

Flight Lines



Featuring;
Events Reports
Aviation Humour
Motor Mouth



August 2007



Picture from the Shannon Club



Kevin Murphy's Angels Shadow taking off in preparation for the competition season.

Contents

MACI Committee 2007	Page 2
Editorial	Page 3
Motor Mouth	Page 4
Challenge at the Heli Challenge Trophy	Page 14
Scale Secretary's Report	Page 18
Model County Scale Gala	Page 22
2007 Control Line Championships	Page 26
Leinster Aerobatic Championships	Page 28
Aviation Humour	Page 31

On the Cover; Tommy Collins with his Hercules

**The next meeting of the MACI Council will take place on Tuesday
11th September at 8:00 pm in the Montague Hotel, Emo, Portlaoise.**

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

M.A.C.I. Committee 2007

Web Page: www.maci.ie e-mail: council@maci.ie

President	Joe Dible Cul Cuille, Enniskeny Road, Sandyford, Co. Dublin 01-2952019 ogair@wicko.com
Chairman	John Beasley Kilternan, Waterfall, Cork 021 4885387 johnbeasley1@eircom.net
Secretary General	Kevin Barry 9 Walsh's Square, Devonshire Street West, Cork 021 4800200(w) 086 8339846 kevin.barry@enterprise-ireland.com
Treasurer	Liam Butler
FlightLines Editor	Chris Clarke Greengages, Whiterock South, Wexford 053-9143212 087-6564162 macieditor1@iol.ie
R.C. Aerobatic Secretary	Brian Carolan Carrigabruce, Enniscorthy, Co. Wexford 053 9239636 087 6501284
R.C. Scale Secretary	Eamonn Keenan 46 Moorfield Drive, Newbridge, Co. Kildare 045 434694 eamonnjk@eircom.net
Helicopter Secretary	P. J. Harte 106 Riveroaks, Claregalway, Co. Galway 083 3320006 pjharte@gmail.com
Safety Promotion Officer	Gary Hooper 44 Kiltipper Close, Aylesbury, Tallaght, Dublin 24 01 4621049 safety@maci.ie
Membership Secretary	Finbar Constant Beechgrove, Waterfall, Bishopstown, Cork 021-4542658 021-4541821 087-2541821 maci@esatclear.ie



Editorial

So here we are in the middle of summer with every day a perfect flying day.....not!! Persistent strong winds and rain do not make for happy flying. If this is the effect of global warming then more people are going to be convinced that now is the time when we all need to consider what we can do to help reverse it.

Typical, just as I get on my soap box, as I write this I'm looking out of the window, the rain has stopped, the wind dropped, and the sun is peeping out. Shall I get out my CO2 producing machine and go flying?

The 2007 MACI Annual General Meeting is almost upon us, coming as it does this year so much earlier. The cry once more goes out for you, the members, to come along and add your input. Come and see how MACI is run, on your behalf, and give your ideas and opinions, you will be made most welcome.

Here I am again with my usual plea for articles and photographs. Regarding the photographs, I would be grateful if you could send them to me in either digital format or the original prints. Any prints sent to me will be returned to you with your copy of Flightlines, so come on, you never know, you could be on the next cover.

The deadline for sending articles and photographs for the October issue is September 30th.

Hope to see you at the AGM

Chris Clarke

THE FEENEY FILES

MOTOR

MOUTH!

ANOTHER HELPING OF R/C AEROMODELLING ADVICE AND ANGST FROM GERARD FEENEY

Here we are again, ready to ‘take flight’ once more. Let’s get going...

HORIZONTAL HOLD

If you’ve got a couple of old vacuum cleaner plug-together metal pipes lying about, they make great R/C model aircraft restraints when running-in an engine in the back garden. Simply push the separated pipes firmly into the ground so that the



Vacuum packed! Old vacuum cleaner pipes make good model restraints while ground-running an engine. Note the foam sleeves to protect the horizontal tailplane leading edge.

model is restrained by the horizontal tailplane leading edge. You can then rev that engine to your heart’s content without fear of premature take-off!

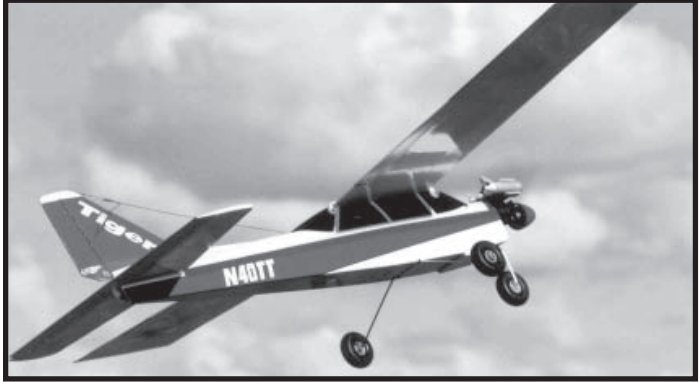
You could also use sawed-to-size wooden broom handle restraining posts in the same way, but pare the ends to a point before hammering ‘em into the earth.

With either model-restraining method, a desirable refinement is a couple of rigid foam pipe-lagging sleeves (available in hardware and DIY shops), pushed down on the metal/wooden posts to where they will contact the tailplane leading edge, to prevent denting the balsa tailplane structure.

ON THE RUN

What exactly is the best way to run-in your engine? Here is some useful advice, courtesy of Irvine...

Ringed and ABC engines require different procedures. Run a ringed engine very rich for the first few tankfuls, punctuated by short bursts on a leaner setting. This should be carried out at full throttle using the main needle to control speed changes. After the first tank is consumed on the ground, the model can be flown, still on a somewhat rich setting.



Don't point your tranny aerial directly at the model when it's far away and/or low down. Try to keep the aerial at right-angles to the airborne aircraft as much as possible.

As more running is achieved, the leaner periods can be prolonged until about one-hour's running has been accomplished. The engine should then hold full power without fading out. Richen the mixture slightly if the revs tend to sag.

ABC engines should also be ran-in at full throttle, but with a far less rich mixture than a ringed engine. In order to operate properly, the ABC piston/liner must be brought up to operating temperature quickly. Just breaking into a clean two-stroke note is about right for initial running on an ABC engine. If an ABC engine is ran too rich it will try to seize itself, just as if it were too lean! Initially, run the engine on the ground for short two- to three-minute sessions with cooling-down periods of a couple of minutes in between.

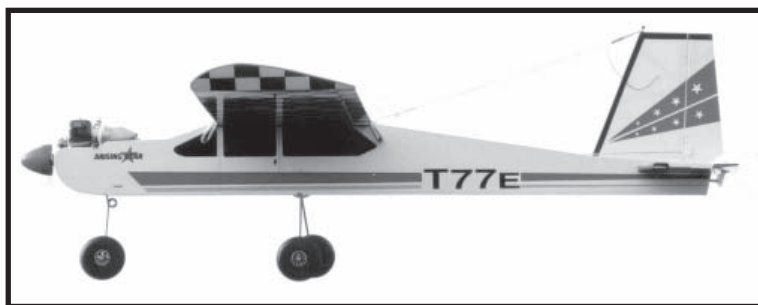
'IDLE' CHAT

I recently had to tweak the idle adjustment on a new Irvine 53 engine to get a reliable slow-speed tick-over. It's worth mentioning the technique required for those of you who have lost the instructions for this particular powerplant...

Idle adjustment is pointless until the engine is ran-in. Once the running-in procedure is complete, throttle back to idle and adjust the idle mixture needle to obtain a smooth tick-over and responsive pick-up.

To set the secondary needle, close the carb barrel down onto a piece of 16SWG wire temporarily inserted into the opening – this is the idle setting. Adjust the servo linkage so that this narrow carb slit is maintained with the tranny throttle stick fully back and the trim lever fully forward. Run the engine at full throttle and adjust the main needle for optimum mixture. Close the throttle to the previously-attained idle setting and set the secondary needle for maximum RPM. (Note: the secondary needle response is slower than the main needle.)

If, when you open the throttle, the engine hesitates and then picks up, the idle is too lean. Screw the idle needle out (anti-clockwise) about 20-degrees and check the throttling again. If, as the carb is opened, the engine splutters and smokes heavily, the idle mixture is too rich. Screw the idle needle in (clockwise) about 20-degrees. Carry on with this procedure using smaller movements until idle and pick-up are correct.



Padraic Cryan's Arising Star certainly has amassed the air-miles during the last year-and-a-bit. A flight log can be a most informative record of your model's 'radio-activity'!

When satisfied with the throttle response, leave at idle for at least a minute to check consistency, and then

check the throttle response. Repeat idle adjustment, if necessary.

BAD VIBES!

Padraic Cryan and I were flying together recently. All was going fine until Padraic shouted: "I'm losing the model – there's no control response!" When I looked around, I couldn't see his 'Arising Star', as it was both far away and low down. Luckily, after some anxious moments, Padraic managed to nurse his model safely back to base.

To me, it seemed clear what had happened – he'd suffered a partially blanked-out radio signal. Like so many of us, Padraic had his tranny aerial tip pointed directly at the model whilst it was airborne. This particular tranny aerial/model orientation provides the weakest 'signal signature', so the receiver had trouble picking up the vibes when he allowed the aircraft to stray to a distant, descended location.

The tranny radiation pattern is strongest at right-angles to the aerial' – rather like ripples in a pond when you throw a stone into the water. Therefore, it's wise to keep your aerial inclined upwards as much as possible – especially when the model is far away. If you do lose contact with the plane at a distance, hold the tranny above your head with the aerial pointing straight up. If it's just a 'signal blanketing' problem, you should immediately regain control.

What a pity the 1980s-style Multiplex ball-joint base transmitter aerials aren't utilised more frequently nowadays. These aerials could be placed at any angle, including straight up or back over the shoulder, without having to awkwardly incline the actual 'control box'. Bring back this feature on all present-day transmitters, I say.

A ROLLING LOG

It would have been a pity if Padraic's Arising Star came to grief due to those nasty 'bad vibes' because it has almost 400 flights under its wings since April, 2006. Yes, Padraic keeps a flight log, and I wonder how many readers do also?

I personally have never bothered keeping flight logs for any of my 'Fliers'. If I did, I'd probably be gobsmacked at the amount of flights my 'Calypso' has amassed since its 'first flight' back on Saturday, July 1st, 1995!

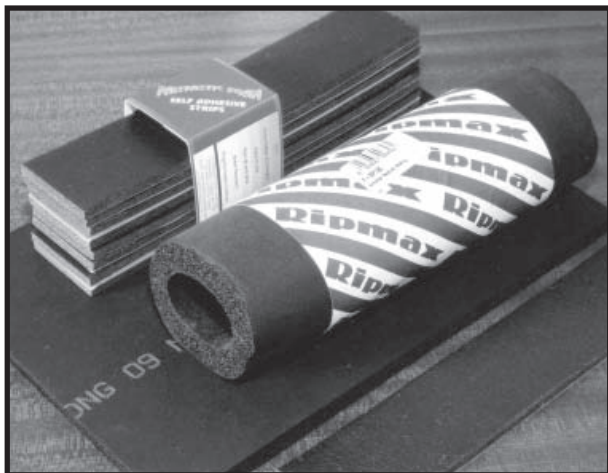
Certainly, from the point of view of gaining an insight into the need for possible airframe maintenance, a flight log is a good idea.



The rubber 'tip-sleeve' of a walking stick makes an ideal cyano tube holder.

If the basic flight time record is supplemented by generalised flight behaviour notes, even more info can be gleaned about the plane's past history. Perhaps, when my next model is ready to fly, I too will start a flight log.

HOT TOPIC



Both tubular and flat sheet foam rubber is ideal for packing the receiver and airborne battery pack.

There I was, coating the insides of some just-drilled wing bolt holes with thin cyano. (When sanded, cyano-hardened balsa gives a smooth and durable finish.) I was a tad generous in the adhesive application, and immediately smoke arose from both hole interiors. My 'steam treatment' was then rudely interrupted by a sudden, unexpected burning sensation on my right leg – it was as if a large drop of boiling water had mysteriously

dropped from the heavens to punish me!

In fact, excess cyano had dripped out of one bolt hole freshly boiling, having just had an intimate chemical union with the timber. This 'adhesive excreta' in turn landed on my leg, soaked through my jeans and bonded the fabric to my skin. I had a red (and very smooth) circular mark on my leg for about a month after that incident, and the skin is only now coming back to normal.

The obvious message is: be extremely careful when using thin super glue. I dread to think of what would happen if overspill (either 'unheated' or 'heated') found its way into one's eye.

On the plus-side, after removing the cyano-bonded piece of fabric from my leg, I am now far less intimidated at the prospect of that much-anticipated all over body wax session I keep promising myself...

'STICK' WITH IT

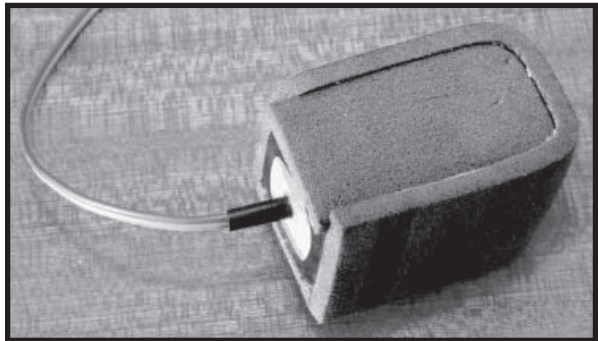
Talking of cyano, the hard rubber anti-slip 'tip-sleeves' for walking sticks (available in good hardware shops) are ideal for holding the slimline types of super glue tube steady on the bench while you work on the airframe. Spend a few cent wisely today and stop that instant adhesive spilling over!

GET PACKING!

In R/C glow engine-powered models, the proper packing of the receiver and nicad battery flight-pack components is of crucial importance to insulate these delicate items against vibration. While relatively soft 'sofa cushion-grade' foam is often used to stabilise the receiver and nicad, a denser grade of foam rubber is ideally required.

Multiplex and Ripmax come to the rescue here with both tubular and flat sheet high-density foam rubber being available through the better model shops. I highly recommend this type of foam rubber packing, because the tubular stuff encases receivers and nicads perfectly while the flat sheet material can be used to 'box in' said electronic gizmos, either on its own or with the electronic wotsits already 'sleeved'. I often lightly tack-glue the 'boxing in' foam slabs with five-minute epoxy to the fuselage sides for a really secure but shock-absorbing fit.

'Fantastic Foam' is another highly useful airborne radio gear packing material. Thinner than the previously-mentioned stuff ($\frac{1}{8}$ " as opposed to $\frac{3}{8}$ " thick), and only available in flat strip form, it is nevertheless ideal for packing both the receiver and nicad as several layers can be stuck together to build up the thickness and consequent vibe-absorbing qualities. I have frequently initially lined a radio bay with this foam and then inserted the foam-clad receiver and nicad with satisfying results. It is particularly handy to be able to stick this foam to the electronic components before fitting 'em in place.



Self-adhesive 'Fantastic Foam' used to encase a nicad pack.

Check out: www.fantasticfoam.co.uk or e-mail: mahersmodels@supanet.com for further details.

Rigid foam rubber is also eminently suitable for lining the tank bay before fuel tank insertion to obtain a firm but not squeezed tank fit. I tack-glue foam rubber slabs to the tank bay interior with five-minute epoxy before permanently installing the fuel tank.

When working with the foam, a large scissors cuts the tubular stuff to size, while a scalpel or single-edge razor blade and straight-edge are ideal for ‘tailoring’ the flat sheet material.

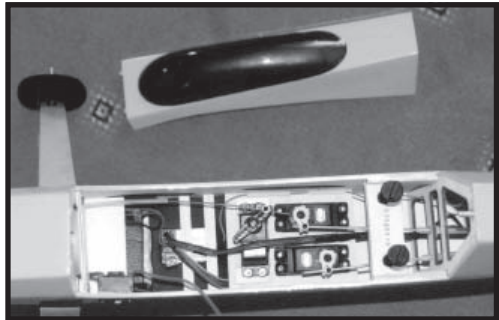
WINTER TIME

It’s easy to wilt when building a R/C model aircraft for a variety of reasons. There have been times when I have fervently believed that I’d never get ‘the latest project’ finished at all! If you are currently in such an airframe-creation rut/slump then mull over the late Bill Winter’s ‘Purple Plan’ philosophy for model aircraft completion, as related to me by Peter Miller...

The solution is simple – just glue one piece of wood to another piece every day and eventually the model will get built. Really profound, huh?

TOY STORY

Compact, model shop-bought, high quality electric-powered R/C helicopters that perform safely and beautifully are becoming popular these days. However, I have observed that cheap imitations are also available in toy shops. In my experience, these things are an accident waiting to happen!

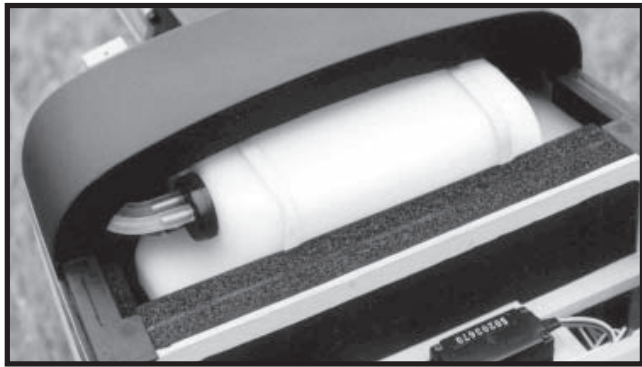


A thoroughly foam-rubber-insulated radio bay.

Padraic Cryan acquired one such ‘toy’ electric-powered R/C whirlybird, and he was really looking forward to ‘flying’ it in the manner promised on the box and instruction sheet. The attractive looking scalish machine provided two controls – vertical ascent/descent and a left/right turning motion about the yaw axis.

The first flight ‘trials’ weren’t encouraging – it would rise and fall beautifully, but the turn control was ineffective. The chopper simply rotated first one way then the other about its main rotor shaft on the way up and down. Adjusting the turn control–‘gain potentiometer’ had no effect whatsoever and the machine just kept twirling as it ascended and descended.

While this was going on, the almost non-existent breeze blew the model into the neighbour's back garden. It was just on the apex of one of its 'hops' approaching the dividing hedge, and essentially uncontrollable, so there was little that could be done but cut the power and hope that it had a soft and safe landing next door.



Foam rubber is also ideal for fuel tank packing purposes.

The model was undamaged and was retrieved safely. The rather unnerving experience graphically illustrated that it was an unsafe flying machine. It had the ability to inflict considerable damage due to its ineffective turning response.

The 'harmless plaything' presentation of this product could lull youngsters into a false sense of security. I strongly suggest that a responsible adult supervise the operation of such machines, as bodily injury is practically guaranteed indoors, and inadvertent flight onto a roadway or property could easily happen outdoors.

Padraic's specimen is now in the bin. Personally, I believe that's the best place for it!

THE MEASURE OF A MODELLER

One thing that really annoys me is 'dimensionally and volumetrically inconsistent' airframe specs given on kit boxes and in catalogues.

It's a common occurrence to be presented with airframe wing-span, fuselage length and AUW info either entirely in metric measurements or a mixture of metric and imperial measurements. I can just about tolerate the metric gibberish, so long as its imperial equivalent is also displayed on all the important info.

On kit boxes, mixed incomplete airframe info is hideously irritating! For example, I have seen an ARTF kit showing the model's wing-span and fuselage length in both forms, but an AUW only quoted in metric gobbledegook!

In catalogues, it's a similarly un-thought-out approach to have some models' vital statistics given only in metric claptrap while the info about other types is in both forms.

What stops kit manufacturers and catalogue producers from supplying integrated airframe info to suit both the metric and imperial modeller on all of their designs? How has this un-coordinated kit-labelling practice developed? Would the 'powers-that-be' please take note and modify their product ranges accordingly!

OUT OF ORDER?

Have other readers suffered the frustration of incomplete and delayed aeromodelling orders? Here's wot happened when I ordered some items from one well-known supplier's big, thick and glossy catalogue through my 'local'.

Initially I was delighted to see that building boards were stocked in two sizes, so I ordered both boards, some Du-Bro and Radio-Active airwheels, along with a selection of fixed nose-legs.

Two weeks later, my hobby dealer informed me that only the fixed nose-legs had arrived and that the other bits 'n' pieces were on back order. I was anxious to get the remaining items but was told by my hobby dealer that he was given no further details about an arrival time. I got annoyed at this stage and suggested he contact the distributor about the situation. He said it was 'an exercise in futility' because he could 'never speak to the same person twice' and the boss was unavailable and apparently content to allow customers to be inconvenienced as a matter of course, because 'this kind of thing was a regular occurrence'.



Padraic Cryan's toy' electric-powered R/C chopper quickly got the chop!

Almost four months later, the boards and wheels finally arrived. In the meantime I was left dangling waiting for these important goodies, needed both to finish off my latest traditionally-constructed model and to create more of the same.

Is it now the case that you can have anything in a catalogue so long as it's an ARTF model aircraft kit? Are the non-ARTF items included simply to fill space and create the illusion that traditional aeromodellers' needs are catered for? Do the distributors care so little for traditionalists that they won't even include a 'delay warning' for certain items in their misleading catalogues?

When I see a product I want and which is essential to my aeromodelling needs in a catalogue, I expect it to be in stock. At the very least, I expect the distributor to have the courtesy to inform the model shop when – if ever— the out-of-stock ordered item(s) will arrive. It is highly insulting to treat certain sections of the aeromodelling– 'ordering public' in this fashion, and the people responsible for this appalling lack of service deserve a smack in the gob and/or a kick up the backside at the very least!

LAST ORDERS...

Time to leave the stage. I'm off to do some deep-breathing exercises!

Gerard Feeney

Challenge at the Heli Challenge Trophy

For those who are not familiar with it already, we have this really popular competition format here in Ireland called the Heli Challenge Trophy. It is a National championship, which is run over 5 rounds, one round of which is also our “Heli Nationals” contest. The competition is based on two classes, Novice and Sportsman, each of which includes a freestyle 3D flight and a set manoeuvres flight with manoeuvres taken from the MACI heli “A” cert and “B” cert proficiency schemes.

This is the second year we have run this very popular contest and so far this year we have just flown round 3 last weekend, yours truly being the contest director for this round. Oh how things are spicing up!

Round one and two were run in fantastic and then dismal weather conditions, so we all hoped we could get a good day last Saturday for the Quick UK sponsored round 3 hosted by the *Shankill Radio Flying Club*.

Sadly we were not blessed with great weather but the flying was pretty inspiring, (especially my 360,000° stall turn when the tail belt snapped on my Raptor 50! Boy do they pirouette without a belt !!!).

So far this year we have seen absolutely amazing performances in both Novice and Sportsman classes with the standard of flying visibly improving from one round to the next. I guess there is a lot of fuel being burned by lads honing freestyle routines back at their home fields!

In the sportsman class, the first two rounds were won by David Nolan (4th Sportsman 3DMasters 2006) flying a Miniature Aircraft Stratus 90, though John O’Rourke, winner of the 3DX Ireland event has been doing some crazy stuff with a borrowed T-Rex 600 electric and more recently Raptor 50 to keep on David’s heels. This round it all got turned on its head with John O’Rourke *finally* taking the win. David carried the tiniest of margins out of the morning flights, a mere 5 points lead over John out of a total maximum of 1000 possible...now that’s close! Flying order reversed for the next round of flights saw John O’Rourke fly the life out of his little 50 to improve his scores over the morning’s flights. The pressure was on David now and though he flew very close to John in the set manoeuvres, a spectacular but suicidal inverted push down into long grass to do some mowing didn’t quite work out and his flight was terminated a little early, just a crop-circle to show for all his efforts. This now throws the whole sportsman class open once again with two discards available to each pilot.

Credit has to go to PJ Harte and David Mulvihill who have while a little overshadowed by the leading pair, really raised the bar for each other with a massive improvement in flying from each round to the next. Technically the standard of flying right across this level in the Heli Challenge is higher than I witnessed at the World 3D Masters event a little under 3 years ago! I am looking forward to the next round already!

The novice class has seen some really competitive flying this year too, with the first two rounds being sewn-up by Brian McIntyre. Brian from SRFC appeared on the competition scene this year with the smoothest set manoeuvres seen in the competition's history. His advantage has been the target for young Shane Power from Dungarvan however and to his credit, Shane has reined in Brian and managed to take a well deserved win in this, the third round on Brian's home field no less! The standard displayed by the top novices is encouraging to say the least. It is important to remember that while one or two novices will stretch away from the body of competitors, the novice class is for novices. Anybody who can hover can be competitive in this class

AND the heli challenge trophy can be won by a novice flyer! There is a natural weighting of the competitors through the judging and scoring so to give credit where it is due, there was a real duel at round 3 between Brendan Egan and Sylvester Lenehan in this class. In fact, for the first time in the history of this event, we had to refer to the instructions to resolve a tied final score between these two flyers.

Finally, I have to pass on congratulations to all the competitors, each of whom made it through the day (bar myself...sob, sob) and of course to remind you that there is pretty serious entertainment for competitor and spectator alike at the HCT. The final two rounds will be the nationals held this year in Midlands MFC and the final round in early September hosted by the Waterford MFC. Keep an eye on the MACI website for updated information on these dates.

Garry Keogh
IRL 1830

Heli Challenge Trophy - Round 3 Results

Novice

Competitor	Round 1	Round 2	Best Score	Overall
Shane Power	985	914	985	1 st
Brian McIntyre	929	937	937	2 nd
Sylvester Lenehan	684	757	757	3 rd
Brendan Egan	672	757	757	4 th



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.

Scale Secretary's Report

I have no fear of contradiction when I say that the first scale competition of the season, hosted by the Model County Club near Ballycarney, Co. Wexford, was right out of the top drawer.

All the elements of an enjoyable and competitive event were there; manicured grass runways radiating so as to accommodate wind shifts, natural and man made obstacles far enough away so as not to be a problem AND glorious sunny weather. While there are important, the human element i.e. the welcoming and hard working Club members, the competitors and knowledgeable spectators all combine to ensure a great day out for all. Subsequent conversations with attendees confirmed these observations.

I won't dwell on individual performances (reported elsewhere by Dessie Owens of the host club) suffice to say that it bodes well for future competitions when four new scale competitions flyers have appeared in MACI novice scale. A dead heat for third place ensured that all four were prizewinners. Interest by spectators in getting started in competitions was evident and copies of the MACI SCALE FLYING RULES' BOOK were much in demand. Remember, if you still have not got your copy of the Rules, you can pick one up at the scale competitions and scale fly ins from Steve Quigley, Failing that, you can get it by post from Steve. (cost, postage details in the April issue of Flight Lines).

At the conclusion of the competitions a novel approach to prize giving was used. Photographs were taken of the prize winners and their model which were subsequently transferred digitally on to a canvas like material and posted on to them. I'm reliably informed that J.F.K, the Pope and even, yes, even Padre Pio's portraits have been replaced by these. Personally, I have mine hanging (the picture) beside Marilyn Monroe's portrait.....what a model.....what an undercarriage, what a.....ahhh...sigh!

As you rightly guessed when the competition ended, flying off-the-peg and discussions re things scale, was the order of the day. In response to queries I had as to how I made the rib tapes on my Super Decathlon, I'll explain. First get a good roll of masking tape, a fine black marker, a cocktail stick, P.V.A. glue, a steel ruler, a sharp blade and a sheet of glass.

Next, from a photograph of the prototype you are modelling, determine the distance (scaled down of course) and number of rib knots showing on a rib spanning the wing then (1) (see diagram) place a few lengths of masking tape (length you decide will be determined by the size of the glass) side by side on the glass. Ensure they are as straight as possible. Now take your black marker and ruler and draw horizontal lines across the tape, equally spaced and corresponding to the number of rib knots evident on the full size prototype (2). When the marker lines are dry, place a blob of P.V.A. glue on a piece of card and dip the cocktail stick in it and draw it across (4) the first and subsequent marker lines until you have completed the lot. A bit of practice first on a scrap of paper is useful. At first you will find drawing the P.V.A. across the lines, leave an uneven deposit. Don't worry too much about it as the glue as it hardens, settles down. When dry the black marker lines will once again be visible through the glue. This is important as they act as a guide when you finally stick the tape to your model.

When the glue is dry (to be sure, leave overnight), take a sharp new blade (5), place the steel ruler down on the masking tape and cut from top to bottom. Of course you have marked the scale width of the rib-tape across the masking tape first (see the diagram). Make two passes with the blade to ensure you have cut right through the dried glue, to the glass. Continue until all the rib tapes are cut. All that remains now is to transfer your rib tapes complete with their glue "stitches" on to their correct position on your already covered wing (i.e. covered with solartex etc) (6). When all the rib tapes are in position "tear" a strip of "tex" the correct scale width and iron it over your rib tapes, bit by bit ensuring that the "stitch" is just visible under the surface (7).

All in all, a very quick and satisfactory solution to an area of scale detailing which will enhance your model.

Eamonn Keenan

(IRL 1000)

RIB TAPES:

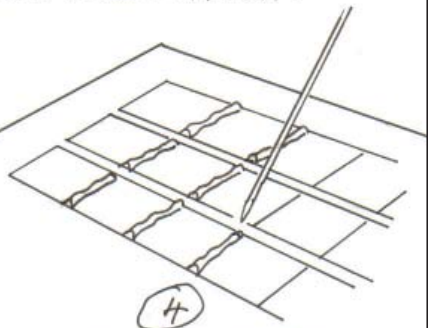
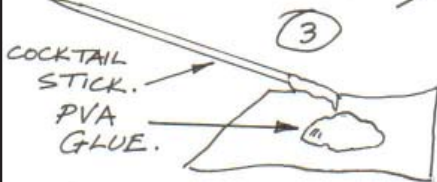
MASKING TAPE
SIDE BY SIDE.

1

GLASS SHEET
FROM A PICTURE
FRAME. ETC.

2

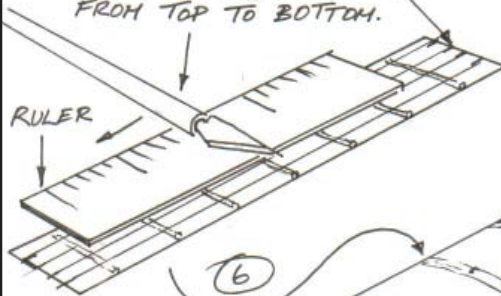
LINES DRAWN WITH A
FINE BLACK MARKER.



DRAW PVA ON STICK
ACROSS MARKER LINES.
LET DRY OVER NIGHT.

5

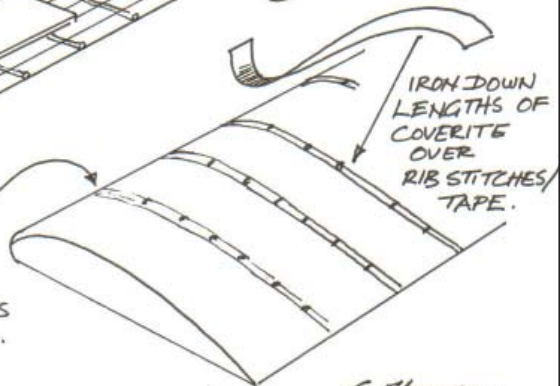
DETERMINE WIDTH OF
RIB TAPES & SLICE
FROM TOP TO BOTTOM.



STICK DOWN
LENGTHS OF RIB TAPES
TO SUIT WING ETC.

7

IRON DOWN
LENGTHS OF
COVERITE
OVER
RIB STITCHES/
TAPE.



E. Kavanagh



Model Aeronautics Council of Ireland

Irish National Championships

Carron Model Flying Club

Carron Farm

Tipperary

Co. Tipperary

18th & 19th August 2007

Aerobatics - F3A, Masters & Novice

Registration: 8:30 am

Pilots Briefing: 9:00 am

Entry Fee: €20

Contact; Brian Carolan 053 9239636 087 6501284

MODEL COUNTY SCALE GALA

09/06/2007

2005 - our Scale fly-in was washed out (with guess what? RAIN!), **2006** - our Scale Competition was cancelled due to bad weather, **2007** - at last the Sunny South East lived up to its name and we were delivered with the hottest day of the Year with light winds, just perfect flying conditions. Now all we needed were contestants and as I started travelling the 6 miles to our Flying Site at 07:45 I got my first phone call that someone was already at the field, they're keen I thought!

Registration was complete by 09:30 and shortly after the pilot briefing was held with the flight line and the order of flying drawn. Flying commenced around 10:15 starting with Clubman the largest group with six contestants.

Local man Brendan Morris burned up the sky with his quarter scale Ultimate while Andy Ryan flew his third scale Piper Cub, the largest aircraft in the sky on the day. Unfortunately neither was on the scoreboard at the end but both are out looking for revenge at the next available opportunity.

Melvyn Inwood's Mosquito not only looked fantastic but also sounded sublime with his twin OS 52 four strokes. He unfortunately suffered from some ground handling problems on the day but we know he will solve this for the future, and I am looking forward to that.

Robert Finley's Spitfire on the other hand had a slightly un-Merlin like sound but was flown beautifully and could have been much further up the leader board only for the acoustics.

But Clubman was ruled on the day by Stephen Elster and his Piper Arrow flown in true Scale manner, (only leaving Novice last year, showing practice really counts, remember the article in Flightlines), but closely followed by only 23.5 points by Steve Quigley with his desert camouflage ME 108, watch out Steven, 'Herr' Quigley is on your tail.

During the day refreshments were constantly on the go with Steve Kelly and Andy Ryan being the chefs on the barbeque all day, being assisted by various people, (many thanks). Chocolate bars, burgers, sausages, juice, tea, coffee and water were all on the go and appeared to be enjoyed by all with the 'Barbie' restarting later as people were flying until nearly darkness fell.

On to the Novice group or should I say the 'knee shakers' especially those competing for the first time, Dessie Owens was the only competitor for the first round and was expecting to obviously run away with all the honours. But then the tribe appeared from the Laois Club, Mike Murphy, Kieran McEvoy and PC9 man Martin Sweeney. A deserved victory was won by Martin, flying his PC9 with ability, and I believe well able to give anyone in Clubman a run for their money. Kieran McEvoy flew his Air Suboru to a well deserved second position, with joint third position shared between Mike Murphy and Dessie Owens.

On to F4C with only two competitors, Des Pearson and Eamonn Keenan. This is the truest scale group with competitors building their own planes, being also judged statically. As a relatively newcomer to this sport I have arrived with the wide availability of A.R.T.F.'s and am only now starting to build my own models and have realised the work and effort which does go into these models, I do think it is a great way to spend time when the weather does not allow us to fly (too often) and an even better way to understand the construction and aerodynamics of our planes.



Pilots and planes at the Model County Scale Gala

Anyway, on the day, Des Pearson's J3 Piper Cub just pipped Eamonn Keenan with his Super Decathlon, both planes set a high standard to aim for.

Prizes for this competition were a little different; one of our members, Steve Kelly from Bramble Photo, donated his time, skill and materials to leave the winners with something memorable, a photograph of each printed onto canvas with their winning plane and event details. This was greeted with enthusiasm by the assembled fliers.

A great attendance turned up on the day, to watch and fly afterwards and I was surprised and very thankful with their arrival and patience. When 'off the peg' flying was called, the sky was filled immediately with planes with a stunning Zero and many other beautiful planes screaming up and down the patch.

My thanks to Eamonn in helping us organise this event, all the judges, Eugene Jordan doing the scoring, and Martin Plummer keeping guard in the 'Trannie' pound and our Club Chairman Ivan Levingstone, the glue that kept all the organising of this event together and also the members of the Model County Flying Club for the use of their flying field. I for one had a great day and hoped all else did to. I am looking forward to the next Scale event and the '*2008 Model County Scale Gala*'.

Contest Results

F4C

Rank	Name	Round 1	Round 2	Round 3	Static	Total
1	Desmond Pearson	1544.5	1622.5	1601.5	1308	1622
2	Eamonn Keenan	1298.5	1158	1433.5	1356	1366

Clubman

Rank	Name	Round 1	Round 2	Round 3	Total
1	Stephen Elster	1277	1341.5	1436	1388.75
2	Steve Quigley	1290.5	1309.5	1421	1365.25
3	Bob Finley	954	1357	1352	1354.5
4	Andy Ryan	1045	1144	1336.5	1240.25
5	Brendan Morris	1001	1111	1227	1169
6	Melvyn Inwood	1003	754	0	878.5

Novice

Rank	Name	Round 1	Round 2	Round 3	Total
1	Martin Sweeney	0	1320.5	1294.5	1307.5
2	Kieran McEvoy	0	1280	1315	1297.5
3	Mike Murphy	0	1202	1262.5	1232.25
3	Dessie Owens	1197.5	1267	0	1232.25

Dessie Owens

MCFC Secretary

Photographs From the 2007 Control Line Championships





Model Aeronautics Council of Ireland

Irish National Championships 2007

Portlaoise MFC

Sunday August 12th.

F.A.I. F2B Control Line Stunt Results

Rank	Name	Round 1	Round 2	Total
1	M. Doyle	3168	3252	6420
2	J. Hamilton	3144	3155	6299
3	K. Barry	2517	2336	4853
4	V. Corwell	2330	2135	4465
5	C. Gilbert	2050	2372	4422
6	S. Holland	2626	1303	3929

John Molloy

Control Line Secretary

Leinster Aerobatic Championships

Saturday 23rd June 2007.

Laois MAC pulled out all stops to host four rounds of F3A and Masters in one day, and all went clockwork in the Swiss tradition. No blade of grass was spared in field maintenance, runways cut smooth, and rolled to billiard table perfection, pits area set up, tranny pound and markers in situ, and all was ready in place for the scheduled time of 08.30 hours.

Alas, while you can manage and make good your environment, you can't control the elements or marshal traffic. The day started tepid and grey with a stiff breeze, and F3A pilots delayed the result of foul traffic. Eventually, all got going by the later time of 09.45 hours, and Des Pearson our CD set out the schedules and rules for the day.

The well known and accomplished pilots set out their stalls, dry parking their sleek aircraft in readiness for gruelling rounds, and precision aerobatics of the sky. The constant wind wasn't a problem, and all aircraft punched through the wind with ease.

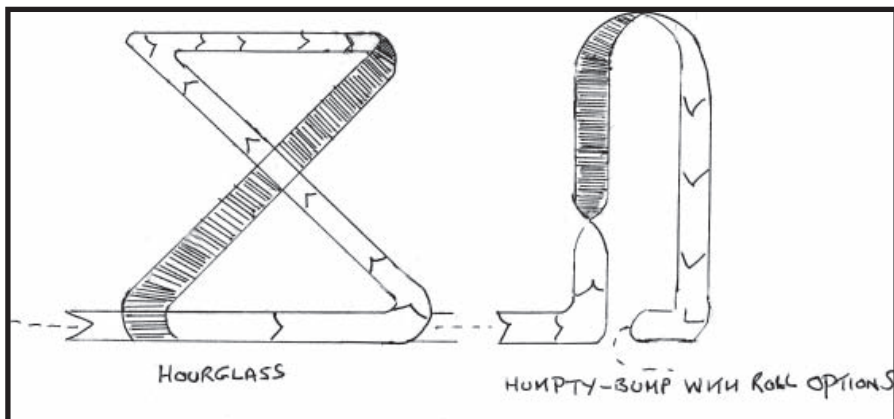
In terms of results, numbers, and those who participated in Tier 1 and Tier 2 of F3A, the scores published with this article tell it all. The pilots of the Masters class were Kevin O'Brien who scored 3000 after three rounds, and regrettably Luke Cully suffered problems with his glow engine and was forced to retire.



*The morning dawns.
Getting ready for the Competition*

The complexity of pattern flying is well and truly for the dedicated pilot, and mind bending as to type and form - humpty bump, reverse top hat, avalanche, cobra roll, hourglass just to mention but a few. Have you tried the Lomcevak ?

Should you feel this is for you, then contact your local club or ever friendly F3A / Masters pilot in your locality. Alternatively, and to read into what might be your new aspiration, try a copy of *Aerobatics for Everyone* by Dave Patrick from the publishers of *Model Airplane News*. Some of the manoeuvres are illustrated below, in case you had a momentary lapse!



Our thanks go to our trojan workers - Steve Elster and Ciaran Elster who not only managed the computer system for all rounds, but who also scribed from early morning to post 21.00 hours, our other scribes, both full time and part time, Walter Reno, John Byrne, Andrew Fetherstonhaugh, David Kelly, Fergus O'Reilly, Owen Fetherstonhaugh, Denis Lowry and not forgetting our resilient CD Des Pearson. A special thanks to Des for bringing his own cooking equipment on the day and single-handedly providing warm and wholesome food, tea and beverages.



*Christy Donnelly and David Kelly of Laois MAC
watch the action*

After many years of hosting aerobatic competitions, Laois MAC have decided to call it a day for the future hosting of such competitions. This decision hasn't been taken lightly, and hinges largely on the difficulty in securing scribes and general policing of club rules. In future Laois MAC will concentrate it's efforts in promoting scale flight, scale association events and fly for fun. To our F3A brethren we say bon voyage to better destinations and thank you for your participation down through the years.

Final Standings - Tier 1

Rank	Name	Round 1	Round 2	Round 3	Round 4	Total
1	Shane Robinson	1000.00	982.81	1000.00	1000.00	3000.00
2	John Martin	980.86	1000.00	956.50	968.26	2949.13
3	Ray Keane	964.81	971.97	986.48	984.42	2942.87
4	Niall O'Sullivan	874.07	911.03	971.19	904.21	2786.44
5	Conor Buckley	872.22	868.98	919.46	839.58	2660.66
6	Brian Carolan	816.67	879.34	866.55	864.40	2610.29
7	Gordon James	862.35	854.97	864.79	828.04	2582.10
8	Paul Houlihan	841.36	865.94	867.14	805.54	2574.43

Final Standings - Tier 2

Rank	Name	Round 1	Round 2	Round 3	Round 4	Total
1	Noel Barrett	1000.00	1000.00	1000.00	1000.00	3000.00
2	Stu Holland	915.60	903.55	882.00	875.43	2701.15
3	Jamie Howard	760.99	890.07	876.67	901.58	2668.32
4	Jim Howard	859.50	897.16	796.67	894.70	2661.37
5	Richard O'Brian	782.98	769.50	683.33	709.57	2262.05

Paul H Featherstonhaugh

Secretary –Laois MAC

Here are some supposedly actual logged maintenance complaints and problems as submitted by Qantas pilots, and the solution, as recorded by Qantas maintenance engineers.

By the way, Qantas is the only major airline that has never had an accident.

(P = The problem logged by the pilot.)

(S = The solution and action taken by the engineers.)

P: Left inside main tyre almost needs replacement.

S: Almost replaced left inside main tyre.

P: Test flight OK, except auto-land very rough.

S: Auto-land not installed on this aircraft.

P: Something loose in cockpit.

S: Something tightened in cockpit.

P: Dead bugs on windshield.

S: Live bugs on back-order.

P: Autopilot in altitude-hold mode produces a 200 feet per minute descent.

S: Cannot reproduce problem on ground.

P: Evidence of leak on right main landing gear.

S: Evidence removed.

P: DME volume unbelievably loud.

S: DME volume set to more believable level.

P: Friction locks cause throttle levers to stick.

S: That's what they're there for.

P: IFF inoperative.

S: IFF always inoperative in OFF mode.

P: Suspected crack in windshield.

S: Suspect you're right.

P: Number 3 engine missing.

S: Engine found on right wing after brief search.

P: Aircraft handles funny.

S: Aircraft warned to straighten up, fly right, and be serious.

P: Target radar hums.

S: Reprogrammed target radar with lyrics.

P: Mouse in cockpit.

S: Cat installed.

P: Noise coming from under instrument panel. Sounds like a midget
pounding on something with a hammer.

S: Took hammer away from midget.





Two more pictures from the Shannon Club



