

RESULTS ROUND-UP

by Diana Cameron-Tough

I must say that it is so nice to hear from our 'foreign correspondents', to learn what is happening in other parts of the world, and see which models are popular. There will be the Slough and Newbury Fly-In in the UK and the Tangerine International in the States to report on in the third issue. I shall be relying on you all for other information. Now that we have readers in Hong Kong, Japan, Canada, Mexico, etc. etc I really would love to hear from you. Please don't worry if your English is not perfect – I can't expect it to be, after all I cannot write in any other language.

The reaction that I have had to my column, is that it reads more like a weather report – well this one will certainly prove to be no different. What can you expect from a 'mere female' reporting on helicopters anyway!

Woburn, England

Anyone who is planning a holiday in the UK next year would do well to make it coincide with the fly-In on the Duke of Bedford's Estate in Woburn. There can be no flying site more worth a visit, nestled as it is between Woburn Abbey and a large picturesque lake. And, would you believe it, the weather was absolutely glorious – a real scorcher. Everyone went home, not only with the experience of a great day's flying, but also with a great tan!

The Woburn Fly-In, held on Sunday July 17th, was organised by the BRCHA (British Radio Control Helicopter Association). Gerry Haim certainly started the days flying off in style, by arriving in his full size Hughes 300 – what a smoothie, and no doubt the envy of many model pilots!

There were four competitions: FAI, Scale, Concours and Novelty. I counted 101 helicopters present, 45 of those being scale models. Not quite 50: 50 this time.

FAI or Expert

There were 15 entrants in this class, and it was regarded as a good practise competition for the Euro Cup. After the fiasco of the British Nationals held later, it proved to be the only practise competition for the British pilots. The Europeans appear to have FAI competitions nearly every weekend in the summer. Perhaps if there were a few more competitions in England, we might do even better in the European Events. What do you think? We are certainly not as FAI orientated as the Europeans, but then they appear to have no scale competitions. There must be a happy medium somewhere.

Well, back to this competition. Out of 19 manoeuvres, 4 were compulsory – Hovering M, Hovering Circle, Horizontal 8, Landing or Autorotation. 4 more manoeuvres had to be chosen, each with a different 'K' factor, or degree of difficulty. For those of you who bought our first issue (all of you I hope, if not there are a few still available) you will see a full description of the manoeuvres on page 44.

The judges commented that too few people had actually read their detailed flying schedules showing exactly what is required by



Gerry Haim arriving in his Hughes 300 – or is it a model?!

FAI rules. (This is one of the reasons why we printed out the manoeuvres, so you could all have them to refer to – and hopefully you would also always know where they were.) They also said that most hovered too low, many were unorganised and there was too much flying over the judges' heads. Apart from the actual execution of the manoeuvres these seem to be the points to watch, to gain higher marks.

Len Mount won the Champion's Cup with a piece of all round smooth precision flying, with his Heli-Boy. He also proved he was a worthy champion by his admirable performance at the Euro Cup, some weeks later. (See his article on the Heli-Boy in the first issue.)

The results were as follows:

| | | Points | |
|-----|------------------|-----------------------|-----|
| 1st | Len Mount | Schlüter Heli Boy | 828 |
| 2nd | Dave Nieman | Hirobo Jet Ranger SST | 719 |
| 3rd | Vago Nordigian | Heim Star Ranger | 626 |
| 4th | Garry Richardson | Kalt Baron 50 | 571 |
| 5th | Keith Whiddett | Hirobo 808 | 537 |

Scale

There were 17 entrants. It was a combined static and flying competition. Static points were awarded for good construction, authentic colour schemes, scale appearance, finish and overall realism. Flying was two minutes' free style, during which the pilots were to fly in the most realistic manner possible, in comparison with its full size counterpart. Points were awarded as follows:

- Sound and smoothness of overall machine.
- Take off and hovering.
- Transition to and from forward flight.
- Co-ordination of controls during turns and forward flight.
- Landing and approach.
- Authenticity of overall model and flight pattern, to full size.

The valuable judges' comments this time were that many flew too fast to achieve realistic scale flying, and again many were so eager to fly that they had not read properly what they were meant to do, ie only about 1/2 hovered. I have no desire to curb anyone's enthusiasm – I thought the turn out was fantastic, but come on you pilots – perform to the best of your ability and don't lose marks on silly points. You've achieved something wonderful in flying a model helicopter – make the best of it. Well, that's enough lecturing by someone who doesn't even fly herself!

I must admit that I do enjoy watching scale flying. It's much better than all that screaming about the sky, which only gives me neck ache.

Dave Nieman won by having a real appreciation of how a full size helicopter flies, and by being able to put his knowledge into practise. When he is flying his 47G well, he surely must be hard to beat anywhere in the world. What a pity the Euro Cup did not have a scale competition!

All the models were of a very high standard, and it is so nice to see the unusual and attractive colour schemes.



Line up of the Concours prize winners with the full size Hughes 300 in the background.



Woburn flight line on a hot sunny day.

The results of the scale competition were as follows:

| | Points |
|--|--------|
| 1st D. Nieman Hirobo Bell 47G III B, petrol engine, in US Army colours. | 223 |
| 2nd Jim Harrison Hirobo Aerospatiale/Westland Gazelle SA 341G in RAF colours | 181 |
| 3rd Keith Whiddett Hirobo SST Jet Ranger in John Player Lotus (Racing Team) colours | 176 |
| 4th John Barrow Morley Hughes 300C with his own three bladed head. | 166 |
| 5th John Griffiths Westland Wessex HC MkII, Kalt mechanics with four bladed head, Slough RC produced fuselage in Royal Navy colours | 164 |

Concours d'Elegance

This was a static competition to select the best overall model. Judges were looking for an accurate clean construction, mirror paint finishes, general condition and presentation. There were twelve entrants.

The results were as follows:

| | |
|---------------------------|---|
| 1st Nigel Smith | Bell 214B Heavy Lifter, Hirobo mechanics with Dave Nieman fuselage. |
| 2nd Len Mount | Hirobo Bell 47G. |
| 3rd John Griffiths | Westland Sea King HAR Mk II – Kalt mechanics and Slough RC produced fuselage in RAF rescue colours. |
| 4th Nigel Freeman | Heim Star Ranger. |
| 5th Keith Whiddett | Hirobo SST Jet Ranger. |

2 minutes were allowed, with bonus points for every second under 2 minutes, and penalties for every second over. The winning time was 58 seconds – 140 points (maximum) plus 62 bonus points = 202 total.

Novelty

There were 42 entrants for this event, with some entrants having up to five attempts. It was a classic case of experience against enthusiasm in 1st and 2nd place, as Len Mount took a cool one go to gain 202 points, whereas Martin Cogger took five attempts to reach 199 points, although I hasten to add that his first go at 182 points was not at all bad. Colin Bliss's tenacity was well rewarded by just squeezing into third place with an eleventh hour attempt.

The course was:

- 1) Take off and land in one of three boxes, each with varying degrees of difficulty.
- 2) Under, over, under limbo.
- 3) Slalom course.
- 4) Knock down four bottles in order, each containing varying amounts of water.
- 5) Land in finish box.

Hopefully the diagram will make it clearer to those of you who have not seen such an event. It is an easy course to set up on your flying field, to get in a bit of practise before the next year's competitions.

The results were as follows:

| | Points | |
|---------------------------|-------------------|-----|
| 1st Len Mount | Schlüter Heli Boy | 202 |
| 2nd Martin Cogger | Schlüter Heli Boy | 199 |
| 3rd Colin Bliss | Hirobo 808EX | 182 |
| 4th Vago Nordigian | Heim Star Ranger | 181 |
| 5th Keith Whiddett | Hirobo 808 | 180 |

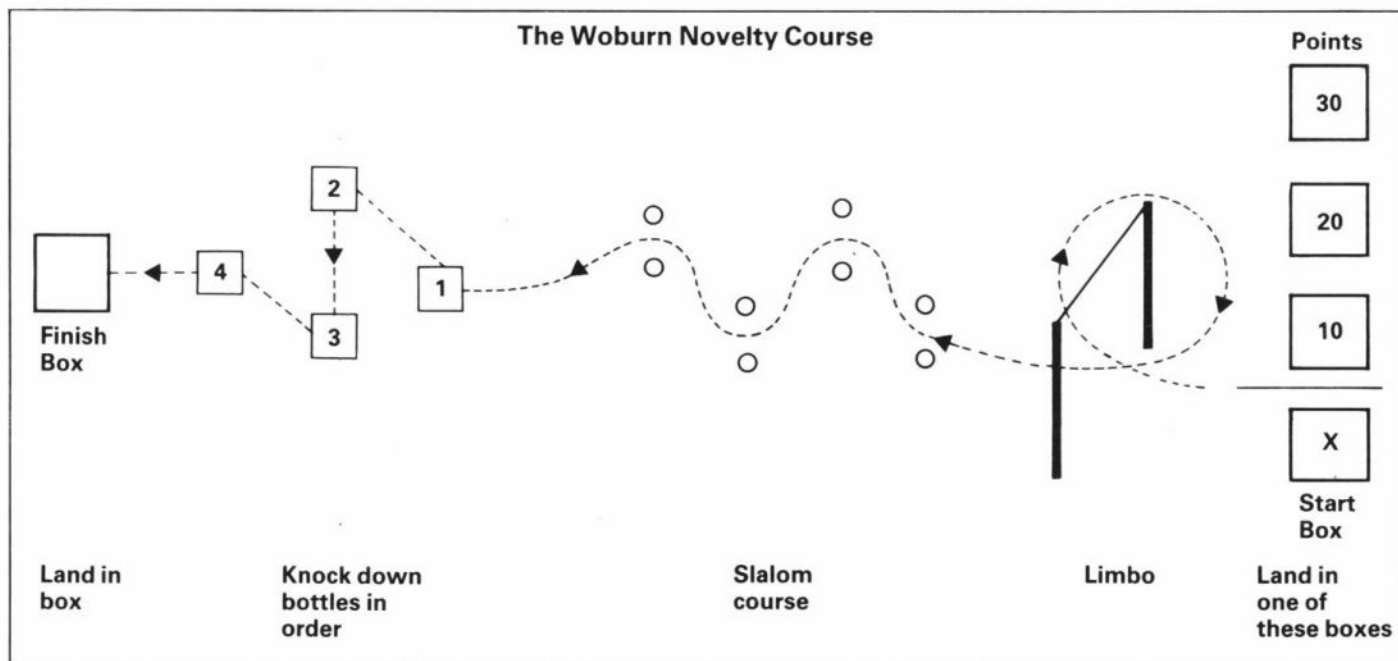
The prizes were presented by Mike Barry, the Woburn Estate PR Liaison Officer, as Lord and Lady Sommerstock were out of the country. He said that the event had been held at Woburn for four years now, and he very much hoped that next year it could become a National Event. (This magazine will encourage this idea.)

I know that there is support for the idea of having the RC Helicopter National Championships as a separate event from the present SMAE event. After the non-event of these Nationals this year, it must lead one to the conclusion that something is wrong with the present system. After all, if the BRCHA can get such an enormous turn out, why is it that the SMAE gets such a pathetic number of entrants. Is it that you won't compete as you think the 'old favourites' will win? What do you think is wrong, and what do you want to see done to improve things? Let us know, and maybe something positive will come out of this.

Many thanks to all the members of the British Radio Control Helicopter Association that helped with the organisation, Tx Control, Judging etc, and special congratulations to Pete Ashford who worked so hard to make it such an enjoyable and well run day. Well done with the weather, Pete! Also where would we all be without Dave Bishop and his running commentary. He certainly keeps us all in the picture as to what everyone is doing and who everyone is.

Ugbrooke House Fly-In by Geoff Bell

Held on 7th August, the event started with the arrival of Gerry Heim in the full size Hughes 300. After the dust had settled we had a briefing for the pilots. They could choose any of the three novelty



events in any order. Two rounds to be flown in each event. The best score from each round was added together to obtain the winner.

Scale was judged by Denis Teage (Static) and Roger Howe of Runway S.W., Plymouth (Flying). Denis specializes in the authenticity of full size aircraft colour schemes and he awarded points out of 50. Roger similarly awarded flying points out of 50. There was a very strong Hirobo team with Dave Nieman and crew in attendance. Dave was flying in a relaxed manner and demonstrated for the first time that I had seen, an 808 flying inverted. Results as follows:

| Novelty | Scale |
|-----------------|------------------|
| 1. Dave Nieman | 1. Dave Nieman |
| 2. Maurice Tait | 2. Geoff Bell |
| 3. Geoff Bell | 3. Maurice Tait. |
| 4. Les Bell | |
| 5. Mike Hall | |
| 6. Pete Harris | |

We of the Devon Helicopter Association would like to thank everyone for the support.

The British Helicopter Championships, nr. Grantham, Lincs.

This was to have been the FAI championships on August 28th and 29th, with a scale competition as a fill in on the Saturday. Well, unfortunately I regret to have to relate that the FAI competition was cancelled. You may or may not have heard stories as to why this happened. I do not propose to go into what happened or why – as I can see no good will come of it. There were too many factors involved, and not being present myself, it is impossible to get an unbiased opinion. I also feel very ashamed that readers all around the world will see that we cannot get it together for one British FAI competition a year!

There were only four competitors for the scale competition, other entrants having dropped out. This doesn't seem many does it? Even last year there were only six competitors for the only competition – the FAI.

50 points were allotted to static interior, 50 to static exterior, and 100 for flying. This comprised of: Observation take off, Figure of 8, Hovering L, 5 minutes free style, 45° touch down without a hover.

Much controversy surrounded the judging, but the results were as follows:

- 1st John Griffiths Westland Wessex, Kalt mechanics with a four bladed head, and Slough RC produced fuselage, this time in Queen's Flight colours.
- 2nd Dave Nieman Hirobo Bell Iroquois UH-1B, in US Army colours.
- 3rd Len Bliss Graupner Bell 212.
- 4th Colin Bliss Hirobo Bell Cobra AH-1S, in US Army colours.

The Schlüter Helicopter Cup

by Len Mount

On the weekend of the 10th/11th September 1983, the Schlüter Helicopter Cup was held at the Flug und Modellbau Club in Dietrenbach near Frankfurt/Main, West Germany.

We arrived at the flying site late Friday afternoon (after a 6½ hour, 420 mile drive from Ostende) to be greeted by an even worse torrential downpour (which lasted all weekend) than that had plagued us the previous weekend at the Euro Cup.

The Event started on Saturday afternoon at 1pm with weather conditions far from perfect, with a first round field of 87 pilots. (Sadly only two from the UK – Vago Nordigian and myself.) This was reduced for the second round on Sunday morning to the best 30 fliers, with the initial competition consisting of 'Fun Type' tasks, flown against the clock.

The twelve best contestants were then chosen for the final round of the Schlüter Cup. This consisted of the following tasks:

- 1) Knocking down bottles located on a table. After each knock down, to circle around the tower. A maximum of 10 bottles.
- 2) Picking up pylons from a 2 metre tower and releasing them outside the competition area. A maximum of 10 pylons.
- 3) 7 manoeuvres from the FAI Schedule – 3 compulsory, 4 optional.

The total allowed time for these three sections was eight minutes, which proved to be very tight with several competitors running out of time.

The final placings gave victory to the European Champion Ewald Heim (once again!) with cups awarded down to 10th place.

Dieter Schlüter organised an excellent competition, with a dinner & dance on Saturday night. He also gave prizes for every competitor – all 87 of them, at a cost to himself of well over £4,500.

My thanks go to Dieter Schlüter and the Flug und Modellbau Club, for a very enjoyable weekend.

Newark, England

It really does seem such a pity for Winthorpe Flying Club that they have not been blessed with good weather for either of their Fly-Ins this year. Their first event earlier in the year suffered from torrential

rain, and on Sunday September 18th the drizzle that must have greeted everyone when they opened their curtains that morning certainly seemed to put a lot of people off. When we got to the flying field there was not a drop of rain in sight, but the conditions were a little blustery! Still, those who were flying at the Euro Cup two weeks earlier must have had a lot of practise flying in such conditions. All I can say is that I hope 1984 is kinder to the Club.

There were 27 helicopters present, 13 scale and 14 others.

Scale

There were six competitors in the scale competition. 50 marks were allotted to static, and 50 to flying. The flying comprised of two minutes' free style, being marked on realism of the take off, flight and landing.

| | Static | Flying | Total |
|---|--------|--------|-------|
| 1st Dave Nieman | 42 | 40 | 82 |
| Hirobo Bell 47G, petrol engine in US Army colours. | | | |
| 2nd Keith Whiddett | 36 | 35 | 71 |
| Hirobo SST Jet Ranger in John Player Lotus colours. | | | |
| 3rd Maurice Tait | 35 | 32 | 67 |
| Morley 300 MkIIC. | | | |



The usual bunch of prize winners, with Dieter Schlüter (centre bottom row). Photo by Olive Mount.

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My personal congratulations go to the Editor, who was only one point behind Dave Nieman in the static judging, with his Hirobo Bell 47G in LAPD colours, – and he hasn't even finished the cockpit yet! Just wait until the finished model is on show next season! Unfortunately he was unable to fly, due to a technical problem, but I very much hope to be able to include his name among the prize winners next season. (Pictures of the full size machine are shown in the first issue.)

Novelty Event

This is the regular Winthorpe 'Marathon Event', testing stamina as well as skill. There were six competitors, but they seemed to enjoy the course, as they had twenty five attempts between them.

The results were as follows:

| | | Time |
|-----|----------------|----------------------------|
| 1st | Keith Whiddett | Hirobo 808 36.9 sec |
| 2nd | Nigel Revill | Graupner Helimax 43.2 secs |
| 3rd | Martin Briggs | Hirobo 808 43.4 secs |

During the interval Dave Nieman, Garry Richardson and Maurice Tait gave demonstrations. Dave flew his Hirobo Iroquois UH-1B, which he had very nearly finished. Its 1/7th scale means that it looks very impressive in the air. Dave also demonstrated a new KKK kit of a Robinson R22 – the first time this model has been seen flying in this country, although of course it was seen in the first issue of the magazine, flying in Japan. (There will be a full report on the model in the third issue, and also a report on our trip to Robinson Helicopter Co. in Los Angeles.) It is an amazingly scale model, and considering the awful wind, flew very well with its flybarless head. Dave was also using his new Futaba PCM radio gear, which he said was well suited to the model.

Garry Richardson gave an acrobatic display, which certainly showed his skills in this field, with his Kalt Baron 50. Maurice Tait displayed the manoeuvrability of the Morley 300C.

Well done to David Mills, and all the other hard working members of the Winthorpe Flying Club, and keep up the good work next year.

You can look forward next season to the 'Battle of the Iroquois' – David Mills and Dave Nieman both trying to outdo each other in building the perfect scale model, and also there is a squad of 47Gs ready to do battle next season. The Editor, Stephen Proops and again David Mills are all trying to produce the most scale and attractive colour schemes. I hope to have a picture of them all together, when they are finished. Do let me know if any of you out there are building a helicopter in an unusual or attractive colouring. I'm a sucker for pretty scale helicopters!

My apologies to anyone who went to Gatehampton Farm on August 28th. All I can say is that the date was correct at the time of going to press, and the event was only cancelled later.

Hopefully, by the time you are reading this all the UK readers will have been to the Slough Radio Control Fly-In at Towersley, Nr. Chinnor, Bucks on November 13th, held in conjunction with the High Wycombe Flying Club. The date was arranged too late for inclusion in the first issue, but I hope you all got to know about it anyhow. There was to be the first annual FAI competition, plus the usual scale and novelty classes. An enormous array of trophies had been promised, plus the appearance of a full size helicopter. I was also pleased to hear that a full size pilot would be judging the scale flying. I cannot envisage that I will be there, as the new addition to our family will be imminent. The only way is if the Editor goes in for a bit more of his world famous Nap of the Earth flying, to help junior to arrive early!



The British contingency with a King Size Jet Ranger. Photo by Olive Mount.



Scale line-up at the 1983 United States AMA Nationals. Scale is growing in the USA.



Walt Schoonard's Astar-355 finished in Petroleum Helicopters, Inc. decor. Received highest static score of any '83 Nats scale entry.

AMA NATS July 25/26 1983 by Horace Hagen

At the start of 1983, I spoke with AMA HQ to determine if the FAI competition category could be added to the Nats. They informed me that it could only be offered as an unofficial event because it was too late to include it on the Nats entry form. After I told them this was acceptable to me, they asked if I would run it. Well, I couldn't very well refuse, and on reflection I volunteered to run all five RC Helicopter events at the Nats.

My main motive for running the FAI event was to select the best three pilots to represent our country in a World Helicopter Championship. Another motive was to encourage overseas contestants to come and show us the FAI maneuvers in their best light. I also hoped that the same pilots who fly our expert class might want to try their hand at the FAI schedule. In addition, as the USA representative on the FAI RC Helicopter F3C Subcommittee, I wanted to gain more experience with the FAI category in order to contribute more to that subcommittee.

After much hard work encouraging entries, by the time I reached the pre-registration deadline of July 1st there were more than ten entries in each class, except Scale and FAI. The total entries was 50 – more than I had expected and most encouraging. There was also one entry from Japan.

During the preliminaries the night before the event, we had 14 late entries – which really gave us something to think about. By 5pm we had 71 entries in the AMA events and 10 in the FAI category. Needless to say, Dick Robbins, Jim Harmer and myself expected a long evening organising the three flight lines to be used.

Contest Day 1: The official AMA schedule called for a 7am start, but due to several problems, we did not get started until 9.45am. We had four additional late entries to process, which really did a number on the already established flying order. (Note: Next Year, the late-entry deadline will be the same as for other RC Events!) We counted three 'no shows' so the total entry was 82. The number of contestants was 63, 19 flying in two events. Not shabby by any standard.

Three complete flying courses were laid out, parallel to the crowd line, as shown in the AMA rule book. Flight line 3 was used as a dual site for FAI and AMA events. The FAI entries were given priority on this Flight line, and when they had finished it was changed over to the AMA configuration.

A number of us was anxious to see the flying style and types of FAI maneuvers selected by Mr. Yoshiaki Nagatsuka of Japan, during this first round. I was most impressed by the smoothness and a superb axial roll. The judges must have been similarly impressed as they awarded him about 200 points over the next best pilot. The real surprise came when he flew in our Expert Class and got the highest score there also. Round 1 ended about 3pm. We called a pilots' meeting to recommend that a second round be flown before nightfall. This was unanimously agreed. A second round of scale was not flown that day, which helped to get the other round finished by 7.30pm. We breathed a sigh of relief because we satisfied one basic contest requirement of two complete rounds.

Contest Day 2: The contest got an earlier start at 8.30am. The judges settled down to another day in the sun. (For those of you who have never spent a whole day sitting in one place staring at model aircraft flying through the sun, let me say that these people deserve an awful lot of credit, for theirs is a tedious and demanding task.)

All five competition categories flew in Round 3. The judges were again rotated for this round, which gave the contestants the opportunity to fly in front of a different set of judges each time. When this round ended at 1pm, it appeared that many scores were gradually improving, as contestants were getting rid of their contest butterflies. Again we had a show of hands to agree to get in another round before sunset. Initially I had thought the Scale entrants would be happy flying only two rounds, but I was wrong. The Scale contestants wanted to have a third round to give them the opportunity of one throw away round.

During Round 4 we were threatened by a thunderstorm, however the Pioneer RC Club Members told me it would disappear down the Connecticut River, which is exactly what it did.

An interesting event occurred during Round 4. Our guest from Japan was eased out of first place in Expert by Robert Gorham. In the FAI however, he eased out Tom Dalusio to take first place – a predictable outcome based on the relative experience held by each.

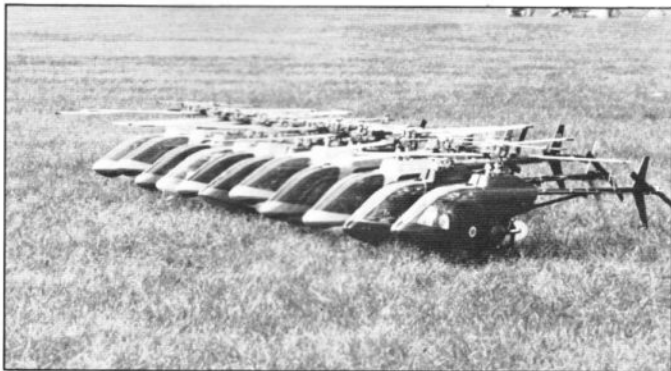
The Award Ceremony: Twenty three contestants received awards in the forms of plaques. There was a very special guest present at this ceremony – Mr. Dieter Schlüter, of West Germany, father of RC Helicopters. Dieter and I met back in 1970 after he had set the world record for Duration and Closed Course Distance, with his Huey Cobra.

In Summary: I would like to say that the quality of flying has improved dramatically in the last few years. This is in no small part due to the high quality of the machines available today. We witnessed over 300 flights, with only one crash and two mishaps. In a word – remarkable!

If the participation in future Nats is as high as it was here, we should consider running a separate contest for the FAI category (perhaps a team selection similar to the present Masters for Pattern) at a site that is closer to the hub of RC Helicopter activity.

This event achieved several firsts:

- 1) Entry exceeded 40.
- 2) The new frequencies were used.
- 3) Three AMA flight lines were used.
- 4) Five categories were offered.
- 5) A foreign contestant competed in FAI. The fact that we also managed to get four rounds in during two days also speaks well of the help we got from the local and other club members. We can all take pride in that, and I personally thank one and all for a job well done.



These beautiful Superiors entered at '83 AMA Nats. The Superior set an impressive record just two weeks after being introduced in the US market.

Several pilots ran very close to the time limits used in each class, and a few actually exceeded the time allotted. This data will well be analysed to determine if any changes in maximum flight times, as contained in the AMA rule book, are warranted.

No competition of this magnitude can succeed without the help for many people. Permit me to alphabetically list the officials and their responsibilities.

Flight Line Judges – David Babineau, Paul Conner, John Frappier, Ron Gamelli, Jim Harmer, Ron Haynes, Walter Knaus, Bob Landry, Joal Lang.

Scale Static Judges – John Burleson, John Fenuccio, Del Major.

Flight Line Coordinators – Greg Baranyay, George Delisle, Rey Lavallee, Bob Otto, Bill Williamson.

Frequency Coordinators – Skip Bryant, Dick Robbins.

Transmitter Impound – Charlie Meserve, Rose Sutton.

Scorekeepers – Patti Burleson, John Fenuccio, Henry Goedkoop, Barbara Landry, Keith Webb.

Contest Director – Horace Hagen.

Assistant – Dick Robbins.

1983 AMA HELICOPTER NATIONAL RESULTS

Expert Class – 17 entrants

| Model | | State | Winning points |
|------------------------|-------------------|-------|----------------|
| 1st Robert Gorham | GMP Competitor | CA | 20,680 |
| 2nd Yoshiaki Nagatsuka | Kalt Baron 60 | Japan | 20,585 |
| 3rd Robert Belluomini | Schlüter Superior | OH | 19,095 |
| 4th Thomas Dalusio | GMP Competitor | CT | 18,730 |
| 5th Bill Curtis | GMP Competitor | PA | 18,635 |
| 6th Robert Hamilton | GMP Competitor | CA | 18,170 |
| 7th Ralph Dalusio | GMP Competitor | CT | 18,160 |
| 8th Cliff Hiatt | Schlüter Superior | FL | 17,699 |

FAI Class – 10 entrants

| | | | |
|------------------------|-------------------|-------|-------|
| 1st Yoshiaki Nagatsuka | Kalt Baron 60 | Japan | 3,588 |
| 2nd Thomas Dalusio | GMP Competitor | CT | 3,367 |
| 3rd Robert Gorham | GMP Competitor | CA | 3,243 |
| 4th Cliff Hiatt | Schlüter Superior | FL | 3,145 |
| 5th Robert Belluomini | Schlüter Superior | OH | 3,083 |
| 6th Ralph Dalusio | GMP Competitor | CT | 3,020 |
| 7th Robert Hamilton | GMP Competitor | CA | 2,895 |
| 8th Bill Jensen | GMP Cricket | CT | 2,879 |

Scale Class – 9 entrants

| | | | |
|--------------------|-----------------------|---------|--|
| 1st Paul Terceiro | Hughes 500 | RI | |
| 2nd Bill Cane | Bell Jet Ranger | MA | |
| 3rd John Gorham | Aerospatiale Lama | CA | |
| 4th Franz Fletcher | Bell Jet Ranger | Jamaica | |
| 5th Sam Newhouse | Aerospatiale Alouette | NY | |
| 6th Sam Tartaglia | Bell 47G | CT | |
| 7th Walt Schoonard | Aerospatiale Astar | FL | |
| 8th Dick Walter | Bell Jet Ranger | PA | |

Intermediate Class – 20 entrants

| | | | |
|---------------------|------------------------|---------|--------|
| 1st Ralph Geese | GMP Competitor | PA | 10,365 |
| 2nd Charles Sjobeck | Schlüter Super/Heliboy | VT | 9,780 |
| 3rd Donald Morrow | GMP Competitor | OH | 9,705 |
| 4th David Davis | GMP Competitor | OH | 9,610 |
| 5th Franz Fletcher | Schlüter Superior | Jamaica | 9,600 |
| 6th Jeff Sands | Schlüter Superior | CO | 9,600 |
| 7th Robert Harris | Schlüter Super/Heliboy | MD | 9,060 |
| 8th John Eberle | Schlüter Superior | PA | 9,060 |

Novice Class – 19 entrants

| | | | |
|--------------------|-------------------|----|-------|
| 1st Sam Newhouse | Kavan Alouette | NY | 4,272 |
| 2nd Walter Saber | GMP Competitor | MA | 4,155 |
| 3rd David Bickert | Schlüter Superior | NH | 4,140 |
| 4th Michael Songer | GMP Competitor | CT | 3,975 |
| 5th Michael Robins | Ishimasa Playboy | VA | 3,975 |
| 6th Carlos Vargas | GMP Competitor | MA | 3,935 |
| 7th James Himes | Schlüter Heliboy | GA | 3,915 |
| 8th Paul Beswich | Schlüter Superior | JA | 3,855 |

The AMA Nationals Statistics were compiled by Joe Lawrence, editor of the National Capitol Radio-Controls Newsletter. A full list of the contest placings is available from Horace Hagen. Send SASE to:

15 Parkway Place,
Red Bank,
NJ 07701.



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Tel: 0474 23132 after
6 p.m.



SPARE PARTS
For Heli-Boy, Mini-Boy,
SX.81 and Cheyenne.

**REPAIRS AND
BUILDING SERVICE**
available. Any problems,
just give me a call.

| | | |
|---------------------------------------|------------|-------|
| Airflow cabin for Heli-Boy | £10.00 p&p | £1.50 |
| Tx tray for 'J' & 'JR' series | £12.00 p&p | £1.50 |
| Tx tray for 'M' series | £8.00 p&p | £1.50 |
| AS 350 Ecureuil fuselage for Heli-Boy | £26.50 p&p | £5.00 |
| Jet Ranger fuselage | £26.50 p&p | £5.00 |
| Extra strong u/c cross struts | £6.50 p&p | £1.00 |
| Clutch with one-way bearing | £15.00 p&p | £1.00 |