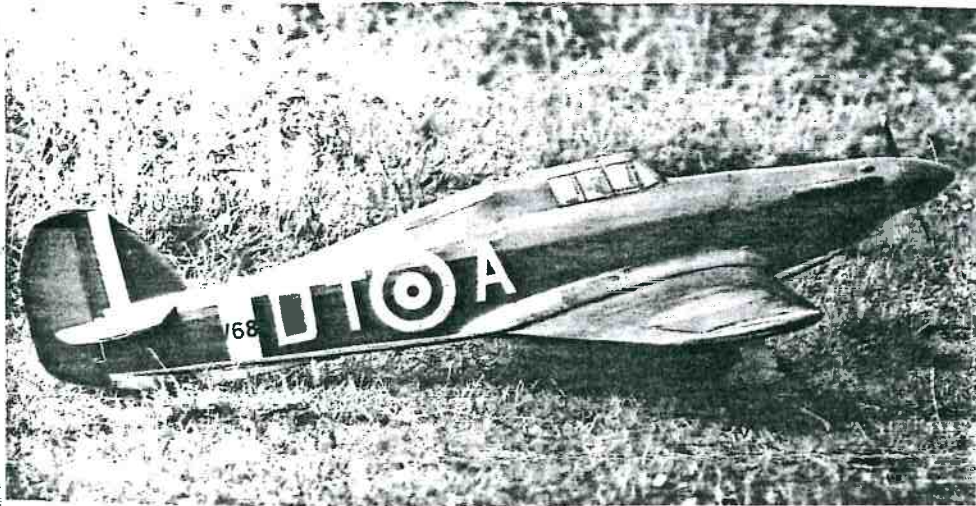


SCALE COMPETITION - 10th August.



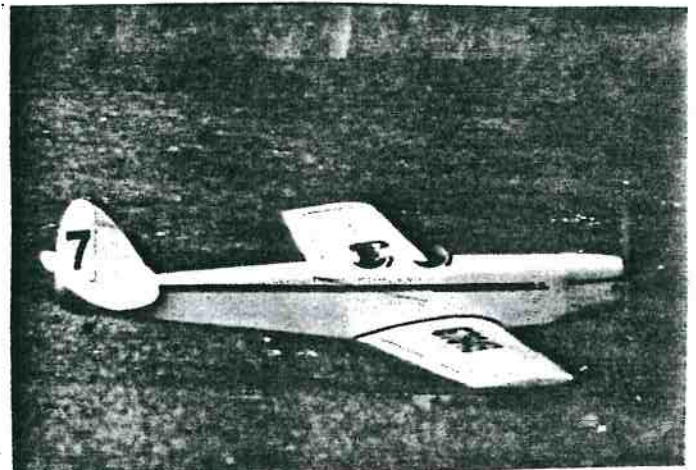
1st. Gary Murdochs Hurricane. An all round winner. It looks right & flies well in Garys capable hands, doing all the aerobatics you would expect of the full size job. Built to 1/6th scale with a OS 61 FSR engine.

2nd. Bill Harmans Tiger Moth. Detailed down to the last rivet. This is a true to Scale Pegasus Kit, Bill uses, a MURCO.61 with a specially adapted exhaust. All up weight 8½ lbs.



3rd. Mick Skinners Tucano. A real mover and a bit of a hand full, it has a sprung undercart, which didn't help much, because the nose wheel fell off in flight, exciting to watch, and well flown.

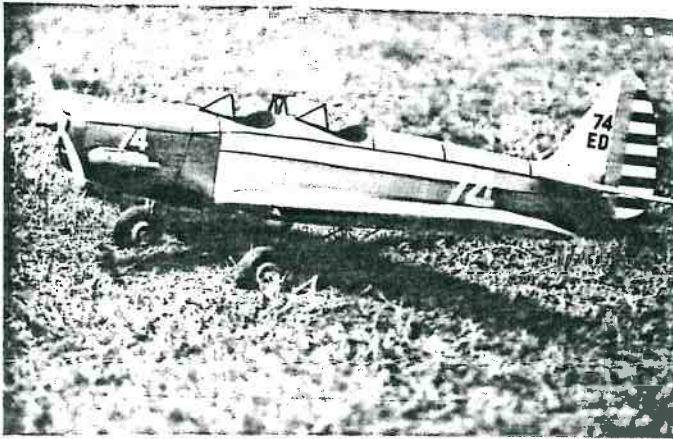
4th. Andy Belenkins Hawk 70. Andy only came along for a fly, but got roped in. Someone commented, that his plane looked like a DeHavilland something or other! A quality display from Andy.



5th. Alan Hortons 1912 Blackburn, very realistic flight, but unfortunately, this model requires a much bigger area to fly in. Alan was unable to gain enough height, and had to do a down wind landing, causing a broken undercarriage.

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SCALE COMPETITION CONTD.,



Percy Wixlers Fairchild PT 19.  
Static on the day, but flying now.

Arnold Murdochs Chipmunk, entered on the day in the static display. Very much airborne now, using a FUJI 40. Arnold reports that she flies a treat. Incidentally, This year is the 40th anniversary of the Chipmunk.



THERMAL COMPETITION - 7th September

This year, as you know we tried out Telesombe Tye, for this years Thermal venue. It's certainly an improvement on Stanmer Park, but still not ideal. However, rather later than anticipated, we finally got under way. We had a rather stronger S. W. wind than we would have liked. Although the times were not impressive, we had a lot of fun, the eventual outcome was as follows:

- |      |                 |       |          |
|------|-----------------|-------|----------|
| 1st. | David Hampshire | .. .. | 306 pts. |
| 2nd. | Mick Skinner    | .. .. | 182 pts. |
| 3rd. | Chris Strong    | .. .. | 132 pts. |
| 4th. | Bill Harman     | .. .. | 123 pts. |

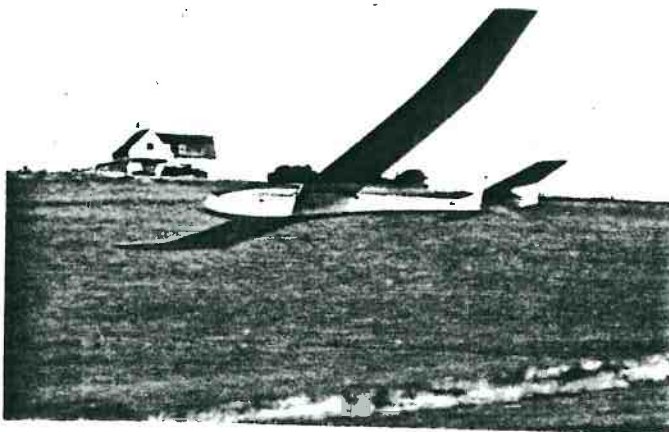


Photo. Davids winning Pilot QB 2500

RIDGE COMPETITION

Owing to adverse weather conditions, the ridge competition had to be abandoned on each of the three consecutive Sundays. It has not been completely ruled out of the years competition list, and we hope to be able to reschedule, news of this at the next meeting.

HOVERING OVER PLUMPTON.

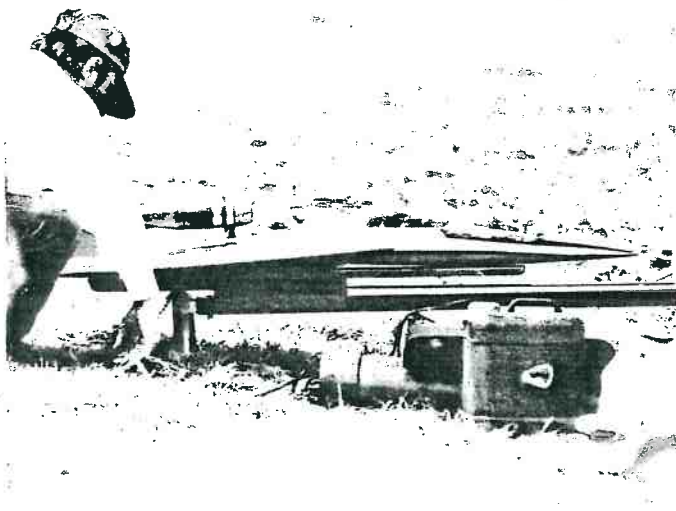
Not having visited Plumpton for some years, I decided to pay a visit this year. There were less side shows and stalls than before. Greater accent was on active flying and effects, with the Dutch pulse Jets giving several fine displays.

An excellent cross section of modelling to interest all tastes, including, Scale, fixed wing and Helicopters were on display. The simulated battle firing rockets, with models flying through the danger area, and aircraft nearly being struck, added to the colour of the show.

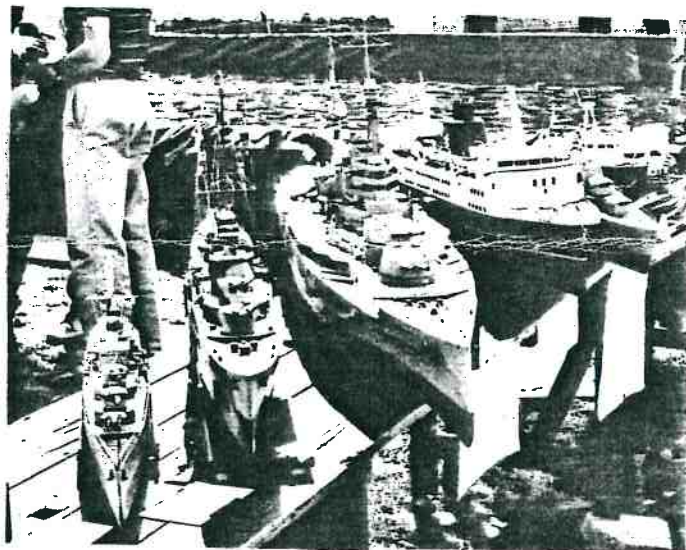
Flights were available in a full size Hughes 300 Helicopter. A great chance for a "helicopter modeller" to experience the real thing, so down went my name on the flight list. My turn came, and I climbed in beside the pilot. The Hughes 300 is only a 2 seater, and the vast amount of window area gave a panoramic view of the whole show. Wishing to appear intelligent, I chatted to the pilot about auto-rotation. It is a procedure the pilot has to use to safely land in the event of engine failure. To do a simulated engine failure the pilot has to close the throttle quickly, this disengages the engine from the rotor. At the same time he lowers the collective pitch lever. The helicopter makes an immediate descent producing an upward flow of air through the rotor system, providing sufficient thrust to maintain rotor R.P.M.

The pilot was delighted with my interest, and eagerly proceeded to demonstrate. He cut the engine and nearly stopped my heart as well, as we suddenly pitched earthwards. I was quite relieved to hear the engine regain its R.P.M, and after we landed safely, I felt pleased I had had the experience.

.. .. PERCY.



DUTCH PULSE JET



SCALE MODEL WAR SHIPS

THE QUEENS SCOUT AWARD.

This is the highest award to be achieved within the Scout movement. Part of the award requires the participant to improve an existing hobby, or successfully start a new one.

Stephen Cook, a new member, has chosen to build a Mascot with Tiger 40 engine, and Sanwa Conquest Radio for his entry to the award.

I am sure we all wish Stephen luck in his venture, and any advice we may be able to offer him.

ONE MEMBERS RECOLLECTIONS OF THE TRIP TO THE SHUTTLEWORTH PAGEANT 1986

I sat in the air-conditioned coach as it approached the aerodrome, and looked anxiously at the overcast sky, when David suddenly said "Whats that?" and there in the sky, as though following us, was a Miles Gemini on its landing circuit, before eventually passing over us on finals with its gentle touchdown almost coinciding with our arrival in the coach park.

Now came my check list. Have I got the camera?. Do I have the spare films?. Do I need my coat?. Have I a change of underwear?. Sorry! wrong script. I then left the coach loaded up with gear, no change of underwear and wearing my heavy Anorak, which was a big mistake, as the sun came out minutes later.

Upon entering the aerodrome, the strains of "Moonlight Serenade" could be heard emanating from a band in a nearby hangar. The band played a number of Glen Miller numbers right up until the commencement of the flying display.

The decision then had to be taken as to what one had time to look at in the two hours remaining before the display, the choice being to inspect the Hawker Tomtit in mid overhaul, look at the old motorcycles and horse drawn carriages in the museum, browse around the many stalls, watch the traction engines running or do what I did and photograph all the aircraft parked in front of the public enclosure. The aeroplane I particularly wanted to photograph was, of course, obscured from close view by the historic cars. Oh! well.

Now on to the display, which opened with, a formation flight of D. H. Moths followed by displays of numerous old aircraft. To list all the events on paper would appear monotonous, and would not do the display justice, but I will mention items which I remember most vividly. The atmosphere was incredible, and the enthusiasm of the crowd was unbelievable.

The relative peace was shattered by the arrival of a Mustang, Kittyhawk and Thunderbolt flying in line abreast. Each of them then gave a solo display, the most lively of which was probably the big Thunderbolt, its natural metal finish glistening in the sun and interrupted only by the chequered cowl and the black and white invasion stripes.

We then saw a fighter formation consisting of the Gloster Gladiator, Hawker Hind and the Supermarine Spitfire. The Spitfire gave a spirited aerobatic display, culminating in two consecutive rolls, the Merlin back-firing as it did so. A rare sight nowadays with these valuable machines.

An outstanding display was given by Wing Commander Ken Wallis, in his Autogyro, which is the famous "Little Nellie" as featured in one of the Bond movies. Armed with rockets and machine gun the Autogyro proceeded to carry out a mock attack on an armoured car, the pyrotechnics being most realistic. The display ended with the pilot demonstrating the "hands off" ability of the machine by almost hovering in front of the control tower with his hands clasped above his head.

I think for me the highlight of the show must be the flight of the replica Avro Triplane and the Bristol Boxkite which had great difficulty in gaining sufficient height to make a turn, in fact it was almost out of sight before the pilot dared do so. The crowd was clearly spellbound and each flight was acknowledged with spontaneous applause. Mind you there is always an exception as shown by a remark I picked up from one of the spectators, which was, "THEM PLANZ WIV DOUBLE WINGS ALL LOOK THE SAME TO ME:- DEAD BORIN!"

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