



# HOVERING ABOUT

## Dates

With the time lapse due to printing and distribution, this not being a newspaper, it is very difficult to give publicity to some events. It seems I inadvertently led some of you on a fruitless journey to Woburn Abbey on August 10. I can only hope that those that went were able to enjoy the standard amenities there and didn't miss the helicopter event too much, which was postponed to suit the organiser I am told. 'Nuff said.

With luck, this might reach some of you in time to remind you of the Bretons event which will take place on September 7 at Bretons Sport Club, Upper Rainham Road, Rainham, Near Hornchurch, Essex. Remember, the premier event of 1979, so well worth going to. Static Concours, scale flying, sport flying, lots of interest and all those facilities.

NEW EVENT is the Torbay R/C Club 'do' on September 21 at their club field at Marlden on the road out to Ippleden. Helicopter fly for fun with barbecue. 10.30 hours start. I plan to make a weekend of it, it's a lovely area to visit.

## Welcome news

From Pat Duboch I have the following: "The SMAE Technical R/C Committee agreed at the last meeting held on July 17 last to increase the weight limit for helicopters to 7 kgs. This is subject to obtaining CAA dispensation and insurance specifically stating that models over 5 kgs are covered. Helicopters entering scale, however, are still limited to 5 kgs. There was no proposal to lift the maximum engine size over 10 cc although this was discussed and no valid reason found for increase."

Now we need a discussion on frequency to get us clear of the growing CB problem and things will be a lot better. I have seen some literature published by CB enthusiasts and it really is frightening. Mostly the numbers involved and their attitude. We none of us object to their having their fun, that's what it is in spite of their claims to stop crime and help old ladies across the road, but only to the fact that it is on 27 Mh; whereas they, it

*Terry Bridle flew his Iroquois in a mock battle at Smiths Lawn, Windsor in front of an audience including HRH Prince Charles. Organised by the Windsor Great Park Flying Club. Remote control battleship blew up in the end.*



*Kavan Jet ranger and Morley 2c parked in front of a DS22 but what is that above? Brantly-Hynes B2 at the British Helicopter Championship.*

seems, completely ignore the model scene and are prepared to be martyrs to the cause. Maybe a £400 fine and confiscated equipment isn't exactly being burnt at the stake but it's a sort of modern equivalent. I suppose something will happen one day.

## British Helicopter Championships 1980

What a fabulous weekend that was for helicopter enthusiasts. Pity about the weather, and a great pity to miss Old Warden, but to see all those full size choppers in action, and at close quarters, was not to be missed. You were told about it, so don't complain you didn't know it was on.

It was agreed that we, model helicopter flyers that is, were to entertain the crowd in the lunch hour between the competition arrangements. In return we had a stand in the exhibition hall and could fly in the parade ring, gently, at any time on condition that we didn't damage the grass — and that included walking on it, though usually horses did worse than that — and that we didn't lower the tone of the event by selling things. All the principal helicopter traders were invited to have a model on the stand and many flyers were invited to come and join in the demonstration. As it happened, a lot of the traders were late, Saturday being a busy day, so the flyers filled the counter and the result must have been the most diplomatic exhibition

stand ever. The models ranging from vintage Schluter Cobra, through Kavan Jetranger and Allouette, Micro-Mold Lark, Morley 2c and 1/7 Bell 37g, Graupner 212 to the latest Hirobo models with Slough R/C working late into the night to get their first imported Kalt examples ready for display.

Apart from the variety of civil helicopters in the competition at the Sandown Park Racecourse venue, the Services were represented by Lynx, Wessex, Scout etc. and the Royal Navy Shark Gazelle team demonstrated, as did the RAF air-sea rescue Sea King. The aerobatics of the Sea King at close hand was really awe inspiring, and it was *close* too, we had moved into position for our part of the display and had not a ringside seat but, from *inside* the ring. How could we follow that, but we did, and I think the show went down quite well, certainly the organisers seemed pleased.

We started with several minutes of general flying, at one time there were seven models in the air, followed by a sort of Helicopter Le Mans where each model was sat downwind of one of a line of yellow balloons pegged to the ground. On the word go, a wave of my coat, the models were to take off, move forward and burst the balloon — the way to do it is with the tail rotor. The crowd cheered as each one went pop, trouble is they blow away and it can be very difficult with some models.

The theme of the exhibition was 'the helicopter in service to the public' and had firms showing crop spraying equipment, transport facilities, especially to north sea oil wells, and passenger services. There were brief rides to be had at a price of £7 — well worth it though — and all the aircraft to see. The competition itself seemed secondary to all that activity, but it was interesting to see the full size jobs manoeuvring with skill, or otherwise, and to note the flying characteristics of the various types. A splendid event. I only hope the organisers and the sponsors "The Famous Grouse" Scotch whisky decide to do the same next year.

## Unexpurgated letter received by 'Hovering About'

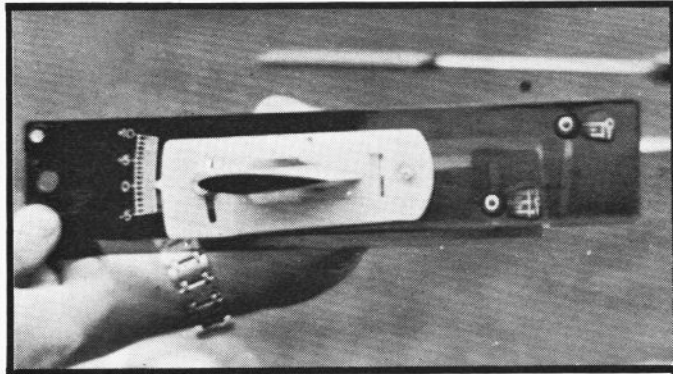
Dear Jim,

Further to your last excellent "Hovering About" I would like to indicate one small misprint which you might be able to correct in your next issue. The electric helicopter pictured flying was in fact the *Slough Radio*

# R/C HELICOPTER NEWS FROM JIM MORLEY



*Kalt Baron is a steady flier and would make an ideal introduction to helicopters. Easy to assemble. Slough R/C are importing, and also have this useful pitch gauge. On the right are the details for modifying the 'Lark' clutch, using parts from a R/C car clutch.*



Control demonstration model which was provided by MacGregor Industries who are also the main agents for this model.

I would also like to thank you on behalf of many helicopters enthusiast who visit the shop and appreciate the amount of effort put in by yourself to give us entertaining reading.

Keep up the good work.

Regards,

John Griffiths,  
Slough Radio Control

I am sorry, I had no idea that MacGregor Industries were the main agents, nor that the one photographed was their model. I hope that they will accept that the error is now put to rights.

Talking to John about that gave me a chance to have a demo of some of the Kalt range that he is importing. I was even given a flight on one — the Baron — and found it a good steady flier. I even did an autorotation, and have to admit that, while watching the flybarless Cobra with its engine, brand new, unexpectedly cut, autorotation can save models. The Kalt range look pretty good value to me and no doubt we'll see them about in the near future.

Attention to detail for ease of assembly was a feature, like the pitch setting gauge in the photograph. At £9.95 it has different inserts for various sections and sprung loaded to hold itself on to the blade. Adjustment was from +10° to -5° for normal use and presumably the other two scales were for compensating for flat bottom sections or travel. A useful device, even if the instructions are in Japanese.

## Watton Helicopter Fly-in 1980

About 40 models were brought to the radar station in Norfolk for this event. The weather could have been better but wasn't bad enough to keep a good event down. Mostly informal, which it has been proved is what we like, there were competitions as follows: Concours, won by Norman Streeter with his Lynx; Aerobatic display, won by Len Mount, flying a 'Heliboy,' Scale flight display, won by Roy Sturman with his 'Breguet,' he also won the award for the most innovative model; and of all things a Pylon race award, kept at home by Martin Briggs with his modified Lark II. Nigel Freeman was best Novice.

Pylon racing was flown two models at a time, using heats and a final. Exciting but a lot of helicopter pilots need practice at this.

Possibly Roy Sturman, of autogiro fame, has started a new class by modelling a vintage helicopter. Very interesting and commendable. I'm still not sure how he turns without going up or down, having only got collective on the lower rotor. You can spend a long time working out mechanics for this sort of model.

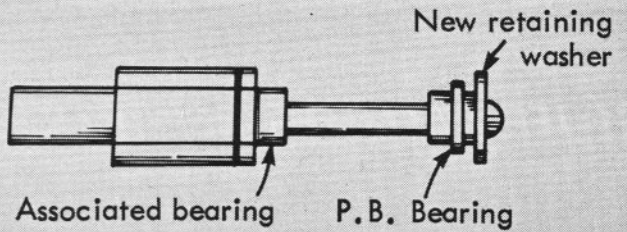
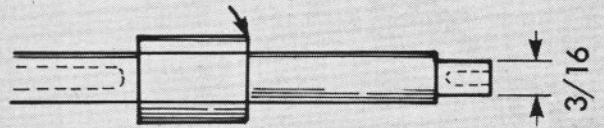
## Lark II-25 Clutch Mods

*Bill Burkinshaw explains:*

After about two months of regular use I began to experience some problems with the clutch on my *Micro-Mold* Lark II-25. Investigation showed that the clutch ball bearing, the nylon moulded pulley, had worn, allowing the clutch bell to tilt under belt tension, thus causing the shoe to come into contact with the lining on one side only. This didn't

Remove washer.

Turn down short length of hex section.



Lark clutch-bell

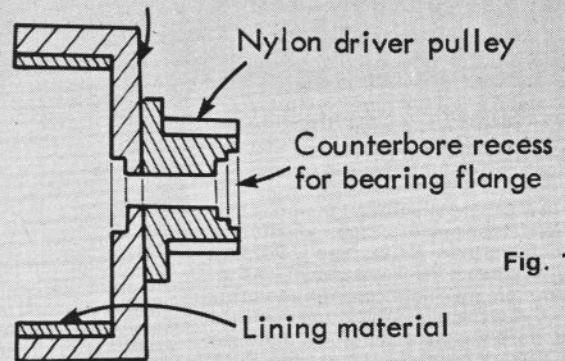
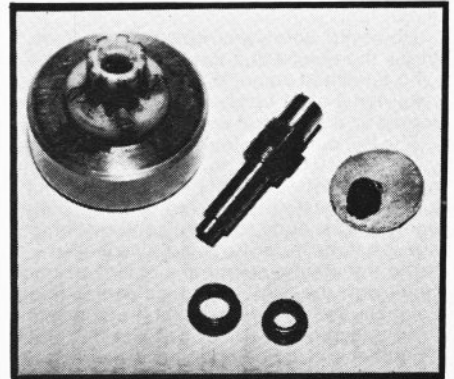


Fig. 1.

## LARK HELICOPTER CLUTCH MODIFICATIONS



prevent the engine from being started with the belt removed, but any attempt to slip the drive belt on, immediately stopped the engine.

First solution was to replace the nylon drive pulley, this of course worked, but only for the length of time required for the bearing to once again wear 'bell-mouthed.' Phase two involved fitting of a phosphor-bronze bush, but as the root diameter of the pulley is comparatively small, once the pulley is bored out for the bush, there is really insufficient 'meat' left.

Accordingly a search through my box of R/C car parts was instigated, which resulted in the discovery of one *Associated* RC200 clutch ball race and one *PB International*

Continued on page 1036

## Continued from page 1023

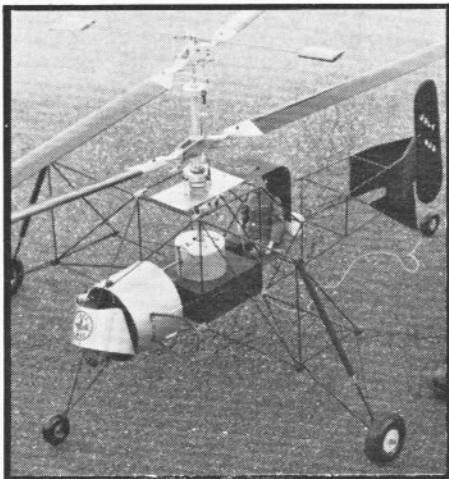
clutch bearing which seemed to be the answer to the problem. A lathe is necessary, *Unimat* or *Cowells 90* are quite adequate. One *Micro-Mold* part is omitted from the ball-raced clutch — the washer which goes on top of the flywheel. Fig. 1 explains all.

## Royal audience

The Windsor Great Park Club organised a most effective and smooth running flying display on Smith's Lawn, Windsor Great Park, to take place between polo matches. Some volunteer help was brought in in the form of pilots from the Windsor Flying Society and David Boddington did the commentary, yours truly being the only other helicopter pilot besides Terry Bridle of Egham Radio Modeller with his *Hirobo Iroquois*. After the flying we all lined up and were introduced to HRH Prince Charles in polo gear. He expressed keen interest and said he was most impressed by the helicopters. The club should be congratulated on a very successful public relations exercise.

## Vilvoorde 1980

Nice to report that quite a number of UK competitors made the trip to Belgium for this annual event this year. Apparently a great time was had by all, especially it seems at the party arranged by the organisers, Skybirds Modelbouwclub, at the schoolhouse, where accommodation for visitors had been arranged. Perhaps the British team were overwhelmed by this, and the journey, for they didn't exactly win. All seemed impressed by some of the continental flying though and especially by their hospitality. Both Mike Young and Len Mount have been tempted into inverted flying now having seen it performed successfully.



*Roy Sturman flew his model of the 1936 Breguet at the Watton, Norfolk meeting and won the best scale flight and the most innovative model awards.*



*Norman Streeter produced these two models based on Heliboy mechanics and won Concours with the Lynx.*