

More than 20 modelers competed in the five events with a good variety of designs. Flying was excellent in spite of very windy conditions. / by Gene Rock



ABOVE: Walt Schoonard's big, attractive Cobra which placed third in Scale, has one of the nicest civilian color schemes seen on a Cobra. RIGHT: Along with his fabulous scale model, Gene Rock brought along his SSP-5 to fly in some of the Maneuvering events. BELOW: Al Doucette's magnificent CH-21C Tandem. The model works, has a Wankle engine and all control systems are scale, but even after five years of work, the radio is not yet installed. He plans to learn to fly choppers with a kit before trying his scale model.



Photos by John Burkam and Gene Rock



The Second Annual RC Model Helicopter Nationals were held at Fond du Lac (Wisconsin) Airport on August 9 and 10. Fond du Lac proved to be an excellent site. It was only 15 minutes from Oshkosh, where the Model Airplane Nationals were being held, it was easily accessible, it had good motel accommodations, and the wind was from across the field. In fact, the weather, quite similar to last year's, was warm, sunny and windy.

Originally the contest was to be a set of precision maneuvers but, due to a lack of qualified judges, it was changed to a race against the clock in four events. The first was a ten-ft. constant heading square with a landing at each corner. The second was a cargo pickup in which each contestant was to pick up a hoop and carry it to a landing pad 30 ft. away. Third was a Figure Eight around two pylons 50 ft. apart crosswind. Fourth, was Solo Pylon Racing with two pylons 100 ft. apart placed with the wind and one pylon crosswind on the left. A fifth flying event (not against the clock) was Expert's Choice with each pilot listing his maneuvers and performing them in sequence. All events had a five-min. time limit.

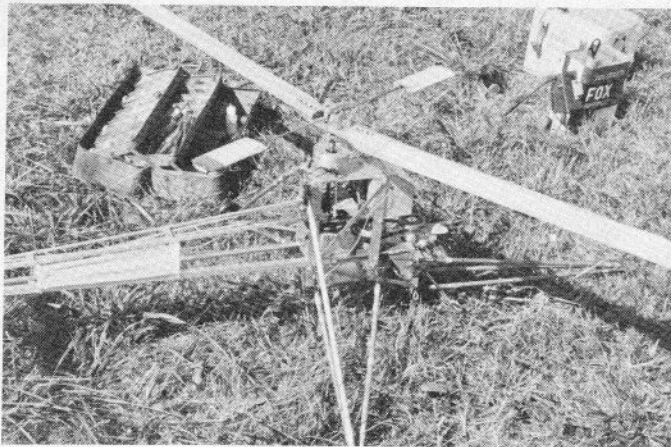
Twenty-one pilots turned out to pit their models against the hazardous first four events. This flying tends to eliminate models and/or pilots when a wind of 15 mph or greater is blowing. Toward the end of the second day, the field of models thinned considerably. Luckily, there were no crashes that proved fatal to any models involved.

The first event, constant heading square, was very heated. Everyone was fresh; eight of the entries were under 30 sec. Ernie Huber's Schuco-Hegi Huey Cobra came out on top with an amazing time of 19.7 sec. Bob Bentley flying a Du-Bro Hughes 300 came in second with 23.5 sec. and Dave Keats' Hughes 300 was awarded third place with 24.1 sec. When any part of the landing gear was on the pad, time was called provided the model stayed there. This was the easiest and the least frustrating event, though the wind gave some models problems. In this first event, it became evident that the Hughes 300 in its scale configuration has a tail wagging problem. The reason for this is the very small scale sub rudder. Though this can be a problem for the beginner, it can be resolved by substituting a rudder of approximately three times the area.

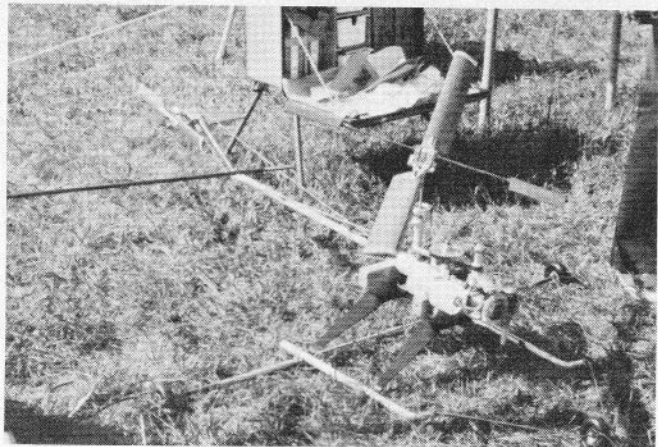
In the next event, four hoops were placed downwind from the landing pad. The pilot was to pick up one hoop and carry it to the pad. If one was knocked down, he proceeded to the next; if all four were knocked down, the pilot would land while the judges set the hoops up again. I know one pilot who took the whole five min., knocked down at least 16 hoops and did not score! I won't mention my name.

Dario Brisighella with a Kavan Jet Ranger would have turned in good times if his model had not slid out of the landing pad for both attempts. A high speed rigid or spring-loaded rotor seems almost a must for this event. Faye Peoples

(Continued on page 101)



1



2



3

(1) Dave Youngblood's original design model is an exceptionally easy to fly model even in strong winds.

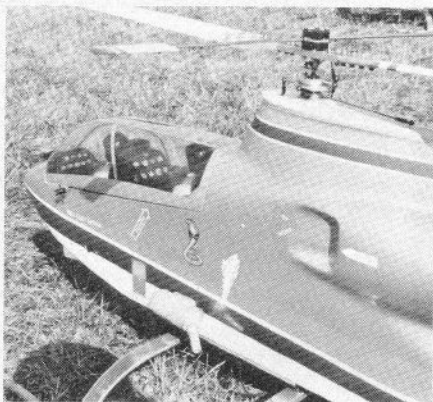
(2) Fay Peoples' much modified 2B placed first in the Non-scale Static event.

(3) Steve Darlington's Kalt Huey Cobra with the rigid head flew smoothly for him even in the strong winds.

(4) Closeup of Schoonard's Cobra. Imagine operating one of these for civilian use without armament, heavy protective skins, etc.

(5) Tom Herr, youngest contestant, displayed respect for his model and good sportsmanship by not flying in events in which he felt he was not competitive. We all thought he flew quite well in other events.

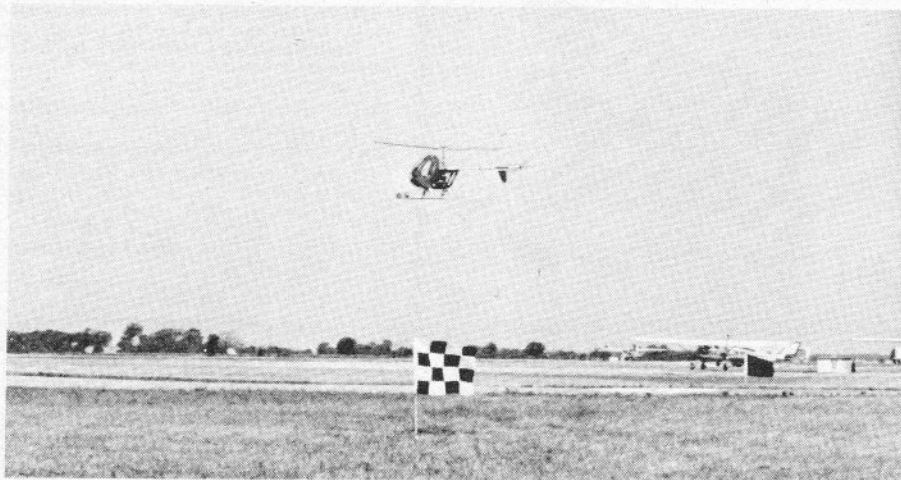
(6) Hughs 300 by Du-Bro (one of many Du-Bro versions) in the Figure Eight event.



4



5



6

stuck his great big training nose-wheel through the hoop like spearing a fish and carried it to the landing pad in 13 sec. Fay's third highly modified 2B flew as well as it looked.

Young AAM editor Ed Sweeney put on a set of old blades he knew worked, fired up his internal 19-powered converted Du-Bro 505, took off and practically flew through the hook and carried it to the landing pad in 14 sec. I think if he had just missed the hoop, it would have bounced to the pad. Ron Wiensch took third with a Du-Bro Hughes 300 in 17.5 sec.

The Figure Eight course was the first event of the second day. The number of scoring entries was down to 12. The pilots soon found more models wandering around with almost a couple of fly-aways, and one near fatal crash into a movie camera tripod. Ernie Huber's first round of 25 sec. was good enough to win, but his second round of 21.2 made him unbeatable. Dave Gray, flying a Hughes 300, came in second with 27 sec. Gene Rock's SSP-5 came in third with 28.4 sec.

The last event against the clock was the most spectacular. The Solo Pylon race had seven scoring entries. Although the average speed for the course was 20 mph, speeds of 50 mph were obtained with a 20 mph tail wind, that would have added up to a 70 mph on the downwind leg. The pylons being so close together meant that the downwind leg was a constant left turn command and therefore not much faster than the upwind one. At least two models hit the deck on the upwind leg, bounced back up and continued to fly. The upwind leg seemed to be a severe dive for most models except the Huey Cobras. Ernie Huber again came out on top with 37.6 sec. Dave Keats at 39.2 sec. won the

second spot and third was Bob Bentley with 40.2. The Huey Cobra seems to be a faster model than the Hughes 300, but the pylons being so close did not prove it. Most of the times in this event were very close and those over one min. usually meant that a pylon was cut.

The last event was Expert's Choice with the pilots required to list their maneuvers. There was no limit on the number of maneuvers to be done in a five-min. time limit.

Ernie Huber could do no wrong. He hovered into the wind and then to the left and right followed by S turns into the wind and then a spot landing. He then proceeded to drag his skids on takeoff, followed by crosswind high speed pass with a hammerhead turn. He also did a beautiful left slide along with a vertical climb to 50 ft. and then a vertical descent to a spot landing. During the contest it was found out that Ernie removed 10 sq. in. from the Huey Cobra's rudder which enabled him to hover gracefully in a crosswind. Ernie used an OS 60 and Kraft equipment.

Dave Youngblood took second place with an excellent flying scratch-built. His model seemed to hover effortlessly in the strong wind. His square with con-

ference to John Burkam before next year's NATS, maybe this problem could be resolved. We need to submit the type of contest and the kinds of maneuvers we all would like to the AMA board next year at the Model Airplane NATS to be recognized by AMA in 1975.

All of us involved wish to extend our thanks to John Burkam and Dale Willoughby. Without John Burkam's perseverance, this contest would not have been held.