

Here we are again, and thank you very much to everyone that has written to me – all contributions are most definitely appreciated. I know just how difficult it can be getting up enthusiasm to put pen to paper, especially if English is not your first language – it really is great. Sam also has a big 'Thank You'. He is going to have the best stamp collection of any kid around.

West Malaysia: Mr. Ng kindly wrote in, just to put me straight on a few things. I do apologise for my spelling mistake in the last issue.

He writes: "I am writing in reply to your request on pages 45 and 47 of the Spring 1984 issue under the column, 'News from Around the World'. I must correct your impression that I am quite alone over here in Selangor (not spelled 'Selangoa') as there quite a few R/C helicopter enthusiasts in the country especially in Kuala Lumpur, although our aerobatic flying is not quite up to European standards. Kuala Lumpur is the capital city of Malaysia in the State of Selangor.

I lived in England for nine years since November 1974, during which time I was studying in various colleges and finally took root in Chadderton, Oldham, near Manchester, where I attended the University of Manchester, Institute of Science and Technology (UMIST). I tried hard to keep up my modelling and flying interest whilst studying, however, once I graduated and was employed by a professional firm of chartered quantity surveyors for four years before returning to Malaysia, I found I had more time to devote to my passion at weekends and the long evenings during summer.

I have been flying R/C planes since I was fifteen years old but the past two years have been spent solely on R/C helicopters. When I moved to Manchester I joined the Bury Metro Model Flying Club under the chairmanship of Roy Lever, where Kevin Maxfield, Pete Lewis and John Briggs gave me good assistance in the early stages of learning how to fly an R/C helicopter. Within seven weeks I managed to hover a complete tank full of fuel successfully and after three months under their guidance I could fly circuits with confidence.

However, in August 1983 I packed my bags and came home with my English wife, Louise, together with two Schlüter heliboys, one of which was the one I trained on and still fly today.

Coming back to Malaysia, I found flying much easier because there is very little wind here compared to England. However, I now find the problem of engines overheating due to the hot climate (average temperature 26.4°C and relative humidity 84%) therefore, we use a high percentage of nitro in our fuel, around 15% to cool the engines and also achieve the power.out-

put that the engines are designed to give.

The majority of the people here fly Mode 1 configuration helicopter transmitters and I am the only one using Mode 2 configuration with a Tx tray (JR 'J' series helicopter Tx). During the last year before my return to Malaysia, I was told that the other members have struggled using the trial and error and crashing methods whereas I was trained with a theoretical approach. Hence, I was not surprised to learn of their expensive achievements compared to my own. My flying improved considerably when Hirobo of Japan sent an R/C helicopter expert who demonstrated the Hirobo products whilst treating us to fine displays of auto-rotation, inverted flight, loops, rolls and how to build an almost vibration free R/C helicopter. But much better was the fact that we

NEWS FROM AROUND THE WORLD

by
Diana Cameron-Tough

could talk to him and he gave us the techniques for flying inverted, looping and rolling and also trimming our models to do aerobatics. My models did not have the privilege of his skills however, as most flyers in Japan fly the Mode 1 configuration and my models were geared up in the Mode 2 configuration.

We fly regularly every Sunday in Kuala Lumpur. There is one recognised R/C club in Selangor but we have three flying sites for planes and helicopters. Besides myself, there are about six other regular helicopter flyers who meet every Sunday at the Bandar Tun Razak, Cheras flying site. I believe there are about 50 or so R/C helicopter enthusiasts scattered about in the country as per information from model shop owners.

The only R/C helicopter agent in the country is the Hirobo agent in Kuala

Lumpur trading under the model shop name, Hobby World (M) Sendirian Berhad, under the management of Peter Foo, hence there are a lot of Hirobo helicopters. We also have Kalt, KKK and Schlüter flyers in the country. I fly Hirobo and Schlüter and I believe I am the only Schlüter flyer as far as I know. As far as radios are concerned we use JR ('Apex', 'K' and 'J' series) which is the most popular radio followed by Futaba. Lately, the JR and Futaba PCM series are becoming popular here. Engine wise Enya and OS are popular but a combination of OS helicopter engine with an Enya carburettor is very successful. Fuel-wise we import ready mixed fuel either K&B or Model Technics fuel and 15% nitro seems the best fuel to use in this hot weather.

Very recently I have successfully persuaded new beginners to fly Mode 2 and they seem to learn to hover very quickly compared to Mode 1 configuration.

There are a few model clubs scattered about in the country including the Island of Penang. R/C cars and planes are more popular here and we are trying to popularise our R/C helicopters by giving public displays at regular intervals.

Model goods in Malaysia are very expensive compared to those in Singapore where the goods are tax free. Spares for helicopters especially for Hirobo are easily accessible because of the agent here in Malaysia. A friend of mine, Mr. K. T. Chan of Kuala Lumpur, whom I am assisting in teaching to fly R/C helicopters is opening a model shop in July 1984 and will be stocking Kalt helicopters and therefore the spares for Kalt will be more readily available. I have agreed to be his shop technical adviser on helicopters. This new model shop will be called Hobby Specialist Centre Sendirian Berhad and will be located at the Imbi Plaza, Kuala Lumpur. I am trying to persuade him to stock Schlüter helicopters and I am convinced they are one of the best helicopters for beginners and one which gives scope for future aerobatic flying as one progresses without having to buy another model.

A lot of people prefer Kalt to Hirobo here because they are more robust and the parts are more durable. In my opinion, I believe Kalt and Schlüter helicopters are the best make of R/C helicopters for beginners as they are very simple, compact and robust and most important is that, as I have mentioned earlier, you can upgrade the trainer into a highly aerobatic model later on when you are more competent and as your ability progresses. Hirobo are very good for scale enthusiasts as their scale models are of a very high standard. Lately, Kalt has followed suit with the new Long Ranger with Baron 60 mechanics which HSC Sdn Bhd will be importing.

I trust this little article will give you a better knowledge of the R/C activities



No – you're not seeing things. James Shepherd's full size Long Ranger sits next door to Kay Pon's R/C Jet Ranger. She would love to do a scale Long Ranger, but no one will send a fuselage to her in South Africa – any offers! Doesn't the sky look glorious?



One of Georges Chaulet's most interesting Gyroplanes, with simplicity the key word – it was called 'Synchrogyro 8', and was the 68th one he built, with an OS .90 engine it weighed in at 7lb.



A very attractive Schlüter Aerospatiale Twin Star in Petroleum Helicopter Inc. colours – a prizewinner at the 1983 Tangerine Contest. Built by Steve Mintz from New Orleans.

in West Malaysia. I will write again in the future reporting on the progress of our R/C helicopter flying in West Malaysia".

We look forward to it, and good luck with your new venture.

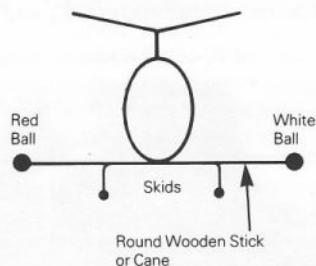
Saudi Arabia: I was talking to Anil Sharma, on the telephone the other day. He seems to flit around from Saudi Arabia to the UK, and he too is passionately interested in R/C helicopters and the progress of the sport/hobby. He says that he can probably count the R/C helicopter nuts in Saudi Arabia on the fingers of one hand. It seems that although there is a lot of money there is not an abundance of the patience, and dedication that are needed to build and fly choppers. Anyway, he has gone back there with our magazines, hoping to drum up a little enthusiasm for this absorbing hobby. It strikes me it would be a good place to set up a build and repair service. Anyone at a loose end, and needing a change in scenery?

Israel: Mr. Eitan Hadari from Carmiel in Israel wrote to us with a few useful suggestions.

"So, about R/C helicopters in Israel. Unfortunately, there are very few of us flying choppers and most of us still taking our first steps. Most of us can hover and move into forward flight, but only one or two of us can do any manoeuvres. We are learning everything from books, as we do not have an expert to show us how to do it. We all fly Schlüters, I myself fly a Heliboy with collective.

As I see it, one of the biggest problems is to see the exact attitude of the helicopters when you are flying – not easy at all. Here is my suggestion, which I think is good for novices.

Diagram 1



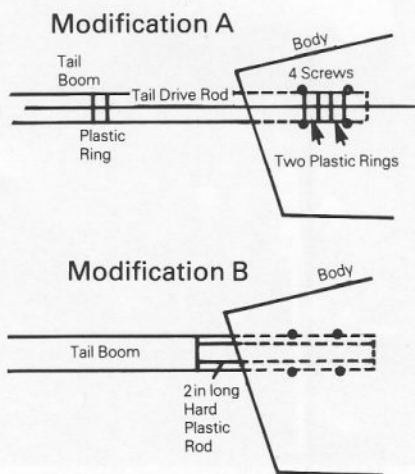
I can then easily see the attitude of the helicopter, by looking at the balls.

If you have a Schlüter Heliboy or Miniboy, you can bend the tail boom down on a hard landing. It must happen as the tail boom is held on to the body with only four screws. If you put two plastic rings onto the tail boom, as per the diagram, you must put them between the screws, and this will strengthen the boom. Also a 2in plastic rod could be inserted in the tail boom.



A pretty Jet Ranger, built by Kay Pon from South Africa. A Schlüter body with Kalt Baron 50 mechanics.

Diagram 2



The diameter of hard plastic rod you could put inside could be very very slightly bigger than the inside diameter of the tail boom, and put it in by force, with a hammer.

So, that's all for now."

I would just like to say, Mr. Hadari, that it is my experience that on a hard landing, something must go – be it tail boom, damaged main blades, bent main shaft, damaged skids, etc. etc. If you strengthen the tail boom, you might find that any impact may be absorbed elsewhere – say in bending the main shaft. After all, if something is going to go, it is worthwhile deciding what would be the easiest and cheapest to replace, and then just accepting the weak points – after all, a broken tail boom may be saving more damage elsewhere.

If any of you experts are ever in Israel, I am sure Mr. Hadari would love to have a chat with you. I do admire their enthusiasm, to be hovering on

without the back-up of their 'local expert'. When you have achieved good flying manoeuvres you can sure be proud of yourselves.

South Africa: Martin Coetzer has written to me from Springs, to tell me about the forming of the first official R/C helicopter club in South Africa. It is called Kernpark R/C Heliclub, and is situated at Kempton Park, approximately 20km from Johannesburg. He too, has been lucky enough to benefit from the immigration of Edgar Göke from West Germany. Martin was Edgar's first pupil in South Africa and he learnt to hover successfully after twelve lessons. To date, fifteen pupils have successfully completed training with him. Martin says that they will soon be having local competitions, and, as he says, from there – who knows.

United States of America: Cleveland R/C Choppers are proud to announce the forming of 'Chopper Pilots'. This is a club dedicated to building and flying model helicopters. They say they have members in all areas, so help is only a call away. Membership is \$10 per annum. Send your application with details of your helicopter, radio and frequency AMA number to: Cleveland R/C Choppers, c/o Jeff Leinne, 3508 Northcliffe Rd, Cleveland Heights, Ohio 44118.

Flitebox, an R/C Model Shop in Pottstown, Pennsylvania is working hand-in-hand with the Tri-State Helicopter Association, to hold regular clinics and held a Fun Fly on 15 July. The Clinics are held at Warwick County Park, Knavertown, Pennsylvania, on 19 August, 30 September and 21 October. Further information from The Flitebox Inc, 71 North Charlotte St., Pottstown, PA 19464. Tel. (215) 326-6465. The Tri-State Helicopter Asso-

ciation is interested in helping novice pilots get a flying start, or indeed helping anyone with any problems.

Joe Lawrence kindly sent us a copy of Rotor Wing News, a bi-monthly newsletter from members of the National Capital Radio Helicopter Association. It certainly was very interesting, with lots of articles, many borrowed from local newsletters. I really congratulate them on their contributions – we know just how hard it is to get experts to write down their really handy tips and we pay for articles!

Steven Mintz from New Orleans sent us some photographs of his 3 bladed Schlüter Aerospaiale 'Twin Star' in Petroleum Helicopters Inc. colours. He won 'Most Outstanding Helicopter' and third place trophies in the 1983 Tangerine Contest, where it received the highest static score – a very nicely built model.

England: George Wakefield from the Torbay Radio Flying Club sent me some photographs of his 1/5 scale version of the Robinson R22. Just to be different, though, it uses Hirobo 707

mechanics, with an extended main shaft. He says it flies very well, is very stable and at the same time responsive. If he can find suitable mechanics to keep the balance as it is but enable him to clear the forward end, he will be able to fit a clear and more scale looking canopy. Anyone any ideas?

Scotland: After so many telephone conversations with my mad Scots friend from North Berwick, Joe Anderson, it was a real pleasure to meet him at Sandown. He is the helicopter adviser for Marionville Models in Edinburgh, and he seems to always be working hard to help others in the hobby. He is the only active helicopter pilot in his club, The Edinburgh and Lothian Model Flying Club, but he tells me four other members have started and are in the early stages of the hobby. He says there are more pilots over to the west, around Glasgow and north above Perth. The last Sunday in the month, April to September (but not August) they all try and get together for a Fun Fly and a chat in various locations. He says that if anyone has learnt a fancy manoeuvre,

they all talk about it and try to pass tips around and help each other. Apparently, they are short of expert pilots, to give them experienced advice, but he says next year they are going to have more organised events, and hopefully encourage a few expert pilots to go over the border! I hope so. They are having a Fun Fly on 16 September at Montrose, just off the Aberdeen Road, and it will be sponsored by North Scottish Helicopters.

France: Just before we were going to press, I received a letter from Georges Chaulet in Antony, six miles south of Paris. Obviously everything they say about Frenchmen is true – I sure am susceptible to a little French charm. He is a professional writer, specialising in children's books, but his hobby is rotorcraft. He started building models at the age of ten, in 1942, and went on to choppers in 1949. He has built something like 1000 rotorcrafts (most rubber driven) and around the fifties became involved in autogyros. When R/C helicopters became a reality in 1973, he left them and went back to the gyros. He was the first person in France to build an R/C gyro, but stabilised by a huge tail plane. Since that time he has stuck to autogyros, continually trying to simplify the layout. He says the scale gyrocopter made by Roy Sturman is an outstanding machine, but almost as complex as a helicopter. He tries to get the same results with a simpler model, however, as he points out, simplicity is a complex problem.

He regularly writes in *Radio Commande* magazine, but has also written for other magazines around the world.

He certainly seems a brilliant and very interesting modeller, and hopefully we will be hearing a lot more from him in the future.

Sweden: Just received a note to say that Göt-Hobby have recently moved to larger premises. Their new address is on page 52.

Bye for now. Hope you all have a good summer for flying.

Diana Cameron-Tough



George Wakefield, seen here flying his Robinson R22 with Hirobo 707 mechanics.



Busy activity at the French Fly-In.



A rare bird seen at the Norwich Fly-In. This competitor seems to have come a long way.