

EURO CUP '83

The 5th International Radio Control Helicopter Competition

The event was held on 3rd and 4th September at Bretons Sports and Social Club, in Hornchurch, Essex, England and was organised by the British Radio Control Helicopter Association (BRCHA) and Bretons Flying Club.

It was the first European R/C Helicopter event to be held in the UK, and my warmest congratulations go to all involved in getting the event 'off the ground', and organising everything so superbly. Ron Rees, the Organising Chairman, had certainly put in a tremendous amount of hard work. Such dedication, from someone who flies R/C aeroplanes and not helicopters – truly commendable. Pete Ashford, the Contest Director, also had his work cut out, and in true British style had everything in command. Pete Reay also did a wonderful job commentating for two days. He seemed to scarcely take a break – obviously his school teaching experience stood him in good stead!

The whole weekend had a very auspicious start. There we were on the Friday evening, (after having parked the caravan) in the Club House having a drink, when someone rushed in warning us all to "Batten Down The Hatches", as the wind was approaching gale force, and a cyclone was on its way. A cyclone – in England!! Great. The wind nearly knocked one over, when we went outside. Needless to say, after we had moved the caravan and the car around to the safest position (lots of advice from the Blisses, who seemed well used to this sort of thing), and hopped into a snug little bed, I could not sleep a wink. How people slept in their tents, I'll never know. We, and no doubt a few other people, wondered how on earth the flying was going to take place the next day. One thing was certain, the Heim Star Rangers were certainly best suited to the prevailing conditions.

Well, the much dreaded cyclone never appeared, but the wind scarcely seemed to have abated when we got up on the Saturday morning, although I do believe it quietened down a little in the afternoon. All those pilots who had seemed crazy risking their machines to practise flying in the wind on Friday evening, now showed just how sensible they had been. The thing that impressed me most about all the pilots was that although, whilst competing, some must have suffered stronger gusts of wind than others, I never heard one word of complaint. When asked about the flying conditions, most just shrugged their shoulders – true professionals. Just to add a

little variation to the proceedings, it also drizzled Sunday morning, making flying very precarious for those caught without radio covers.

There were two competitions held. The SPORTSMAN Class was devised for intermediate pilots to test their skills at flying eight manoeuvres from a choice of twelve. Details of these manoeuvres can be seen on pages 42-43 of the first issue of this magazine.

The EUROPEAN '83 Class was for the expert pilots, and conformed to the FAI F3c rules and flying schedule. Competitors were required to fly four compulsory and four optional manoeuvres. The points awarded by the judges were multiplied by the K factor (degree of difficulty) to calculate the total score for each manoeuvre. Again, a description of these can be read on pages 44-45 of the first issue. Unfortunately this competition had no SMAE recognition or approval 'for varying reasons'. Apparently the proposal did not even get a seconder when put to the Council Meeting, and one excuse given was the lateness of the proposal, even though the request was made on 26th October 1982. Obviously the 'red tape' involved, is very complex, as a reply was not sent until 7th January 1983! Is this just another example of the co-operation between the SMAE and helicopter pilots! Shame on the SMAE.

Well, back to the praiseworthy bits. Henk Schoenmaker from Holland, Marcel Diependael from Belgium and John Blackman from GB, were the judges for the FAI Class. They, along with Terry Felstead and Andrew Gooding, who judged the Sportsman Class, braved the elements for a day and a half, and seriously risked being blown away or soaked.

There were entrants from Holland, Belgium, Germany, France, Switzerland, Austria, even as far away as Finland, and of course the United Kingdom. There was also one entrant who was a Belgian/Canadian! The largest team came from Germany, with eight entrants in the two competitions, however my prize to the best 'turned out' (smartest) team goes to the Finnish. There were no entrants from Italy. Was it too far for them to come, or are there not any Italian pilots up to European standards? Perhaps someone could let me know.

The FAI class attracted twenty-five competitors. They each flew three rounds, and the final score comprised of the total of the best two rounds. The results of the first eight were as follows:

				Points	
1st	E. Heim	Germany	Heim Star Ranger	2391	1220/1171
2nd	J. DuPont	Belgium	Schlüter Heli Boy	2374	1234/1140
3rd	F. De Proft	Belgium	Schlüter Superior	2281	1143/1138
4th	L. Mount	England	Schlüter Heli Boy	2228	1162/1066
5th	K. Verplance	Holland	Heim Star Ranger	2042	1064/978
6th	J. Michel	France	Schlüter Heli Boy	1942	972/970
7th	C. Demaeyer	Belgium	Schlüter Superior	1867	963/904
8th	D. Nieman	England	Hirobo SST Jet Ranger	1835	1026/809

Ewald Heim has won every year for the last four or five years. However, Jean DuPont was not far behind him in second place. Indeed, DuPont clocked up the best score of the weekend with a round of 1234 points. The

Belgians certainly did very well, having three placed in the first eight – especially considering how many fewer R/C Helicopter pilots there are in Belgium, compared with say England or Germany.

The Sportsman Class had twenty competitors. Each flew two rounds, and this time the final score was the highest of the two rounds.

Keith Whiddett, from England, did very well, getting the highest score of each round, and winning by such a large margin. He said that when he came fifth in the FAI Class at Woburn he felt he was not ready for a European event, so would try his hand at the Sportsman's Class instead. Well, this certainly proved a good move and we will watch with interest to see how he gets on in the FAI competitions next year. Keith has been flying for six years, and although he has won many trophies, the nearest he has come before to winning a National class was coming 3rd at the British Helicopter Nationals a few years ago.

J. Nevling and A. Heyche were 7th and 8th respectively after the first round, but obviously settled down in the second round to increase their scores tremendously, to end up 2nd and 3rd. Alack, alas, what happened to Colin Bliss? Lying 2nd after the first round, he slipped to 11th after the second round, allowing his Dad to beat him! The results of the first eight were as follows:

			Points	
1st	K. Whiddett	England	Hirobo SST Jet Ranger	95
2nd	J. Nevling	Germany	Heim Star Ranger	83
3rd	A. Heyche	Belgium	Hirobo Corvette with Heim Mechanics	82
4th	E. Hagenaars	Holland	Heim Star Ranger	81
5th	L. Bliss	England	Hirobo 808	79
6th	E. Gutknecht	Belg/Canada	Schlüter Heli Boy	79
7th	B. Schneider	Germany	Bolkow with Heim Mechanics	76
8th	R. Makkoman	Finland	Heim Star Ranger	74

The array of prizes was overwhelming. All competitors received a medal, and a lucky dip chance of one of numerous prizes of kits, radios, gyros etc. donated by various shops and manufacturers. The prizewinners' trophies were made from cross sections of full size Jet Ranger and Hughes rotor blades, mounted on a plinth, with silver badges. They were very unusual and most striking. Dave Nieman supplied the blades, and the trophies were made by Ron Rees and Pete Reay, with the silverwork done by John Davey. There was also a Cup and Champagne for Ewald Heim, whilst Keith Whiddett also received two Silver Goblets. The Trophy for the most Spectacular Crash, won by C. Schwicer from Austria, was a carefully bent piece of rotor blade – great idea. The Lady Mayor of Havering presented the prizes. She certainly seemed to enjoy the continental flavour to the proceedings, which included much kissing. She didn't even seem to mind when Ewald showered her with champagne, which De Proft declared was a good vintage!

De Proft is the FAI helicopter delegate, and he had given an enormous amount of advice and encouragement to the committee. It was good to see that a collection was made for him, after he lost a helicopter in an unfortun-

ate incident. Before the competitions had started, it appeared that there must have been a radio mix-up, as suddenly his helicopter was seen plummeting to earth, responding to no controls.

After the prize giving, demonstration flights took place. It seems a pity that Mr. Morley and Mr. Heaton arrived only in time for this, and missed all the excellent competition flying. John Heaton was to have arrived in his full size machine – a Hiller I think, but bad weather prevented this, although he did arrive in his flying suit!!

The fixed wing members of the Bretons Club put on a good show, by way of a change from helicopters. Paul Beauman and friend raced around a couple of pylons at break-neck speed, whilst Sean Bannister showed us some gliding aerobatics. The peace of the glider, however, was shattered by Jon Young and his bomb dropping Mustang. John Dodd also flew his aerobatic Bi-Plane, giving a wide variation to the displays.

Ewald Heim demonstrated his skills again, with his Heim Star Ranger, whilst Vago Nordigian flew the new Heim 222 with the lovely retracts.

Len Mount gave his usual controlled flying display with his Schlüter Heli-Boy, including many manoeuvres flying inverted. Just by way of a surprise, Dave Nieman also gave a fine display with his Hirobo 808 inverted. For one moment it even looked as though he was going to land the wrong way up! Dave also flew the Hirobo Iroquois UH-1B. This is featured on the front cover – it certainly looks impressive in the air.

John Griffiths, whose heart is also in flying as scale as possible flew his Wessex, in Queen's Flight Colours. The mechanics are Kalt, but John has produced his own fuselage. He certainly has the ability to produce very photographic models – remember his Sea King in issue one (inside front cover).

Albert Heyche had a fly around with his Corvette, which has Heim mechanics. He also flew his Blue Thunder, which must have been very interesting for the spectators who had seen the film.

Pete Reay took a break from commentating to fly his home built Scorpion. A most unusual model, and a fine achievement. We hope to show you more pictures of this when Pete has finished the cockpit.

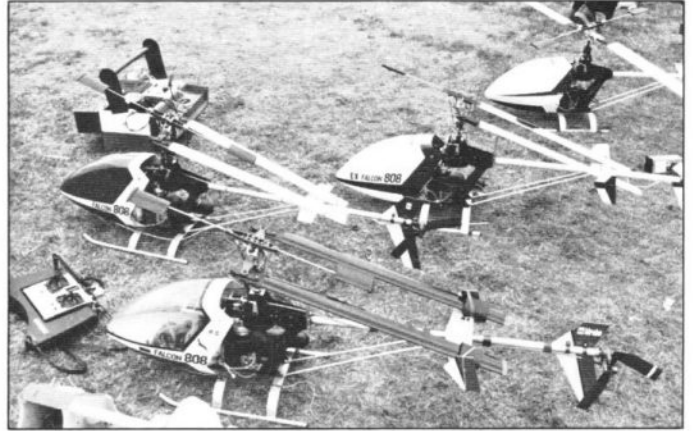
The Morley flying team gave a display with their new Morley MkIIC.

Finally I would like to say again how impressed I was with the organisation of the whole weekend. It could never have worked without such hard working and enthusiastic helpers – most of them being the Bretons members. These men 'behind the scenes' cooked breakfasts, worked in transmitter control, organised contestants, ferried people to and fro from the hotel, and John Davey even took some of the competitors wives on a tour of London! To all of you – "Well Done", the weekend was a credit to you, and I certainly enjoyed myself.

EUROCUP PHOTO GALLERY



Braving the elements are judges in front – Marcel Diependael, Henk Schoenmaker and John Blackman. Ron Rees is on the Walky Talky and Pete Hamshere on timing.



A brace of Hi-robo Falcons.



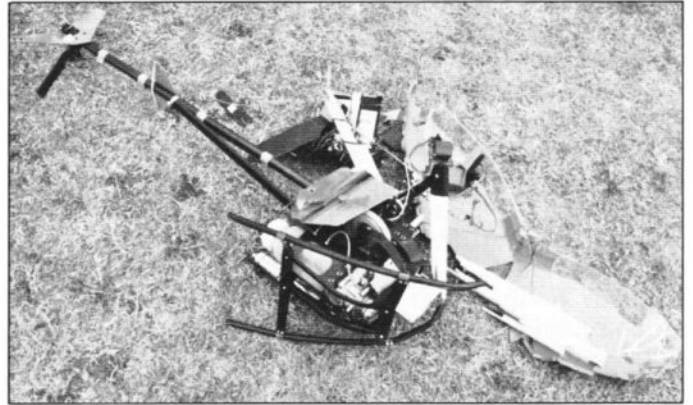
Schlüter Heli Boys of the Scientific – France team.



Len Mount's red devil – a Schlüter Heli Boy.



De Proft's Superior – a lovely model from Schlüter.



De Proft's Superior after the unfortunate crash caused by radio problems.



Heim's Mechanics in an Aerospatiale Ecuriel, belonging to the German team.



Pete Ashford – the contest director – checking with a metal detector for metal weighted blades.

EUROCUP PHOTO GALLERY



F. De Proft with another of the Schlüter Superiors, a very popular model in Europe.



Brrr, this wind just goes right through me!



The Lady Mayor with John Davey, Ron Rees and Pete Reay, who designed the trophies – superb idea.



John Griffiths, demonstrating his scale flying model of the Wessex – Kalt mechanics, Slough R/C Fuselage – in Queen's Flight colours.



Dave Nieman with his protégé Carl Ewer otherwise known as Kremmin who was the youngest competitor in the FAI Class.



Vago Nordigian of England of the Watford Model Shop looking relatively relaxed prior to his attempt in the FAI Class. Len Mount bides time with him.



Diana Cameron-Tough with the R/C Helicopters caravan and displays of photos, etc. pertaining to helicopters.



De Proft receiving his prize for coming 3rd in the FAI Class with his Schlüter Superior.

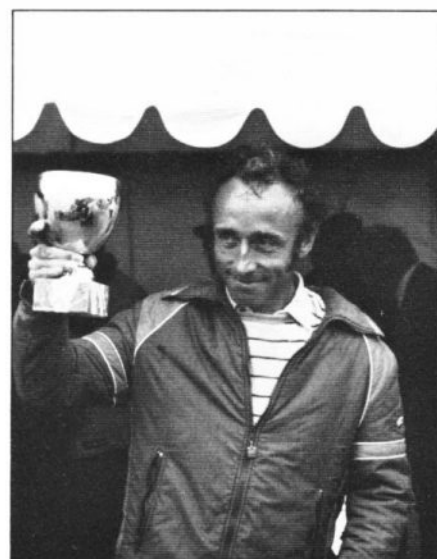
EUROCUP PHOTO GALLERY



Colin Bliss calling for Dad. Len came 5th in the Sportsman Class.



Len Mount receiving his prize for coming 4th in the FAI Class.



Ewald Heim with Silver Cup – 1st Prize for FAI Class.



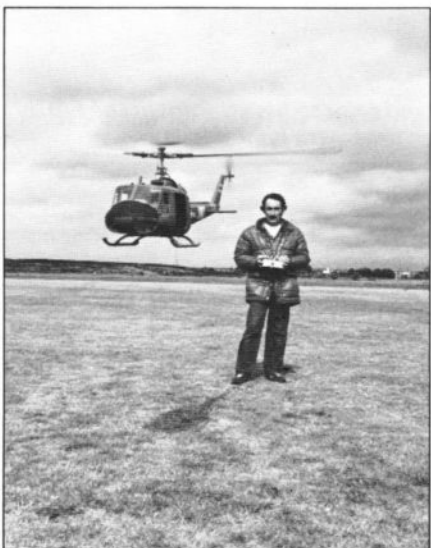
An example of the superb trophy – a cross section of a full size rotor blade.



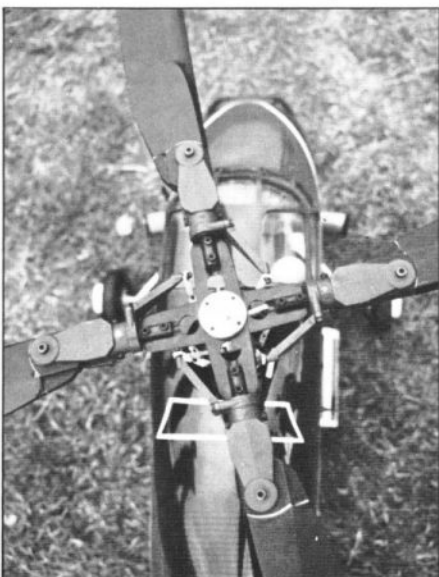
J. DuPont from Belgium, 2nd in the FAI with the Schlüter Heli Boy.



Keith Whiddett from England – a well deserved 1st Place in the Sportsman Class here getting his prize from the Lady Mayor.



Dave Nieman giving a demonstration with his large Hirobo petrol engine Huey.



Close up of the Kalt 4 bladed head on John Griffiths' scale Wessex.



A small line up of the array of models at this gale force event.

EUROCUP 1983



Ewald Heim, winner of the Eurocup '83, and his winning Heim Star Ranger.



Keith Whiddett – first in the sportsman's class with his Hirobo Jet Ranger in Lotus Team Colours.



The array of unique trophies and prizes.



The first three winners of the FAI class – F. De Proft, E. Heim, and J. Du Pont.



The team that had the best finished look! – the Finnish.