

Flight Lines



Featuring:
A Touch of Flair
Water Wings
Competitive Streak



June 2007



*Maiden Flight Crew - Left; Chris Clarke, Builder.
Centre; Ian Finlayson, Hand Launcher. Right; Tom Boggan, Pilot/Owner*



Photo From the Shannon Model Flying Club

Contents

MACI Committee 2007	Page 2
Editorial	Page 3
MACI AGM Notification	Page 4
A Shared Experience	Page 5
Obituary	Page 6
MACI Council Meeting	Page 7
Water Wings	Page 8
Roundwood MAC - Part 2	Page 16
A Touch of Flair	Page 18
Irish National Championships 2007	Page 21
Competitive Streak	Page 22
Irish National Championships 2007	Page 29
MACI Flying Site Criteria	Page 30
A Helpful Hint	Page 32
Munster Championships 2007	Page 35
Before & After	Page 36

On the Cover; A proud David Murphy with his Flair SE5a

The next meeting of the MACI Council will take place on Tuesday July 17th at 8:00 pm in the Montague Hotel, Emo, Potlaoise.

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

Summer is with us at last, and the prospect of long balmy evenings and warm sunny flying days are, hopefully, no longer a winters dream. This is the time of year for us all to fully indulge ourselves in our hobby.....enjoy.

In the last issue of Flightlines there were reports from most of the different disciplines in our hobby. Hopefully some of you will have been encouraged to give one or more of these a try. So perhaps now you may want to take it a stage further? In this issue are details of the MACI Irish National Championships, so why not either enter one of the competitions or at least attend the events and see what it's all about. Seeing the level of skills shown at the Nats' could either give you the encouragement to compete at this level, or the desire to improve your existing skills to the level required.

Even if the above does not apply to you, please come along to the Nats' and support the event. You will be most welcome.

Also in this edition is notification of the 2007 MACI Annual General Meeting. You will notice that this is taking place earlier this year than previously. All MACI members are invited to attend the meeting and the dinner afterwards, so why not come along and see how MACI runs. If you have any proposals for the AGM please be aware that they have to be with me before August the 12th.

The deadline for the next edition is July 31st. Once again all articles and photo's will be much appreciated. My thanks to those of you who regularly send in contributions and also those of you who are sending in contributions for the first time.

Safe Flying

Chris Clarke



Model Aeronautics Council of Ireland

Website: www.maci.ie e-mail: council@maci.ie

ANNUAL GENERAL MEETING 2007

Saturday 13th October 2007

2:00 p.m. Prompt

**The Montague Hotel
Emo
Portlaoise**

Dinner afterwards at 8.15 p.m.

All MACI members are invited to attend.

Further details are available from John Molloy at 01-2854810.

***Proposals for the AGM must be submitted to the Flightlines Editor
before the 12th of August 2007***

A Shared Experience

I would like to thank Steve Elster for sharing his learning experience on radio controlled model aeroplanes in last months editon of Flightlines.

If a new member were to read his story in Flightlines I feel it would give them great support. I talked to some people about how I felt so I am glad to hear that I am not the only one to feel that way.

Because I'm over 50 it took me a little longer to learn to fly, and I felt like throwing in the towel more than once. But for the club members who gave me great support I might have done. I decided to learn one thing a week and never make the same mistake twice.

Someone in the Wexford Model Flying Club suggested that I use the F.M.S. Flight Simulator, and during the winter months I learnt how to fly sitting at my home computer. I also did a lot of indoor flying with an electric powered helicopter.

I now look forward to going to the flying field every week although I still like an experienced pilot beside me when I am flying.

Michael Gleeson

IRL 4126

Obituary – LeRoy Satterlee

Former SIG R/C model aircraft designer LeRoy Satterlee died on Thursday, May 3rd, 2007 at the age of 70. He had been ill for ten years with an incurable lung disease.

LeRoy and I corresponded by e-mail for years and I was always struck by his positive attitude through some very tough times. Even at the very end, his wife told me that the man managed to smile. Now that's what I call courage and bravery! He had an unshakeable belief in an Afterlife and tried to get me to share his outlook more than once. Alas, he never succeeded!

He designed several models for SIG Manufacturing of Montezuma, Iowa, but he also enjoyed building unorthodox flying models from other people's plans and kits. He couldn't be accused of getting into an ARTF model assembly/flying rut – that's for sure!

I will greatly miss our correspondence and I can't help but reflect on the coincidence that he passed away on my 47th birthday! It was a privilege to communicate with him, and I hope that I can allow some of his positive thoughts and attitudes to influence and soothe my own rather nihilistic personality as the years progress.

Gerard Feeney



LeRoy Satterlee, who died on May 3rd, 2007. His interest in model and full-size aircraft – plus Harley Davidson motorbikes – was inspiring!

M.A.C.I. Council Meeting

Montague Hotel, Emo, Portlaoise, 22 May 2007

Officer Changes.

Liam Butler has resumed the duties of Honourary Treasurer and consequently Kevin Barry has reverted to his former position as Honourary Secretary. John Molloy will continue on the Council as Control Line Secretary and Flightlines Reporter.

Jet World Masters, Enniskillen – July 5th to 14th.

MACI is entering a team of three to take part in this event. It is the equivalent of a World Championships and as many members as possible are advised to attend to see top class flying of jet aircraft. The organisers would be grateful of any offers of help from MACI members. See Web Site

<http://www.jwm2007.com/competition%20info.htm>.

National Aero Club of Ireland.

Capt Joe Dible has been re-elected as Honourary President and John Molloy as Honourary Secretary General. Michael Mahon has been re-elected as Educational and Information Office.

MACI National Championships 2007.

The Control Line Nationals will take place at the Portlaoise club site on 11 & 12 August 2007.

The Radio Control Scale Nationals will take place at the Portlaoise club site on 11 & 12 August 2007.

The Radio Control Aerobatics Nationals will take place at the Portlaoise club site on 18 & 19 August 2007.

The Radio Control Helicopter Nationals will take place at the Midland Model Flying Club Site on 18 August 2007.

MACI FLY-IN 2007.

This will take place at the Midland Model Flying Club Flying Site, Boora Parklands on 1&2 September 2007.

“Flightlines” Magazine.

Please send articles, letters, photographs etc. for publication in “Flightlines” in electronic format, where possible, to John Molloy at jjm@iol.ie.

John Molloy.

THE FEENEY FILES

WATER WINGS

GERARD FEENEY SQUEEZES INTO SPEEDOS, GETS INTO A STICKY SITUATION, AND GIVES US SOME ‘BACKCHAT’!

Greetings once more, aeromodelling boys and girls, and welcome to another selection of miscellaneous modelling musings. Shall we get started?

CRAWL TO FLY...

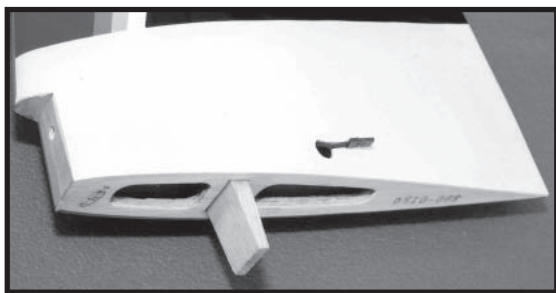
I'm currently learning to swim. It's the hardest thing I have ever tackled in my life in terms of mind/body co-ordination. As I struggle through the water, flailing about like a harpooned whale, I am reminded of another eminently pleasurable, yet initially frustrating, pastime. Swimming, I'm told, is easy once the technique 'clicks' and you don't have to think about what you're doing – just like R/C model aircraft flying!

As I attempt to manoeuvre through the wet stuff, half drowning and tense and awkward, and apparently getting nowhere, with my physical self completely out of synch with my grey cell, I can't help but think of the R/C model aircraft flying beginner.

We frequently observe the raw tyro woefully out of tune with his or her first R/C training aircraft! The early 'frights' are an ordeal because the ability to sense in advance the degree and combination of control inputs required hasn't yet developed.



Flying that first R/C trainer can be more difficult than it looks. If you are a beginner reading this, make sure that you get experienced help – now!



Don't get 'stuck up' when joining wing panels with rib lightening holes and independent aileron servos. See text.

'propped up' using the primary turning control by moving either the aileron or rudder tranny joystick stick towards the low wing. You also have to be able to 'read' what way the model is going all the time so that the appropriate tranny joystick waggles are gently fed in slightly before they seem to be needed.

I have seen many R/C model-flying beginners give up because they found the going too tough when their first model crashed. This is so sad as, if you can maintain your commitment to the cause, the rewards are considerable.

But, you must be realistic about how to achieve your 'uplifting' goal! First and foremost, don't go it alone – seek out a R/C model-flying club or an experienced solo model flier. If an individual flier isn't helpful, find someone somewhere else who is prepared to take you on, even if you have to travel far. You need help for the first few months until you can fly your trainer reliably solo from a hand launch and take-off, through simple circuits, and into a controlled landing/touchdown.



Rigid cardboard fax roll inner tubes make ideal conduits for the extension leads of independent aileron servos.

Many clubs employ the 'buddy box' teaching arrangement, where you can plug your transmitter into the instructor's 'master' transmitter via a special lead so that your mentor can take over if, (when!), you get into trouble. Of course, your radio equipment has to match the club equipment.

So, the model balances precariously between life and death as its owner over-controls in a frantic manner, desperately trying to 'catch up with' and counteract every misjudged, erratic control input. And, while that's going on, there's the whole 'orientation' thing to grasp. For example, when the model is flying towards you, the low wing must be

Some individual fliers may be prepared to employ the buddy box training system if you have matching radio gear and if you purchase the buddy box lead for the job.

Regardless of who eventually teaches you to fly, be aware that prangs will still occur along the learning curve. You need commitment and dedication, plus about a year's spare time of weekends and/or evenings to become truly comfortable with the R/C model-flying game. After that, a lifetime of enjoyment lies ahead!



Flair narrow-gauge flexible masking tape was used to frame the canopy on Gerard's semi-scale blue-foam/ brown paper-covered Hawker 'Hurricane'.

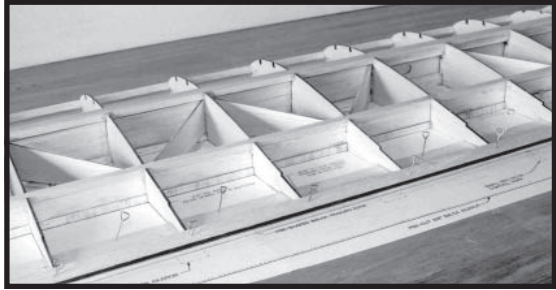
Also, please reward your tutor for teaching you. This can be financial or some sort of gift, but a gesture is always appreciated. It's responsible, tiring work teaching a newcomer to fly and it would be churlish in the extreme to ignore the instructor's input, should that person not mention anything to you about a fee up front.

And what of me in the swimming pool? Right now, I feel I will never succeed! However, I'm fervently hoping that the same sense of dogged determination that got me established in R/C model flying will win through once more in the aquatic arena. Certainly, like model flying, it would be very easy to 'throw in the towel' when one feels one isn't making progress in the water. I was 15 when I began aeromodelling and 45 when I tackled the swimming, so I feel I have a harder struggle on my hands this time. Wish me luck!

I had planned to illustrate this section with a picture of me in my Westlife-print swim thong but, tragically, the Editor tells me that space is at a premium this issue. Isn't life full of disappointments?!

GET STUCK IN

I joined together Padraic Cryan's ARTF Black Horse 'Twister' wing panels apparently without problems. First, I protected the centre section covering top and bottom with masking tape to catch excess epoxy seepage. Next, I meticulously checked that both panels were aligned at the root ribs. Then, I taped the panels firmly together, carefully cleaning excess glue runs and sticky finger-marks off the covering with kitchen towel and meths. Finally, I leant the joined wing against the wall, happy in the knowledge that all was well in the 'Feeney Zone' as the slow-set epoxy cured.



Pigment the rear face of trailing edge strip to get a better idea of just how flat your wing panel structure is lying on the board.

Next day, with all the tape removed, the wing-joining job seemed very satisfactory – everything was clean and tidy. The only thing that puzzled me were the strange 'puddle' shapes in some areas of the wing covering over the open structure inter-rib bays. These curious patterns remained even with the covering re-shrunk tight, so I assumed it was some sort of covering material imperfection. I found out the real explanation when Padraic eventually called to collect his wing...

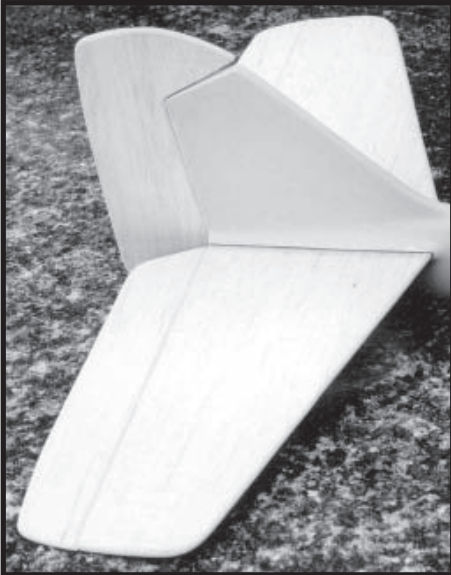


Store your spare crystals in unwanted earplug containers.

Whilst examining the wing, he asked me a totally unexpected question: "Why is there epoxy on the aileron servo-arm shaft, Gerard?" I was taken aback! How in the blue blazes could there be epoxy on one of the independent aileron servos? It was safe in its bay! Or was it?

I immediately removed the aileron servo and its hatch and was horrified by the sight of a beautifully epoxy-encrusted output shaft and partially gummed-up casing.

I was almost speechless! Then the reality of the situation dawned on me – I'd left the wing 'knife-edge' against the wall drying, and each wing rib featured a lightening hole. Guess what happened?



Mark your horizontal tailplane centreline as 'outlined' in the text.

Yep, the one-hour epoxy had plenty of time to dribble from the root rib joint, down through the lower wing structure, sticking internally to parts of the covering material on the way, right onto the aileron servo. Although the exterior of the wing centre section joint was faultless, I had forgotten about the excess epoxy that had leaked out inside the wing structure.

Luckily, it was easy to chip off the cured epoxy partially encasing the servo with a broad-blade Number 18 chisel-type hobby knife, but I couldn't get access to the solidified epoxy puddles adhering to the inside of the wing covering. All I can say is that you are never too experienced to cock things up in the aeromodelling game! It was, however, yet another valuable lesson learned – remove independent

aileron servos from their bays when wing joining if the ribs feature lightening holes. That way, any glue dribbles won't seize up your precious electromechanical bits.

HAND IN GLOVE

Whilst I was doing that apparently fab wing-joining job, my hands were safely wrapped up in Marigold disposable vinyl gloves. This is because I have developed an allergic reaction to glues and paints since the year 2000. Prior to that time, I happily stuck models together and slapped on the 'warpaint' without much concern about the fact that both the sticky stuff and the pigmented stuff were getting on my hands. My skin finally had enough seven years ago, and one fine day blotches erupted on my hands. I subsequently had to use steroid ointment to get rid of the blemishes, and I still have to apply it sparingly from time to time as the spots now always come back if I use cyano or epoxy 'unprotected'. I even get the spots when I paint the hovel with household emulsion, if I don't wear gloves!

So, I now have the required motivation to protect my hands on an ongoing basis when aeromodelling or painting. I suggest that you do the same before you get sensitised to the chemicals. Just think of the disaster it would be if you couldn't build model aircraft any more!

I use the aforementioned vinyl gloves, as latex gloves can actually produce skin allergies in some individuals just by wearing them, and I don't want to 'chance my arm' in that department! Whatever type of disposable glove you choose, they are available at the better supermarkets and hardware shops.

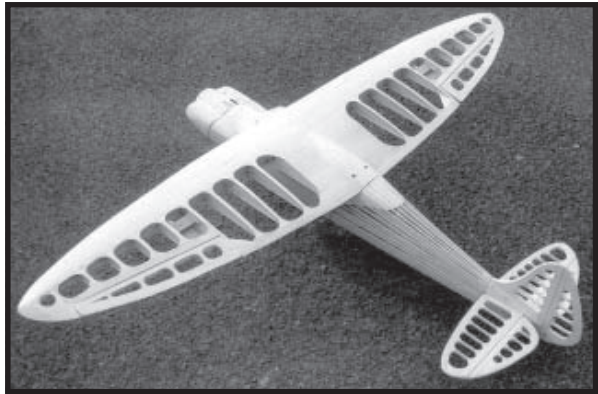
ROLL PLAY

Did you know that the rigid inner cardboard tubes of fax roll paper are ideally suited to aeromodelling purposes? These tubes make great conduits for the extension leads of, (un-gummed-up!), independent aileron servos. Drill the wing ribs to suit the tube diameter. Push the tubes through the rib holes. Epoxy or cyano the tubes in place, and then feed the servo cables through the tubes/ribs from the centre section out to each aileron servo. Link up the tubes by butt-joining and cyanoing the pieces together in-situ for large-span wing panels. Cut the tubes to size with a razor saw.

TAPE DECK

Flair narrow-gauge flexible masking tape (available through the better model shops) is ideal for representing cockpit canopy framework on scalish R/C models.

Cut the tape with a sharp Number 11 scalpel into slightly overlapping strips and lay each strip in place individually. Lay the nose-to-tail strips first, then add the side-to-side strips. Scalpel-trim the nose-to-tail strips in-situ and then place the side-to-side strips on top. The side-to-side strips can be scalpel-cut in-situ to lie flush with the nose-to-tail strips, or they can just be allowed to pass over them. Paint the completed tape framework to suit the airframe using a high quality pointy-tip artist's sable brush.



Ensure that your tail surfaces are accurately aligned with the fuselage and wings. (Pic:- Peter Miller.)

If needed, fuel proof the paint with clear polyurethane varnish using the same type of brush. If you have a steady hand, the clear canopy won't need masking while the framework is being decorated.

LINE OUT?

It can be difficult to determine if pinned-down pale-coloured trailing edge stock is really lying flat on the building board. Solve the problem by pigmenting the rear face of trailing edge stock with a thick black, blue or red magic marker. Now, the 'fastened in place' alignment can be gauged much more clearly by kneeling and eyeing up the 'highlighted' trailing edge strip from the side of the workbench. The rear edges are coloured before being pinned down and can be sanded clean later.

TAKE THE WRAP

When you connect up electric motor terminals, tidy them by hiding the joints with heat-shrink tube. Slip a slightly oversize inside-diameter one-inch length of tube over each wire before soldering takes place and ensure the tube sleeves stay out of the way while the soldering occurs. When the motor terminals and wires are securely united, sheathe the connection points with the tubes and blast each area with a heat gun to tighten the seal. The result is a beautifully neat and durable set of connections.



Don't forget to remove the covering material from the gluing areas of tail surfaces on ARTF models, otherwise you will get a nasty shock in flight!

THIS 'EAR' IDEA

The small plastic cases (available in both circular and square/rectangular shapes) that contain foam earplugs are ideal for holding spare tranny and receiver crystals. If you have some of these containers lying about, why not put them to good use in your flight box right now?

TAIL PIECE...

Here's an easy way to establish the centreline of a horizontal tailplane. Place the tailplane on a large sheet of stout white drawing paper. Draw around the tailplane with a Biro and cut the resultant shape out of the paper with sharp scissors. By simply folding the cut out paper tailplane template in half and marking the central crease-line in Biro, you have automatically found the actual component's centreline. Finally, carefully position the paper template on top of the real-life horizontal tailplane to guide the Biro-marking on the actual structure's centre section.

It's worth mentioning to new aeromodellers in the audience that the covering material on ARTF model aircraft tailplanes has to be stripped from both the fin base and the horizontal tailplane centre section before gluing these components in place. If the covering isn't removed, the epoxy adhesive won't achieve a proper 'key' to the fuselage and your tail-feathers could fall off in flight! The consequences of such a catastrophic airframe failure don't bear thinking about!

Remove ARTF model covering material from the tailplane gluing areas as follows. Place the fin and horizontal tailplane in their proper positions and mark in black felt-tip pen where they will lie inside the fuselage. Remove the tail bits and cut the internal marked film portions away with a very sharp Number 11 scalpel, guided by a straight-edge. Score the marked lines gently a few times, so that only the film surface is cut and not the underlying timber. You may find that, in the majority of cases, it's only the horizontal tailplane centre section film that needs removing. On many occasions, the fin covering doesn't extend over the base wood.

GOING, GOING...GONE!

That's it for now. May the 'force of flight' be with you.

Gerard Feeney

Roundwood Model Aero Club - Part 2

Since my last article in the February edition of Flightlines, there has been a lot more activity at the flying field, with more improvements and a larger membership, (despite my omission of Paul Duffy's phone number 086 2555611).



Full size Helicopter dropping in for a visit

Most Saturdays, (why Saturdays?), there is a large compliment of pilots with a variety of planes assembled and flying which makes the effort carried out over the last three years, (yes it's now three years), well worthwhile.

There has been more tree felling to make a larger open space in which to fly, the clubhouse now has a roof and our workshop is now kitted out with tools and some spare plane parts such as fuel tubing, control horns and cleats etc. with which to facilitate repairs should a mishap occur, (and I don't mean a complete rebuild).



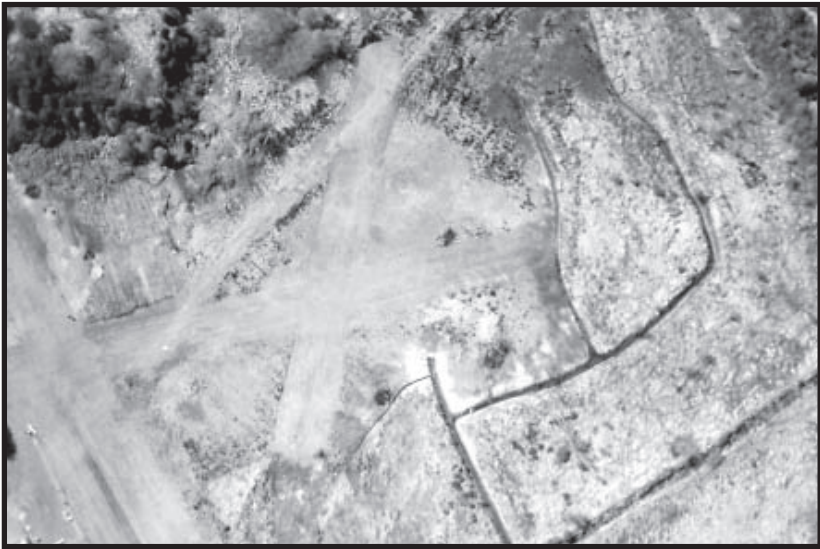
Clubhouse with new roof



Some of the 'Active' Members

The club appears to be having a strange effect on our members as a lot of new models are arriving on the field, (infestation of building bug?). There are two new Chipmunks, (81"), two 1/3rd scale cubs, 1/3rd scale Spacewalker, a large Phoenix, an electric A.T.S. Sport and a Flair DR1 Triplane. I have been informed that there are more being built. Why not come to the field and see for yourself and bring a plane.

Saturday would be a good day, although there is always someone on the field most days, (if it's fine).



*Aerial view of flying field taken with a Canon Ixus 50 fitted to
ATS Sport (electric) 60" wing span*

As the old saying goes 'a picture is worth a thousand words' and as my pen is drying up I will leave you with a few photographs.



Resident Flyer

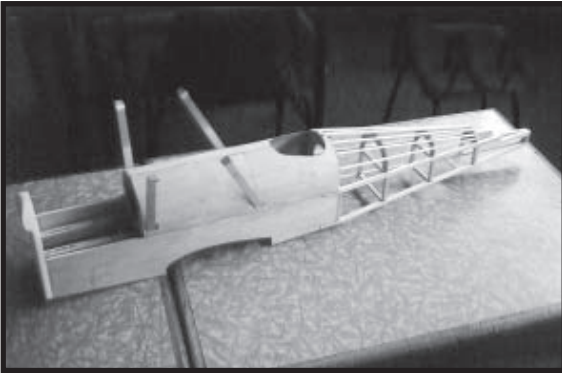
Happy flying.

Bevan Moore

A Touch of Flair

Building the SE5a

New Year 2005, the Leaving cert was looming and I had to make a decision about my building construction project. Going with the historical aspect of the brief, I chose to build one of my favourite biplanes, the SE5a. The Scout Experimental 5a was a single seat scout biplane which, when introduced in World War 1, was to become a most effective aid to the war in the skies. Its strength and ability to withstand damage coupled with the ease of take off and landing proved to be a great asset.

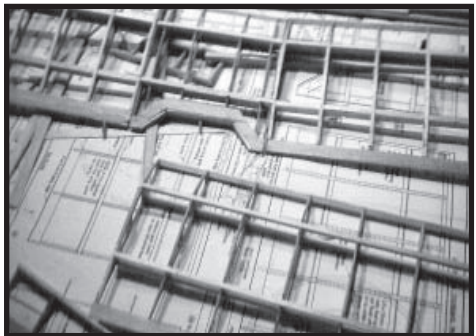


Fuselage almost completed

I now went about the task of finding a good kit to build. The Flair kit looked good for transport and storage and Flair has a good reputation as strong kits. Now with the approval of the building construction teacher, and with the kit bought, I had to get working.

Building Starts;

It's a daunting task to start building your first kit and even worse when your leaving cert is on the line as well! The build had to be done in school, (Tullamore College), and they were good enough to allow me to use a room to myself. This was a great help because I was able to work undisturbed and also to leave my work without fear of damage etc. I started with the fuselage and it went together well. Next was the first section of the lower wing. Care is needed here and the plans have to be watched and followed at every step. Continuing with the build I found things got easier as my confidence and abilities grew.



Wings nearly ready to cover

Covering;

After some weeks of work the model was at last ready for covering. Having never even watched someone else cover a plane before I was worried about this so I decided I needed some help. Club mate Walter came to the rescue and gave me some great advice and also showed me exactly how covering should be put on. I used antique Solartex covering which was very strong and easy to apply and seal.

It turned out well and really looked good. Thanks Walter!



First attempt at covering

Finishing Touches;

Now that the model was built and covered I was ready for wheels, pilot, rigging cables and of course guns. The guns were to be another stumbling block as Williams Bros. were no longer in business. Again a club mate Martin stepped in and produced some Lewis Vickers guns. Thanks Martin. Now it was time for the engine and tank installation. I chose the ASP 52 FS and it runs very well indeed. The model was nearly ready to fly at this stage and with just a few finishing touches I was ready to submit it for my exam. The brief, which is a history of the plane and description of the work involved in building it, also had to be completed and that was it!

May 2006

Plane and brief left into school for exam. And so the long wait over the summer began.

September 2006

I got my model and brief back, checked it out and all was well, great to have it returned so that I could prepare her for flight. First thing to do of course was to check the centre of gravity.

It was a little tail heavy. This problem was solved using a brass dome nut as the nose is very short and it would be difficult to add weight any other way. So off I went to Walter again and he made the required nut, which I must say, looks great.



Eager for Action?

First Flight

Finally the day had come to reach for the skies. It had taken some time to get the weather conditions just right but at last we were ready on February 2nd 2007. The day was calm and sunny as my father and I set off to the flying field. Having completed all the pre-flight checks TWICE I was ready to go.

Having waited so long for this day the nerves were jumping as I got ready for take off. Then off she took and climbed up into the sky, looking better than I could have hoped. I settled down to enjoy the flight delighted to see my model in the air. After about five minutes I throttled back to half and the SE5a just flew on its own at a lovely speed. With dad at the camera to record the event I came in for a low pass which looked great. The pilot looked well with his silk scarf, (thanks mam), fluttering in the wind. What a feeling! Ten minutes gone now so time to bring her down, another nerve-racking time. I brought her round, cut the throttle back to tick over and she just glided in beautifully. Heart started beating again, job well done.



The Finished Article

Conclusion

After all the work that went into it I must say I am delighted with the end result. The model looks and flies great. Bet you are all wondering what I got in the leaving cert for my beautiful SE5a? Well the answer is in the name.... SE5 "A" . I know at this point some of you may think that this article sounds like an Oscar acceptance speech, but it must be said that without help at some stages of this project I would have been lost.

Details;

Engine - ASP 52FS

Wing Span - 51"

Servos - Futaba 3001 x 4

Receiver - Hitec D/C

Battery - 1700Mah

Flying Weight - 6.5 lbs

Radio - Hitec Optic 6

David Murphy

IRL 4365

Model Aeronautics Council of Ireland

Irish National Championships

**Laois Model Aero Club
Clondouglas
Portlaoise
Co. Laois**

(For map to flying site go to www.maci.ie)

11th & 12th August 2007

MACI F4C Scale, MACI Clubman & MACI Novice

**Control Line:
F2B Stunt, Diesel 'A' Combat & '1/2A' Combat**

Registration: 8:30 am

Pilots Briefing: 9:00 am

Entry Fee: €20

Contacts;

**Scale - Eamonn Keenan 045 434694
eamonnjk@eircom.net**

**Control Line - John Molloy 01 2854810 087 2378186
jjm@iol.ie**

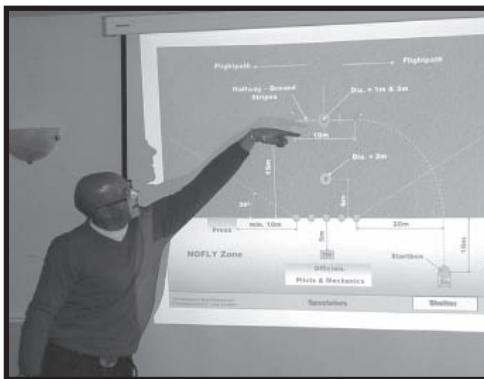
Competitive Streak

Jason Markey reports on his invitation to visit Ireland to provide a Judge Training Seminar

Journey

My trip to Ireland started at 6.30am by getting the car fully stacked up with helicopters, fuel, flight box and clothes etc. Leaving Eastbourne, I picked up Watford Wayfarers member Eddie Oliver who had offered to accompany me on this trip, on route to Holyhead, for the ferry to Dublin. On reaching the Isle of Anglesey we were a little early so a spot of lunch was in order until the time of sailing was upon us. I will say one word to evaluate the crossing to Dublin and that is ROUGH (something to do with the Irish Sea people have told me...) and it was quite amusing watching some of the passengers attempting to get to their place of choosing, and only to find they could not get there very easily or totally missing it all together.

Finally, after 2 hours (fast ferry) we reached the land of Ireland. Luckily Dave Nolan who I had been in close contact with in the arrangement of this trip had given us very detailed directions to the hotel. On arriving at the very nice looking hotel we checked in to find we were the only two people in the hotel, so we trudged all the helicopter equipment into the rooms so it would all be safe, (I am sure you all have been there doing the same routine at sometime), as swiftly as we could so we would be able to test the local food and ale.



Jason Markey in full flow at the seminar

Seminar

The morning of the seminar began by having a hearty Irish breakfast, and at around 9 am, we met up with Dave Nolan, who is currently on the Heli Challenge Trophy Committee, his father, Liam, and P.J. Harte who is the helicopter secretary for the MACI.



Irish pilots and judges attending seminar

Myself and Eddie began to set up with all the required items that were needed to present the seminar which was to start at 9:30 am; the facilities were great with a projector to allow me to use a PowerPoint presentation from my laptop and tea, coffee and biscuits were at hand. By the time we had finished setting up we had around 20 flyers attending from all corners of Ireland who were willing to

learn the aspects of FAI/F3C flying that is incorporated into their flying competition schedules.

I began by introducing myself and Eddie, which lead to everyone else then introducing themselves to me. On having a brief talk to Dave and P.J. before the seminar it dawned on me that most of the flyers were 3-D pilots, and this could be a bit of a task to make them realise that F3C is about precise and consistent hovering and aerobatic manoeuvres, but I continued by going over the principles of flying from a judge's perspective. The aspects ranged from the precision of the manoeuvre, to the smoothness and gracefulness the helicopter should be flown, the positioning over the flags, consistent stops and level controlled flight. Also other items that were discussed included:

1. Type of defect
2. The severity of the defect
3. The positioning of the helicopter/manoeuvre
4. The number of times the defect occurred

One item that judges tend not to realise is that they should be judging on the flight path of the model not the attitude, where the flight path of the model is its centre of gravity, and the attitude is the direction of the model's, (fuselage, canopy or boom, etc.), centre line in relation to the flight path. So all judging should be based on the Flight Path.



Dave Nolan's selection of Models



Dave Nolan attempting to land in circle with his electric Razor

There were a few questions from the flyers about having to be so precise when they are flying their schedules, but I wanted to get across that the accuracy and consistency was most important as the judges should be looking for this - I hope I succeeded.

Once we had completed the seminar and tidied up, we assigned ourselves to the hotel restaurant and had a nice lunch. Then it was off to a flying field that was about 20 mins drive away for a fly. The field that we ended up at was in the middle of a race course that had 360 degree green grass and no obstacles anywhere, which was a godsend compared to some of the fields that I have flown at in England.

The purpose of this visit to a field was to allow the pilots to fly some of the manoeuvres from their schedules, and for me to assess them and advise on how the points would be deducted and how to improve their flying. The first person in the air was Dave Nolan with his Razor 600E electric helicopter, which he had bought from Motors & Rotors and was powered with Flight Power batteries. Dave began by having a little hover then burst the heli into hardcore 3-D.

After Dave a few other pilots had a blast about to remove the cobwebs. Once they had all finished we organised for Dave to fly a schedule with his Stratus 90 which all the other pilots would watch, and I would talk them through how I was deducting points and how severe the defect was. The only trouble was Dave's machine was really set up for 3-D and not precise hovering so it lacked precision in the hovering manoeuvres, but this is a decision that a pilot has to make, do you hone your machine to hover or for 3-D?



Venture 90 in stable hover

This exercise worked very well I believe, as the pilots who attended were asking for the parts of their schedules they were having trouble with to be flown and evaluated. The main problem the pilots were having being positioning around the manoeuvres and speed issues.

This continued through the afternoon with Eddie and me having a fly with our machines and I imagine everyone scrutinising our flights.

Then to finish off the afternoon Dave and P.J. chose to put on some amusing entertainment by demolishing the flags I had been using for markers of an FAI Square with their rotor blades while flying inverted. This was to the great pleasure and laughter of all the Irish pilots.



Jason Markey flying a demo with Eddie Oliver calling

In the evening, as the purpose of the visit had been completed, we made our way to Dublin town centre to see what all the hype was about - as everyone I had spoken to said that I would have to go there. Well I can tell you once we got there it was fabulous with every establishment having a live band making the atmosphere very welcoming indeed.



Selection of F3C Models (except T-Rex)

Anyone thinking of going to Ireland will be very pleasantly surprised how lovely and accommodating and friendly the people are.

On Sunday morning we had another hearty breakfast and packed up to the bemused looks of other guests watching us walking through reception with helicopters under our arms. We then made our way to the Dublin ferry port for a 2.15 pm sailing, only to find it had been cancelled due to adverse weather, well it was sunny with no wind, so I do not know how they come to that conclusion. Anyway we had to kill 7 hours somehow and eventually got on the ferry for a 9 pm sailing arriving back in England at 1am for the lengthy journey back to home.

Heli Challenge Trophy

The Heli Challenge competition is held over a number of rounds during the flying season. The 'Challenge' is to have two flying classes, Novice and Sportsman. Pilots in these classes have to perform a routine comprising of set manoeuvres and a second part that comprises freestyle flying. All pilots that enter these competitions will generate league points; these are then accumulated over the season and will decide which of the pilots



P. J. Harte about to demolish a flag

was the most consistent over the year. This pilot will be awarded the Heli Challenge Trophy by the MACI. This competition is aimed squarely at fostering model helicopter flying in Ireland. This mix is to allow all abilities of pilots to enter or attend. This type of competition will help promote the hobby and to get different pilots from different clubs together in a competitive but friendly environment.

The competitions are run in accordance with MACI guidelines, meaning that there will be a Competition Director and qualified judges at every event. This also means that all safety guidelines are adhered to in all aspects.

The novice pilots select 4 of the manoeuvres from the list, with the total K Factor score not to exceed 8, while the Sportsman pilots will be required to select 5 manoeuvres not exceeding 11 on the K Factor score. The pilots have 3 minutes to hover in the start circle, but no flying around, as this is for the purpose of getting the helicopter engine correctly tuned and trimmed correctly for the given wind conditions.

After completing these checks the pilot carries the model or flies it within the entry corridor to the centre circle.

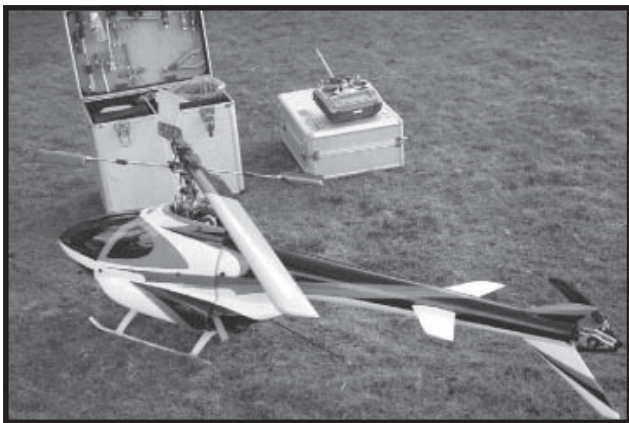


Dave Nolan going through Heli Challenge manoeuvres

Once the set manoeuvres are completed and they have had a break to allow other disciplines to fly, the pilots then have to complete a discipline in which they are required to fly a freestyle routine. The caller lowering his/her hand indicates the start of this flight and it is timed from then on. The pilot is to fly for a minimum of 3 minutes and up to a maximum of 5. The positioning, technical ability, combination and flow of manoeuvres, entertainment, workload, and finally overall presentation judge this flight.

To stop pilots of a greater ability entering the Novice events and winning, the challenge cup committee have set some ground rules; if you are a MACI 'B' certificate achievement scheme pilot you are only permitted to enter the Sportsman event and to enter the Novice class you must have at least a MACI 'A' certificate.

The flying layout for the competition square is 10m x 10m with a flag at every 5m mark. There is a 1m circle in the centre of the square. Outside of this circle will lead to deducted marks. The only problem with having this configuration of square is that when a horizontal manoeuvre is flown and goes to the back of the square, you get no depth perception, meaning that the helicopter could be a further distance from the square and the judges having no idea of it. This is why the FAI, (F e d e r a t i o n A e r o n a u t i q u e International), have removed the furthest and nearest parts of the square and only use the centre line, and have no manoeuvres with depth integrated in them to eliminate this problem.



Jason Markey's Venture 90 in a Galaxy fuselage

A lot of the rules of flying in the MACI Heli Challenge Trophy are very similar to the F3C disciplines used by the FAI around the world and again in the Sportsman classes in the United Kingdom Hopefully, now the Irish helicopter pilots/judges will have a better idea of what is required to make a good flight, that will please the judges and on the other side, show what the judges are looking for in the flying.

Thank You

First of all I would like to thank Dave Nolan and P.J. Harte for their kind invitation to Ireland; also I would like to thank all the pilots that attended the seminar for being kind and patient with me if I did not understand you sometimes. The Irish are very accommodating and made Eddie's and my visit very pleasurable and very inviting. So again thank you and I hope to see you all soon.

PS, Dave and P.J, you owe me 2 flags. (Only Joking!!!!)

If anybody would like any information on F3C competitions or becoming a judge themselves, please go to the AHA website on www.aha-online.org.uk Or contact me directly on 07889 486471 or Julie Fisher on 0208 841 6781

Words and Photo's by

Jason Markey



Irish audience watching demo

My thanks go to Traplet Publications for kindly giving permission to reproduce this article from Model Helicopter World. Ed.)

Model Aeronautics Council of Ireland

Irish National Championships

Laois Model Aero Club
Clondouglas
Portlaoise
Co. Laois
(For map to flying site go to www.maci.ie)

18th & 19th August 2007

Aerobatics - F3A, Masters & Novice

Radio Control Helicopter
(On the 18th only)

Registration: 8:30 am

Pilots Briefing: 9:00 am

Entry Fee: €20

Contacts;

Aerobatics; Brian Carolan 053 9239636 087 6501284

Helicopters P. J. Harte 083 3320006 pjharte@gmail.com

M.A.C.I. Flying Site Criteria

GENERAL POLICY: Our member to member insurance policy requires that model flying shall take place only from “approved flying sites” and the following shall constitute the categorisation of such approved flying sites for radio control use.

As it is impractical for the Council to inspect all sites, the final decision and responsibility regarding the suitability of any site **MUST** rest with the users of that site and **NOT** with the Council, and this principle must be accepted by all members as a condition of insurance. The Council would normally approve for insurance purposes any flying site that conforms to the following safety guidelines:

1. The site should be large enough to provide a minimum of approx. 300m x 100m clear space, containing no buildings, people or roads.
2. Unobstructed takeoff and landing approaches.
3. No overhead cables, telephone wires etc. within the flying site.
4. No overflying of spectators or carpark area due to site limitations.
5. A minimum separation of 200m from residential buildings or other noise sensitive areas, for powered aircraft.
6. Flying shall be limited to fully paid up and insured members of MACI at all times. No non MACI members shall be allowed to fly at any site under these by-laws other than bonafide visitors from outside Ireland who are themselves members of and insured with the relevant controlling body for model aviation in their country of residence.

The following classifications of flying sites will be considered by the Council for approval:

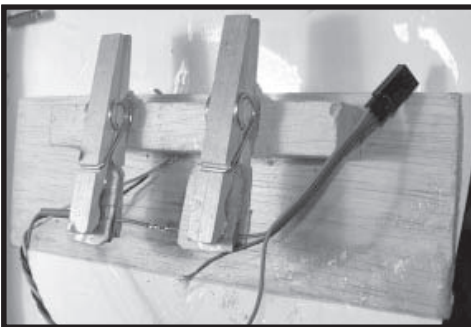
- A. CLUB SITES - where more than eight fliers normally operate. A written recommendation of the site will be required from the club secretary or other responsible official, which will be renewed annually upon reaffiliation of the club.
- B. PRIVATE SITES - where access is limited to not more than eight fliers, who shall satisfy themselves that the site is suitable and reasonable for the purpose of model flying, and that it conforms to the Council's safety guide lines. A written recommendation will not be mandatory, except retrospectively in the case of a claim being made.
- C. SLOPESOARING SITES - the requirements will be the same as for private sites above. However as Slope Soaring sites are normally public areas, the limitation of numbers and spectators shall not apply for these sites. Display flying shall still be covered by paragraph D below.
- D. DISPLAY SITES - normally display flying should be done using blanket cover such as is usually arranged by the organisers. In the event of this being unavailable, written notice to the Council is mandatory on an MACI display notification form. The site must conform to the Council's safety guidelines and the conditions on the display notification form must be fully adhered to. Flying of radio controlled powered fixed wing aircraft may only be done by competent pilots holding MACI B certs.

A helpful hint to make soldering of servo cables easier

When ever did you need a third hand whilst trying to solder small cables such as servo leads?

This is what I did to make the job easier and speed up the completion:

1. Take two wood close pegs and fix 20 x 20 mm ply (1 to 1.5mm thick) to the pegs as shown on the photos.
2. Then glue the pegs to a 15 x 15 mm balsa or pine wood block. Leaving approx. 50 mm distance between the pegs.
3. The block is fixed to a balsa or ply base as shown, but do not make the base plate to large in case you want to solder wires of a servo mounted in a wind and the job has to be done between two wing ribs.
4. Your third hand is completed for use, so let's try it!

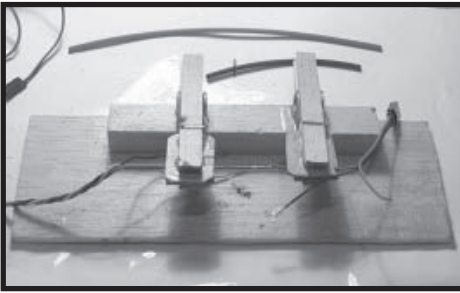


Overall View

Hold the two wire ends with the help of the pegs spring so they overlap with the bare wire ends previously striped of the insulation. Recheck that the correct colour is used.

Be sure to pull sufficient shrink tubing over one of the wires to use it after the joint has been completed!

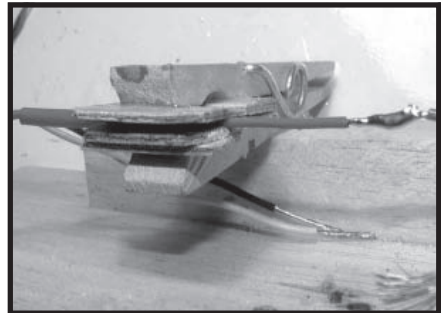
Twist the wire ends to hold them together as usual, whilst they are held by the pegs.



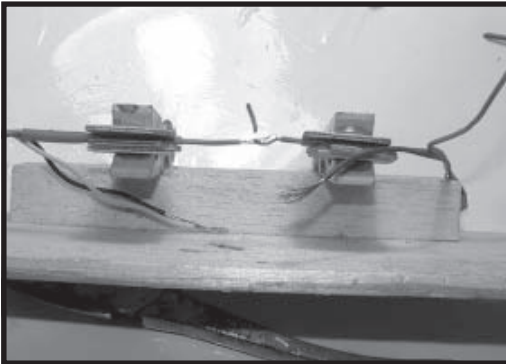
The "Third Hand" Device

After the wire has cooled slip the shrink tube over the joint and shrink it using a heat gun. The resulting connection will be strong and durable.

DO NOT TRY TO HOLD MORE THAN ONE PAIR OF WIRES AT THE SAME TIME..



Peg Close Up



Soldered. Note heat shrink tube on the left

Use the heated soldering iron with one hand and the solder in your other hand, letting the pegs be the third hand you don't have for keeping the wire steady and complete the safe and strong joint.

I hope the photos are of help to you when assembling this little helper.

Have fun

Fred Harno

South Leinster Championships

Hosted by:
The Model County Flying Club

21st and 22nd July

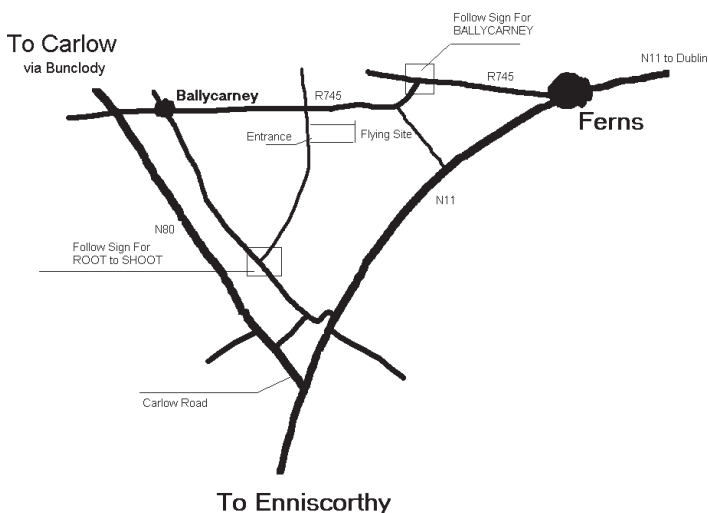
Classes: F3A, Masters and Novice.

Entry: €20

Pilot briefing 9:30am

Contact: Brian Carolan 087 6501284

Model County Flying Club Site



Munster Championships 2007

12/13 May

This years event was again marred by wind and showers, but 3 rounds were flown in all 3 classes, the fourth rounds were cancelled due to continuous rain.

The club members who worked to make the event a success were contest director Jim Howered, Paul Finn, Jim Ryan, Kevin Murphy, Shane Robinson and score keeper Frank Martin - Cork Model Aero Club.

Results

Tier 1

Rank	Pilot	Round 1	Round 2	Round 3	Total
1	Shane Robinson	1000.0	990.3225	1000.0	2990.3225
2	Ray Keane	992.5465	1000.00	968.4014	2960.9480
3	John Martin	911.8012	954.8387	929.3680	2796.0079
4	Niall O'Sullivan	916.7701	903.2258	927.5092	2747.5052
5	Brian Buckley	892.5465	910.3225	919.4547	2722.3239
6	Conor Buckley	884.4720	905.8064	890.9541	2681.2326
7	Gordon James	778.2608	876.1290	869.8884	2524.2783
8	Paul Houlihan	624.8447	698.7096	793.6802	2117.2346

Tier 2

Rank	Pilot	Round 1	Round 2	Round 3	Total
1	Brian Carolan	1000.0	1000.0	1000.0	3000.0
2	Noel Barrett	993.5493	982.5493	960.3524	2935.9679
3	James Howard	926.8104	882.3975	830.3964	2639.6045
4	Stu Holland	997.6887	22.7617	968.4287	1988.8792

Masters

Rank	Pilot	Round 1	Round 2	Round 3	Total
1	Kevin Murphy	1000.0	1000.0	1000.0	3000.0
2	Jim Burke	922.8295	936.5404	882.4681	2741.8381
3	Jim Ryan	962.4866	985.6704	686.5817	2634.7388
4	Paul Finn	157.5562	917.0931	914.7894	1989.4388

Before & After

I have restored this old Bell 212 Twin Jet to it's former glory. It is over 5 foot long, weighs 7 Kg and has a Webber 61 engine. The drive shaft is made from the inner and outer brake cable of a push bike. The twin jets are made from two flashlights with the heads cut off and the bulbs taken out.



Edward P. Doyle



Two More Photo's From the Shannon Model Flying Club



7th Jet World Masters

*The Pinnacle of
International Jet Modelling*



F4J

5th - 14th July 2007

St. Angelo Airport, Enniskillen, Northern Ireland

For competition information and online discount ticket reservations visit www.jwm2007.com



JMC



Trade requests welcome, contact: enquiries@jwm2007.com