



Spring Charmouth

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For those of you that weren't able to attend the Spring Charmouth at the beginning of April, you missed some fabulous weather and some rare sights. Saturday was chilly and windy, and the caravan Saturday night was like a freezer - I nearly expired from hypothermia - but Sunday was a truly beautiful day with brilliant sunshine and lighter winds. Many people there (including your leathery skinned Editor) got burnt and there was a regular queue at transmitter control for use of the sun cream (anti sun cream?)

The trees are bare, but this was the hottest day of the year so far. This line of cars stretched for several hundred yards. Just under 80 transmitters were checked into transmitter control and nearly 250 people came onto the site - quite a meeting...



Not being an expert on full size, I have no idea what this is, but it landed in the field next door, only a few tens of feet from the cars. Note the external tail drive running along the top of the fuselage. Young Mark Christy (Team Trials Aerobatic Winner) managed to get into the pilot's seat and subsequently

Below and right, here's Bob Johnston (the man with the name that most writers spell incorrectly) flying the new Futura SuperSport, robbe's new low cost version. Bob says he likes the way it flies, and it only costs £480.00 from Revolution Models. Although it's a lot cheaper to start with than the SE, if you think you are likely to upgrade to the SE specification, get the SE straight away 'cos it's cheaper than purchasing the upgrade parts piecemeal.



hovered and flew this machine for 10 or 15 minutes - sickening, eh?



Stewart Oliver (*Scottish Aeromodellers Association*) and his wife travel the length of the country to visit the Charmouth meeting



Now where's the engine on this thing?

I'll fill the tank with this pink stuff anyway; we can always find the engine later...



I said, "Don't look at him, it'll only encourage him to take more pictures"



A gathering of Stars assess the Futura SuperSport. From the left, Noel Cross, Trevor and Keith Wallinger and Bob Johnston.



Below, the new F1 Carbon 46 from Morley Helicopters gets it's first public airing



A gaggle of three Intrepids. (No email please, it's a joke...) Selling well across the UK and the USA, I'm told. Someone obviously likes painting canopies!



For years I flew fixed wing models of all sorts, yet I never had any interest in scale. I'm the same with helicopters, I'm sure I must be missing something! I have read some very good stuff by one or two notable

writers so let's encourage the scale guys to give us all an insight into what drives a scale modeller. W3MH is always looking for quality work. Email us for more details.



(Above) Very pretty colour scheme, but it must get very difficult to see at any distance

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Full size Enstrom dropped in - looks like the scale equivalent mainshaft would be about 6 mm diameter...



Below: this was a very long field; here's the bottom end, about 400 metres from the entrance pictured at the top of Page 1



Above: Mike Perkins brought a few Ergos down to play with. Above left: Young Robert Mott, practicing for FAI with an F1 Carbon.



Left: Thoughtful poses from Trevor Wallinger and Noel Cross.