



GRANDSTAND VIEW OF 1972 Esher Symposium

THIS year's Symposium, organised by the Esher MFC at Kempton Park Race Course, offered many innovations. The facilities of the course were fully exploited, with a clear p.a. commentary on the flying and the r/c cars. This is the first time the latter have been demonstrated on a suitable course at a symposium, and they certainly aroused considerable attention, while the flying could be clearly seen from the comfort of the grandstand. There was much excellent flying to be seen, but we are sure all the other demonstrators will agree with us, that Dieter Schluter stole the show with his helicopter, as Roy Yates describes in this month's Scale Topics. In a different vein, but most entertaining, was the WW2 sequence, featuring the RM *Spitfire*, *Hurricane* and *Me.109*, by the Gravesend Club, with a most impressive collection of smoke and bangs! A comfortable room offered excellent lecture facilities, with seats for 130 and built-in amplification, so that the well balanced programme of talks and film shows could be fully appreciated. The two exhibition halls held the most attractively laid out and displayed stands we have yet seen, and the many exciting new products shown will be the subject of detailed write-ups in future Trade News.



On the Flight Link stand, Dick Oberg shows off the new "Duette" 2-function outfit for cars and boats. Fibreglass boathulls are the *Tornado* we showed in a recent Trade News.

Horizon Systems' well-received switchable frequency outfit displayed here by George Fountain (right) with Brian Martin ready for business.



Ripmax stand was impressive, with large variety of kits, engines and accessories. Max Coote ("The Governor") right, with sales staff, and Len Hooley, left.

R.M.'s own stand featured our fast-growing range of books and plans, plus those did-you-miss-it back-numbers. Manned here by Norman Butcher (centre) and Roy Yates (right), with Tom Taylor.





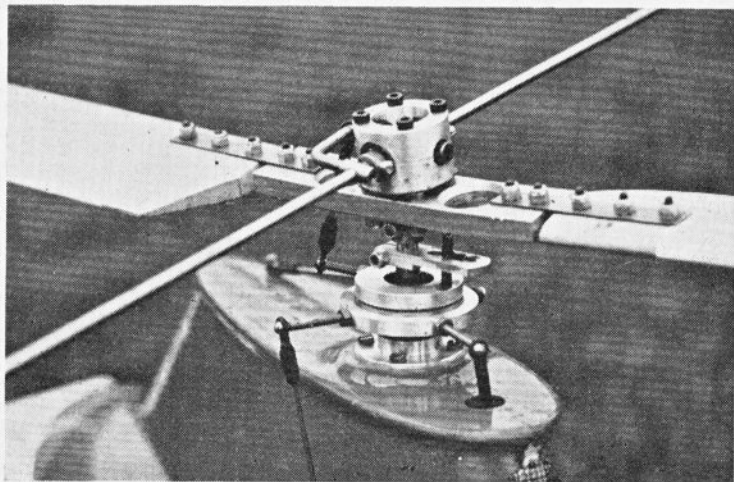
Scale Topics

by ROY YATES

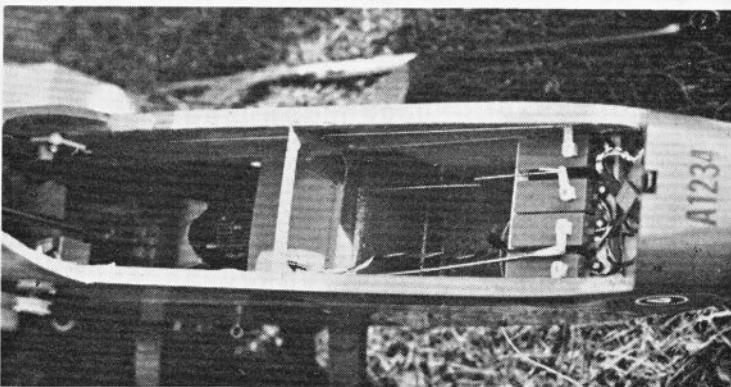
OVER the past few weeks I have been one of the many modellers who have been enthralled by the performance of Dieter Schluter with his Bell Huey *Cobra* helicopter. On the first occasion, in a blustery wind, the demo was terminated when one of the stabilisers on the rigid rotor system broke loose, hitting the tail rotor and resulting in one blade flying off. Even so Dieter, cool as a cucumber, still retained enough control to bring the model slowly backwards and down towards himself. Only the strong 35 knot wind, and the difficulty of keeping the red helicopter heading into that wind, defeated him in complete mastery of the situation. Just before touching down, maybe through slightly relaxing, the helicopter turned enough out of wind, so that, as the starboard skid gently hit the ground, the wind proved too strong and it was blown over, causing the rotor to hit the ground and breaking off one of the blades.

The next time I saw the 'copter fly was at Kempton Park, where the Esher Club ran their symposium. As before, Max Coote, "Mr. Ripmax," arranged for Dieter to demonstrate, this time with a helicopter in a blue decor. Several demos were given over the week-end and the one I saw, under better conditions, was even more impressive, and with no mishaps this time.

The engine was methodically started up, and the rotor blades released, so allowing the centrifugal clutch to start driving them at low r.p.m. The helicopter then just sat there, whilst Dieter picked up his Simprop Tx and, it would appear, went through a pre-flight check procedure, as, indeed, do all



Heading picture, taken by your columnist, shows Dieter Schluter flying his helicopter at Sywell. Above: detail of the rotor head and, below, note location of radio and servos.



thorough pilots, model or full-size. Once satisfied that all was well, the rotor blades were driven faster by increasing the power and, with a gentle tendency to swing, which

was effectively checked, the aircraft lifted gracefully from the ground.

After a few seconds of hover at about 4ft., while he made final



checks, he proceeded to walk along the crowd lines, keeping the machine a mere 12ft. from himself. Then, with a typical nose down attitude, the helicopter accelerated away, climbing as it went, culminating in an impressive chandelle upwind, then returning quite fast back along the Kempton Park crowd, to eventually hover at the original starting point, finally sitting the machine down with a slight bump, on terra firma.

This tendency to drop the last inch or so is, more than likely, something to do with a cushioning effect given by the main rotor being close to the ground, as it is not apparent if the helicopter is landed on a car roof, or a small raised platform.

Should your thoughts be leaning towards the inevitable question, which I personally asked soon after the demo, the answer is, "Yes!" Provided the helicopter has enough forward speed, or height, or both, when the motor quits, it can be landed reasonably safely, albeit with maybe a hard bump, the impact depending on the pilot's ability. Should power be lost, the rotors, both main and tail, can free-wheel, by virtue of the incorporated centrifugal clutch.

All this brings one thing very much to mind, and that is, as I have been suggesting at the scale tech-committee meetings in the past, helicopters are going to be a class of model that will have to be

catered for in SMAE competitions. With the coming of this amazing machine, it will eventually open up a whole new aspect to scale aeromodelling. In fact, the mind boggles at the potentialities of manoeuvres or tasks that this aircraft will be able to perform.

I look forward to receipt of the kit which I will comment on in a future issue.

As a tail piece, can you imagine the sight of six model helicopters performing, in a reasonably confined area, a sequence of manoeuvres, such as do the full size team at Farnborough and other military air shows?

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What better and more appropriate time could there be than this issue, which will be on sale at the very aerodrome where the Nats are taking place, to put a few words into print regarding entering scale competitions? It is quite common to hear people say, when they are approached to enter a competition: "What, me? Oh, no, I'm not up to that standard, maybe later." To which standard do you think they refer—the standard of their model with regard to its fidelity to scale and workmanship, or the standard of their flying? If they have confidence in the former, then obviously it is the latter, or vice versa.

My own feelings are that when the word "standard" is used, they are not referring to either of the two categories that go to make up a scale competition, but to their ability to be able to enter into the competition, with full knowledge that they can cope with the nervous tension, that the word "compete," immediately arouses.

Genuine scale modellers are, in the majority of cases, their own best critics. When you have spent