each flight. Normally flights take less than fifteen minutes to complete and spectators will see an average of five flights each hour.

This F.A.I. "pattern" of manoeuvres has now been adopted by a majority of Countries throughout the world for all their contest flying.

The King of the Belgians cup goes to the individual winner who will be the World Champion for 1962, and the Best Team will receive the Team Trophy shown on page 16.

There is no doubt that this highly developed hobby of radio-controlled flying reaches its zenith in the World Championship Competition and all spectators will be ensured of a fascinating and thrilling spectacle.

TO HELP YOU ENJOY YOURSELVES

A running commentary and regular announcements of points scored by the contestants will be made.

Any S.M.A.E. Member will be pleased to answer any queries.

Refreshments are available.

TO HELP US IN THE ORGANISATION

Please do not go onto any part of the airfield which is "off limits."

Please do not enter the take-off area.

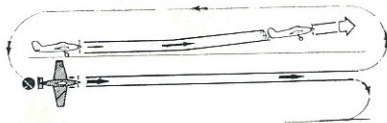
Please comply with the directions of the marshals.

Please do not leave any litter.

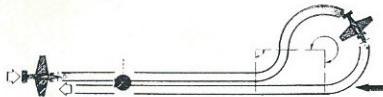
First Aid facilities are provided by the Brigade of St. John.

SCHEDULE OF

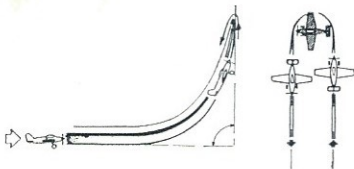
(The number of points shown is the maximum)



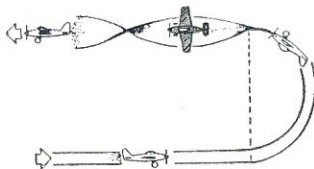
1. Take-off : 50 points



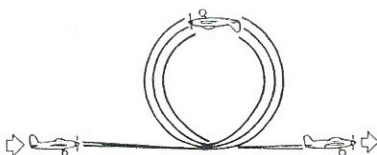
2. Procedure Turn : 150 points



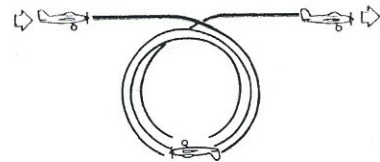
3. Stall Turn : 50 points



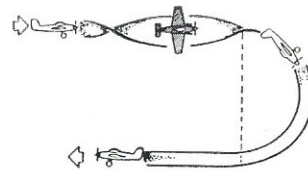
4. Immelman Turn : 100 points



5. Three Loops : 80 points



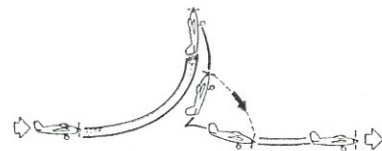
6. Three Inverted Loops : 100 points



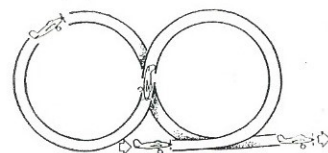
7. Reversal : 100 points



8. Reverse Rolls : 200 points



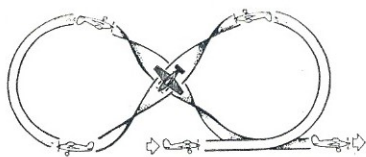
9. Tail Slide : 150 points



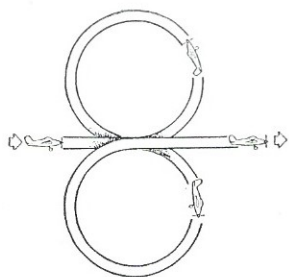
10. Horizontal Eight : 120 points

MANOEUVRES

(maximum obtainable in each case)



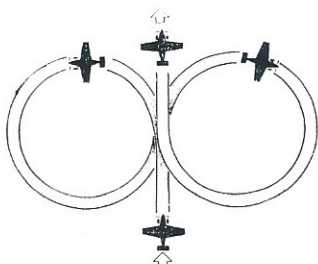
11. Cuban Eight : 120 points



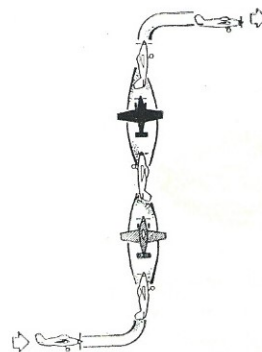
12. Vertical Eight : 120 points



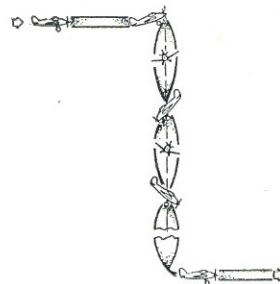
13. Inverted Flight : 140 points



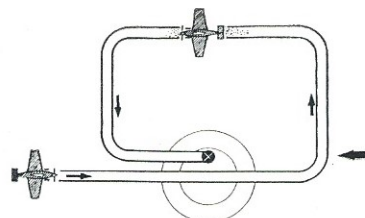
14. Inverted Eight : 240 points



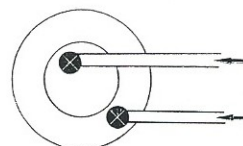
15. Climbing Roll : 120 points



16. Three-turn Spin : 120 points



17. Landing Circuit : 100 points



18. Spot Landing : 150 points

LIST OF CONTESTANTS

BELGIUM

		Mechanic	Flight Scores		Total	Placing
			1st	2nd	(Best Two)	
1	C. Teuwen	J. Briot				
2	P. Louis	M. Louis				
3	J. De Dobbeleer	M. Perignon				
Team Manager: E. De Pelsmaecker						

FRANCE

4	P. Marrot					
5	F. Plessier					
6						
Team Manager: S. Zwalhen						

GERMANY

7						
8						
9						
Team Manager:						

GREAT BRITAIN

10	C. Olsen					
11	H. Brooks					
12	F. Van-den Burgh - added later					
Team Manager: S. Uwins						

HOLLAND

13						
14						
15						
Team Manager:						

ITALY

16	E. Corgi	R. Bacchi				
17	A. Bellochio	C. Scaglia				
18	L. Raineri	F. Guglielminetti				
Team Manager: G. Barthel						

AND SCORE SHEET

JAPAN

JAPAN		Mechanic	Flight Scores			Total	Placing
			1st	2nd	3rd	(Best Two)	
19	H. Oki	S. Ogawa					
20	M. Kato						
Team Manager: M. Mishima							

NORWAY

21	P. Stephansen	G. Gundersen					
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SOUTH AFRICA

22	J. M. Malherbe	D. Parker					
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SWEDEN

23	R. Dilot	G. Hofmann					
24	P. Eliasson	O. Hessler					
25	J. Levenstam	J. von Segebaden					
Team Manager: B. Beckman							

SWITZERLAND

SWITZERLAND							
26	C. Sauthier	}	R. Maret N. Emil				
27	A. Matthey						
28	A. Bickel						
Team Manager: A. Degen							

U.S.A.

29	D. Spreng						
30	D. Brown						
31	T. Brett						
Team Manager: G. Gabbert							

U.S.S.R.

32	A. A. Arler	Y. S. Khuhra					
33	P. V. Gorinin	V. N. Potapov					
34	P. M. Velichkovsky	V. V. Lopatov					
Team Manager: V. A. Plaxin							

THE SOCIETY OF MODEL AERONAUTICAL ENGINEERS, LTD.

hope you have enjoyed your visit to this World Championship, and that you will leave with a good impression of what aeromodelling can do for the young enthusiast. We hope also that perhaps some of you will be tempted to "have a go" yourselves; you will find many people willing and anxious to help you. If your interest has been aroused, we suggest you write to the S.M.A.E. asking them for the address of your nearest Club.

The proceeds from this World Championship will be used to help towards sending the British Team to the World Control-line Championship, to be held at Kiev, in Russia, later this year.

The Society of Model Aeronautical Engineers Ltd.,
10a, Electric Avenue, London, S.W.9

The Directors and Staff of

HENRY J. NICHOLLS LTD.

extend a hearty welcome to all Competitors and overseas visitors attending this World Championship. We sincerely hope that you all thoroughly enjoy your visit to London and Kenley and find this competition a stimulating and interesting experience.

It has been our privilege to serve the World's modellers for sixteen years, and overseas visitors are always especially welcome at '308'.

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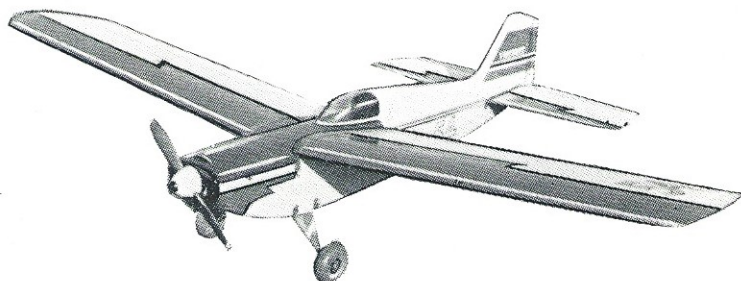


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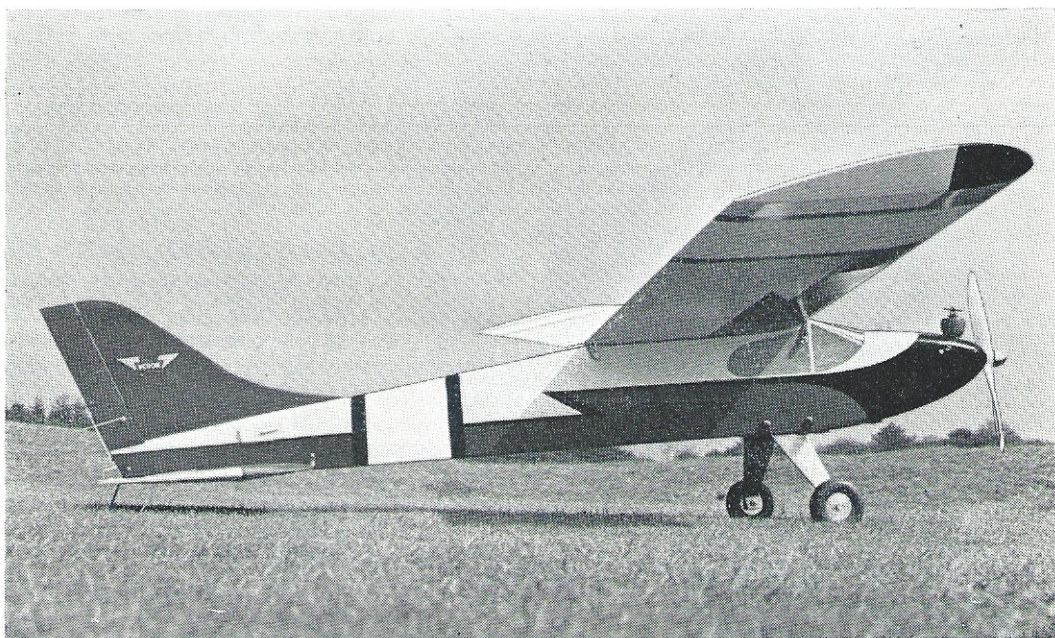
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inc. P.T.



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Optional wing span — 54 inches for Radio, 48 inches for F.F. A top flight radio kit extensively prefabricated. Suitable for motors up to 3.5 c.c. for single and light weight multi-channel and even up to 5 c.c. for fast penetration and Pylon racers. **PRICE 113/6** inc. P.T.



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The all weather trainer for Single Channel Radio Control. Easy to build, stable, robust and dependable. For 1.49 to 2.49

(.09 to .15 cu. ins.) Diesel and glow motors using all single channel Radios for rudder elevator or engine speed control.

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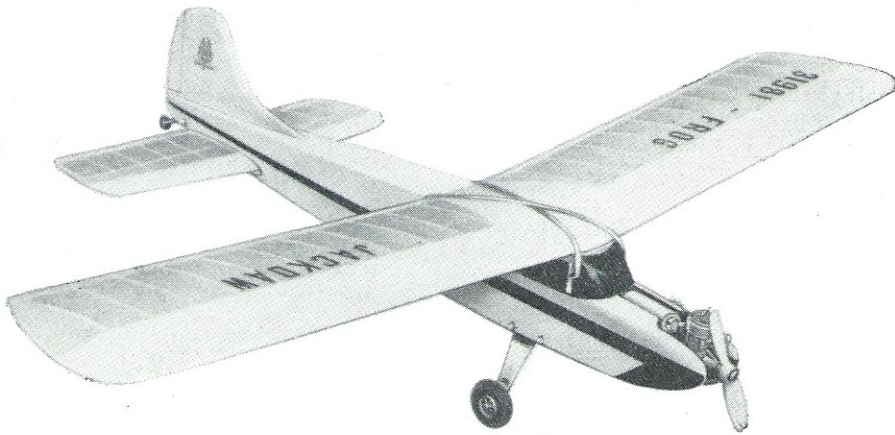
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