

FlightLines



featuring:
CLAPA Championships
Gerard's Top 30
Scale Nationals 2006



February 2007



Indoor Fleet of the Wexford MFC Members.



Gerard did the 'aeromodelling anniversary waltz' throughout summer 2006 with these historic models.

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**Front Cover: PiperCub of Des Pearson landing at
Leinster Scale Nats**

*The views expressed within are those of the individual contributors,
and not necessarily those of the MACI Committee.*

M.A.C.I. Committee 2007

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Editorial

I have some good news and some bad news. The good news first.....the 'win an engine' competition from the August edition has been won by Ivan Levingstone of the Model County Flying Club and the said brand new engine is on its way to him. Congratulations go to Ivan who got twenty three correct answers out of a possible twenty five, well done. The bad news is that Ivan was the only person to make the effort to send in an entry. To say this is disappointing would be an understatement. This was to be the first of a number of competitions to be run with some modelling specific goodies as prizes. Oh well, at least we tried.

As you will see from the report of the AGM, it has been decided to discontinue publishing the contest calendar in Flightlines. It has always been difficult to keep the event details up to date, and it does make sense to have details on the internet where they can be kept bang up to date. Remember, you will find the web page at..... www.maci.ie

Yet another era comes to an end, John Molloy has handed over the post of Secretary General of MACI to Kevin Barry. John has been an inspirational figure with the amount of time and effort he has put into his reign in office. No voluntary organisation like ours can exist without people like John giving up their valuable time and showing such a high degree of dedication on behalf of their members.

I would like to take this opportunity to thank John on behalf of MACI for everything he has done to shape MACI over the past years. Perhaps now he may even have time to fly some models.

Deadline for articles for the April edition is 31st March

Can I also wish Kevin much success in his new role.

Here's to a great season of stick twiddling.

Chris Clarke

BAe. HAWK T Mk 1A

Below are the details of the superb Hawk belonging to John Beasley which is on the rear cover of this edition.

1/4 Scale

Red arrows colour scheme

Weight when finally finished painting and detailing added, max 20kg

Length 126 inches

Wing span 96.6 inches

Radio Multiplex Profi mc 4000 Synthesizer, 12 Channel Rx.

Elevator and Rudder servos, 3 Hitech Titanium gear 15 kg torque

Ailerons, Flaps and Steering Servos, 5 Multiplex Titan high torque metal gear.

Retracts. Doors and Brakes Servos, 3 Multiplex Tiny metal gears

Power supply, PowerBox Evolution With two 2800mAh Lithium-Polymer Batterys

Turbine Power, Simjet Nexus 36/38 lbs of Thrust.

Fuel Jet A1. Lubrication Aeroshell/Aero Moboil

Fuel Capacity 4.5Litres

Message from the Chairman

This was not part of my plan for 2007, but I was elected as your Chairman for another year, and it is opportune now to wish all members and your family's a VERY HAPPY AND PROSPEROUS NEW YEAR.

With the climate change!!!!!! Let's hope 2007 will be a good year for modelling.

As I have mentioned before, the Jet World Masters takes place from the 5th of July to the 14th, in Enniskillen. To date I believe there are 32 countries entered, so if you want to see the best of the best in Jet modelling put this date in your diary and I am sure you will not be disappointed.

Ireland will have a team entered, so far Seamus O'Donnell, Andreas Balsigner and myself have committed.

The Irish Nationals, where will they be held this year, and can we run all disciplines in one venue over one weekend? This Question will be on the agenda at the first council meeting, so if there is a club that can hold the nationals over one weekend, please come forward!!!!

Unfortunately Balldonnell is not available to us this year

The M.A.C.I fly in will hopefully be take place in Kilrush Airfield this year and I know your President Joe Dible is in discussion with Kilrush air field with a view to holding the event there, the facilities are excellent, dates etc will be included in the events calendar which will be circulated after the first council meeting at the end of January.

There are six council meetings during the year and I would appeal to all Clubs to please send delegates to the council meetings, as club views comments suggestions are important to the development of the Association. Dates are circulated to all club secretaries and will be posted on the website

Top of the agenda again this year is how can we get to 1000 Members and over??????

Wishing you safe and happy flying for 2007.

John Beasley

Chairman

GERARD'S 'TOP-THIRTY'

GERARD FEENEY WRAPS UP HIS PERSONAL RECOLLECTIONS OF THREE DECADES IN THE AEROMODELLING HOBBY/SPORT...

Welcome to the second and final part of this aeromodelling nostalgia trip of mine. I promise I won't do this again until my 50th aeromodelling anniversary! So, where were we? Oh yes, I'd learned to fly and got distracted by countless different types of R/C model over the years. But, eventually, a sense of 'unfulfilled guilt' developed about the very first couple of cocked-up models that were originally tackled in 1975.

PAST TENSE

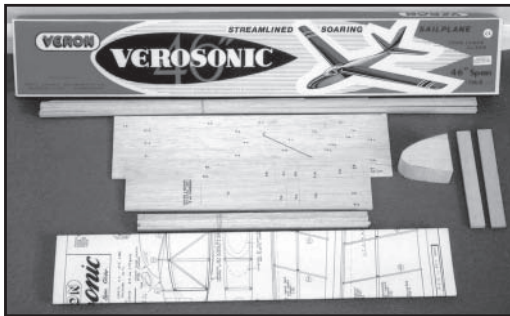
In later years, I deeply regretted not building and flying those very first flying models properly. The poor old 'Verosonic' and 'Calypso' were completely spoiled by my initial incompetence, so they truly deserved a second chance! To that end, I have since rebuilt the Verosonic twice and the Calypso once. The Verosonic has performed well, initially built from a plan and then from a kit, in 1995 and more recently in late 2005/early 2006. The Calypso trainer has been performing reliably and consistently for eleven years now since I rebuilt it in 1995, during which time it has flown at displays and it has even appeared on the telly a few times! I feel satisfied now that those 'embryonic' models have truly reached their full potential.



Gerard with the rebuilt Verosonic and Calypso in 1996.

Here's a little more info about those very first 'Feeny Fliers' ...

VINTAGE VERON

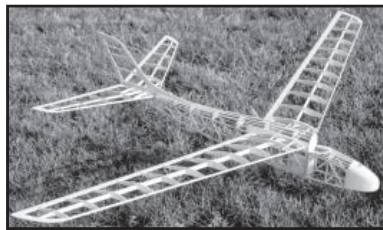


The Verosonic kit is a blast from the aeromodelling past! Totally traditional contents are provided to build a totally traditional F/F model glider.

lines, convey a distinctive and attractive airframe appearance using time-honoured traditional airframe building techniques. I'm not sure if the kit is still commercially available through model shops, but a Google search brings up several specimens for sale, should you be tempted to build and fly this classic design.

A 'UNIQUE' R/C TRAINER

In April of 1975, when I bought my very first batch of model (aircraft) magazines, my eye was drawn to an advert in 'Radio Modeller' for a 'simple to build and fly' basic R/C power trainer. The model was christened 'Calypso' and it was manufactured by 'Unique Models' who were based in Bristol. The 52"-span, .19-.25-powered Calypso trainer was part of a larger range of models that catered for both beginners and experts.



The Verosonic airframe is all that a 'proper' balsa model aircraft structure should be. The ARTF generation would do well to build something like this to see how an airframe is actually constructed before the covering goes on and the "big bits" go together.

Created way back in December 1949 by the great 'Veron' designer Phil Smith, the F/F Verosonic 46"-span 'streamlined soaring sailplane' has a timeless elegant quality that's still evident today. Its swept-back wing and tail surfaces, combined with the curvaceous fuselage



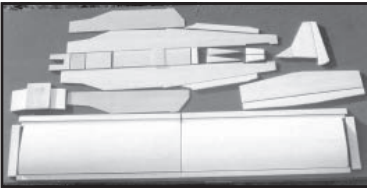
The finished Verosonic is a pretty little model. This is the 1995 version...

tail timber and airframe accessories, which you bought separately.

Many of the designs in the Unique Models' range were subsequently produced by 'Skyway Models', and it was from there that I got the foam wing panels and plan once more in 1995 to rebuild the Calypso. I have kept the plan safely should I ever wish to rebuild it again for my 50th aeromodelling anniversary! (Unfortunately, the Calypso plan/pack is no longer produced.)



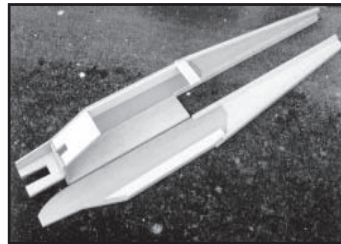
...And this is the 2005/2006 version, held here by Christy Regan.



The Calypso airframe is a mixture of sheet balsa/ply and veneered foam parts.

Calypso. (With those model names, had the designer just returned from a tropical holiday, I wonder?) One of these decades, I intend to get that built, too. Wish me luck!

Some years ago, I also purchased the plan/pack for 'Caribbean'— the low-wing stable-mate and follow-on model from



The Calypso fuselage is simple to build from all-sheet balsa/ply components.

FLIGHT PATH

Before I go, please indulge me as I briefly remember a few of the aeromodelling ‘highs’ and ‘lows’ that have happened to me since 1975...

HIGHS:

1975: Getting the Verosonic and ‘flying’ it.
1975: Having the good fortune to choose W.J. Owens as my long-term aeromodelling / photographic dealer.
1976: Flying a R/C trainer solo after much disappointment



Since its rebuild in 1996, Gerard's Calypso has been prominent on 'Nationwide' more than once!

before the experienced fliers showed up. 1978: Flew my very first low-wing aerobatic R/C model – the Kamco ‘Kavalier’ – and did my first inverted ‘fright’ and outside loops with it. 1978: Joined the MACI. 1978: Got first aeromodelling article published in ‘Flight Lines’. 1978: Met Hanno and Hans Prettnner at Fairyhouse. 1979: Taught my first R/C beginner to fly. 1982: Finally found a reliable make of radio control equipment’ – Multiplex – and have enjoyed its reliability in various guises ever since.



Gerard and company's annual flying displays at the Tulsk Summer Festival always drew a good crowd.

1985: Flew R/C models at the then just-completed Knock Airport with ‘Marvellous’ Michael Rushe and Patrick

O’Halloran before the full-size aircraft started operating there. 1986: Got my first ‘RCM&E’ kit review break from David Boddington. 1987: Managed to get my models on the local radio and the telly for the first time. 1991: Got my first OD model, the ‘Callisto’, published in Radio Modeller magazine. 1995: Changed to Model Technics fuel, which ended all my previous engine-running troubles.

1996: Did the first of several annual R/C model-flying shows at Tulska Summer Festival. 2000: Started writing aeromodelling articles on a freebie second-hand PC that's still going strong. (Thanks, Gabriel.) 2002: Finally completed and flew the big Top Flite Beechcraft 'Bonanza' after



Flashback to 1991 and Gerard's OD Callisto model. This all-sheet design flew reasonably well, and has even been used as a slope soarer by one builder!

several years' work! 2005: Partially returned to R/C aeromodelling after suffering a nervous breakdown during the previous two years. 2006: Back at the aeromodelling. And, when not balsa-bashing, I'm learning to swim! (Time to get a float-plane and a David Hasselhoff perm?)

LOWS:

1976-1978: Those early R/C model-flying crashes. I had some tremendously destructive arrivals in the first few years and can still remember that horrible, hollow feeling in my guts as the reality of the 'smashing' situations hit home. (However, the desire to repair or buy another kit and fly again always won out.) 1978: A really memorable crash – a full-power semi-inverted ground-impact with the Kavalier, having entered an outside loop too low. Ouch! 1979: Another full-power pile-in with my MR 'Racketeer' after the receiver nicad went dead. Ouch again! 1979: Building the CAP 'Tiger Moth' kit for a friend. What a heap of garbage that kit was! 1982: Noticing the emergence of 'ARTF' models in American model magazines. At first, I thought they were a great idea – until I sampled a few kits.



Xmas 2005: What's next for Gerard in the aeromodelling department? Well, now that Pat Gibbons' 'Tiggie' projects are finished for the time being, that stash of unbuilt 'Feeny Fliers' beckon...

1985: Having my then best friend and model-flying buddy, Sean Doyle, immigrate to America. 1986: Having a big thistle knock a model out of the sky on a low, slow pass. 1991: A review model, the Minicraft–‘Citabria’, flew away with a new engine and radio gear on board. It was never found. 1994: Having the top of my right hand ripped open by the revving prop of a pod-mounted engine. 1995: Getting the dreadful news that my ex-aeromodelling buddy Sean Doyle had been seriously injured in a full-size aircraft crash. 1996-2006: Seeing how that crash has left him. 1997-2002: That bloody protracted Top Flite Beechcraft Bonanza build! 2002: Having a near disastrous first take-off attempt with the Beechcraft Bonanza, and then almost getting rid of it. (Luckily, sanity prevailed and it subsequently took off okay with a larger engine.) 2004: The closure of W.J. Owens. What an unmitigated disaster that occurrence has been! 2003-2004: For various personal ‘real-life’ reasons, I had a total nervous breakdown and considered not only giving up on aeromodelling but also on life itself. Luckily, after a tough battle, I’m on a tentative ‘climb-out’ path again. 2005-2006: A final ‘negative positive’ note. The stockpile of unbuilt traditionally-constructed kits that has been haunting me for years is finally in my sights to get built over the coming months and years. I am grateful that my enthusiasm has at least partially returned to tackle that task.



Gerard revisited his old R/C flying buddy, Sean Doyle, during summer 2006.

AN ALL-TIME ‘HIGH’

R/C newcomers reading this should know that aeromodelling is addictive! If you’ve got ‘the calling’, you will not only learn to fly, but you will most likely stay in the aeromodelling game for a lifetime. If you’re just starting out, please do persevere. Get experienced help at a club or with an accommodating individual modeller. Thirty-one years ago, in splendid isolation, I was fortunate enough to get ‘into’ the greatest hobby/sport on the planet and have never regretted the move. I have many ‘high-flying’ delights to try yet, and they await you too’ – if you’ve got the ‘right flight stuff’!

Gerard Feeney

Model Aeronautics Council of Ireland

Annual General Meeting - 2006

The Annual General Meeting took place in the Sheldon Park Hotel, Kylesmore Road, Dublin 12 on 25 November 2006. It was hosted by the Three Counties Model Flying Club.

Attendance.

The attendance was 29 out of a total membership of 829.

The insurance crisis.

Our Irish insurance brokers, informed us at short notice that they would no longer be able to accommodate us for the year beginning 1 April 2006. Thanks to the hard work of your committee and particularly Liam Butler, we are now insured directly to the same insurance company in England as before. Out of this crisis we now have more contact with our insurers together with an improved scheme and cheaper premiums.

National Championships.

We failed to find a single venue suitable to provide facilities to host all the disciplines on the one weekend. The disciplines had to be split over a number of weekends and most of the events took place at the magnificent Laois Aero Club flying site at Clondouglas, Portlaoise.

Joe Dible said that John had failed to mention that he had recently been awarded the prestigious Tissandier Diploma from the FAI for his years of service to sporting aviation and aeromodelling.

Flightlines Magazine and the MACI Website.

Since "Flightlines" is normally published only four times per year it can't publish up-to-date contest calendar information. Changes have to be made close to the event. It was decided that the contest calendar would now only be produced on the web. Publication of an electronic version of "Flightlines" on the web is being considered.

Education and Information.

A huge amount of work has been put into the Educational programme by Michael Mahon and Mick Walsh. The Educational Programme is based on the building and flying of “Delta Dart” rubber motor powered model aircraft kit.

By their efforts, the Department of Education and Science have adopted it as a legitimate education programme. They propose to fund the scheme in order to train primary and secondary to teach the subject. The programme will be then introduced into schools and colleges on a countrywide basis.

A more advanced scheme is proposed for third level students.

More involvement of MACI is required around the country to assist teachers in local schools with this project.

FAI Aviation & Space Educational Commission.

The FAI, Aviation & Space Education Commission (CIEA) will be holding its annual conference in Ireland; this will be first time this conference will have been held here.

It will take place in Limerick from 26 to 28 April 2007.

Radio Control Scale Report Seminar

The seminar conducted by Mike Goldby, an expert in this field, was a great success as was the production of the scale handbook.

Radio Control Helicopter Secretary’s Report.

Helicopter flying continues to grow at a steady pace; by now every club in the country has a few helicopter pilots.

The premier event of the year, the Robbe Schluter Cup at Shannon, was back to its former glory again for 2006 with a great turnout and reasonable weather all weekend

The second important happening this year was the formation of a new competition called the “Heli Challenge Trophy”. It is a formula which allowed the competition to gain recognition with MACI by changing some of the existing regulations and guidelines. A judges’ course was held to provide judges for the competitions. A number of rounds were held during the year, finishing with the nationals in Portlaoise. They were all well attended despite some very harsh weather conditions at times.

National Aero Club of Ireland (formerly Irish Aviation Club).

The most notable achievements were the opening of their offices at Kilrush Airfield near Athy and the appointment of a full time administrator based at Kilrush. This organisation is an umbrella organisation for all air sports.

The NACI website is www.aeroclub.ie.

There is an open Invitation to MACI to run an event there.

John Molloy

Secretary General (outgoing)

IRISH CONTROL LINE CHAMPIONSHIPS 2006

LAOIS FLYING SITE, PORTLAOIS

26/27 AUGUST

This year the Irish Nationals were flown at the Laois Club site, just West of Portlaois. The site was as at the Midlands site at Tullamore, grass on bog, very serviceable but not quite as flat for F2B.

R/C Scale was flown in parallel with F2B, and there were some attractive models on show. There were again only three entries in C/L Aerobatics, with Kevin Barry first appearing on Sunday, and flying in only two rounds. Both had to count for his score. We flew between the R/C Scale rounds.

Kevin flew his ex-John Hamilton fuselaged model, now fitted with an ST60, and this brought him consistency and excellent scores. John flew his regular Torquoise, and I flew my Aguila, both with reliable ST 60s. John Molloy and Ralph McCarthy Judged, with Chris Gilbert understudying on Sunday. Our thanks to them for their patience and diligence. John was safely in the lead from Round 2 onwards, while Kevin made the most of his two flights and came second.

Conditions were flyable on Saturday, but with a stiff breeze which varied in direction, which was unexpected in such an open are of bogland. Two Rounds were flown on Saturday. Sunday was much better with a steady breeze which gave no problems. There were minor showers on Saturday but the rest of the time it was overcast but warm and pleasant.

An unfortunate change from tradition was the lack of a formal meal on Saturday night, presumably influenced by the travelling time from Dublin. The Control Line fliers had a very convivial and excellent meal together, and enjoyed the weekend.

Results

Flight	1	2	3	Best 2	Placing
John Hamilton	1725	1900	1912	3812	1
Kevin Barry	----	1783	1848	3631	2
Maurice Doyle	1783	1800	1816	3616	3

Maurice Doyle

The National Aero Club of Ireland (NACI) and you.

The relationship.

This statement really sound a bit like a reprimand from a “do gooder” concerned about your relationship with your dog/ cat or other object that could be called pets. It is however an attempt to describe what the NACI does, how it came into existence, why it exists at all and why you are a member from whatever source. So if you are sitting quite comfortably we will begin with what will be seen initially as history lesson but hopefully one that will amuse and clarify. In the days when there really were no flying machines, birds and flying Dinosaurs ruled the airspace and had freedom to roam as they sought fit in search of food and playmates. There were no designers, engineers or airframe drivers so there was little call for any sort of information exchange or cohesive effort to pool resources. But then some idiots tried to make like the birds and with the successful invention of the internal combustion engine things progressed very rapidly.

In 1909 a body was formed that was called the “Aero Club of Ireland.” A first aviation meeting was held at Leopardstown Race Course on the 29th and 30th August 1910. Easy access to the race course was available to the good citizens of Dublin from the Harcourt Street line railway and we are reliably informed that the event attracted some very large crowds eager to sample this new aviation thing. We should perhaps remember that most people attending would have never before seen a heavier than air flying machine. History tells that some successful flights were made though details remain obscure. At the time it easy to imagine that there were likely to have been a majority of unsuccessful flights!

On the international scene a swing away from America to Europe was noteworthy leaving one wondering if the first successful powered flight was Infact made in the US? Or was it made in France? In 1905 some European aviation enthusiasts banded together to form a truly international forum to which most recognised countries where invited to send a representative. The inaugural meeting was held in Paris at the French Aero Club, located in Paris in 1905, this being the first national aeroclub to form in 1898. Eight countries attended the meeting to form the Federation Aeronautique Internationale (FAI) which began the long process of formulating rules and standards to be adopted and, perhaps more importantly, issuing pilot and engineer certificates, which became licences. This, just two short years after the first recognised powered flight by the “ the Bishop’s boys” the Wrights.

For many years the FAI was the only body that issued licences recognised engineers, designers and aviation pioneers. Countries continued to join and were encouraged to form NACs. The vast majority modelling their format very closely to the system in use at the FAI and still is to this day. Licences were now to be issued at local level. It is only very recently that we see some significant changes to the way that NACs run their affairs.

Between the two World Wars membership of the of NACs flourished and the encouragement of flying by governments was seen as essential to the growth of the economies of the FAI member states. In 1927 Ireland made attempts to set up a National Aero Club but it was not until the successful first ever east to west crossing of the Atlantic Ocean by air in 1928 that the citizenship were sufficiently aroused. The aircraft, the Bremen, took off from Baldonnel with the boss of the Irish Air Corps as one of the crew. On his return to Dublin Colonel Fitzmaurice took the chair of the first meeting on the 15th August of that year and so an Irish NAC was established with links to the FAI.

In the 1930s when sporting aviation really blossomed throughout the world, things began to change and significantly. The blurred links between sporting and commercial flying were now being defined. More regulations were drafted, more records established with new and more reliable equipment becoming available. Governments began to sit up and intervene taking away much of the powers that had been held in the past by the NACs. Enthusiasm could not be dampened however and a group of youngsters regularly cycled out from Dublin to Finglas to gaze in awe at the flying that was regularly taking place at Kildonan. Set up by the Cahill family this thriving enterprise quickly ensured that the youngsters set themselves up as the Irish Junior Aviation Club. Regular flying and other activities continued apace but in 1937 a spate of accidents, though very loosely connected to the IJAC, saw the group faced with difficulties and the club was wound up at the end of the year. Those stalwarts that remained in contact formed the Model Aeronautics Council of Ireland and the Limerick flying club both of which survive and flourish to this day.

The hostilities that broke out in 1939, more commonly known as World War2 and in Ireland as the Emergency, saw all private and most commercial flying cease and the former totally banned. The authorities took the job very seriously indeed and removed vital bits of aeroplanes to render them unflyable. We are not told what grief and mischief was to be caused by a DH 60 Moth or Aeronca C3 to those tasked to deal with the Emergency?!

When a fragile peace was restored most of the confiscated bits of the fleet had been lost, mislaid or otherwise used leading, with great regret, to the scrapping of some of the otherwise serviceable and valuable airframes. In spite of all the difficulties the few remaining members of the IJAC had remained in contact but the word Junior was dropped from the emerging Irish Aviation Council (IAC) was open to all ages.

In the late 50's and 60's flying club activity was again showing signs of life and growth helped by an influx of the return to civilian life of a number of military personnel. Kildonan was closed some years before so the centre of activity moved to Weston, on the west extremities of Dublin, with smaller clubs and groups spread across the land. Gliding and ballooning groups and clubs were also springing up and aeromodelling was set for a period of rapid club membership expansion. Aer- Rianta, now split up to Cork, Dublin and Shannon Airports Authorities, put in place a sizeable grant to the IAC to encourage and promote activities in sporting aviation. Clearly seeing the advantages of a pool of like minded men and women who would be keen to join the rapidly expanding commercial aviation industry in Ireland the IAC was given the mandate to distribute interest free loans to the affiliated groups. Meetings were held on a regular basis and the loan scheme was working well with the purchase of aircraft and equipment. The affiliated groups were encouraged to run themselves and reported back to the IAC. Again a system that closely mirrored the FAI set up.

And so we come to the present day! Things had changed but the IAC really had not. Regulations and restrictions on sporting flying activities were being posted at an ever-increasing pace. The FAI was seen to be loosing any influence that it had on the World stage whilst in Europe dedicated groups were being set up to manage their own affairs. All this helped by the mountain of communication technology that was available to the man, or woman, in the street. Then Aer-Rianta terminated the grant, (which had remained static since 1960), saying that they could no longer support such activities. The IAC found suddenly that it had little income apart from small fees that it collected from it's own members. Clearly something had to done and fast. It was! A strategic plan was produced and a name change put in place in order to bring the National Aero Club screaming into the 21st century! An office was opened an admin position was established in order to literally keep all the ends together as the amount of legislation steadily grew. A new name "National Aero Club of Ireland" (NACI) was eventually put in place.

Efforts are being made now to keep abreast of the fast moving International and European legislative bodies and to influence their thinking. Events are still moving on as your NAC strives to give you a better service but asks one thing of you, the member,

STAY IN TOUCH!

Lesson over!

Clearly there are gaps in the information contained in this short history. Many sources have been used but there are people out there that have documents, articles and photographs that the directors would very much appreciate a “look see” and then include them in the website. For instance what of the “Rothmans” events held in the 1970s? If you or you know for sure that somebody has interesting software, then please pass it to the office. Any material supplied will be handled with great care and returned safely.

Cpt. Joe Dible

MACI Preident

SCALE NATIONALS: 2006

With adverse weather causing the postponement of the Leinster Champs, the Wicklow Champs and the Scale Fly-In/Scale Comp at Ferns in Co. Wexford, those who believe in the power of prayer to give us at least reasonable weather for the Nationals, were vindicated!

Earthly assistance was clearly the prime factor however when it came to preparing the Laois M.F.C.'s flying site. It was in tip-top condition with their four runways cropped and manicured to allow competitors to take off and land into wind from any direction it decided to blow.

The wind was a factor over the weekend particularly on Saturday with the more lightly loaded prototypes being the most effected. Nonetheless all competitors coped very well and there were no mishaps. There were a few showers on Saturday which halted proceedings a couple of times and resulted in competitors repairing to the clubhouse. A most interesting result of this was that we learned of the legend of "Big Jake", while sheltering from the rain!



Des Person, (left), 1st in F4c

Jack Kelleher from the Cork M.F.C. was invited by me to demonstrate the art of glider towing behind his 1/3 scale J3 Piper Cub over the weekend, and a fine job he did of it. More anon. However, it was in his role as a story teller that we became acquainted with "Big Jake". As someone who appreciates a good story, it ranks as one of the best I have heard and that's sayings something!

As you know, the Control Line Champs were also run over the weekend on the Laois site and veteran flyer John Hamilton down from the North, swapped a few jokes with us and his one about the three aul' fellas in the doctor's waiting room had the tears running down my face.

Why am I telling you all this? Well it was an indication of how enjoyable and friendly the Nationals were for all who attended. Fears were expressed in some quarters that the subdividing of the Nationals this year was a retrograde step, but the mix of scale and control line works a treat.

Add to the mix, the element of special demonstrations for all to watch, worked extremely well. Three special demonstrations were lined up but for unforeseen circumstances, only Jack Kelleher and his team were available over the weekend.



Jack Kelleher & Ralph McCarthy Tugging

Between rounds of competition, Jack and team, consisting of Ralph McCarthy, Kevin Barry and Philip O'Brien controlling the gliders, treated us to a super display of synchronised flying between tug and glider right from the laying out of the tow line, the glider on its dolly, flying aloft and finally the release of the glider. Follow this by a masterful display of glider flying. Sunday's display saw Jack release one glider, land, hook up another and be in the air before the first glider has landed and all this in marginal lift conditions.



Steve Elster, (left), 1st MACI SScale

The applause were indicative of an appreciative crowd and on all our behalf, a big thanks to Jack and team.

My earlier remarks about how enjoyable the Nationals were is worth stating again. Crucial is the provision of a "user friendly" flying site which suits the particular discipline, in our case, scale models. Contestants should

be reassured that when they travel (as this year, often for three or four hours), perhaps a stay overnight and pay an entry fee, that the site is suitable for a wide range of prototypes.

Models should not as far as possible, be at risk because of hazards, natural or man-made. Perfection I know is not possible, but undoubtedly the best of sites will attract scale flyers to compete.

The Laois M.F.C.'s site is one of the "best" category with the ongoing improvements guaranteed to keep it there. I sadly heard of one detractor (there is always one) as usual ill-informed, ill-willed and out-of-touch, who reckoned the M.A.C.I. had got a bad deal when they elected to hire the site for the disparate disciplines which make up the Nationals. Begrudgery at its best. Slots for demonstrations certainly added a lot to the weekend and agreement on its merits was unanimous.

Quality prizes on offer were also well received. This does not necessary mean expensive. All placed competitors were given Newbridge Silverware, largely funded by the entry fees plus of course the M.A.C.I., enamelled medallions.



Liam Butler, (left), 1st Clubmans



Control Liners at the Nats

This combination is of course not the full picture. In the M.A.C.I. Clubman event, of which there were nine competitors, we had two new faces from the Model County Club, Wexford, namely Andy Ryan and Brendan Morris flying respectively. A J3 Piper Dub and an Ultimate Biplane. Earlier in the year, the Scale

Technical Sub Committee took a number of initiatives to raise the profile of scale flying and judging and the lads attending from Wexford were competing as a result. Also in attendance were three or four lads from the Midland Club who intend to compete in the future. The sub committee's hard work would appear to be paying off, and all things being equal, will ensure that these new "faces" will become part of the "regulars" in coming years.

My usual reports on scale competitions tends to look at how each competitor fared over the three rounds. In this report, I felt that the foregoing report as how the Nationals AS AN EVENT unfolded, was important and required emphasis as opposed to competitor's points and placings taking precedence.



John Hamilton, (left), 1st Control Line

Of course the stats are given below and I have included the prototypes flown.

Concluding then, my thanks as C.D. to the personnel of the Laois Club for their hard work in having the flying site in such excellent condition. To the judges, John Lenihan from the Cork M.F.C., Steve Elster from the Laois Club, Liam Butler and Bob Finlay from the Shankill M.F.C. and Steve and Mark Quigley from the Newbridge & District M.F.C. As always, a big thanks to a pivotal figure, the score keeper, Ciaran Elster of the Laois Club.

Brian Sloan, a one time member of the Newbridge & District M.F.C. kindly donated a beautiful glass model of a Lancaster Bomber in a glass globe to raffle, the proceeds going to the continuing development of the Laois flying club. Incidentally, it was won by a current member of the Newbridge Club, Gordon Durham; all requests for a re-run of the raffle were denied! The presentation of the M.A.C.I. medallions and Newbridge Silverware was adroitly handled by the Laois Club's Secretary, Paul Featherston Howe.

As C.D., it was a pleasure to participate in such a friendly event.

Eamonn Keenan

M.A.C.I. Scale Secretary

Results overleaf (Ed).

R.C. SCALE NATIONALS – 2006

RESULTS

CLUBMAN

NAME	CLUB	MODEL	ROUND 1	2	3	TOTAL PLACE
L. BUTLER	SHANKILL	EXTRA 300	753	705	745	1498 1
B. FINLAY	SNANILL	S.CHIPMUNK	628	603	730	1358 2
S.QUIGLEY	N&D.M.F.C	Me 108	643	625	705	1348 3
M.INWOOD	N&D.M.F.C	SPITFIRE	655	587	682	1337
M.QUIGLEY	N&D.M.F.C	Pc. 9	634	620	670	1304
E.KEENAN	N&D.M.F.C	ZLIN50L	601	585	650	1251
D.PEARSON	LAOIS M.F.C	CESSENA 182	476	422	575	1051
A.RYAN	MODEL CO.	J3 CUB	465	501	0	966
B.MORRIS	MODEL CO.	ULTIMATE	259	548	0	843

F4C

NAME	CLUB	MODEL	RD.1	2	3	STATIC TOTAL PLACE
D.PEARSON	LAOIS M.F.C	J3 CUB	772	713	720	1245 1991 1
D.O'FLAHERTY	RISING SUN	DART KITTEN	457	389	509	588 1071 2

NOVICE

NAME	CLUB	MODEL	ROUND 1	2	3	TOTAL PLACE
S.ELSTER	LAOIS M.F.C	MONSUN	540	671		1211 1

Education Report & update

To bring everyone up to date with the Education Programme & to maybe alleviate some confusion that may be out there.

In December 2004 I decided to approach the Department of Education & Science about recognition for our Education Programme, recognition from the Department of Education would mean that teachers knew this programme had educational value, with the full support of the Department. It was at this time I asked a friend of mine, Mick Walsh to join me in the task of seeking this recognition and possibly funding. We have both come from a background in education and have worked together in the past to obtain funding for another National Organisation and were very successful.

Comment

That organisations current level of funding from the Department of Education & Science is in excess of €500,000, it is unlikely that we will ever reach that level.

We had our first meeting with them in early February 2005 and I have been in meetings on a regular basis since then. We have now received recognition from the Department of Education and Science as a legitimate Education Programme, and the Department are also considering if it can be integrated into the LCA (Leaving Cert. Applied).

Myself and Mick Walsh are currently spending approximately 20 hours each, per week, between meetings, phone calls, reports and all the necessary paperwork that goes with it on the Programme, this does not however include visits to schools.

During 2005 I received several letters from TDs citing their support for our Education programme and commending us on our initiative, we have also received moral support from Astronomy Ireland, NASA, the European Space Agency, the Institute of Physics in Ireland, Galway University, University of Limerick, Dublin City University, INTO (Irish Nationals Teachers Organisation), ASTI (Association of Secondary Teachers in Ireland) and recently we have been commended by An Garda Slochana.

On 29th August 2005 we met with Discover Science & Engineering, the organisers of Science week in their offices in Wilton Place in Dublin. The purpose of this meeting was to determine if the education programme met certain criteria for inclusion in the Primary schools science curriculum, it does and as a result of this we had a stand at University of Limerick, during Science week on 13 November.

During September 2005 we made the formal application to Discover Science & Engineering (DSE) for funding and were approved for a grant of €10,000 in 2 payments of €5,000 each, the first payment was received in October 2005 and the second payment was received during April 2006. This funding was in the form of seed grant, these accounts have now been audited and passed and are now closed. Apart from the financial support we received from Discover Science + Engineering we are permitted to use the Science week and Discover Science & Engineering (DSE) logos, which ALL school children and Teachers will recognise.

Comment

Science Week is in fact a bit of a fallacy, it actually goes on for two (2) weeks, and is hugely popular with schools, and is going from strength to strength, and yes, the MACI Education Programme is now very much a part of it. During the 2005 Science Week the reports back to Discover Science & Engineering (DSE) and the Department of Education & Science has had reports from each of the schools that were very positive.

13th November 2005 we had an opportunity to meet the head of aeronautical engineering in University of Limerick with a view to establishing a permanent link. That link is now established and we have been invited to UL in March 2007 for their Engineering Week.

In line with the discussions we have had with the Department we are in discussions with the INTO (Irish Nationals Teachers Organisation), the department are anxious to introduce Teacher training days on Aero-modelling and its follow on activities as part of the Science Curriculum.

At present we are in the final stages of discussions with the Department, I have enclosed a copy of a letter received from the TD acting on our behalf; the sum of €35,000.00 has been allocated to us for the sole purpose of our schools programme and we are awaiting the release of the funds from the Department.

Comment

To try to put the current state of negotiation in context, when all the negotiations are completed, MACI and its education Programme will be the only other sporting organisation apart from the GAA that will receive funding directly from a government department.

The biggest delay to date, has been the problem of two (2) Government Departments "fighting" over who has responsibility for the programme, Education claims it comes under their remit, Trade & Enterprise claims it comes under Science and that puts it under their remit, which strictly speaking it is, however, the programme is cross curricular. The only subject not covered at present is the Irish language.

Details of the whole programme are now being finalised, what will be expected of the programme, the minimum number of schools that I will be required to visit, etc. The accounts will have to be audited by an independent auditor approved by the Department of Finance; I would suggest that the separate education account opened by Kevin Barry in 2005 be reopened. This should prevent the main MACI having to be audited to the same standard as opposed to the current situation that exists.

There is no doubt (actually we have been forewarned) that for the next few years the programme will be watched very carefully and scrutinised to prevent any misconduct and to ensure that it is being run according to the agreement.

Comment

We also have to bear in mind, as the programme deals with schools and young school children any person dealing with them will have to be security checked by An Garda Síochána as is now necessary for any organisation working with children.

Between September 2005 and June 2006 I visited 140 schools, with in excess of 4500 students, in addition to attending several science fairs.

During October 2006 we were invited by the City of Cork Learning Forum (CCLF) to participate in their Science Week, which ran from the 14th November to 16th November. We travelled to Cork on Monday 13th, setup our stands that evening and managed to do several workshops on the Tuesday morning before being summoned back to Dublin to appear before the Department.

We had visits from thirty (30) schools on that one (1) morning alone, since arriving back in Dublin we have had a similar number of phone calls from schools asking when we would be back to Cork, the schools in Cork who had visited us on the Tuesday morning are ringing other schools in the area to tell them about the Programme.

26 November we have been invited back to Galway for their Science Fair, we had attended this fair last year and it was a huge success, this year the organisers are expecting higher numbers than last year. 02 December we have been invited to Dublin City University (DCU), again this is a one (1) day fair and we expect it to be a success.

April 2007 the FAI, Aviation & Space Education Commission (CIEA) will be holding its annual conference in Ireland, this will be first time this conference will have been held here. After attending the 2006 conference in Lausanne I approached Discover Science & Engineering (DSE) as Education Officer for the National Aeroclub of Ireland (NACI) about obtaining funding for the Conference, in discussion with the head of Discover Science & Engineering (DSE) I discovered that by adding a seminar before the conference we would be granted 15% of the expected cost.

Such is the good will developed by us and Discover Science & Engineering (DSE) that they have actually granted us €15,000, some 43% of the total expected cost.

Unfortunately, to Discover Science & Engineering (DSE), the MACI and NACI are one and the same organisation, when this error was pointed out to Discover Science & Engineering (DSE), they suggested that we leave well enough alone.

As Discover Science & Engineering (DSE) only fund projects in September and April there would be a better than average chance that we would be unlikely to receive funding for the conference because we would have missed the September deadline if we had to re-apply and the next "payout" would not happen until after the conference, they cannot fund an event after the fact.

The Executive of the National Aeroclub of Ireland (NACI) were made aware of this and have agreed to allow it to go ahead. Effectively what will happen is, MACI will receive a cheque to the value of €7,500 within the next week and another one will be issued in the second quarter of 2007. This money is for the sole purpose of holding the 2007 FAI, Aviation & Space Education Commission (CIEA) conference as described in FORFAS purchase order number 4828.

Comment

FORFAS are the Government agency responsible for Discover Science & Engineering (DSE) under the governments Science Initiative. What I am proposing is that MACI will receive these two (2) cheques into their account and issue two cheques to the same value to the National Aeroclub of Ireland (NACI), officially MACI (meaning me) will organise the conference on behalf of the National Aeroclub of Ireland (NACI) as agreed at the NACI executive meeting on 19 October 2006.

In March 2007 I will be attending a Teachers conference in Paris as a keynote speaker, one of its organisers had heard about our programme from a teacher exchange programme. One of the schools I had attended during 2005 had Teachers from several other countries, one of which was France and its organisers are keen to highlight our programme to its delegates. This conference will be attended by 350 teachers.

If you require any further clarification you can contact me on 087-259 72 71.

MichaMahon

Education & Information Secretary

Roundwood Model Aero Club

Well it's finally ready, just a bit of refinement here, a tweak there, and the RMAC is off and flying in earnest. It has been quite an experience, I for one have lost 18 lb. in weight and some hair.



The Clubhose

Just over a year and a half ago, a few hardy souls decided to buy what can only be described as 'a swamp with Christmas trees' and turn it into a prime flying site. Buying it was the easy part, then the daunting task of shifting, (removing), some 5,000 of the 15,000 Christmas trees, (now about 25-30ft. high), clearing gorse and brambles, draining and then levelling the area. It would have unnerved most, however, the thought of model planes flying overhead spurred us on to carry out the necessary tasks, so rolling up our sleeves, and taking the bull by the horns.....we hired a company!

In three weeks we had a level clear ground, but none of us had any idea what to do to make it green, (did you know there are many different types of grasses and a whole lot of various fertilizers?). Well we found an expert who did. He also rotovated sowed and fertilized the runways.

If you think someone else was doing all the work you would be wrong. We were clearing out ditches, digging new ones and putting down foundations for a clubhouse and car park. It was also decided to improve the lane leading up to the flying site, so a lot of shovelling, raking and wheelbarrow pushing was carried out.



The Dining Room

A red letter day was when the clubhouse arrived, or to put it another way, when two 40 foot containers were placed side by side on the prepared foundations. Over a period, areas were cut for windows and doors, and a middle section, (for a 16 foot by 16 foot space). The building has been painted inside and out, so we now have a dining room, kitchen, workroom and storage facility.

Deciding how many runways and where to place them caused some head scratching, but after a get together we came up with three runways where the prevailing winds, (gentle breezes), do waft.



East & West Runways

As stated at the beginning, some tweaking is being done. One runway is being extended, (as 80 metres was considered too short), and more trees are being cleared to facilitate very low take offs and landings. The pits area has been increased, a high safety fence has been added and an ongoing job of re-seeding and stone picking will finish in due course. The interior of the clubhouse is looking good with pictures, a large table and quite a few chairs.

So was it worth it? I must say yes. I am now a proud part owner of a flying site with good facilities and I can also get a tree for Christmas.....free.

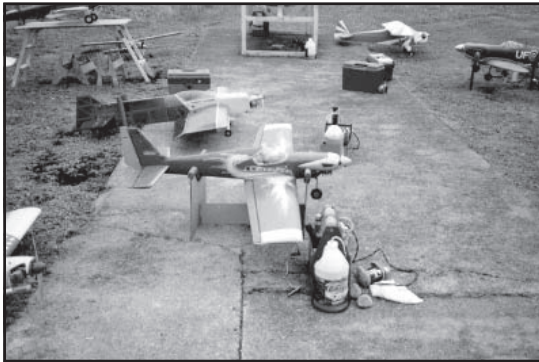
Bevan F. Moore

The RMAC is now open for membership and anyone interested should contact Paul Duffy or look us up on the web at www.rwmac.com for a full, varied and informative read. It's got a lot of pictures as well.

Midlands Model Flying Club

FUN FLY

On a typical summer's day Sunday August 6th we held our summer fun fly and bring and buy sale. As we arrived at our site at around 9ish the elements seemed stacked against us (dark clouds and rain, you know the scenario). But with a degree of optimism and a stubborn streak that always prevails in the faithful county we were here for the day. Slowly other people began to arrive and the chat got going the kettle was boiled and the work started.



There was great interest in the bring and buy sale and before long Euros and models were changing hands all around.

Things were beginning to look a bit brighter around midday and the flying started.

We had a great selection of models on display and flying on the day. There were some lovely scale planes and also a good selection of acrobatic models. We also had a number of sport planes. The flying was of a high standard with some great displays of skill. After an hour or two the fresh air had whetted our appetites and the barbecue was lit. The burgers were cooked and the tea was made so it was time for a chat and a break from the skies.

After the “barbie” it was time to “take off again To add to the “craic” on the day we decided to hold a few fun competitions. These included a “nearest to the spot landing”. While some flyers had accuracy problems others were as they say “spot on”. The winner on the day was Mark from the Boyne side club with a very lively model - The Panic. The “touch and go” competition was next and was enjoyed by all. Local man David McIntyre was the winner with his own unique style.

David was again victorious in the “climb and glide” competition with his Seagull Harrier. The competitions added greatly to the fun on the

day and everyone seemed to enjoy them.



Overall the day was a great success and was enjoyed by all who attended. I would like to encourage other clubs to hold

more fun fly days and add in a few fun competitions. Not every flyer is ready or willing to take part in serious competition but for a bit of fun more people will have a go. The fun fly is also a great day out and a chance to meet other like-minded individuals and share information skills and tips. It is also a good start for new members, as they will get to see a large selection of models and a wide variety of flying skills and perhaps take part in a competition. So hopefully in the future we will see more fun fly days in other clubs. Just let us know and we'll be there.

On a more personal note we in the MMFC would like to say a fond farewell to one of our own, David Nee. David left during the summer for a new life in America. He will be missed in the club and indeed on the Heli Scene throughout the country. Best of luck stateside David.

Mike Murphy

Chairman MMFC.

CONTROL LINE AEROBATIC PILOT'S ASSOCIATION CHAMPIONSHIPS 2006

**NATIONAL WATER SPORTS CENTRE, NOTTINGHAM
2-4 JUNE**

This was the 30th anniversary of CLAPA, and the turnout showed that Aerobatics is healthy and a massive crowd enjoyed the event. Flying was extended to three days, and the weather was marvellous, a steady breeze and plenty of sunshine suiting everyone. There was a celebration Dinner on the Saturday night, and this was the event of the year for participation and enjoyment.



Irish Table at the CLAPA 30th Dinner

substantial entries in Classic and Vintage. John flew in F2B, as did Maurice, who also flew Vintage, and Kevin flew F2B, Classic and Vintage.

The Irish contingent was John Hamilton, Kevin Barry and Maurice Doyle, all flying, and Mitchell Shaw as a spectator. A full programme of Aerobatics events was run, with 30 plus entries in F2B, and

With so many present, and the good weather allowing events to move along smoothly, there was time to meet and greet all the fliers we know from coming to these events for many years. The group photograph published in Aviation Modeller International has more than 60 people in it, and there were more at other times.



John Hamilton's Tangerine



Kevin Barry Warming Up

There was a photographer present who was obviously a modeller himself and he produced many outstanding flying shots. Some of them of the Irish fliers and models are with this report.

John is a former winner of the F2B, the premier event, and Maurice has won other classes as well, but this time our best performance was 2nd in Vintage. In F2B we enjoyed the conditions and produced good flights, but were outside the top group. Kevin was afflicted by many gremlins but eventually sorted them and produced some fine flights and better scores.

The Dinner was a very appropriate celebration of the progress of CLAPA over the years, and it was interesting to hear how it began. Many of those who ran previous events were present and were thanked for their efforts. Pete Tyndal made a welcome return and made the speech, with contributions from others.

Maurice Doyle



Fees for Year starting 1/04/2007

	€
<i>Renewals</i>	
Seniors	60.00
Spouse or Partner	30.00
Junior	25.00
Family Senior	60.00
Family Junior	15.00

Family Full adult fee plus €15 per junior living at the same address
 Junior membership to apply to 18 years or younger only

New Members and lapsed members over 3 years

Apr 07 to Sept 07	AS ABOVE
Oct 07 to Dec 07	30.00
Juniors, Spouse or Partners after Sept 06)	15.00

*Jan 08 to Mar 08 **AS ABOVE**

*The full fee for following year giving 15 month's membership.

<i>Non Insured Members</i>	Senior	25.00
	Junior	13.00

Club Affiliations 40.00

Kevin Barry
Hon. Treasurer.
M.A.C.I.



Dave O'Flaherty, right, 2nd F4c



Bob Finlay, right, 2nd Clubman's



Steve Quigley, right, 3rd Clubman's



Gordon Durham, left, winner of the Nationals Raffle



Control Line Nationals Planes



John Beasley with his BAE Hawk - See Page 4 for Details