



The Norwegian Aero Club Model Section members with the Nelson Model Products "KA-6E", shortly after Dale set the new F.A.I. World Glider Speed Record. Left to right: Major Ottar Stensbol, Rune Blaker, Odd Wickstrom, Sverre Rigstad, Dale Willoughby, Einar Myr, Bjarne Aasbo and Ragnar Justnoes. Verdens Gang photo (Oslo Newspaper) by Jan Greve. Dale has worked hard on breaking existing records and deserves our congrats on this new F.A.I. mark.

A new F.A.I. Speed Glider Record applied for . . .

Dale Willoughby sets a A NEW WORLD RECORD FOR R/C GLIDERS

Nelson KA-6E clocks through the traps at 86 mph.

A new mark of 86.05 mph. (138.4614 km/h.)

First hand report from Norsk Aero Klubb members.

◆ In the mountainous Lillehammer area there is an ideal slope on Neverfjell where the Nelson Model Products "KA-6" really made it for Dale Willoughby as he, under good flying conditions, managed to put up a new World's Speed Record for R/C soarers on the 21st of June 1969. This is a tentative record claim and if accepted will supersede the record of 77.9 mph set by Germany's Hans Schumacher. The Norsk Aero Klubb (Norwegian Aero Club) sponsored the Record Trials. Mr. Georg Friedrich of Erding, Germany was also invited to participate, but was unable to attend. Two local R.C. Clubs provided the officials and those participating were Major Ottar Stensbol, NAF, Bjarne Aasbo, Rag-

nar Justineos, Rune Blaker, Sverre Rigstad, Hans Petter Aaser, Odd Wickstrom, Ivar Wettal, Bent Andersen, and Einar Myr.

The course was set up, the timing judges and the control team organized and then Dale did some trial runs to check out the course. Shortly after 1630 local time, the real game started. Dale forced the "KA-6E" through the far from easy speed course with an artistic performance. It was almost impossible for the control team and the group of spectators to believe that an R/C soaring bird could move that fast! With flexing wings and an impressive, whispering sound the "KA-6E" passed through the 50 meter course with an average speed (two way mean average)

of 86 mph. From the log take note that the best one way pass was an unbelievable 101 mph in 1.1 seconds . . . Here are the on-the-spot entries from the Norsk Aero Klub Log Book—
EUROPA TIME:

1630—Dale seems very relaxed after a smooth launch. The "KA-6E" is in good lift, going up very fast, gaining altitude rapidly.

1633—Model circling slowly trying for additional altitude, now at about 300 feet.

1634—Dale puts model through a "trial run" to acquaint the control team and timers with the official course requirements.

1635 to 42 From left to right . . .
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Glider Speed Record

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Run 1: Model came in a little high, a little weaving due to correction in turbulence. The pull-out at the right flagman clearly showed the very flexible wing-structure. Beautiful sight in a zooming climbing turn . . . Time—2.0 seconds.

Run 2: Aborted due to turbulence (a strong thermal going through) . . .

Run 3: A very fast entry, smooth and elegant. The best run from left to right so far. Time 1.5 seconds, Maximum height above ground 40 to 50 feet. Very impressive.

Run 4: Came in a little low, had to pull up again some distance. Weaving in gusts. Not so clean. Time—1.9 seconds.

Run 5: In very strong wind with gusts up to maybe 20 kts the "KA-6E" was forced through the course in 2.25 seconds . . . a rough climb, close to the rocky hillside. Dale has mastery of the situation. He signals for a change in direction for the timing judges.

1642 to 1651 From Right to Left . . .

Run 1: Coming in high the model was dived in against No. 1 flagman, just made a legal entry. Wind slightly from the tail . . . helped a little. Time—1.4 seconds.

Run 2: Time of 1.4 seconds almost identical with run 1, but with a lower entry. Two Norwegian Cuckoo birds in the bushes nearby were probably scared to death. Comment from one of the spectators: "How can you ever fly so fast without a jet engine?"

Run 3: Dale now brought in the "KA-6E" in a shallow dive and pressed the glider at extremely low level through the course. Time 1.1 seconds. Pull out and climb to at least 250 feet afterward to kill the speed making us all gasp. Hasty calculations showed over 100 miles per hour (160 Km/H). Dale was advised he had only 8 minutes to land so as not to exceed the FAI time limit of 30 minutes aloft.

1658—Landed nearly 400 yards at the bottom of the hill, using the shadow on the ground to determine altitude. Dale stayed at the top of the hill near the launch spot and made a successful landing that far away . . ."

The slope used for the speed record Trials was very good because of the steady wind and the nearly ideal slope gradient. Landings were possible at the top or at the bottom with some clever-stick work. It should be noted that the "KA-6E" could probably make it still faster up at Lillehammer when the air is not that dry. I believe, however, that a model with a smaller laminar designed wing would be still better.

Comments to all glider fans—This Record Trial which produced a speed average of 86 mph is expected to be the new World's Record. Now it is quite clear that R.C. gliders can put up some remarkable speeds. Dale with the "KA-6E" proved that, and the chap who tries to break his tentative record will be up against tough piloting.

Concerning the landing. This was carried out on a fairly smooth moor about 400 yards from the launch-point. Dale, accompanied by Ottar, who was advising him of the time remaining, walked down hill about 100 yards and used a unique landing procedure. From a point approximately 300 yards from the actual landing spot Dale made a descending, circling approach by observing the shadow of the "KA-6E." Ottar did some fine "GCA coaching" in the landing and the model was carefully brought in for a smooth landing in the coarse Norwegian grass with only 1 minute and 15 seconds to spare. This remote landing is not recommended for the tyro!

We of the Norwegian Aero Club who witnessed this fantastic show certainly want to express our hearty congratulations to Dale who not only proved to be one of the world's top-notch soaring pilots, but who also showed many human factors of highest quality. We would like to see him back some day with his magnificent soaring birds at another World's Record Trials for Radio Controlled gliders.

Further we extend our sympathy to him for after having flown a Closed Course Distance of 176.8 km (109.88 miles), he returned to Oslo to find that about two weeks prior to his record, the Russian modeler Ditlov had set a Closed Circuit Distance Record of 113.02 miles This was unknown at Lillehammer Altitude Trials and Straight Line Distance Trials at Notodden, Norway, Gliderport, produced no new records as the thermal activity over the airport was very slight. Norsk Aero Klubb
Model section. ●

FLYING MODELS