



HOVERING ABOUT

YET AGAIN, I can scarcely believe it, it is time to wish you all the best for the season of goodwill and hope that you get what you want out of those stockings.

Heading photograph is the ultimate in seasonal scale models. Kevin Cleary and Brian Rainbird made two of these models apparently using *Morley* and *Schluter* mechanics decked out in foam tiles. They must have been the first to start reversing controls I should think, not to fly inverted, but to fly backwards. It's the same idea, of course, though they did it on the model and not in the transmitter. But I understand the models don't exist any more, they were made for a local "do" and made the local paper and one National. I feel sure if they had had the nerve, they would have been appreciated at the summer meetings too.

At the time of writing we haven't yet finished with those meetings, photos for the most recent, the Torbay one, will have to wait for the next issue.

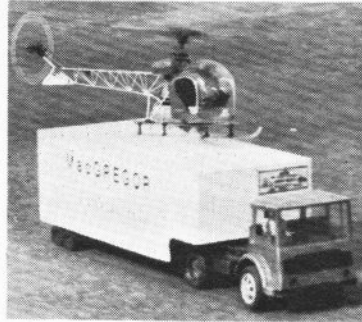
I was out of the country at the time of the Nationals and the Woburn event that did happen. By all accounts they were both very good meetings, it was good to see that at last helicopters were well represented at the SMAE Nationals and I include Pat Dubock's account and analysis of results. A very large vote of thanks is due to him for his efforts before the event.

On the subject of the Woburn Abbey meeting, most of the comments I have heard are not suitable for publications, most being about the inconvenience of the change of dates! A lot of lessons have been learnt, please, organisers, if you want to change a date, do so before notifying for publication. Copy date is about the 20th of the month, seven weeks before publication.

Just after the last copy date I received a very nice letter and write-up about the Belgian "Skybirds" meeting at Vilvoorde from Ivan Lefebvre, I have made some comment about the event, and feel unable to include more, but certainly the UK entrants will endeavour to go back next year and look forward to it.

And now for the big news, a Christmas Fly-in, on November 30 at Upton Court Park, Slough, Berkshire, very handy to the motorway network, being near the M4. Start at 11.00 a.m. until dusk. John Griffiths and I have decided to push our luck with the weather and organise on that date. If you think about it, it stands almost as good a chance as some of the summer ones, and hot soup will be on free issue to competitors. There will be a full allocation of prizes, and

with JIM MORLEY



Full marks to Kevin Cleary and Brian Rainbird for novel use of helicopter machines. First example of control reversal for unconventional flying. Left: Warren Bayley entertained the crowd at Blenheim Palace by doing 'James Bond' stuff with the MacGregor demonstration team - MAP organised the model displays at the Transport Trust Pageant.

we hope to have non-model orientated full-size helicopter pilots to judge the scale flying. Other events and the good facilities of the host club, should make this an enjoyable meeting.

The following notes on the Bretons meeting were written soon after the event and there have been various views put forward to me since then on the subject of scale fly-ing. What should you do, and who is qualified to judge? I look for a model that performs and sounds like the full size counterpart. To achieve this takes a good pilot and a good model. Most models want to fly far too fast, and perform more easily with a rotor speed far too high to look anywhere near right. Sound is impossible(?) to get right but some models are better than others, so you can try. On manoeuvres; not all that many people are familiar with what different helicopters can and do do. Good training for a judge would be the attendance at the Sandown Park Championships. Anybody care to write some views on this subject?

Bretons MFC 2nd Helicopter Fly-in at Rainham, Essex

This event, so successful last year, again attracted good support for its excellent facilities and hard working organisers. Again the emphasis was on scale, but the slick organisation allowed time for three fun events after the 45 competitors had done their scale flight. This year these comprised

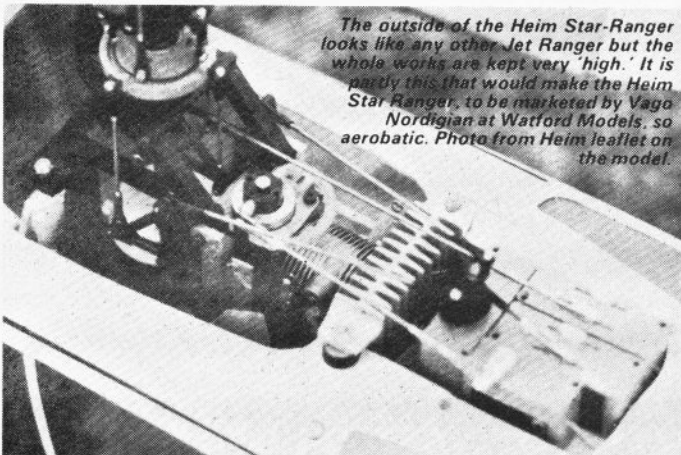
"Bullseye," "Over and Under" and "Skittles."

Bullseye was new this year. From a fixed point the pilot had to fly and land in a number of large targets, the nearest scoring ten points and the furthest 40. Time limit was two minutes and the targets were to the right of the pilot when facing into wind.

Also new was Over and Under, a sort of hurdle and limbo mixed up. Several passes over the course of three overs and three unders had to be attempted against the clock, the judges dancing sideways along the course 'sighting' the pass or fail at each obstacle.

Skittles we'd seen before, but this time the weighted plastic bottles were laid out in a circle and without doubling back the eight had to be knocked over against the clock.

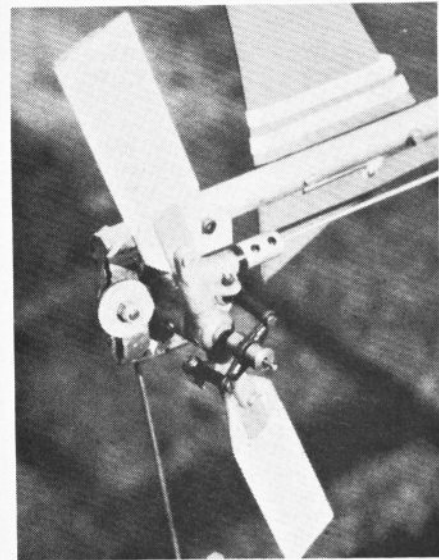
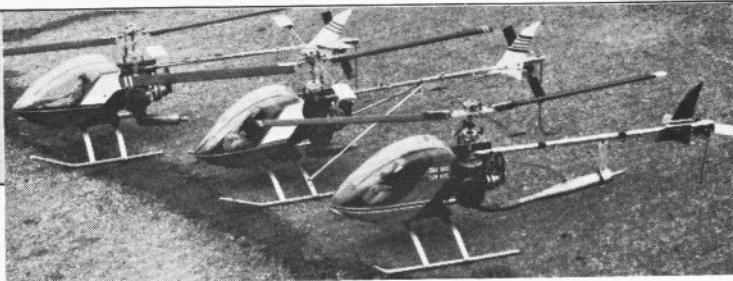
One thing was very apparent this year, the standard of flying accuracy has gone up appreciably. There are now many people who can fly a helicopter, and if the entry list becomes any bigger an abbreviated flight schedule will have to be devised for the sake of the judges. I felt very flattered that the scheme for marking, and the competitors' task that I suggested last year, was repeated exactly. You may recall that this was simply to lift off and hover briefly, forward to the box, lift off and sideways to another box, lift and fly free style to the best ability of the model for two minutes. Marks being given out of ten for such things as general appearance, accuracy into boxes, steadiness, execution of manoeuvres etc. and final landing. Ten items



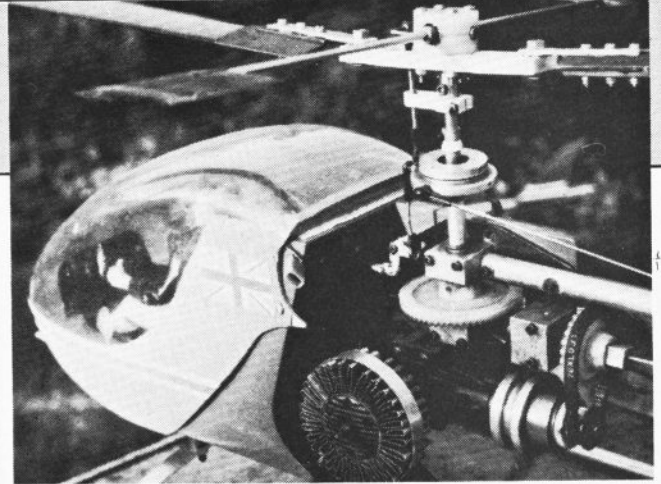
The outside of the Heim Star-Ranger looks like any other Jet Ranger but the whole works are kept very 'high.' It is partly this that would make the Heim Star-Ranger, to be marketed by Vago Nordigian at Watford Models, so aerobatic. Photo from Heim leaflet on the model.



Len Mount's scale Cobra won the concours section at the Bretons meeting.



Keith Whiddett's trio of Larks, all .40 powered and able to loop and roll, fitted with rigid ball-raced head and washplate. Keith's considerable efforts paid off with spectacular sport flying.



Results					
Scale Flight	Bullseye	Skittles	Over & Under	Concourse	Technical
1st W. Bayley Morley "2C"	A. Richardson Graupner "Bell 212"	A. Richardson "Bell 212"	G. Richardson Kavan "Jet ranger"	L. Mount Hirobo "Cobra"	L. Mount "Heliboy"
2nd D. Nieman Hirobo "Gazelle"	D. Nieman Hirobo "Gazelle"	K. Whiddett "Jet Ranger"	A. Richardson Bell 212	J. Morley Bell 47G	R. Sturmann "Breguet"
3rd T. Sturman Scratch "Breguet"	K. Whiddett "Jet Ranger"	M. Western Bell 212	A. Thomson "Heliboy" Hughes	D. Nieman "Gazelle"	J. Heaton "Lama"

giving a possible total of 100.

At the last minute it seemed to suit everybody that I should again be one of the three judges, and so, together with John Dodd and Ken Ford, we sat at a table in the middle of the field, to watch intently.

As I have said before, scale flying can only really be judged on the basis of an overall impression, so a variation in the scoring is to be expected. I believe my interpretation of the 'effort bonus' was completely different to Ken's, whilst John, who claims not to know one helicopter kit from another, didn't mark that column at all. My intention was that effort should involve initiative, thus Roy Sturman was awarded ten for his scratch-built Breguet whereas easy-build kit model flyer got nought. There were an awful lot of noughts, but fortunately, thanks to the organisers' briefing, competitors did point out their customising, and I awarded some in-between marks for mixing of mechanics and body shells. Any one opinion, on any one item, from any one judge, only amounting to 1/30 of the competitor's potential marks.

Warren Bayley impressed us all to win with his Morley Bell 47g (three cheers!) Warren excels at precision and slow scale like flying, especially tight circles and low altitude close in manoeuvring. Some competitors attempted auto rotations etc. and the sort of thing that is very difficult in windy conditions. One even fired rockets, no-one landed in front of the judges and demonstrated on board starting or other gimmicks. Why not? Start thinking for next year.

Scale effect was also the prime factor in the "Concourse," judged by Nigel Freem and and Peter Reid. Again the total possible was 100, made up from ten items marked out of ten. These were points for colour scheme, lettering, paint finish, cockpit detail, mechanics, kit or scratch-built, detail, scale effect, general appearance and cleanliness.

How much was lack of cleanliness offset by the attention to detail? I don't have to paint brown or black stains round the silencers, or blemish the paint, near the engines on my model. I just let the Helimix do its stuff!

Although an attractive competition option, only a few attempted the air-sea rescue of an "Action Man," this time in water so shallow

that he didn't sail away every time the chopper came above. Few attempted the 'garaging' option where competitors were required to fly between polystyrene tiles, mounted just a little wider than the rotor dia.

Those that did were told to misjudge the manoeuvre to make a spectacle, as otherwise the tiles remained intact too long!

At the end of the day, yours truly of 'Hovering About' fame was given the honour of dishing out the awards. Another fairly lengthy task, thanks to the club philosophy of making a lot of people happy with small 'made in club' trophies. A first, second and third for each of the six events, plus a bent full size jetranger wash plate on a plinth, for 'crash of the day.'

Len Mount did well winning the concourse event with his Huey "Cobra," and being awarded the technical development first award, for his efforts at the inverted flying of his "Heliboy." No mean achievement his, in spite of its having been done before.

Helicopter F3C Nationals 1980

The helicopter nationals was a resounding success enjoyed a competitors, spectators, judges and helpers alike. The organisation by Contest Controller Bill O'Riordan was very slick and probably the best run event seen this year; so good in fact that three rounds

were run when only two were planned.

The standard of flying was superb and it was impossible to tell at any time, until the scores were finally computed, how the results would come out. With the highest entry yet of 16 competitors the general approach was very friendly, highly competitive, and held in tight reign by Bill O'Riordan.

The standard of judging by the GB Aerobatics Association was good, as the attached sheet shows, and the impression was that they were fascinated, intrigued by, and above all enjoyed, judging this event.

The rules showed that minor amendments need to be made, although these were in the main cleared up before the event started. Nearly all the manoeuvres were attempted during the competition, which shows how standards have improved from the poor reception the receiver when introduced two years ago.

Final results were:

Len Mount	613	"Heliboy"
Nigel Freeman	546	"Heliboy"
John Heaton	544	Hughes 500 (Hirobo Mechanics)
Garry Richardson	542	Hirobo "Lama"
Mike Western	492	Bell 212
Keith Whiddett	479	"Lark" 4C (Modified)
Pat Dubock	454	"Falcon II"
Len Bliss	433	"Heliboy"
Ken Ford	425	Hirobo "Jet Ranger"
Warren Bayley	397	Morley Bell 47G
Martin Briggs	360	"Heliboy"
Vago Nordigian	262	"Heliboy"

Helicopter Schedule

Description	K	Number marked	Lowest	Highest	Average	AV X K
Auto rotation	5	8	3	7	4.875	24.375
Roll	4	28	3	8	5.785	23.14
Shovel	4	8	5	6	5.374	21.496
Belgium Stall Turn	4	20	3	7	5.05	20.2
Swiss Circle	4	18	2	7	4.89	19.56
540 Stall Turn	3	24	4	7	6	18
Double Pirouette	3	40	2	8	4.75	14.75
Top Hat	3	24	3	7	4.625	13.875
Immelman	3	14	3	6	4.214	12.642
180 Stall Turn	2	24	4	9	6.17	12.34
Single Pirouette	2	14	5	8	5.857	11.714
Tail in Circuit	2	70	2	8	5.843	11.686
Hovering M	2	70	3	9	5.7	11.4
Square Approach	2	54	3	8	5.648	11.296
Steep Approach	2	12	2	8	5.417	10.834
Loop	2	16	3	7	5.06	10.12
Flare and Landing	2	54	2	8	4.537	9.074
Horz. Eight	2	62	1	7	4.5	9
567						

Note 1: Total of eight zero scores recorded which were not included in the above figures.

Note 2: No attempts were made on Cuban Eight or Inverted Immelman.

Note 3: Top three attempted the following manoeuvres: Len Mount, 540/Loop/Roll/Belgium; Nigel Freeman, 540/Loop/Roll/Belgium and Auto-rotate; John Heaton, Double Pirouette/Top/Hat/Steep/Approach.