



“CHOPPERATION”

Big turnout for Scale Helicopter Fly-in

AFTER our comments on poor Nationals entry from helicopter enthusiasts, last month, it was refreshing to see the really impressive turnout at the Bretons' fly-in at Hornchurch. Some 35 models took part, and there was a large crowd of intrigued spectators. The organisation was slick, and flying went smoothly throughout the day.

This being a scale fly-in, there were many Bell 212s and 47Gs, several *Jet Rangers* and even a few Bell-Huey *Cobras*, all doing their own thing. It wasn't all just hovering around, however, and a number of

interesting 'tasks' were set up for participants. First of all, the field was set out with several "base" panels of hardboard, from which the models had to take off, hover, fly forward to the next base, land, take off and fly sideways to the next; then land, take off and fly backwards to the first base, hover and land. It was then a couple of minutes of freestyle flying.

Pick-me-up

Next, an Action Man dummy was set afloat in a dinghy on a paddling pool—the idea being to effect an

"Air-Sea Rescue". With the TV cameras on him, Dave Nieman got the retrieving grapnel, slung below his *Jet Ranger*, caught in the edge of the plastic pool—and wind gusts made a quick set-down the wise thing to do before all turned turtle. Further attempts were made—but now it was without the "sea"—and this showed how difficult the actual unhooking part was, after performing a circuit with the 'rescued' man twiddling around below the model.

Roll or bowl . . .

Another "task" was a game where three plastic skittles had to be knocked down by the model, which then had to fly back to base—all in minimum time. After various pilots' different approaches, the best method turned out to be that of almost taxiing, skids a-bounce, for there was 'nothing in the rules' to say that the model had to stay airborne!

Low ceiling

The last event was supposed to be very exacting. Models had to be steered through a 'gateway' which had expanded polystyrene ceiling tiles protruding inwards—a type of horizontal limbo! It had already been proved that the tiles would not damage the rotors and, thus assured, the pilots steered their models through the opening, when an occasional slot was chewed in one of the tiles. After the event, the more adventurous did "airborne fretwork" with their rotors in what remained of the tiles!

The club members had produced many trophies, comprising wood plaques with moulded "chopper" badges—and a prize for the participant who had travelled furthest, which went to a French enthusiast, with *Jet Ranger*. Altogether, the Bretons MFC are to be congratulated on putting on such a novel show, and achieving such a very good attendance of both modellers and spectators.



"Air-sea rescue"—Dave Nieman's Hirobo *Jet Ranger* (in James Bond colours), attempts to hook up the raft-bound Action Man. Below: he's not carrying it!—Len Mount gets right behind his *Cobra* to steer it between those ceiling tiles.





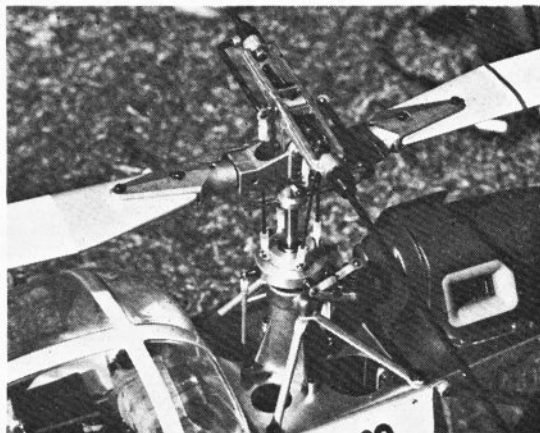
Lotta choppers! The Bretons meet really drew them. A really wide selection is seen in this line up, in the foreground being a Schluter Bo 105 fitted with the new four-blade main rotor.



A close-up view of the new Schluter four-blade main rotor, designed for use with *Heliboy* mechanics. It utilises many of the existing two-blade rotor head parts. Below is a candid shot of Jim Morley's twin-engined *Sea King*.



Some formation flying being done—for the benefit of BBC TV cameras. A Bell-Huey *Cobra* and a pair of Bell 212s seen like this should have made an effective shot for the cameraman, seen in near background.



Above is a close-up of the "business" part of a Hirobo *Lama*, 45-powered and fitted with standard collective pitch rotor. Below: Dave Nieman's *Lama* had a special "washout" device fitted to the head to control paddle alignment.

