

AERO MODELLER

OCTOBER 1954



Tiger Moth

Scale Feature

Fully Illustrated

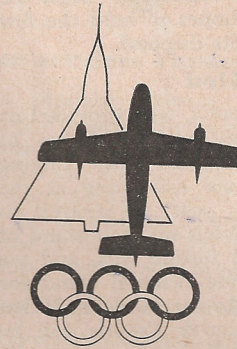
Report on World

Championships

1'6

THE 1954 WORLD

Ernie Currington was for many years an enthusiastic North Western Area modeller, and is particularly well known in the Northern counties. Emigrated a few years ago, and now works for the aviation company Canadair, who sponsored the Canadian entries.



Berni Schoenfeld who took the pics. is an old friend of ours from way back in pre-war modelling days. Is a professional photographer; lives in Greenwich Village; and throws parties for all visiting enthusiasts!

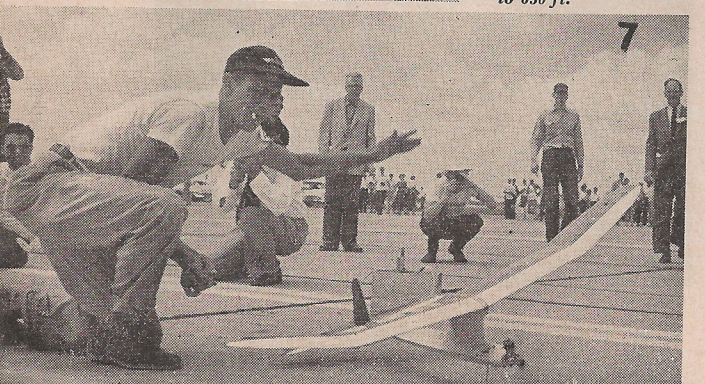
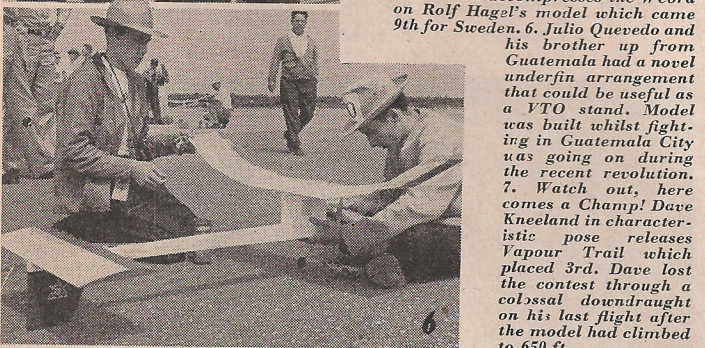
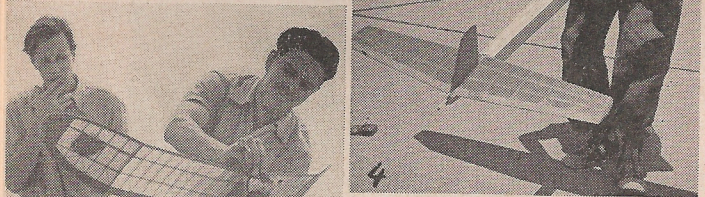
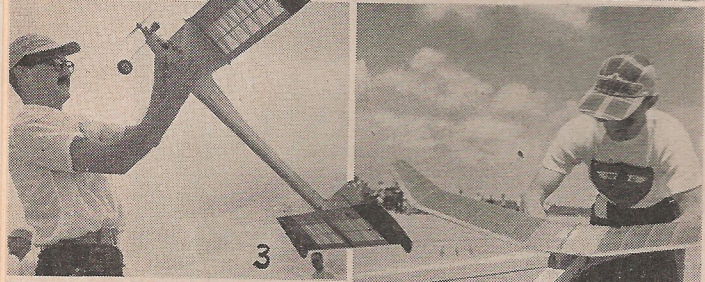
THE 1954 "World Model Air Olympics"—as our American cousins have called the contests—were run at Suffolk County Air Force base, Long Island, N.Y., through July 24 to 26. Sponsorship was by Convair, who provided quarters at the Henry Perkins Hotel, messing arrangements at the aerodrome, and transport to and from the hotel. The hotel will never be the same again after the impact of one hundred contestants, proxy fliers, and officials, and on arrival on Friday, July 23, we were greeted by the sight of bods and model boxes strewn all over the lobby, people trying to get rooms, and hotel officials running around putting extra beds up to cater for an overflow of "helpers."

The issue was somewhat complicated by the arrival of a Japanese entry whose knowledge of the English language consisted of "Yes," "No," "Maybe" and "Wakefield." All this was grist to the mill for the "New England Wakefield Group" who did sterling work finding people rooms, and the general organisation of the contests.

Saturday was set aside for entry, processing, and test flying, and two Air Force buses set off from the hotel at 6.45 a.m. First stop was at the mess hall for breakfast, then on to the main hangar, which was a hive of industry by 8 a.m. with folk unpacking models, talking, and generally behaving like aeromodellers. All that is except for an unhappy little group in one corner, the proxy fliers! It was not certain whether the models themselves or the instructions were the cause of the shock, but it is certainly no joke to be presented with, say, Pete Buskell's "Slick Stick" the day before the contest.

All was going well—the contestants had been briefed on the use of the airfield (much grumbling about the fact that all flying was to cease at 5.30 p.m.)—when the news got around that there was no fuel for the English diesels. The Canadian team members, who usually use diesels, went over and offered what they had to spare, and formulae for fuel mixes, when the missing bottles were found in the far corner of the hangar!

Processing continued up to and after the lunch break, and the boys then started to wander slowly out on to the airfield for test flying. Weather was hot (about 85 degrees) and with a 15 m.p.h. wind, and by the time everything closed down for supper quite a few contestants had trouble through rubber breakage.



1. Francisco Stajer who placed 6th for the Argentine tests the timer on his Torp 15. 2. James Graves of Canada takes his turn at the processing table for a weight check. 3. Smooth design by Oscar Lastra of Argentine had tip-down tail dft. 4. Popular design is Mahieu's Kiwi, this one by Keith Bousfield of Canada placing 13th. 5. Arne Blomgren looks on as Anders Hakensson decompresses the Webra on Rolf Hagel's model which came 9th for Sweden. 6. Julio Quevedo and his brother up from Guatemala had a novel underfin arrangement that could be useful as a VTO stand. Model was built whilst fighting in Guatemala City was going on during the recent revolution. 7. Watch out, here comes a Champ! Dave Kneeland in characteristic pose releases Vapour Trail which placed 3rd. Dave lost the contest through a colossal draught on his last flight after the model had climbed to 650 ft.

MODEL AIR OLYMPICS

Described by **ERNIE CURRINGTON**
 Photographed by **BERNI SCHOENFIELD**

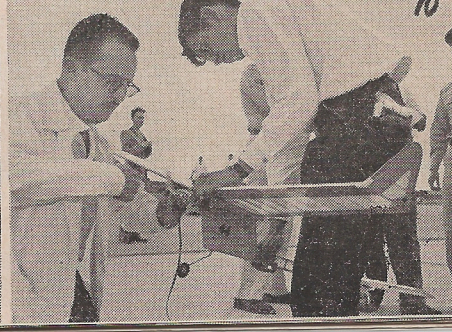
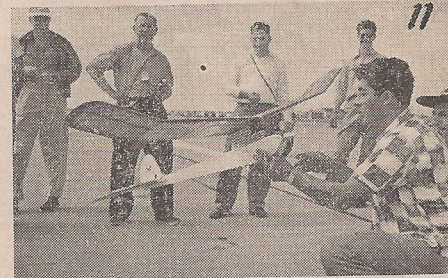
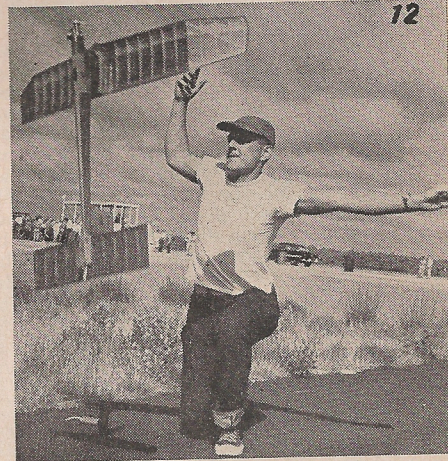
Following supper a procession of cars went off to a private air strip nearby and before long it was apparent that the American proxy fliers were very happy with the British models. All went well until two models were lost; Frank Parmenter, flying George Upson's model, and Mexican Carlos de Cosio being the unfortunates. Upson's ship was found after the searchers had been drenched by a heavy thunder shower, but Carlos' model was never found. The whole area is very heavy bush, varying from 3 to 10 feet in height, and the airstrip is just cleared down to the sand. (The main airfield is similar except that the extent of clearance is greater, but once outside the boundaries it is an almost impossible task to retrieve models.)

With the power event due to start on the Sunday at 7 a.m., buses left the hotel at 5.45 a.m., but a shifting wind delayed commencement for an hour. Early morning test flying was the order of the day, and it appeared that the people to beat would be Kneeland, Lanfranchi, Gorham, Buskell or Moulton.

When the opening round was called, Dave Kneeland (the defending champion) was first away, and showed that his win last year was no fluke. Flying the same model as in 1953 he roared away to catch a riser for a 3 min. flight. Silvio got away early in the round for another maximum, and the contest was on. It began to look as if the earlier prediction about top places was correct when Fran Hager let the "Slick Stick" go, only to have it take off very slowly despite the motor running well, do a sharp right turn, and wind in.

Then Joe Elgin released Ron Moulton's "Amazon 440," the ship gaining very little height to do a moderate 2-minute flight. At the end of the first round seven

8. Dave Call assists proxy flier Frank Parmenter with British George Upson's model. Had the misfortune to break a crankshaft and place 14th on only three flights. 9. Joe Elgin also had his troubles with Ron Moulton's model, including one d/t band failure on power and two over-runs. Proxy fliers are to be praised for their stout efforts with strange models. 10. Carlos Gonzales DeCosio of Mexico lost this beautifully finished high thrustline model and was applauded for his sportsmanship. 11. John Tatone, West Coast member of the U.S. team had fastest climber. 12. America's Bill Dean had timer trouble but made a Trojan effort with Johnny Gorham's Vertigo to come 4th. Above, Silvio Lanfranchi, 2nd for Switzerland, watches take-off of his Swiss-Miss.



these men as it was felt that due to the heat and white sandy base of the airfield a perfect score would result.

Dave Kneeland also opened the second round, only to hit a photographer on his first attempt. A change of prop, a quick glance at the flying surfaces, and then—with the Torp 15 screaming, a clean take-off saw a sizzling climb for an easy max. Gorham's job was soon away to another max., as were Etherington and Bousfield. The latter was very unlucky when his motor cut out at about 100 feet and the model went up fast in a thermal, only to be lost. Silvio Lanfranchi was off in about the middle of the round to a good climb, only to find a downdraught—a presage of things to come.

This state of affairs was still apparent when Carl Wheeley flew. Upson and Moulton could not get off in this round, and thus lost their flights, and Buskell's job piled in for the second time. The end of the round found Kneeland, Gorham, Etherington and Bousfield leading with Silvio and Wheeley close behind.

Round 3 started with Kneeland first off again to a fast climb, but a very fast sinking glide, for downdraughts were making themselves apparent. Silvio followed very soon after Dave, but this time for a max, the model dethermalising at 4 minutes, and landing in heavy bush. A crowd of helpers went off in Frank Zaic's car, thence into the thick undergrowth, and luckily the model was found after one and a half hours of searching, lunch being missed in the process.

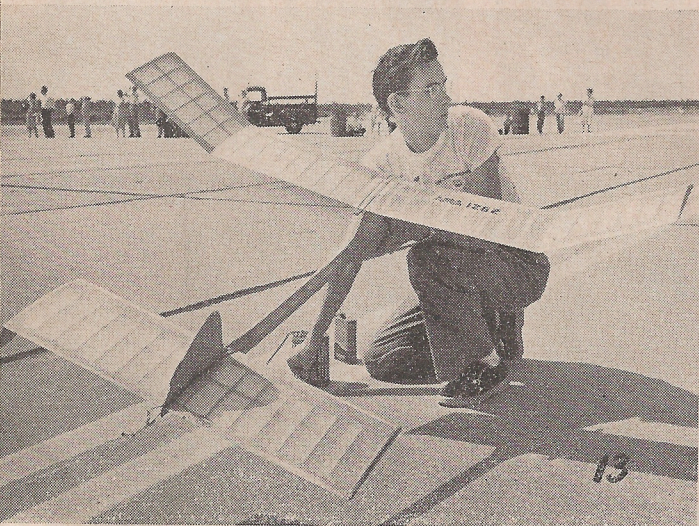
The Canadian team, with two double maxs. on the board, watched Bill Etherington—their bright hope—with bated breath, only to see him launch the ship with a poor motor to do 88 seconds. Wheeley had racked up another max. and Gorham a poor two minutes.

At this point Frank Parmenter was trying to start Upson's Elfin 2.49 when a loud click was heard. This proved to be a broken crankshaft, and Frank rushed back to his team mates and borrowed a Webra 15. Using the top two holes of the Elfin mounting, a metal strap was bound over the bottom lug of the Webra. All this time the round was drawing to a close, and poor Frank checked in for his flight just 30 seconds too late!

And so to lunch, with Kneeland, Wheeley, Gorham and Lanfranchi in that order at the end of three rounds, first and fourth places being separated by only 24 seconds.

CARL WHEELLEY (below)

Aged 24, bespectacled, member of the 1953 American Power team. Designer of the famous "Senator," his winning machine being a scaled-up "Little Senator." Quiet and unassuming, didn't know if he should stand for the team as he works for the A.M.A., and was directly concerned with the organisation of the contest. Lives in Washington, D.C., and when last seen had his head down with Russ Nicholls and Keith Storey, working on the final arrangements for the U.S. Nationals.



Whilst the contestants were at lunch preparations were made for the big show, one of the penalties incurred by sponsorship being that the sponsor must have his say! In this case it consisted of a Beauty Queen—Miss Model Air Olympics—being introduced to the crowd; a delegation of U.S. Congressmen; a demonstration of control-line flying with a model of the Convair F.92; and a parade of the contestants. The show ended with a fly-past of F.94 Starfires, then the contestants went on up the runway to start the fourth round.

Kneeland was off first again, only to hit the same photographer as in the second round, but got away to a max. on his second attempt. Wheeley and Gorham also did 3 minutes, but Silvio's model dethermalised too early to score only 173 seconds. Alan King (Australia), who had been doing well up to now, launched out of wind, causing a loop and scoring only 60 seconds. Etherington, the only Canadian left with a chance, fluffed his two attempts, leaving the top four, Kneeland, Wheeley, Lanfranchi and Gorham 2 minutes ahead of the field.

As usual, Dave was first off in the final round, and the climb was checked to be 650 feet. A spontaneous cheer went up from the crowd, to be followed by a groan. From that height the model caught the king of downdraughts to score only 101 seconds. This, of course, broke the contest wide open, and Silvio was away immediately as he needed only just over 2 minutes to beat Kneeland. This he did with a comfortable max., giving him a total of 831 seconds.

Then along came Carl Wheeley, who had been piling up good flights in every round and seemingly playing second fiddle to the clash between Kneeland, Silvio and Gorham. Such is his unassuming personality that he had been discounted! He needed 156 seconds to win, and after a good take-off and climb followed by a steady flat glide without lift, made 169 seconds to win by a mere 13 seconds.

Bill Dean (not to be confused with "Gipsy") launched Gorham's "Vertigo" for an attempt to take second place, but the motor cut at 7 seconds for a total time of 64 seconds.

No blame can be attached to the proxy fliers, for they ran into difficulties that were by no means their own fault. For instance, Gorham's model suffered from timer trouble caused by oil seeping down the fuselage. A more accessible timer and a supply of spare sponges might have removed the danger of an over-run, or a short run as on the last flight. Parmenter put another coat of dope on Upson's model, improving the glide tremendously on the last flight! As for the "Slick Stick," Fran Hager and his fellow proxy fliers worked like Trojans repairing both ships. After the last crack-up Fran was almost sick with disappointment. We were particularly impressed with the way the proxies worked as a team, referring to the ships as if they were their own. ("Slick Stick" appears to be like Goldberg's "Cumulus"—a one-man aeroplane.)

Of interest were the Swedish models, using a pylon mounted clockwork timer $1\frac{1}{4}$ in. diameter by $\frac{1}{4}$ in. thick. Etherington's model was similar to Kneeland's with the addition of a retracting undercart, this being the cause of his fourth round zero.

Noticeable was the superb finish on Cosio's models—12 coats of clear dope, each rubbed down, on Jap tissue, then two coats of very thin fuel proofer. Also John Tatone's white and red ships with the pylon used as a U.S. flag. His two models were built in three weeks, but an over-run and a bad launch lost him his third flight, and kept him out of the top six.

Mention must be made of the altimeter—or, as it was vulgarly known, the "Lie Detector"—built by Fred max's had been put up, and interest was focused on

Pearce. In principle a camera range-finder with a spread of 30 in., the model and its mirror image were brought into focus by means of a micrometer head, which operated a sliding scale giving the slant height, the angle of elevation, thus giving the true height of the model.

A special mention also for the entry from Guatemala, built and flown by Julio Quevedo. The model is interesting in that the fin is underneath, also that it was built during the fighting in Guatemala City at the time of the revolution! Wars may come and parties go, but the model game goes on for ever !!

A minor headache in the power contest was the number of people milling around taking photographs. This was particularly evident when Kneeland was flying. There were eight diesels on the field, the remainder being K & B 15's. The combination seemed to be a Torp 15 well run-in (three hours), an 8 x 3½ power prop, K & B gloplug, and Thimble Drome fuel. It is rumoured that Cox (makers of the Thermal-hopper) are making a 15; should be hot.

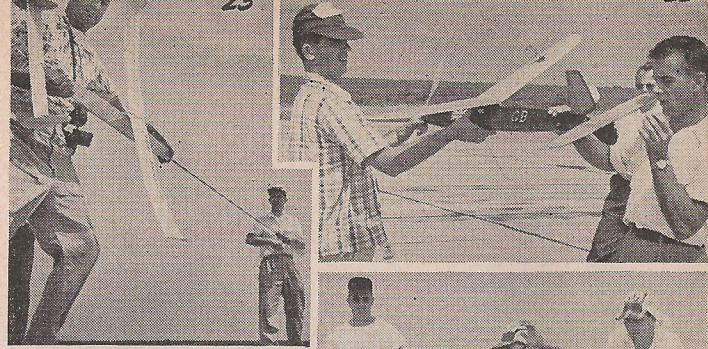
With the power event over, contestants drove back to the mess hall for supper, and then on to the Coca Cola airstrip for Wakefield test flying. By dusk it was becoming obvious that competition was going to be stiff. Fifty per cent. of the models were doing easy maximums, but with the memory of the day's peculiar weather conditions no rash forecasts were being made.

And so back to the hotel, and—for the more serious competitors—bed. Naturally, not all the boys were in bed early. Your reporter visited one room to see how one of the Canadian team helpers was faring after an attack of asthma, then called the doctor who was attending Anders Hakansson, who had developed a bad case of hives. On return to the room with said Doc., found the lad almost unconscious, two people breaking in motors, one doping patches on his Wakefield, another having a shower, and a lively discussion on the merits of various radio systems by four ardent radio men!

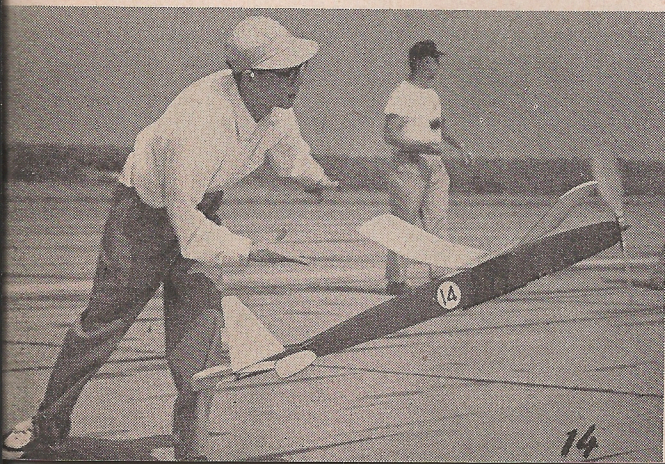
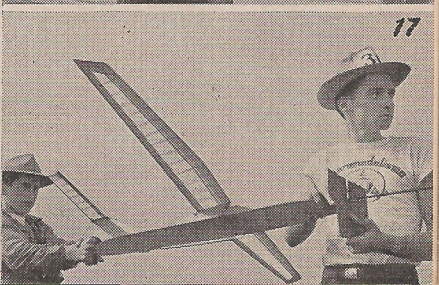
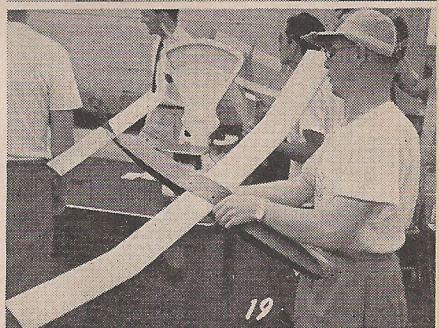
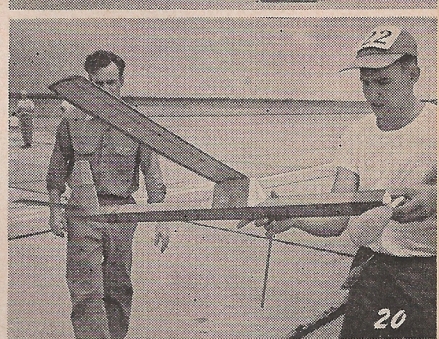
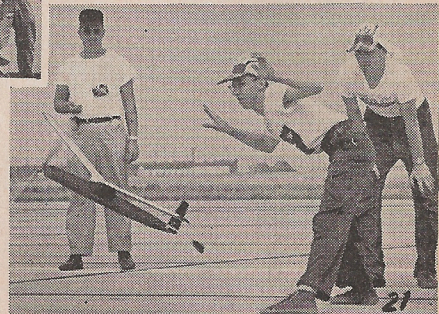
The Doc. picked his way in over and around the various bodies, examined the patient, shrugged his shoulders, and walked out in a daze. Needless to say, the lad recovered well enough to chase models the following day, and behave like a typical junior on the 550 mile bus trip back to Montreal!

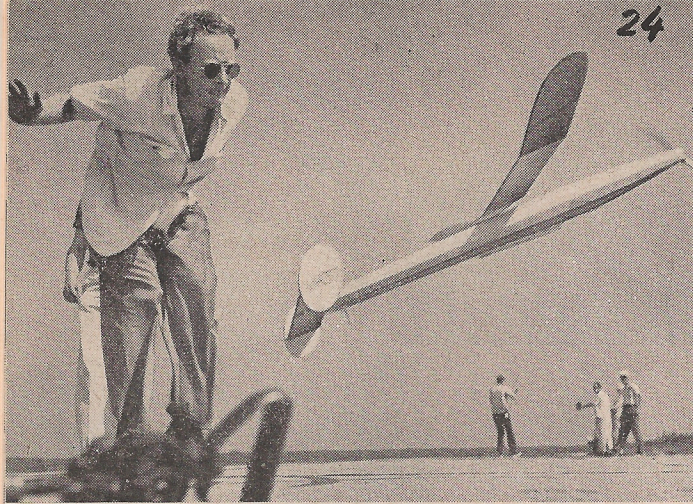
WAKEFIELD CONTEST

Monday dawned overcast, with a cold wind which had swung through 120 degrees from the previous day, and was blowing across the main runway instead of straight down as before. The system was announced to be as the day before, one hour per round plus 15 minutes for



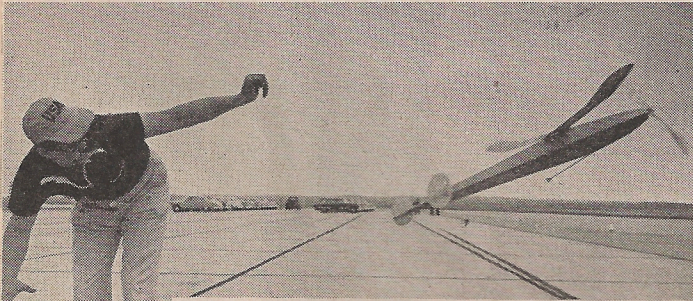
14. Entering in person, Kiyotatsu Miyoshi of Japan surmounted language difficulties but had trouble in first two rounds. 15. Proxy flier Bob Hatschek releases for Alfred Leong of New Zealand. 16. Cesar Altamirano feeds the rubber into his Wakefield. 17. Guatemalan Quevedo Bros. hold for Andy Bobkowski; note the nose protector. 18. Timers and take-off judges shield Hugh O'Donnell's motor as Cliff Montplaisir winds. 19. Cyril Mayes, now a full-blooded Canadian, placed 12th. 20. Dick Quermann who flew Bill Rockell's British entry. 21. Prayer pose by Don Mackenzie of Canada on take-off. 21. Carl Hermes who did so well with Charlie Jackson's model, here being fused up by Dave Kneeland. 23. Joe Elgin hangs on while Goerge Reich piles on the turns for John Upton (4th).





ALAN KING (above)

Aged 26, sandy haired. No other adjective than "friendly" would adequately describe his personality. Three times Australian National Champ, his "Flying Pencil" powered with a Torp 15 (see AEROMODELLER ANNUAL, 1950, page 28) very nearly gave him the world's first double win. Comes from Melbourne and is now in Toronto looking for a job. An industrial chemist, he is another of these globe-trotting Aussies. What is it about Australia that makes them want to go around the world?



25



26



27

delayed flights, each round split into four periods with one man from each team to fly per period. No check seemed to be taken to ensure that this was adhered to, but most contestants followed it automatically. Models were taken to the process table, motors weighed and installed under the supervision of the timekeepers, then back for a check on the complete weight of the model.

First man off in the 1954 Wakefield was Colombo of Argentine to score 77 seconds. The Dick Baxter, of the U.S.A., flying a very interesting model, powered by 18 strands of $\frac{1}{4}$ in. Pirelli geared down to a 14 in. prop to give a two-minute motor run. Take-off was slow, and the model hardly got above 50 feet for the first minute, the total altitude being not much more than 200 feet. The long motor run, coupled with obvious lift, gave an easy max.

Cyril Mayes (Canada, and formerly of West Essex) was away third for another max., followed by Charlie Jackson's ship flown proxy by Carl Hermes. Carl had been asked to fly the No. 1 machine, which he did though not happy with it. As the flight was only 2 : 26 he switched to the No. 2 ship, which he preferred, for the second round. Arne Blomgren (1953 winner) was away early in the round, and suffered a broken shaft on his geared entry; switched to his reserve and scored a max. Hughie O'Donnell's entry was ably flown by Cliff Montplaisir, but landed just short of a maximum due to lack of lift and bad down currents.

The American team—other than Baxter—were out of luck in this first round, their flights all being around the 2 minute mark. This was not good enough with seven men having scored 3 minutes, also test flying had shown Jackson and O'Donnell to be dangerous, and their proxies among the best in the U.S. By the end of the round the clouds had cleared, the sun was out, and a few models had suffered from rubber breakage. Both the Argentine and New Zealand models were prepared for hot weather, and were wound up outside the machines.

The second round saw Baxter's geared entry away for a max. in which the model was never above 200 feet. Mayes, King (Australia), Upton (New Zealand) and Joyce (Canada) all racked up double maxs. Jackson and O'Donnell had broken their jinx, but the downdraught sufferers were still there. Hakansson, who had not fully recovered from his illness, refused help to fly his model—a small sheet fuselage ship with low dihedral which scored 180 secs. His team mate Blomgren, this time flying his old square fuselage mid-wing, only managed $2\frac{1}{2}$ minutes.

Of the Americans, Bob Dunham, with a simple slab high-wing with twin fins, improved on his times, but his team-mates De Batty and Gillespie—the latter with a high A/R flat-bottomed laminar flow wing and long, thin fuselage—just didn't seem to find any lift.

The sole Japanese entry had been found an interpreter, and despite his good showing on test, could not get anywhere in the first two rounds. His models were beautifully constructed, but rather bulky. Andy Bobkowski, from Guatemala, was flying a diamond fuselage model with swept back wing and tail, the latter mounted on top of the fin. The climb of this ship was good, but the glide was lacking in the early rounds.

25. Snappy getaway by Alan Lim Joon's model (3rd) flown by Manny Andrade. 26. Sweden's Arne Blomgren puts on the turns, Hakansson holding on. 27. Lou Vargo proxy flew for Guatemalan countryman Jose Pardo, had twopoor first rounds. 28. The Canadian team, Sorjo Ranta, Don Mackenzie, Phil Joyce and Cyril Mayes. 29. Fabi Mursep of Argentina sorts out his gimmicks with plenty of advice from team-mates.

The third round saw little change in the standard of flying, King and Upton being the only ones to collect a third successive max., many of the leaders slipping due to poor lift conditions. Miyoshi (Japan) switched to his spare with definite improvement in this round, working under difficulties for he was helpless without his interpreter, and had to rely on anyone handy for retrieving.

This requirement was better organised than the previous day, as the U.S.A.F. laid on open trucks for the use of contestants. The Canadian team were lucky in having two cars for this purpose, one of which had been brought down from Saskatoon (2,400 miles) just to help out. It is a moot point as to who had the greater team spirit, the Canadians or the Argentinians, but your reporter's fondest memory was the sight of a crowd of Argentinians, one holding a fully wound model over his head, with d/t fuse burning, dashing madly through the crowd out to the take-off point, shouting for timekeepers, take-off judges, etc., all in Spanish. If the flight was poor—gloom and despondency, if a max., scenes of jubilation.

In this round Baxter's ship was up for a seeming max. when it turned on its back at a very low altitude and dived in. The model was retrieved, but severely damaged.

Positions at the end of the third round were King and Upton with 540 seconds, Baxter 537, and O'Donnell, Altamirano and Jackson well up. It was anybody's contest, especially when it started to rain at lunch time. Luckily it was only a slight shower, and cleared before the fourth round started.

Jackson's model had been lost in the third round, but a sigh of relief went up when Carl Hermes arrived back with the machine. It was generally accepted that the fourth round would be the critical one, and difficult to forecast due to the effect of sun and drying wind on the damp ground.

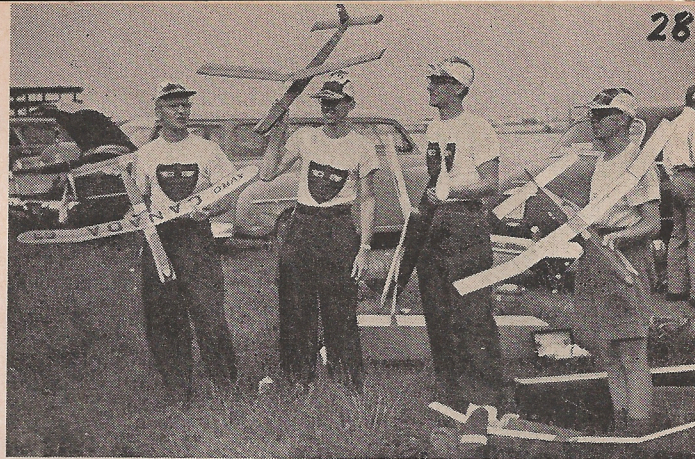
Before long it was clear that the thermals were good and strong, many models being upwards of 700 feet before dethermalising. Great amusement was caused in the American team when Baxter's "Ground Hopper" dethermalised at 300 feet, but two of the leaders—Blomgren and Upton—in spite of height glided down fast for 2 minute flights. Cliff Montplaisir and Carl Hermes were obviously on their best form with their proxy models, both scoring picture book maximums.

With Upton's perfect score shattered, all attention was on Alan King, and after an unhurried launch and a moderate steady climb to 300 feet, a further perfect max. went to his total. This put Alan at the top of the heap, but with a lost ship. Luckily he had his spare, but it was a gamble. At the end of the round it was King 720, O'Donnell 699, Jackson 686, Loon 683, Joyce 681 and Benavidez 680. Barring accidents, anyone could win.

Cyril Mayes, of Canada, was first away in the final round, scoring a max.—incidentally using a brand new Pirelli motor not even broken in, in an attempt to get high over the take-off point. This strategy worked, and despite very little lift the ship passed out of sight behind a radar tower at 3:01. Hermes put Jackson's ship up for another max. and temporarily into the lead.

Then Baxter was off: the usual slow left hand circle due to opposite rotation of the gears, and what promised to be his normal flight pattern, when the model suddenly dropped into the bush after 81 seconds. Phil Joyce then flew No. 2 for Canada. With over a 1,000 turns on the 12-strand motor, the ship climbed like a rocket, and a max. would have given him a top place. However, the glide was fast and a score of 125 seconds put him into a final 7th place.

George Reich flew Upton's model to a max. and just behind Jackson's score. Tension mounted as Alan King



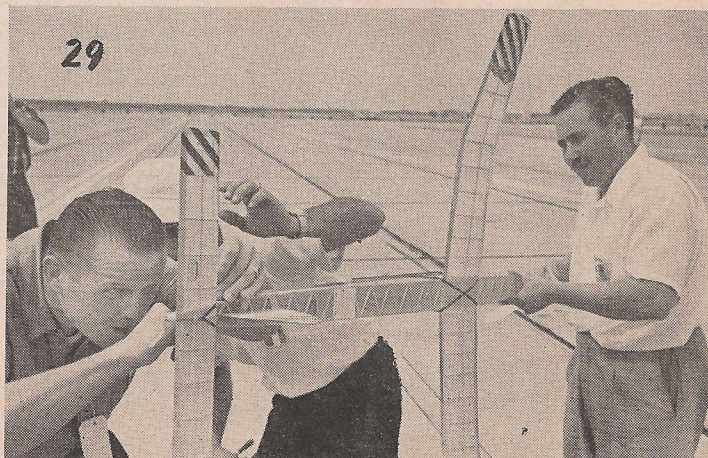
went out to the take-off point with this spare model. Perfectly calm, he wound up and prepared for launching. With the eyes of the crowd on him, he released for a perfect flight and his fifth maximum to return a perfect winning score.

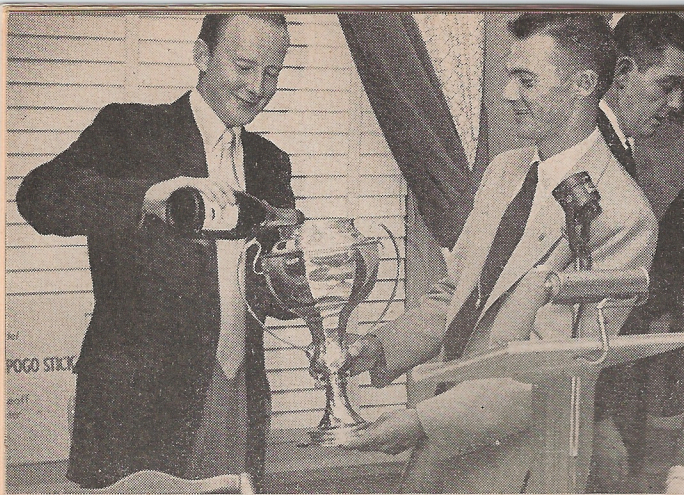
With the contest won, interest was half-heartedly focused on the remaining men in the lead. Jim Loon's model, ably flown by Manny Andrade, scored its fourth max., to give him third place.

The contest was now over with the exception of Hughie O'Donnell's last flight, and Cliff Montplaisir went out in an attempt to secure him second place. The model was launched, but something seemed to be wrong. The model was not showing its usual climb, but in spite of that it managed 2 minutes. Hurried calculations showed that this gave Great Britain the team trophy—but then the tragic news began to circulate amongst the crowd. Montplaisir had been disqualified for an illegal launch! There can be no criticism of the take-off judge's ruling, for photographs have proven their vigilance.

With Alan King having been congratulated, photographed, slapped on the back, and talked at by nearly everyone on the field, the buses arrived to take contestants and officials back to the hotel to change and get ready for dinner. It was interesting to note that the fliers in the Power event on the previous day wasted no time in returning for supper, but the Wakefield men just hung around chewing the fat, until the Air Force personnel had to be firm with them! Perhaps it is a psychological fact that the Wakefield flier is keener and more on edge, thus needing longer to taper off after a contest.

At the final banquet, everyone mixed with the Air Force staff, and, the meal over, presentation of the Trophies began. Keith Storey, President of the A.M.A., acted as Master of Ceremonies, and announced that the sponsors had kindly donated replicas of the Convair Turboliner to the individual winners, and Convair F.92's





To the Victor the honour of filling the coveted Wakefield trophy with appropriate liquor. Alan King pours the champagne as Keith Storey, President of the A.M.A. holds the cup. As first Australian winner of the Wakefield, Alan has set many a European tongue wagging in speculation as to the site for the 1955 event!

to the team members. Further, the Beauty Queen donated a kiss to each team member!

With this, the assembly broke up and the majority headed for the bar, either to celebrate or drown their sorrows. One of the loudest and longest celebrants was Bill Etherington, of Canada, who had become a proud father at noon that day, and had just heard the news. He was still celebrating when we left at 6 a.m. on Tuesday !!

So ended the 1954 Wakefield and Power Championships, and certainly the best men won. It may not have had the super organisation that existed at Cranfield in '53, but it did have an exceptionally friendly and co-operative atmosphere. I must put on record the courtesy and co-operation shown by the Air Force boys at the station; theirs was not the easiest of jobs, for some of them were standing at various points of the airfield all day, but they never ceased to be friendly and courteous, a fine example to the visiting modellers.

1954 WAKEFIELD RESULTS

1.	Alan King, Australia	180	180	180	180	180	900
2.	Charles Jackson, Great Britain (Carl Hermes)	146	180	180	180	180	866
3.	Allan Lim Joon, Australia (Manuel Andrade)	180	143	180	180	180	863
4.	John Upton, New Zealand (George Reich)	180	180	180	124	180	844
5.	Bob Dunham, U.S.A.	120	175	180	180	180	835
6.	Arne Blomgren, Sweden	180	146	180	128	180	814
7.	Philip Joyce, Canada	180	180	141	180	125	806
8.	Fabi Mursep, Argentina	152	169	120	180	180	801
9.	Dick Baxter, U.S.A.	180	180	177	180	81	798
10.	Warren Gillespie, U.S.A.	123	138	180	180	150	771
11.	William Rockell, Great Britain (Dick Quermann)	103	152	154	180	180	769
12.	Cyril Mayes, Canada	180	180	141	79	180	760
13.	Sorjo Ranta, Canada	102	180	180	114	180	756
14.	Anders Hakansson, Sweden	118	180	147	180	126	751
15.	Donald Wilson, New Zealand (Edward Naudzius)	107	180	98	180	180	745
16.	Robert DeBatty, U.S.A.	121	61	111	180	165	738
17.	Alfred Leong, New Zealand (Bob Hatschek)	107	180	84	180	180	731
18.	Andy Bobkowski, Guatemala	112	101	131	180	180	704
19.	Hugh O'Donnell, Great Britain (C. M. Montplaisir)	171	180	168	180	...	699
20.	Cesar Altamirano, Argentina	157	180	180	...	180	697
21.	Eduardo Benavidez, Argentina	140	180	180	180	...	680
22.	Donald MacKenzie, Canada	154	95	29	117	180	675
23.	Vic Dubery, Great Britain (Jerry Kolb)	128	157	180	95	73	633
24.	Jose Pardo, Guatemala (L. Vargo)	42	53	180	142	180	597
25.	Kiyotatsu Miyoshi, Japan	28	25	180	116	180	529
26.	Ernesto Colombo, Argentina	77	70	180	88	...	415
27.	F. A. Macauley, New Zealand (Stan Colson)	...	...	34	...	180	214
27.	F. A. Macauley, New Zealand (Stan Colson)	51	...	158	40	...	249
28.	Oswaldo V. Pellecer, Guatemala (Lee Renaud)	...	...	34	...	180	214

TEAM RESULTS (F.N.A. Team Trophy)

U.S.A.	2404	New Zealand	2320	Sweden	1565
Great Britain	2334	Argentina	2178	Guatemala	1511
Canada	2322	Australia	1763	Japan	529

1954 F.N.A. (F.O.M.) RESULTS

1.	Carl Wheeler, U.S.A.	180	135	180	180	169	844
2.	Silvio Lanfranchi, Switzerland	180	118	180	173	180	831
3.	Dave Kneeland, U.S.A.	180	180	142	180	101	783
4.	John Gorham, Great Britain (Bill Dean)	180	180	119	180	64	723
5.	Alan King, Australia	180	92	148	60	180	650
6.	Francisco Stajer, Argentina	112	92	180	138	107	629
7.	Bill Etherington, Canada	180	180	88	...	180	628
8.	Jose Meduri, Argentina	47	151	180	94	130	602
9.	Rolf Hagel, Sweden (Anders Hakansson)	113	180	48	80	180	601
10.	Oscar Lastra, Argentina	62	72	101	180	180	595
11.	John Tatone, U.S.A.	102	180	...	115	180	577
12.	Ray Lagermeier, U.S.A.	...	...	180	180	180	540
13.	Keith Bousfield, Canada	180	180	...	26	65	451
14.	George Upson, Great Britain (Frank Parmenter)	105	...	...	125	180	410
15.	Julio Guevedo, Guatemala	76	112	57	126	34	405
16.	Federico Hillicoat, Argentina	34	54	69	68	169	394
17.	Bob Mackenzie, Canada	51	33	180	51	75	390
18.	Carlos DeCosio, Mexico	88	180	...	...	...	268
19.	James Graves, Canada	...	86	...	63	94	243
20.	Ron Moulton, Great Britain (Joe Elgin)	120	...	48	...	...	168
21.	Pete Buskell, Great Britain (Fran Hager)	...	...	...	...	...	...

TEAM RESULTS (Franjo Kluz Trophy)

1.	United States	2204	4.	Great Britain	1301	7.	Sweden	601
2.	Argentina	1826	5.	Switzerland	831	8.	Guatemala	405
3.	Canada	1712	6.	Australia	650	9.	Mexico	268

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