

Flight Lines



Featuring:
Nationals Reports
Safety in the Park
Snippets from the Zone



October 2007



Outward Bound - Jack Kellehers Tiger Moth at the Scale Nationals

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On the Cover: The BAe Hawk of John Beasley taking off at the World Jet Masters.

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

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Editorial

By the time you read this issue the MACI Annual General Meeting will have taken place and a new Committee for 2008 will have been elected. I would like to wish the new officers success in their new posts and, if re-elected, I look forward to working with them over the coming year.

As you can see from the contents of this edition, there are a number of various reports on competitions, including the Nationals. Whilst I enjoy reading these reports, I also feel a little sadness, as it reminds me that most of the organised events are over for yet another year. This in turn also heralds the drawing in of the evenings and the weather turning even more inclement than it already has been. Where oh where did the summer go?

As I write this, my last editorial of the year, I have the central heating on and it's pitch black outside - and this is only the last day of September!

Can I take this opportunity to thank everyone who has this year taken the trouble to put pen to paper, and fingers to keyboard, to send in their contributions to me. I would like to say a particular thank you to Gerard Feeney who has contributed an article of some description for every edition that I have produced over the years I have been Editor. Even though he had a number of health issues, I could always rely on a "Feeney File" of some description. Thanks Gerard.

The next edition of Flightlines is due out in February 2008, (yes, I do get December off), so please send in your contributions by January 31st. As always, photographs, with suggested captions, will be much appreciated, and returned via the magazine.

Here's to a safe and successful winter season of flying or building or both.

Chris Clarke

Safety in the Park

The Leinster Model Aeronautics Club, in the light of growing concerns over safety issues, noise, and the conduct of some persons using the MACI approved flying site in the Phoenix Park, has agreed new controls with the Park Authorities and the Office of Public Works. Accordingly, as indicated by me at the most recent of the MACI Council on 17 July, 2007, I wish to inform **all** modellers who wish to use this unique facility that with immediate effect they are likely to be stopped by the Park Rangers and required to produce a **current** valid MACI membership card and, if necessary, proof of identity.

Any person, **including members of the Leinster Club and other clubs registered with the MACI, (not to mention the increasing number of unofficial privateers)**, who are unable to produce these documents on request will not be permitted to fly their models. Any person who persists in doing so in these circumstances may have their model and any ancillary equipment confiscated on the spot.

Very regrettably, one of the contributory factors leading to this development is the increasing number of non Leinster Club MACI members turning up at the Club site who refuse to conform to basic protocol. Nether will they abide by the MACI requirement to comply with local rules as printed on their “A” Certificate by confirming that they are members of the MACI and thus covered by insurance. The current Management Plan for the Park proceeds on the assumption that as ***“the flying of model aeroplanes disturbs the tranquillity of the Park and can be hazardous to Park users”***, it’s use for that purpose has to be ***“strictly controlled and be subject to insurance being provided”***. The Leinster Club was specifically requested by the Park Authorities to ensure compliance with this condition, but its Safety Officers and other members are being increasingly frustrated and abused in this respect by members of other Clubs who should know better. We also have a problem by the go it alone brigade who adopt the attitude that “as this is a Public Park, we can do what and where we like.” The Park Authorities have assured us that we will now get the necessary backup and we have been informed that the Rangers will respond immediately to requests for assistance in cases of difficulty.

For the first time in the history of the Leinster Club there is a substantial risk that this valuable flying site in the Phoenix Park – the only such site in a National Historic Park in the State which is itself the largest public municipal park in Europe– will be lost permanently to modellers in general as a result of the actions of a few cowboys.

At the moment widespread consultations with all stakeholders are taking place on a new Management Plan for the Park and, as indicated in the following paragraph, it is very probable that stricter conditions will have to be imposed on model aircraft use in that regard. Therefore, members from other Clubs using the site should not take offence if they are requested by a member of the Leinster Club to produce their MACI card and conform with Leinster Club rules. As regards the people who are not members of any Club, the Park Authorities are aware of their furtive habits and the—“non Club” times that they use the site and they will target them in particular.

In a more general context, because of the increasing number of complaints being made to the Authorities over engine noise and what are perceived to be dangerous models, (mainly on the grounds of size and speed), the Leinster Club is in the process of drawing up new rules which will include stricter controls over the type of models being flown, the manner in which models are flown, and the enforcement of noise levels. It is also very likely that the Club will be requested to ensure that no flying takes place in the Park on Sunday afternoons between 2.00 pm and 7.00 pm during the period May to September. This is the time when public access to the Park is at its highest levels, particularly in the area of the flying site which is located in the middle of the “fifteen acres”— a popular picnic and walking spot.

The Leinster Club is also reviewing its traditional open policy on membership. Up to now its philosophy has been to take on all newcomers on the basis that this ensures the observance of minimum standards and basic safety rules in a situation where it operates in a Public Park. This is why the Club has for so many years been the largest Club registered with the MACI. This may now have to change in the light of the arrival of the instant model and the transient and very short term interest on the part of most individuals nowadays.

Frank Boughton

EI 199

Chairman

Leinster Model Aeronautics Club

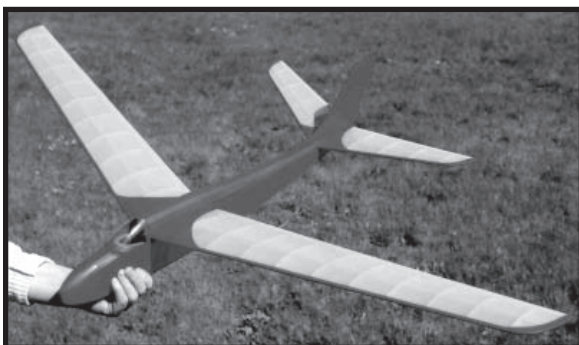
Snippets From The Zone

AN END OF SEASON SPOT OF AEROMODELLING-RELATED REFLECTION FROM GERARD FEENEY

Once again, I've not had time to compile a proper 'File'. So, on this occasion, I just thought I'd briefly ramble on about a few things that have happened in 2007...

FREE SUPPLIMENT

My Veron 'Verosonic' F/F glider was finally towed up. Padraic Cryan held the model and released whilst I did the athletic bit! The model ascended smartly using strong fishing line and a key ring for tow-hook engagement, and it detached cleanly when I stopped trotting. It flew



Gerard's Veron Verosonic free-flight glider finally took to the skies during 2007.

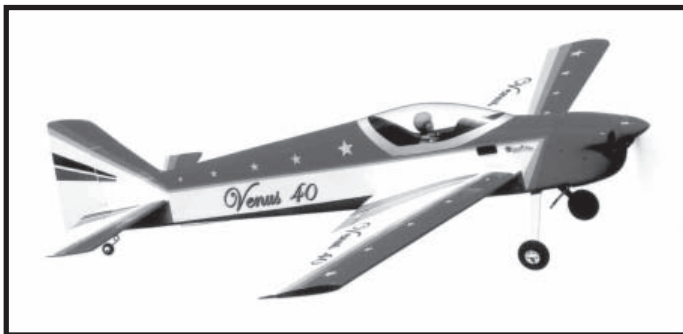
okay but needed some right and up trim to stop it winding up into an ever-tightening left-hand spiral. I was pleased it flew at last and we hope to give it another go when (if!) the weather calms down again.



Gerard also completed James Lennon's Venus 40. Read all about this model on the RCM&E Web site.

SPACED OUT

The Great Planes 'Venus 40' that I assembled and eventually test-flew for James Lennon has now gone back to its rightful owner. It was a spirited aerobatic performer and could be easily hand-launched solo!



The Venus 40 is a lively aerobic pattern ship, but this example displayed tip-stalling bad habits. Do other Venus 40 models do the same thing?

The Irvine 53 provided quiet and potent propulsive force, and after a ascending almost vertically from those solo flings the model could then be turned inside-out courtesy of the responsive

controls. Its aerobic capabilities exceeded my skill and ‘nerve tolerance’ levels, but I quite enjoyed doing the usual looping, rolling and snap/spinning antics. One thing I didn’t like was the model’s tendency to tip-stall on landing, though I’m told that others don’t exhibit this nasty habit. Strangely, the tendency seemed to lessen when the spats were removed.

This model has subsequently become the subject of a three-part feature on the ‘RCM&E’ Web site, so if you want to find out the full story of how it was built and flown, check out:- www.modelflying.co.uk and look for the Venus 40 Assembly/ Flying Tutorial.

TRADITIONAL AIRS

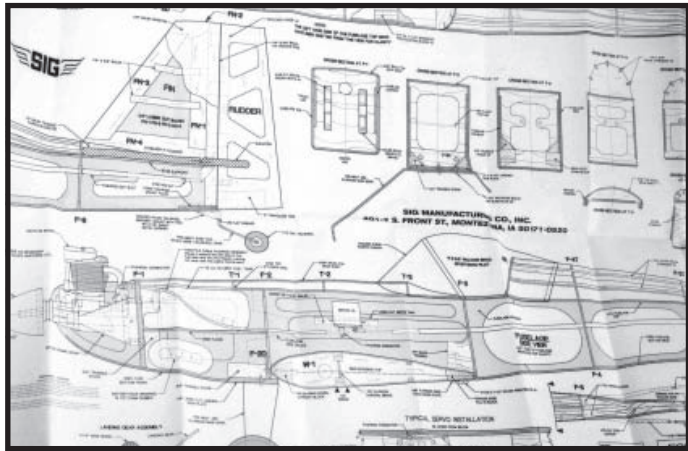
I continue to try to escape the soulless bores that are ARTF R / C model aircraft! For the last half of 2006



The totally traditional SIG Four-Star 60 kit is an absolutely perfect antidote to the uninspiring deluge of ARTF R/C model aircraft!

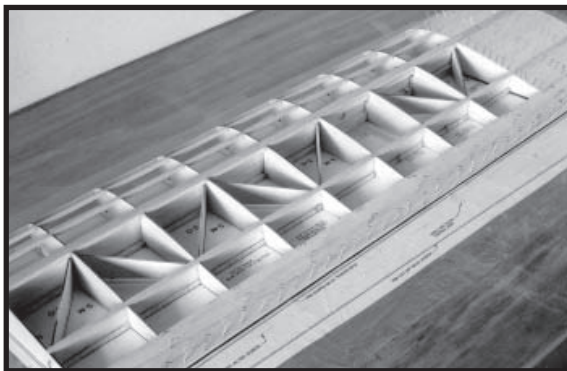
and a good part of 2007 I slowly assembled a traditional kit, the SIG ‘Four-Star 60’, and I am hoping that it will be flying around November, 2007.

It is 71"-span and requires a .60-size powerplant and full-house R/C gear. The airframe structure is entirely built-up with a mixture of laser-cut liteply and balsa being used. The broad-chord wings feature large ailerons, almost like a fun-fly design, so I am hoping that it will be well behaved at low speed while still being manoeuvrable. Time will tell, and I shall report back in due course.



For those who don't know yet, this is how 'real' model aircraft are put together – from bits of wood glued together over a drawing! Here we see the Four-Star 60 fuselage details.

Meanwhile, I was delighted to see that many of David Boddington's fabulous traditional R/C aircraft designs are now being re-introduced both in plan/pack and full kit form by DB Sport and Scale. During the year, I got a plan/pack for the large 100"-span 'Centurion' high-wing cabin model and a full kit for the re-issued 'Mascot' trainer.



And here's one of the Four-Star 60 wing panels being assembled over the mainplane part of the plan.

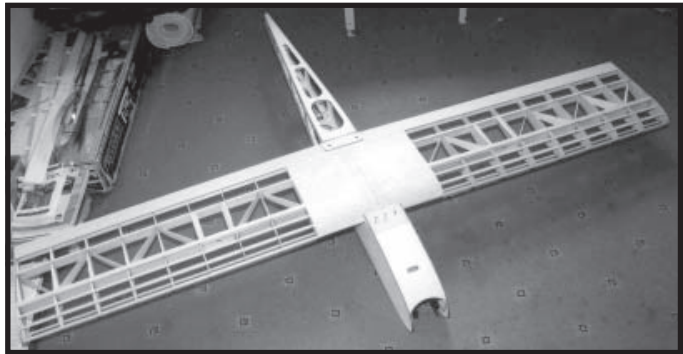
The Centurion to my eyes is one of the most beautiful-looking and stable-flying designs ever created, while the Mascot was the nicest-flying R/C trainer I have ever operated, back in the late 80s and early 90s. I am hoping to build the Mascot sooner rather than later, and the Centurion has joined the 'build one day' plan pile!

STRAIGHT OR BENT?

One of the prime requirements for accurate traditional airframe assembly is a flat and true building surface, but such a surface is hard to find! The oft-recommended flush door, available at better hardware shops, seems like a great building surface – if you can get one that’s straight! Back in the 80s, I got several flush doors that seemed much straighter than the examples I’ve purchased recently. I wonder, like almost everything else made today, has the production standards and quality levels dropped?

Pat Gibbons gave me a smaller hardwood tabletop which seems hopeful. It’s not entirely straight but is better than my current decidedly kinky flush door. My idea now is to screw a Great Planes building board onto this tabletop and ‘screw out’ any slight warps. Talking of the GP boards, these things, which I got during the early summer, were one of the biggest disappointments I’ve experienced in a long time!

I ordered two sizes, a small and medium, hoping that at last I had found a really true building surface. After waiting ages for ’em to arrive, I was startled to see that the larger of the two was about as straight as a Gay Pride parade! While the smaller one was useable, its larger companion was useless for its intended traditional model aircraft airframe-building purpose.



Four-Star 60 fuselage and wing being test-fitted to see how the components get on with each other!

I contacted both Ripmax and Great Planes to vent my frustration on the matter and they were very helpful, offering to replace it FOC if the suggested ‘straightening out’ techniques failed. Basically, I was advised to stand the board against a wall and against the warp in the hope that the airflow would cause it to return to its original straight state. To say that this was a futile and pointless exercise would be an understatement, and a few weeks later I got my replacement medium-sized board.

Guess what? Yep, this one was just as bad and again the anti-warp treatment was utterly ineffective. I was then offered a refund by Ripmax but I have decided to use the ‘tabletop screwing method’ to try to straighten ’em as outlined previously.



This DB Mascot trainer specimen dates from about 1990. Can anybody identify the youthful midland modeller holding the plane? (No, it's not Gerard!)

for one sooner. The reason I mention this in the context of aeromodelling is that it's convenient to be able to deal with certain English model shops that actually have what I want in stock (like DB Sport and Scale, for example) and order the desired goodies over the phone. The items then come within a week or so, which is nice – and a refreshing change from one Irish model shop which forgot to send out a small order I placed about two years ago. Needless to say, the ambient temperature of Hell will have been reduced by a few degrees by the next Ice Age before I deal with that place again...

DIGITAL DOMAIN

2007 was also the year I finally got my very first digital camera, in the shape of a rather butch Nikon D200 SLR. I am only getting to know the camera's ways at the time of writing, but it seems easy enough to use. Mind you, the 210-page manual took a bit of digesting over a period of a month or so! I am paranoid about the camera crapping out, as I don't trust digital devices at all!

Of course, the new digital camera needed a new computer and I finally succumbed in that area too, so now I can put model (aircraft) pics on CD. I'm not sure that I like the 'as taken' tone/quality of digital photographs, but the model aircraft magazines are now almost fully geared up for that media form, so I find my hand partially forced on the matter.

When I thought about the situation, I got very angry again about all the hassle I experienced and gave Don Anderson a piece of my mind – whether he wanted it or not! He said that the boards are straight when manufactured but that the long sea-borne journey in a ship's humid cargo hold causes 'em to twist. I suggested that it might be wise to make the boards from thicker timber to help resist warping, as it's somewhat underwhelming to find that a specialist item designed specifically for airframe construction is no better than the bloody warped junk you can buy at the average hardware shop!

CREDIT WHERE IT'S DUE

I got my very first credit card at the end of 2006 – very reluctantly, I might add! Now that I've used it 'in action' I am sorry that I didn't apply

I suppose the digital camera will be useful to check flying shots ‘in the field’ so to speak. I shall see how it all works out when the Four-Star 60 takes to the skies.

BACK-STROKE...

I don’t know if it’s a worrying sign or not, but my continuing efforts at learning to swim are proving addictive! During 2007 I found myself forsaking the building board and the flying field for the changing cubicle and the deep-end on a regular basis, and it looks like it’s gonna be that way for the foreseeable future. The combination of my total lack of skill in the water, plus my obsessive-compulsive ‘control freak’ nature to get things right/conquer things I tackle, has really held me in an ongoing love/hate battle with what has been the hardest ‘leisure time pursuit’ challenge that I have ever faced.

I can now sort of do the front crawl three-quarters of the length of the pool to the deep-end and



Now that Gerard has gone digital in the camera department, can he get better model aircraft action shots? As usual, only time will tell.

back several times per session, but I can’t breathe while moving my limbs! I hold my breath all the way due to tension and anxiety, and I think it’ll take years to sort. One plus-point is that I will be able to survive in vacuum for several seconds should the situation ever arise. Another plus-point is that I am finally getting to wear my Westlife-print Speedo collection in public!

Why am I going on about this? Well, as I’ve said before, swimming is a bit like aeromodelling and R/C model flying – not the easiest thing in the world to master! So, if you’re a troubled model aircraft flying newcomer reading this, please persevere and contact a club or individual flier for help. You will make it, but it just may take a year or two to become fully proficient. Personal commitment to the cause – any cause – is the key to success. Without commitment, you have nothing!

And, on that note, I shall tread the air and water into the distance...

Gerard Feeney

LEINSTER SCALE CHAMPIONSHIPS CLONDOUGLAS, PORTLAOISE.

Scale competition took a further step forward when Laois MAC staged the Leinster Scale Championships on Sunday the 19th July 2007, with five competitors in clubmans, six in MACI novice, four in F4C and one in look a like. Notwithstanding, what might kindly be described as fresh conditions, a steady north westerly wind prevailed, all three rounds went ahead in each class without unwelcome incident, producing some nail biting results for the coveted first, second and third place.

First off the blocks was Bob Finlay in Clubmans, presenting a spitfire to the early morning grey skies and stiff wind, an electric powered aircraft to challenge the elements, which it did with style and completed a grueling combination of acrobatic manoeuvres from the selected options.



*Winning Aero Subaru on take off.
Flown by Kieran McEvoy*

The next aircraft to battle the wind was a very fine large scale piper cub in yellow livery, piloted with enduring determination by Andy Ryan of the model county club. This particular piper cub from the Andy stable is powered by an 80cc petrol twin by Zenoah, lifting a wingspan of 141 inches, and most impressive in flight and a pleasure to observe in overshoot and straight flight pattern.

Not to be outdone, John Byrne fielded a very fine taylorcraft in weathered orange livery, an ace pilot this one, the high wing aircraft displayed a convincing command of the fast moving air. Following on from this was our own home grown Steve Elster, with his resilient piper arrow, and veteran champion Fergus O'Reilly with his aviomodelli Cessna in blue and white livery sporting a picture of himself as pilot pasted to the cabin.

The battle was on, with some tremendous flying in tough conditions, and after three rounds Fergus came in first place scoring 2643.5 points, Steve in second place with 2607.5 points just shaded by Fergus, leaving Bob Finlay in third place with 2573.5 points. In hot pursuit was Andy with 2453.5 points and John at 1682.5 points.

The MACI novice proved to be another tightly fought battle of the sky, and mutterings of a pox on the weather and the met office, (who promised in their forecast the dumbing down of the stiff winds in early afternoon), was passed on at regular intervals by waiting pilots of this class. Mick Murphy put a robin jodel through it's paces, followed by Ciaran Elster with a PC9, Derek Consodine a Texan in blue and red livery, Kieran McEvoy an aero subaru, Paul Fetherstonhaugh a spacewalker and Martin Sweeney another PC9.

The deft handling and flying skills of Kieran won the day coming in first place, Martin in second place and Paul in third place, followed very closely by Mick, Ciaran and Derek. The posted results with this article tell it all !

Not to be overlooked was Walter Reno who flew look-a-like and scored well, promising a scale model for competition in our next season and of a calibre to put us all to shame. Walter is an accomplished builder and flyer - watch out for him.

F4C was well represented, John Byrne flying in this class a rollason condor, Eamonn Keenan his coming of s e a s o n decathalon, (a very fine aircraft in blue and yellow trim), Paul Byrne a sleek Cap 21 and Des Pearson his winning piper cub. As always this class set the high standard of flying we come to expect and without doubt, leaving aside the proficient piloting skills, the warbling drone of those glow four stroke engines set them apart from their two stroke brethren. A great end to a great day and enjoyed by all.



Paul Byrne Readies his Cap 21

The crack, banter, company and feel good factor was the hallmark of this day, competent pilots and enthusiasts enjoying themselves, not taking it too seriously, but nevertheless letting it be known that when those bowl churning words were uttered - “Take off - Now,” - you were on your own with no turning back, a schedule to be completed with silent prayer to land in one piece, and you gave it your best shot.



Line up of aircraft at Leinster Scale Champs

A big thanks to all who took part and made the day, and to name but a few, Denis Lowry and Ciaran for Trojan work making repairs to our laneway, Denis again for scorekeeping (a long day Denis) our Judges Bob, Steve, Eamonn

and Des, Des for his masterly CD work and our giant of scale, the catalyst and mentor of this discipline - Eamonn Keenan. To the pilots who travelled, our appreciation and look forward to seeing you all again.

Lastly, and on a bright note, see you at the Fly In's, and LAOIS Mac aim to host additional scale competitions next year. To anyone out there contemplating scale, give it a go – you won't be sorry.



Eamonn Keenans' Decathlon comes in for landing

Results

Clubman

Name	Round 1	Round 2	Round 3	Total	Place
Fergus O'Reilly	0	1279	1364.5	2643.5	1st
Steve Elster	1091.5	1241.5	1366	2607.5	2nd
Bob Finlay	1160	1342.5	1231	2573.5	3rd
Andy Ryan	999.5	1159.5	1294	2453.5	4th
John Byrne	604.5	1078	0	1682.5	5th

MACI Scale

Name	Round 1	Round 2	Round 3	Total	Place
Kieran McEvoy	1339	1446	1488	2934	1st
Martin Sweeney	1367	1325	1474.5	2841.5	2nd
Paul Fetherstonhaugh	1084	1269.5	1325	2594.5	3rd
Mick Murphy	981	1266.5	1310	2576.5	4th
Ciaran Elster	1041.5	1034	1290.5	2332	5th
Derek Consodine	1089	980	0	2069	6th

Look-a-Like

Name	Round 1	Round 2	Round 3	Total	Place
Walter Renno	1157	1233	1487	2720	1st

F4C

Name	Round 1	Round 2	Round 3	Static	Total	Place
Des Pearson	1318	1701	1628.5	679	4008.5	1st
Eamonn Keenan	210	1434.5	1376	695	3505.5	2nd
Paul Byrne	1396	1555	0	0	2951	3rd
John Byrne	120	720	0	0	840	4th

Paul Fetherstonhaugh

2007 Heli Nationals

This year was the busiest yet on the Heli Calendar. The Nationals was originally scheduled for August 18th but as luck would have it our unseasonable summer forced the difficult decision to postpone for a week until the 25th. However all were relieved when Saturday 25th brought a much better day.

The competition was held at the Midland Model Flying Club. This club presents the ideal location, when you consider there are regular entrants from Waterford to Newry. Also the site has undergone extensive levelling work and improvement of car-park facilities. The site has great drainage and has not held water even in the heaviest of the wet spells this summer, not to mention the marvellous clubhouse facilities.

A big thanks to all the lads that helped out in site preparation and looking after the visitors on the day.



X-Cell Electric Heli inverted hover

Following the same format as last year the Nationals was run under the Heli Challenge Trophy format and was counted in the league as Round 4 of this championship. This meant that there were two sets of Trophies. Registration opened at 9:30 and while there was some early drizzle everyone got the paperwork filled in and found their spot in the pits. Fortunately this year there were 3 entrants in the Novice category which meant it could run albeit there was not much mystery as to which of the novices would bring home a trophy ! The 'Sportsman' category as usual looked to be very competitive and difficult to call - even the best pilot can have a crash when pushing to the limit in freestyle in order to achieve the best score - part of the attraction of the HCT.



Raptor 90 ready for flight

The draw for flying order was made and a calibration flight for the judges was flown and at around 11:30 the competition proper got under way under the close watch of our contest director John Kelly. Novice set manoeuvres first in which the pilot chooses 5 figures or manoeuvres which are taken straight from the A-Cert helicopter examination, for example to

perform a 'Hovering T' in which the pilot scribes a T figure with brief pauses, the skids of the model approximately at eye-level. The day continues with Sportsman set manoeuvres (as before but the figures taken from the B-Cert exam). Then back to novice Freestyle - otherwise known as 3 minutes of madness ! This gives the pilot the opportunity to show-off their own unique style by putting together a flowing routine which demonstrates their competence and ability and also it must be enjoyable to watch and flown with spectator safety in mind. Loops, Rolls, inverted hovering and stall turns have all featured in this category. Finally Round 1 reaches its conclusion with the Sportsman Freestyle - as you can imagine, anything goes and mostly does in this phase of the competition, anyone who hangs around a heli flier will have heard of Tick-Tocks, Piro-flips, or even 'wall of death'.

After a 30 minute break and some great hospitality from the Midland Boys in the form of hearty beefburgers Round 2 got under way. This follows the same recipe as Round one with the flying order reversed. Round 1 novice saw a close battle for first between Shane Power and Brian McIntyre with Philip O'Brien putting in a spirited effort. While in Sportsman Dave Nolan got off to a great lead in set manoeuvres but the order was upset by electrical difficulties in his freestyle. This left John O'Rourke in pole position with fellow clubman David Mulvihill in second with Helicopter Secretary P.J. Harte in 3rd.



*Trophy made from 5600 year old
Local Bog Yew*



*CD John Kelly,
David McIntyre
& Philip O'Brien*



John O'Rourke & David McIntyre



David McIntyre & David Nolan

After the break, during which it was rumoured John put a call through to Curtis Youngblood to discuss his freestyle strategy, Dave Nolan put his troubles behind him to log two excellent scores. John managed to pull ahead slightly on set but David came back in freestyle to really stamp his authority on the contest - this is where the experience of flying in competitions such as the 3D Masters really helps ! In round 2 novice Shane shifted up a gear and in freestyle put in a huge flight which was rewarded by the judges.

First place was well deserved by Shane in novice and I am pretty sure we will see him move up the ranks next year to compete in Sportsman. Brian was not far behind in second and Philip who had some engine troubles in Round 2 came in third Novice. David Nolan was a deserving winner of Sportsman and also is a strong contender for the Heli Challenge Trophy for 2007 thanks to his consistency in high scoring in the preceding round. John O'Rourke was second Sportsman and has thrilled all onlookers during the year with his aggressive flying style. Third place was on a knife edge but was very gladly received by P.J. Harte who just gained on David Mulvihill. Muller has you in his sights now P.J. - you have been warned !

A final word of thanks to Helen at Celtic Roots Studios who did the trophies at short notice for a special price. I felt that it was a nice addition to have a piece of Bog Oak (or Yew in this case) which was actually sourced in the surrounding Boora Bog. Helen then had the pieces laser etched with an outline of a model heli hovering inverted (see photo). A big thanks to all who participated and helped out on the day.



Heli Sec. P.J. Harte and David Nolan

Heli Challenge Trophy - Nationals Results

Novice

<i>Competitor</i>	<i>Round 1</i>	<i>Round 2</i>	<i>Best Score</i>	<i>Overall</i>
Shane Power	962	910	962	1st
Brian McIntyre	942	900	942	2nd
Philip O'Brien	488	0	488	3rd

Sportsmans

<i>Competitor</i>	<i>Round 1</i>	<i>Round 2</i>	<i>Best Score</i>	<i>Overall</i>
David Nolan	596	992	992	1st
John O'Rourke	928	958	958	2nd
P.J. Harte	738	876	876	3rd
David Mulvihill	802	855	855	4th
John Kelly	590	715	715	5th
Garry Keogh	169	0	169	6th

David McIntyre

Wicklow Championships

Hip! Hip! Hooray! The Wicklow Champs has finally been held! That's right, after missing the last two years due to bad weather.



The day started off with lovely weather. Blue skies with just a few fluffy white clouds floating around. At about mid point in the competition, the clouds increased and became a bit more dark and ominous, but the rain still held off. The wind got a bit high though and we postponed flying for about one half hour to give it a chance to calm down. I know it is hard to believe, but the wind did

ease off enough to continue flying. When the competition was over by about ten minutes the skies opened up and there must have been an inch of rain in fifteen minutes. Then it cleared and the wind died and the sun came out again. All in all it was a beautiful day.

The flying started out a bit slow. Unfortunately there were not too many pilots in attendance. Apparently there were people sick, visiting sick relatives, working and just not interested. There were very few of the usual scale enthusiasts there. This is a shame since lack of attendance will obviously put an eventual end to the scale competitions. I know, when I saw how few people were there, I thought, "why did I go to all the trouble to set this up" and "will I bother to do it again"? We need to pull together to make these events worth coming to, so let's check the MACI website and try not to schedule anything else for these competition days.

Des Pearson was the first and only one up in F4C. Des flew his Cub and in spite of the lack of competition, was able to dazzle us with a brilliant performance. He continued in this manner through the next two rounds to emerge battered and bloody but none the less victorious and proud.

Next was Clubman class. This started out with yours truly flying my electric Spitfire. This turned out to be a very short flight as with ic planes you don't go far if you don't fuel the tank, you don't get far if you forget to charge the battery! I managed to land on the runway and replace the battery and finish the round. On the landing, one of the plastic bits on the landing gear designed to keep the wire from bending, broke and bent the wire. We managed to fix the gear with various bolts, nuts and collets from several toolboxes and I was able to fly the next two rounds. Needless to say, this was my lowest score. (The next two weren't anything to write home about either.) I managed third place.

Just a word about the batteries I have been testing; They are A123 lithium batteries that are a new nano technology that allow discharge as low as 1 volt and they charge in about fifteen minutes.

Andy Ryan flew his Cub into fourth place, struggling with the high winds that are hard on Cubs and a common feature of the Sugarloaf. He still did a good job and returned a respectable score.

The only real fighters in the Clubman class were Steve Elster from the Model County club and Neil Agnew from SRFC. Steve came in first at the Model County Scale Gala in June and Neil always gave me a run for my money when he was flying competitions a few years ago. Welcome back Neil.





Steve managed second place this time flying his Piper Cherokee Arrow. And Neil took first place with his Goldberg Super Chipmunk.

In MACI Scale, We had Drogheda flier, Sam Morelli, show off his beautiful P-51 Mustang. Sam only flew one round and came in fourth. He would have come much higher if he could have stayed long enough to fly a second round.

Ciaran Elster was flying his first competition with us and despite having an engine failure on his first flight, (Can you imagine, first flight + first competition + engine failure!), kept his cool and managed to turn a good score with his Pilatus PC9 in the next two rounds to place him in third place. Well done Ciaran! Paul Fehelsconnaugh, (I know I messed that name up), flew his Spacewalker into second place.

And in a surprise turn up, a member of SRFC that has not flown in a competition since the Wright Brothers were.... well, even before the Wright Brothers. The Chairman of the SRFC himself, el Honcho and Fearless Leader, John Armstrong flew his Spitfire to victory and first place.

It turned out to be a great day and I would like to thank everyone that came to fly as well as all that helped on the day.

Results

F4C

Name	Round 1	Round 2	Round 3	Static	Total	Place
Des Pearson	817.5	759	765.25	1308	2890.75	1st

Clubman

Name	Round 1	Round 2	Round 3	Total	Place
Neil Agnew	660	793.5	738.75	1532.25	1st
Steve Elster	663.5	633	774	1437.5	2nd
Bob Finley	538.5	661.5	710.25	1371.75	3rd
Andy Ryan	502.5	522.75	621.25	1144	4th

MACI Scale

Name	Round 1	Round 2	Round 3	Total	Place
John Armstrong	0	641.5	664	1305.5	1st
Paul Fetherstonhaugh	566.5	603.5	561.5	1170	2nd
Ciaran Elster	299.5	508.25	535.5	1043.75	3rd
Sam Morelli	0	634.5	0	634.5	4th

Bob Finley

IRL 3345

Autumn Aerobic Activity

8th - 9th September 2007

The event was held in Cork on the Middleton Flying Club site in super weather, sun and little or no wind, for two days of excellent flying.

The runway was damaged by cattle three weeks before the event and it looked as if the event would be cancelled. A group of club members got together and put in a lot of hard work to repair the damage in a short time. We owe thanks to Tom Barry, Jim Howard, Jim Ryan, Owen O'Callaghan, Shane Robinson, Niall O'Sullivan and Jamie Howard.

Two rounds of the three classes were run on Saturday, and two on Sunday, all directed very efficiently by CD Jim Howard. Competitions can not be run without help, so thanks to the members who came to scribe. Also thanks to Christopher Howard for the scoring. He manned the computer for the weekend to produce the scores and to Jamie Howard for the cooking.

F3A Tier 1

Name	Round 1	Round 2	Round 3	Round 4	Total	Rank
Shane Robinson	1000.00	1000.00	1000.00	1000.00	3000.00	1st
Niall O'Sullivan	957.50	998.80	936.39	972.64	2928.94	2nd
Brian Buckley	862.72	951.38	908.88	951.58	2821.85	3rd
Conor Buckley	877.08	936.37	853.87	935.39	2748.86	4th
Gordon James	827.69	857.35	798.28	850.99	2546.02	5th
Ray Keane	0.00	0.00	967.34	961.58	1928.92	6th
Brian Carolan	0.00	0.00	851.58	979.93	1730.50	7th

F3A Tier 2

Name	Round 1	Round 2	Round 3	Round 4	Total	Rank
Paul Houlihan	1000.00	997.23	1000.00	1000.00	3000.00	1st
Noel Barrett	942.69	1000.00	969.74	950.83	2920.57	2nd
Stu Holland	810.69	948.72	913.18	813.29	2675.16	3rd
Jamie Howard	690.28	808.73	700.66	788.11	2277.50	4th
Jim Howard	714.75	785.86	715.79	692.38	2216.40	5th
Kevin Murphy	714.75	698.54	725.00	687.71	2138.29	6th
Dave King	705.09	691.61	688.16	740.20	2136.90	7th

Masters

Name	Round 1	Round 2	Round 3	Round 4	Total	Rank
Luke Cully	1000.00	1000.00	1000.00	1000.00	3000.00	1st
Jim Ryan	728.84	990.81	0.00	0.00	1719.65	2nd

IRISH CONTROL LINE CHAMPIONSHIPS 2007

LAOIS FLYING SITE, PORTLAOISE 12 AUGUST

As last year the Irish Nationals were flown at the Laois Club site, just west of Portlaoise. The grass on the bog site was waterlogged, as you would expect this year, but this was an unexpected bonus. The Radio Scale Nationals were in progress, but by allowing us a reasonable circle at the top (dry) end of the site, the Scale fliers used another runway, and both events continued without hindrance. This was

fortunate, because there was considerable interruption from the regular showers. In the moderate wind conditions, it was interesting to see the Judges up and head for shelter before the rain arrived at the fliers' side of the circle.

The entry in Aerobatics was up, in fact it was doubled from last year, which must make the onerous task of Judging more worthwhile. This year we had John Molloy, who also ran the event,



Enna Healy and Ralph McCarthy, so we must thank them for carrying out an essential task in very unsettled conditions.

The first round was flown in near ideal conditions, a steady breeze which was well off the sun, (when it occasionally appeared). The ends of the runways made a suitable location for takeoff, and the event was under way. Stu Holland made a welcome return to the F2B circle with a profile model, and coped well with a fast run.



Chris and Vincent showed significant improvement after working hard over the last year or so. Kevin did not have an ideal run with his Modusa model, powered by a Stalker 60, but had his best score in this round John and Maurice flew last and headed the score sheets.

The second round had similar fortunes for most fliers, but Stu had motor problems with his new Brodak 40 and did not complete the schedule. Vincent's Legacy with an ST 51 again flew creditably, and Chris had a better, slightly slower flight with his ex-MD Ariane with a T+L ST 60. John's score with his Torquoise with ST60 was up, but Maurice flew last with his Aguila, again with an ST 60, and improved even further to win.

It was encouraging to see such a jump in entries and John Molloy felt that at least it made running the event more worthwhile. All we need is one new flier for each of the present entries. Is that too much to ask?



Results

Competitor	Flight 1	Flight 2	Total	Placing
Maurice Doyle	3168	3252	6420	1st
John Hamilton	3144	3 155	6299	2nd
Kevin Barry	2517	2336	4853	3rd
Vincent Corwell	2330	2136	4465	4th
Chris Gilbert	2060	2372	4422	5th
Stu Holland	2626	1303	3929	6th

Maurice Doyle

Scale Nationals - 11th & 12th August 2007

With the Leinster Championships postponed owing to a prolonged spate of wet weather making the Laois Club's flying site untenable, hopes of competition flying centred on the Nationals. The past couple of years have seen our "summer" blighted by wet weather, and this year's version of a "summer" faring no better with hardly a week without prolonged downpours. The forecasters predicted rain and heavy downpours over the weekend of the Nationals. With little room for re-scheduling further dates, the decision to go ahead was made; rain or not. The forecasters were correct but sufficient rain free periods over the Saturday and Sunday allowed us to complete three rounds of each class.

The proposed 9:30am start on Saturday had to be abandoned until 2:00pm because of the rain. The one upside of this was that the Laois MFC Club house became the focal point for modelling banter, tall stories, scurrilous and unsubstantiated slander, free sandwiches tea and coffee, all supplied by members of the Club.

Naturally with so much water spilling down, some modellers were anxious to learn where the rudiments of the breast stroke could be mastered in case we had to swim for it. A muted suggestion to 'phone the "Tulsk Swimming Centre" was deemed impracticable and in any case the sky began to lighten shortly after 1:00pm and preparations were under way for a 2:00pm start.

Five modellers presented in Clubman; from the host club, the Midlands Club and the Shankill Club.

Alan Humphry from the Midlands Club flying a Bucker Youngman with its eye-catching yellow livery, (in his first Scale Competition in Ireland), demonstrated the manoeuvrability of this famous aerobatic biplane to good effect. Scoring points were lost however by a few manoeuvres being executed too close in. This was not lost on him and his second and third rounds showed a marked improvement. Now that he has dipped his toe as it were, in competition we hope he will be a regular competitor in the future.

Fellow club member Ger Carter, who competed a couple of seasons ago, made a welcome return to competitive flying with his high wing Cessna monoplane, which he flew very consistently over the three rounds. Mainly in an overall white colour scheme, he hoped that the model would not "disappear" at certain attitudes against the indifferent visibility of the skyline. His fears were unfounded as we mostly flew against a dark backdrop of rain filled clouds. Gusting winds which came and went over the weekend also added to less than ideal conditions. Fortunately, competitors were prepared with ground sheets to cover models and equipment, and in some cases themselves. Fergus O'Reilly has us all in stitches when he performed a very good imitation of the archetypal beggar with his bowl (in this case a paper cup) begging for alms, as he peeped from under a ground sheet with his arm extended.

As previously mentioned there was sufficient time between the downpours to complete three rounds over the two days with consistent scoring a feature of the event. In fact it was gratifying to see in the Novice Scale, Kieran McEvoy who placed first and Mike Murphy who placed second (both from the host club) improve their scores from round to round.

Returning to the Clubman Class, Fergus O'Reilly with his Cessna, gave a polished demonstration as usual over the three rounds. Fellow Laois Club member Steve Elster, a recent winner of Clubman at the Model County Club in Wexford, flying his Piper Arrow held on to first place despite the close attention of Bob Finlay from the Shankill Club. Bob, flying an electric powered Spitfire puts its agility to good use when demonstrating manoeuvres such as the roll, split S, 1/2 Cuban eight etc. This agility combined with centring his manoeuvres on the judges and calling "now" and "Complete" at the correct time, ensures consistent high scoring. New competitors can increase their scores if they were to take these two points on board i.e. centring and calling correctly.

Novice Scale had four contestants and as I've already referred to Kieran McEvoy flying his Aero Subaru was the winner of the class with Michael Murphy flying a Robin Jodel with its distinctive cranked wings, placed second. Both models were flown somewhat fast and as a result downwind parts of their schedules suffered as they drifted too far at times. Very credible flying nonetheless in their first season of competition. Bad luck in the shape of an engine cut and a hard landing caused Paul Featherstone Haugh of the Laois Club to withdraw. Ciaran Elster also from the Laois Club flying a PC9 posted a respectable first round score but a previous commitment precluded him from competing in rounds two and three.

F4C Scale with its static and flying elements had three competitors, Jack Kelleher from the Southern Club, Cork, Des Pearson from the Laois Club and myself from the Newbridge & District MFC. Jack Kelleher's 1/3 Tiger Moth, in a silver finish and RAF markings and powered by a petrol engine was impressive on the ground and in the air. With the gusty conditions, his take off runs were short and roll out on landings nearly as short. Its biplane configuration and large wing area made smooth flying difficult particularly on the upwind section of his schedule. Nonetheless, Jack scored consistently and was awarded third place for his efforts.

Des Pearson, the eventual winner put on a masterful display with his well known Piper Cub, powered by a Laser 150 four stroke. His use of the throttle and flight management to retain the shape of his horizontal manoeuvres in the wind, was very evident and paid dividends. The second place was awarded to myself flying a Super Decathlon scale and powered by a Laser 150 four stroke engine. The colour scheme is based on a prototype which is hangered at Weston airport.

With all the calculations tabulated, the Nationals Medallions were presented to the prize winners by the Chairman of the Laois Club, Steve Elster. The pleasant duty of thanking Club officers and members of the Club for the use of their site and their hospitality, the competitors for their attendance fell to me and drew proceedings to a close on a most enjoyable and competitive Nationals.

RESULTS: SCALE NATIONALS 2007

MACI F4C

Name	Round 1	Round 2	Round 3	Static	Total	Place
Desmond Pearson	1541.5	1469.5	1468	679	3689.5	1st
Eamonn Keenan	1395	1344.5	1328	695	3434.5	2nd
Jack Kelleher	1210	1201	1174	682	3093	3rd

MACI CLUBMAN SCALE

Name	Round 1	Round 2	Round 3	Total	Place
Steve Elster	1321.5	1175	1290	2611.5	1st
Bob Finley	1030.5	1322	1202	2524	2nd
Ger Carter	1235	1260.5	1129.5	2495.5	3rd
Fergus O Reilly	1150	1273	1197	2470	4th
Alan Humphrey	863.5	1182	1189.5	2371.5	5th

MACI NOVICE SCALE

Name	Round 1	Round 2	Round 3	Total	Place
Kiarna McEvoy	1064	1259	1310	2569	1st
Michael Murphy	971	1113	1298.5	2411.5	2nd
Ciaran Elster	722	-	-	722	3rd
Paul Fetherstonhaugh	262	-	-	262	4th

Eamonn Keenan
MACI Scale Secretary

“The following is an article we managed to get published in one of the County Meath weekly newspapers and it has resulted in a good number of calls of interest in the hobby and the club. I think all clubs could contact their local papers as these newspapers are crying out for articles of this type. Anything unusual that seems to be publicly minded and is geared towards pastimes and hobbies tends to go down pretty well.”

Meath’s Model Flyers take to the Skies



Members of the Royal County Aeromodellers Club modelling their aircrafts in Ballivor recently

Thinking of taking up radio-controlled model aircraft as a hobby? Well, according to the chairman of one of Meath’s model flying clubs it can be a highly addictive pursuit.

Bill Thompson of the Royal County Aeromodellers Club (RCAC) based in Ballivor, has been flying model aircraft for more than 30 years. He is quick to stress the need for caution and awareness of safety.

“There have been incidents“, he said, “where people have been injured by propellers, losing part of or even the whole of their fingers”

“Our club is affiliated to the Model Aeronautics Council of Ireland (MACI) and members are covered by 3rd party insurance. This is essential when one considers that a petrol engine, 5 to eight inches high is turning a 12inch diameter propeller at between 11,000 and 12,000 revs per minute.

The RCAC is a relatively new organization, just 15 months in existence and they fly their aircraft from privately owned land at Ballivor. It has a strict training policy when it comes to novices flying their aircraft. Unlike the TV advert which shows a girlfriend taking revenge on her boyfriend by trashing his model aircraft while he gives he instructions on how to fly it, the RCAC’s members may have to wait some time before they can take to the skies’

A beginner normally buys a trainer package, which consists of a ready built trainer style model aeroplane, radio control equipment, engine, fuel and all the associated items required to start flying. Typically, this can cost between €400-€500.

In Ireland, this tends to be a male dominated hobby, with few if any registered female flyers, though Bill is quick to stress there is nothing to prevent women taking part.

The club’s flying times are Saturday afternoons and Sunday mornings during the winter and the same, with a couple of afternoon/evening sessions, during the summer. Members often travel to events such as the World Jet Masters which were held in Enniskillen, Co Fermanagh.

For more information on the RCAC visit it’s website www.royalcountyflyers.com or contact Bill Thompson on 086-2622089 or treasurer Ron McDonnell on 087-2850349

Bill Thompson



From the Control Line Nationals



Andreas Balsigers' Phantom at the Jet World Masters



David Mulvihill hovering inverted at the Heli Nats