

# Flight Lines



**Featuring:**  
**National Fun-Fly 2007**  
**Snippets from the Zone**  
**3DX Ireland 2007**



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**April 2008**



*Jamie Cole demo's with David Nolans Stratus at the 2007 3DX Ireland*



*Duncan Osbourn demo's as only he can at the 2007 3DX Ireland*

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**On the Cover: The CMP Cessna of Ger Carter at the  
National Fun-Fly 2007**

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

# M.A.C.I. Committee 2008

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## Editorial

So, spring is here at last. All the signs are there, the evenings are starting to draw out, the birds are singing, the daffodils are in full bloom and of course, an inch of snow covers the garden!

I mentioned in the last edition that there were a number of changes in the personnel on the MACI Council. You may have noticed that for some time now there has been no listing for the position of Education and Information Officer. At the last council meeting it was decided that the role and title would be changed from Education and Information Officer to Public Relations Officer. Liam Broderick has agreed to take on the role up until the next AGM. This is to allow time for someone to be found to take up the position on a more permanent basis. If anyone out there is interested in taking up the role in 2009 please contact a council member for further information on what the position involves.

Once again I am asking for articles, and particularly photographs, for inclusion in Flightlines. Have you noticed how much fellow modellers are interested in any stories involving aero-modelling? It does not have to be a full review of a scratch built model to be of interest to your fellow readers. The hardships, (or the opposite), you got when completing that last ARTF, an unusual happening at the last flying session, a tip to pass on, something to sell or anything else that might be of interest would be most welcome.

The deadline for submitting these articles is always the last day of the month preceding the publication, so the deadline for inclusion in the June edition will be May 31<sup>st</sup>. There are five editions of Flightlines which are published in February, April, June, August and October.

Safe, (and warm), flying

*Chris Clarke*

# 3DX Ireland 4<sup>th</sup>, 5<sup>th</sup> & 6<sup>th</sup> May 2007

## Tarsan Lane, Portadown

Words; David Nolan, Photos; Liam Nolan

### 3DX Ireland

Upon hearing Jeff Barringer's announcement at 3D Masters 2006 on 3DX, the new world 3D format, I just had to jump at the opportunity to get Ireland involved. For the first time in Ireland the grass roots 3D pilots would have the opportunity to compete against each other using a recognised and tried formula, based on the highly successful 3D Masters format. A quick mail to Jeff outlining my plans for the event and that was it, 3DX Ireland was on the calendar. All I had to do now was make it happen.....but, where would be suitable location to hold it? Who would compete? Who would judge? Would people come to spectate? Could I do all this on my own? It quickly became clear, it was going to be a long road ahead.....



*The guys from Fast Lad Performance  
meeting new customers*

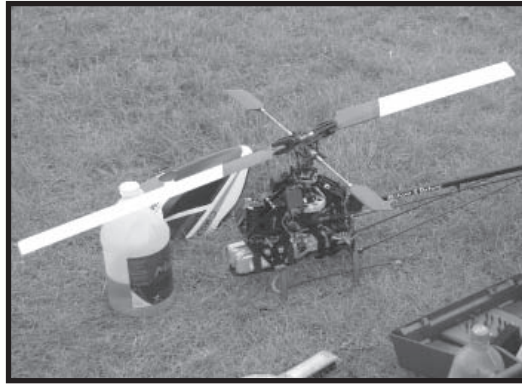
So enter Robin Black. Robin has been a good friend of mine for some years now and is another like-minded 3D helicopter addict. After a brief conversation with Robin about the possibility of holding a 3DX Ireland event, I was delighted, and somewhat relieved, to hear he was supportive of the idea, and so without wasting any time we set about organising the first 3DX Ireland.

### The long road ahead.....

From the outset both Robin and I wanted to make more of this than simply a one-day event. If we were going to do it at all, it was going to be right and also appeal to more than just the competition flyers. The idea of holding a helicopter fun fly prior to a competition event is hardly a new one, but from observing other events in the UK and Ireland it certainly seems to add to the spectacle and attract like-minded helicopter fanatics to congregate together. With that in mind we decided to make this a long 3DX weekend with the first two days, Friday and Saturday, being a heli fun-fly with the competition to be held on the Sunday.

After much hunting Robin found a suitable venue for 3DX at Tarsan Lane, Portadown. The site, which had a suitable grass strip, shelter and on site facilities, belonged to a full size aircraft club and with a bit of wheeling and dealing we managed to strike an agreement to hold the event there. So with the venue now set it became possible to start organising the people to attend the event.

Now old and trusted friends of Ireland, the guys from Fast Lad Performance, namely Chris Walton and Jamie Renwick, were the first to leap at the chance to return to the Emerald Isle and severely deplete our supplies of food and beer, with some heli flying thrown in for good measure. Not to be left out on the festivities Steven Gerrard agreed to give his Aurora another outing on Irish soil and scrounged a lift over with the others.



*My MA Razor 600e cooling down after a demo*

Knowing that Chris had previously judged at the prestigious XFC event in the States I asked him if he would be interested in applying those skills to our event. To my delight he agreed to help us out and after another quick phone call Steven volunteered his help as well. Being on a bit of a role with the judges I quickly moved to the next name on my list, Jamie Cole. Jamie is another regular visitor to Ireland, having attended the Schluter Cup with Dave Wilshere of Motors & Rotors, in Shannon on several occasions. When I offered him the chance to come over to Ireland again and judge for us he quickly jumped on board offering us his usual customary support.

With Jamie on board that set the judges panel to four as I was also judging myself. Not happy with that number I decided to go on the hunt for another unsuspecting victim, I mean, volunteer.

With all of the new developments that have been happening in the world of model helicopters in the last year, I have found myself talking to many people one of whom was previous 3D Masters winner Duncan Osbourn. Duncan had made contact with me regards the CSM Cyclock Flybarless testing I had been involved in, as he was also keen to test the system on his Synergy. Our regular conversations, with our CSM heads on, allowed me the chance I needed to ask Duncan to come over. Expecting a very polite, "thanks, but.... uhh no thanks!" I was slightly shocked but immensely pleased that both Duncan and Wayne were actually very keen to take me up on my offer.

With the judges now set and confirmed it was on to the next hugely important item on the list, the competitors.

### **The Competitors**

When I had spoken to some of our talented Irish heli flyers prior to organising the event, the mood was quite upbeat and the enthusiasm for the idea high. When the same pilots were told that the event was definitely going to happen the phone would go quiet and I could start to hear panic set in. The idea of standing there in front of



*The brave competitors from 3DX Ireland*

our now esteemed judge's panel and strutting their stuff, seemed to fill the potential competitors with dread and the realisation of this began to have the same effect on me. What was the point of having a competition with no competitors? What to do?

When I analysed the problem closely I realised that there was a general fear amongst the pilots that they would not be able to fly the set manoeuvres sufficiently like the 3D Masters competitors. To this end I decided to set the total 'K' factor (the set manoeuvre multiplier to determine manoeuvre difficulty) for the event at a modest six. This immediately brought the competition back into the realms of reality and suited the general 'grass roots' flying ability of our local pilots.

Given the ever-increasing ability of pilots in the UK and beyond, it was decided to open 3DX Ireland to competitors from the island of Ireland only, in an effort to encourage Irish participation. Also having competed in 3D Masters for the last two years myself, I decided not to enter the competition in an effort to encourage the grass roots level of entry. With this now set it was possible to write up and release the entry forms. The forms were similar to those used in 3D Masters and were good practice for those Irish pilots now considering entry to 3D Masters in the future.

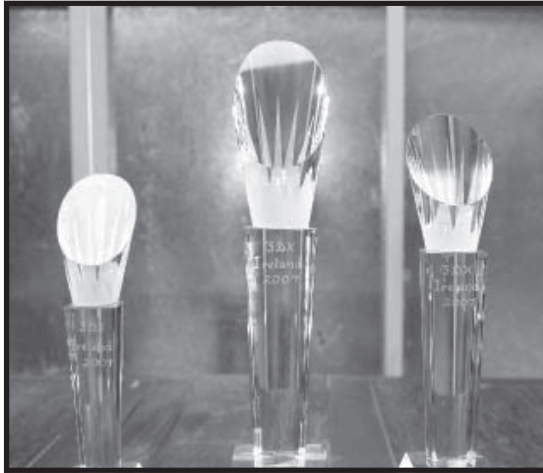


Upon release of the forms the uptake was slow and steady, as expected. With the deadline steadily looming and then finally reached, I was pleased that there was a modest sized entry for the competition, with nine brave competitors signing up to take on the challenge. I was also pleased to see that we had a reasonable spread of pilots from many different locations in both Southern and Northern Ireland. This truly was shaping up to being an all Ireland event.

#### **The eleventh hour.....**

The time leading up to the competition, although busy, was relatively uneventful and smooth running. We had many valuable sponsors now on-line and there was a steady stream of enquiries about the fun fly and the competition. I was actually beginning to feel less nervous that the event was going to be a flop and was becoming more hopeful for success. A typical recipe for disaster.

Two days before the event I had word from Steven Gerrard that due to unforeseen circumstances, that he couldn't change, he could not make it over to attend the event. This came as a bit of a blow as Steven has become a bit of an adopted son of Ireland in the last year and his absence was going to be sorely missed by all. I know from talking to him that no one was more disappointed than Steven himself as he just loves the Irish hospitality. It also left the event a judge and demo pilot down. At this point other smaller things started to go pear shaped. My sign/banner writer was running badly behind, there was a tree on the competition flightline that was to have been cut down that was still there, several guys with hotel rooms booked had backed out and others were changing the number of nights they were staying, the guy with the PA system had gone A.W.O.L. and on top of all this the weather forecast for the competition day, Sunday, was looking increasingly bleak. Things were not rosy in the world of 3DX Ireland.



*The 3DX Ireland Trophies sponsored by  
Midland Helicopters, Motors & Rotors and  
[www.3dheliireland.com](http://www.3dheliireland.com)*

## **The weekend begins**

Friday and Saturday, being the fun-fly days, saw a reasonable turnout of people there to enjoy the on site hospitality and the sunshine. With the forecast for Sunday looking bleak, I looked into the possibility of pulling the competition forward to pre-empt the conditions but found it impossible as not all of the competitors were ready, either due to late travelling or machine issues. The decision was taken to stick to the original plan and keep our fingers, (and everything else), crossed for sunshine on Sunday.

The two fun-fly days were broken up with continual demos from our guest pilots and some cautious flying from our competition pilots. It is amazing to watch how the competitors were studying each other and trying hard to preserve their machines for the competition on the Sunday.

Saturday did unfortunately see some crashes and failures including one spectacular demo flight from the up and coming Andy Hornyak with his Synergy (just send me the money in the post Andy!). All I will say is that the fence jumped up and hit his heli! A sad end to what was one of the finest demos of the weekend from a guy who is very much one to watch for the future. The attrition continued as Alwyn Clarke's Synergy engine popped leaving him only his Raptor 90 for the competition.

P.J Harte's Trex 600 also bit the dust after his battery pack came out in flight and went through his blades, leaving a rather messy pile of Trex parts and smoking LiPos on the field. Luckily there were plenty of spares around



*3DX Ireland Judges line up, from Left to Right; Jamie Cole, Chris Walton, Duncan Osbourn, David Nolan and Andy Hornyak*

at the time thanks to the guys from Fast Lad Performance.

Silly season had definitely started as during a rather stretched auto, my own Stratus ended up flipping squarely onto it's head button, to great applause from the spectators. With no damage I simply fuelled up and went again to show there was no damage, resisting the calls of 'do that again' just in case! Chris Walton's V-Blades were decidedly



*Duncan's Synergy after that fatal meeting with the tree!*

green after one long grass mowing exercise on the centre flightline and Andy Hornyak proved he was not phased with his Synergy crash by continually disappearing his Raptor 90 into the drop on the other side of the fence, to great shouts from the amazed onlookers. So far the weekend had been great, but what about Sunday?

### **The Competition**

Sunday morning dawned and the weather was not quite as bad as predicted. So it was off to the hotel to collect Jamie Cole, Duncan and Wayne Osbourn. Just as I pulled into the hotel car park my phone rings and I am informed that one of the competitors, Alwyn Clarke, had suffered a tail servo failure in early morning practice and was now without a machine for the competition. No sooner had I entered the hotel and passed this information onto a few of the guys there, that Chris Walton, of Fast Lad Performance, stepped forward and without hesitation offered Alwyn his Trex 600 to compete. This tremendous act of generosity lifted Alwyn's spirits no end and once again set him back on track.

Back at the site the wind was picking up and a huge rain cloud could be seen descending on field. This caused a delay to the start of the competition but also fortunately gave the competitors additional time to fine tune and check over their helicopters prior to the start.



*William Gaule's Raptor Titan during the Set  
Manoeuvres.....just look at the wind!*

After approximately 45 minutes delay, the rain cleared and the sun started to shine on Tarsan Lane and 3DX Ireland was good to go. The pilots had each of their numbers placed in the hat and it was Roger Hamilton of Climbout (who had travelled over just for the day) who drew out the pilot flying order. So with the judges in place, score

sheets at the ready for the set Manoeuvres, it was first up for our own Robin Black to try to impress the judges.

With the wind now fairly strong, but steady, Robin stepped forward with his Raptor 90, which had been repaired after a light knock on Saturday. Noticeably nervous (as were all the competitors) Robin braved the conditions to finish all of his manoeuvres within time and with no crashes, receiving a warm round of applause from the spectators. This set the standard from which the judges would now mark from. Next up was David Mulvihill from Waterford Model Flying Club with his Raptor 50. Once again David battled the elements to finish his manoeuvres without incident or injury. Following David was P.J.Harte from Galway, with his Synergy N9. P.J.'s Synergy looked solid in the ever-freshening wind and performed each manoeuvre as planned. P.J. finished his set manoeuvres with a K1.5 auto, which was brave considering the strength of the wind, but the heli gracefully descended finishing on the ground in one piece. Following P.J. was John O'Rourke with his brand new Raptor 50. John's machine had been built from a kit only two days before the competition, after his Vibe 90 had developed a bad vibration problem. In his typical style John began his manoeuvres by piro flipping off the deck and into his first set manoeuvre. John made the new and hardly run-in Raptor 50 look like a 90 sized ship in the wind and finished his set manoeuvres a clear leader over his predecessors. Next up was Liam Broderick from Ennis, Co. Clare. Liam's manoeuvres had a definite FAI feel about them, as this is his preferred style of flying. This definitely helped his precision for the positioning of his manoeuvres however it was clear that from his face that Liam was not happy with his performance when he landed.

Flying sixth in the order of the day was Alwyn Clarke from the Ballymoney Model Flying Club. As mentioned previously Alwyn was having a tough weekend to date with a small number of machine failures, but thanks to Fast Lad Performance he was back in competition mode with Chris Walton's Trex 600. Despite being a new machine to Alwyn he put it through its paces performing very well with an unfamiliar machine. The last manoeuvre in his order was a K1.5 auto, and with the wind as strong as it was, this was going to be interesting with the light electric machine. Sure enough the wind won the day and Alwyn, and indeed Chris Walton whose machine this was, could only watch as the Trex failed to spool up and landed heavily in a neighbouring field. The lack of damage was surprising however the machine would be unflyable for the rest of the day. Once again Chris Walton to the rescue as he kindly offered Alwyn, Jamie Renwick's Trex, although without Jamie knowing it at the time! Jamie being a good sport was only too happy to lend his assistance when later asked.

Following Alwyn was William Gaule, also from Co. Clare. William, flying a Raptor 50 Titan used his experience of flying FAI manoeuvres and demonstrated precision and accuracy with his helicopter to punch in a smart set manoeuvres round to give the other competitors food for thought. Flying second from last was Peter Bannon from the Rotorheads club, Bangor, N.Ireland with his Hirobo Freya. This was Peter's first competition and he carried out his manoeuvres admirably given the nerves he was obviously feeling.

Last in the order to fly was John Kelly from the Hangar 45 club, Co. Kildare. John had told me prior to the competition that he had signed up to fly simply to support the event, but the quality of his flying showed that John had much more to offer this event. With his Miniature Aircraft Stratus



*On the left John O'Rourke returns to the pits with his caller David Mulvihill both looking happy with that flight*

fully on song, John flew his manoeuvres with grace and confidence finishing with a very commendable K1.5 Auto.

This brought the Set Manoeuvres round to a close and with the weather ever closing in, it was decided to continue without delay into the Freestyle round.

With the same running order as before, the Freestyle round was designed to test the pilot's ability under the pressures of the unfamiliar site and under the clock. Where the Set Manoeuvres round had largely passed off without incident it proved slightly different in the Freestyle round. First away was Robin Black who 30 seconds into the flight suffered a tail servo failure, with Robin very skilfully autoing the Raptor 90 to the ground with no other damage. Clearly disappointed that his competition was over, Robin had to console himself that he was going home with a machine in one piece rather than in a body bag! David Mulvihill was next up followed by P.J Harte, both pilots strutting their stuff to rapturous applause from the spectators.



*P.J's Synergy in a nice inverted hover*

Fourth on the list to go was John O'Rourke, who in now typical style beat up his Raptor 50 in the sky executing low chaos, snakes and pie dishes to name but a few, to firmly stamp his intentions on this competition. Following John was Liam Broderick whose competition was also cut short when the engine in his Raptor 90 stopped unexpectedly half way through his flight. The heli was safely recovered with minimal damage. Up next was Alwyn Clarke again flying a borrowed machine from Fast Lad Performance. The phrase 'fly it like you stole it' suited Alwyn well as he put the Trex 600 through it's paces as if it was his own regular machine, finishing this time with a nice auto at his feet.

Running next in the order was William Gaule. William's precise and smooth style, although not as aggressive as some of the other competitors, impressed the judges, with the three-minute routine seeming to disappear in a flash. The freestyle was rounded off with Peter Bannon and then John Kelly who both finished their routines with machines in one piece.

### **The Finals**

With the highest and lowest judges scores discounted from the totals (in an effort to remain fair to all competitors) the scores were fed into the portable computers (namely Phillip Hughes of the Hangar 45 club, and Wayne Osbourn!) and out popped our top five finalists. They were, from first to fifth place, John O'Rourke, William Gaule, Alwyn Clarke, David Mulvihill and P.J. Harte, with the pilots



*Alwyn Clarke carries the Trex 600 back to the pits with his caller Clifford Wallace*

running in reverse order. The previous scores from the first round were now wiped and the competitors had to fly again.

As the weather seemed to be holding there seemed time at this point to throw in a demo flight. Time for Duncan to step up and it wasn't long before he launched into a magnificent display of aggressive yet precise 3D, as is his usual style. More unusual was that whilst Duncan's trance remained unbroken throughout the flight, his Synergy didn't, as a low backwards and very high-speed hurricane resulted in Duncan picking a fight with a tree! As the crowd roared at this unusual spectacle Duncan, in his typical controlled manner, exclaimed 'Wooo, who put that there!' Further inspection of the tree showed that where it was only 10 feet tall it was 20 feet deep as the prevailing wind had caused it to grow away from the flightline and so could not be seen properly by the pilot. It was an easy mistake that could be made by anyone so at that the matter was put to bed. Well not quite fully to bed, as it may have accidentally been mentioned once or twice to Duncan and Wayne later in the day! Both took it in good sport as the gentlemen they both are.

With the crowd suitably impressed with Duncan's magnificent demo, it was back to the small matter of the competition. First away for the final round was P.J.Harte, followed by David Mulvihill. Both were definitely out to impress as the flying was getting ever lower and faster. Unfortunately for David his last tick tock was pulled just that little bit too low resulting in a spectacular crash. This left three more to run the next being Alwyn Clarke. This time flying Jamie Renwick's Trex 600, Alwyn put on a fine 3D display skilfully guided by his caller, Clifford Wallace (a former 3D Masters competitor). Clearly pleased with his final performance and perhaps relieved that it was all over, Alwyn left the flightline with a smile on his face making room for the next man William Gaule.



***Robin Black and David Nolan presenting 3DX Ireland Winner John O'Rourke with his 'Winners' trophy as sponsored by Midland Helicopters, and a £50 voucher for Revolution Models***

Williams's consistent style once again impressed the judges and it was clear that he was pushing hard as the scores from the first round had shown that it was close at the top. Finishing without incident William returned to the pits area accompanied by his caller Liam Broderick who could be seen congratulating the young pilot on an impressive display.

Last but by no means least to go was John O'Rourke. Prior to the start of his round John decided to give his machine a quick 3D warm up by piro flipping off the ground, but then .....silence. John's engine had quit rather abruptly and he just managed to land the little Raptor on its skids. Although the damage was not all that obvious it was clear that this machine

could not be used again. Looking back to the pits area there was frantic activity around John's spare machine (kindly donated by his fellow club member Shane Power) as they tried to get it going and get John back out. With the clock still running John ran out and began his final round. Perhaps it was the injection of adrenaline from before, but John's flying was super fast and low clearly scoring highly for the entertainment value as well as everything else. Both John and his caller David Mulvihill looked glad to have that over with as John finished up, bringing the flying from 3DX Ireland to an end. And that was that. The competitors had completed their part all that was left now was to count up the scores and announce the winner.



### **The Presentation**

It could not have been planned any tighter, but as soon as the final pilot had completed his flight the rain started once more and the wind started to pick up. So it was all back to the hangar for some much needed refreshment and the winners presentation. With everyone gathered round it was time to put them out of their misery.

Finishing in fifth place was P.J.Harte with fourth place going to David Mulvihill. So the top three positions fell to, third place man Alwyn Clarke who was presented with the third place trophy as sponsored by [www.3dheliireland.com](http://www.3dheliireland.com)



*Robin Black and David Nolan presenting the Second Place competitor William Gaule with his trophy, as sponsored by Motors & Rotors*

In second place was William Gaule who received his trophy as sponsored by Motors & Rotors. This left the winner of 3DX Ireland 2007 John O'Rourke, from Waterford who received the winner's trophy as sponsored by Midland Helicopters, and also received a £50 voucher from Revolution Models.



*Robin Black and David Nolan presenting the Third Place competitor Alwyn Clarke with his trophy, as sponsored by [www.3dheliireland.com](http://www.3dheliireland.com)*

All of the pilots were happy with their final positions especially the top three who had shown great consistency throughout the poor weather conditions. Well done to all the competitors and in particular the winner of 3DX Ireland 2007 John O'Rourke, who I know we have not heard the last of. Role on 3DX Ireland 2008.....

### **Many thanks**

Firstly a big thank you to the competitors who braved the conditions and stepped up to the challenge of 3DX Ireland. All who took part did themselves and their clubs proud. I would also like to make a big thank you to all of our well travelled Judges, Jamie Cole, Chris Walton, Duncan Osbourn and Andy Hornyak (who volunteered at the last minute to replace Steven Gerrard) without whom it would not have been such a successful weekend.

Thanks also go to Robin Black for his hard work in organising so much for 3DX and my father Liam for his photographs and entertainment throughout the weekend.

Thanks also to all those who attended to spectate at the event and give their support it was very much appreciated and without your support there would be no point in holding such an event.

On behalf of the organisers of 3DX Ireland I would also like to thank our event sponsors:

#### **The Event Sponsors:**

**Fast Lad Performance  
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**1<sup>st</sup> Place – Midland Helicopters  
2<sup>nd</sup> Place – Motors & Rotors  
3<sup>rd</sup> Place – www.3dheliireland.com**

***David Nolan***

***(This article was first published in Model Heli World. Ed.)***

# **Ireland 2008**

**3DX Ireland will take place from May 30<sup>th</sup> – June 1st In Carron MFC Co Tipperary**

**We have Pilots from all over Ireland from the ages 14yrs to 40 yrs willing to compete.**

**3DX Ireland is a 3D Heli competition which follows the same format as 3D Master's, the purpose is to give Pilots a base on which to compete and an incentive to improve their 3D flying skill.**

**Competitors will be initially asked to fly 5 set manoeuvres from the list of 30 produced each year (please see [www.3dxireland.com](http://www.3dxireland.com) for full list)**

**The Pilot will then be asked to fly a 3 minute freestyle sequence in which the Pilot can then show off their unique flying style.**

**We have a number of world class pilot's joining us for the weekend; they include Duncan Osborne, Daniel Jetsin, Lukas Riva & Steven Gerrard. So if you're interested in seeing some of the worlds greatest talent, please come along for a look over the weekend. Spectator entry is free.**

**Raffle draw on Saturday and Sunday with some really big prizes.**

**Fun fly event tickets goes on sale shortly (see [www.3dxireland.com](http://www.3dxireland.com) for more details)**

**Please see our list of sponsors.**

**Fast lad Performance, MACI, Flightpower, Miniature Aircraft, Motors & Rotors, Mikado Helicopters, CSM, Curtis Youngblood, I want one.ie, Phoenix RC, Spektrum RC, Scorpion Systems, V Blades, Beam Heli, Align. Revolution models.**

**I'd like to thank them for the generous support.**

**See you there!!!!!!**

***3DX Ireland Team***

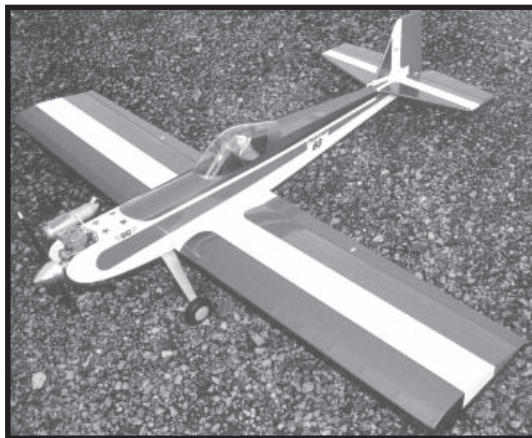
# SNIPPETS FROM THE ZONE

## A QUICK 'FLYING VISIT' FROM GERARD FEENEY...

Looks like it's gonna be yet another 'Snippet' on this occasion, as I still haven't had time to do any of the pending 'Flight Files' that I have in mind. Perhaps, I will have one ready for the next issue. But, in the meantime...

### FOUR-STAR PERFORMANCE

As I type this in mid-March, the SIG 'Four-Star 60' is still not quite ready to fly, as the engine and radio installations took longer than expected – and 'real-life' matters got in the way too. However, I am hoping that it'll be ready by the end of the month for airborne action at last. I am at present sorting out some final details and adjustments, so it should be out of my (white!) hair soon now. Wish me luck with the 'test-fright'!



*Gerard's SIG Four-Star 60 is at present looking rather more healthy than it did a couple a few months ago! Now covered and soon to fly, the model is very lucky to be still alive in the 'Feeney Zone'! Like the Incredible Hulk, you don't want to meet Gerard when he's angry...*

up the airframe bits and put them down again, repulsed by their very presence! Then, one day, I tentatively tackled the rudder-sanding and made a true 'load of spheres' of it! I angrily repaired my sanding-induced damage and left the bits for yet more months on end! Eventually, I did get the airframe sanded, but it was an incredibly irksome chore. And, I had more fun to come with the covering!

### STAR STUFF

The road to the Four-Star 60's completion has been rather long and winding, I'm afraid...

I got the kit in early July, 2006 and began work quickly. The basic airframe construction went fine, but then the built bits needed sanding to shape. Where once upon a time, I'd have merrily and rapidly honed its airframe contours to the required profiles in a cloud of balsa dust, now I truly detested the very thought of the job, and I abandoned the model for months on end! On numerous occasions, I picked

## HORROR FILM

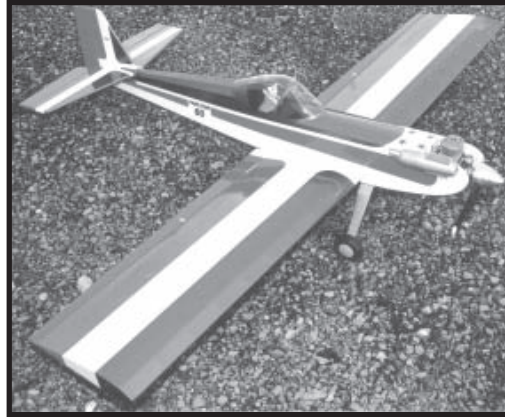
Having got the airframe sanded I did feel grudgingly relieved, as at least there was some progress being made. I then got my newly-purchased Solarfilm cut out for the three-tone green/white/orange colour scheme execution, expecting no application problems, as there was never any snags with this covering material in the past. I was rudely awakened when it came to doing the film panel overlaps!

I couldn't believe what was happening – the Solarfilm wasn't sticking to itself at overlaps! I followed my normal, reliable Solarfilm-application techniques and, although it stuck to the wood, it wouldn't stick to itself each time it was overlapped. Was I dreaming, or was it just a bad Solarfilm batch?

I hadn't time to find out, so I 'pressed' on. Luckily, I had a tin of new, unopened Solarfilm Prymol etch primer liquid that I got before W.J. Owens closed, so I applied that to each and every overlapped joint and then the film stuck normally to itself. If that hadn't worked, I'd not have been able to do the chosen colour scheme because the film would have simply peeled off where the panels met up. The open structure wing would have been a particular disaster, as there is very little solid framework for the film to grip to in the first place.

Although the covering material went on okay eventually, the experience was unmitigated crap! Solarfilm do indeed recommend Prymol for overlap adhesion-improvement in certain instances, but it should not be necessary to use it generally. I have never had to use it before as Solarfilm always stuck to itself okay, and I shall never use Prymol again in the 'generalised overlap-sealing' context. I dearly hope that it was in fact a bad Solarfilm batch I got, because if its formulation has been changed I shall stop using that covering material altogether if it keeps like this! And that's quite a statement coming from me who is a devoted Solarfilm fan since 1975!

I also note that it seems somewhat saggy when applied and heat-tightened up, and the orange shade discoloured when heated with the iron – that has never happened before. Something seems definitely amiss with this film! I intend to send samples of the offending covering material to Solarfilm when I get a chance.



*Has any other reader encountered the strange covering panel overlap non-sticking problem with Solarfilm that Gerard had with the Four-Star 60 model?*

## **PRICKLY HEAT**

My disquiet with the film-finishing job didn't stop there. I obsess about airframe-sanding and always strive to get wooden structural components as smooth as possible. The Four-Star 60 was no exception and, despite the long-drawn-out tedium of beautifying the wooden bits, I'd hoped I'd achieved at least reasonable results. I was therefore horrified to see what could be only described as an 'outbreak of foreign bodies' beneath the applied covering on both the fuselage and tail surfaces! It was as if all the wood grain had secretly stood up on end just when I'd got the film panels applied! I can honestly say that, since 1975, I have never achieved such a shi – er, rough surface finish!

The Four-Star 60 is very lucky to be still in existence! One grey day in January, when I saw what happened to the wood beneath the film, I came extremely close to annihilating the model once and for all! It took all of my willpower to hold back from smashing it into a trillion pieces – and that statement is absolutely true!

Anyway, I carried on with the décor scheme, and now it's a case of living with the imperfections. What caused such a rough airframe base after so much sanding? I am honestly not sure! In the past, I have always raised the grain on traditionally-constructed model airframes with water, before allowing it to dry and re-sanding for a super-smooth finish. Perhaps, this time around, this particular wood didn't like that soggy preparation treatment. All I can say is the wood seemed okay in its uncovered state! Maybe the Universe is trying to tell me something! But what? Could this be my last traditional model build? That's extremely doubtful indeed. I mean the alternative would be unthinkable – ARTFs. Shoot me now!



*On the Edge! Padraic Cryan fettles the tank installation while setting up his new Edge 540.*

## **ON THE EDGE**

Padraic Cryan is also finishing off a new model – an ARTF 'Edge 540' by Seagull Models. Although it didn't take as long as the flaming Four-Star 60 to complete, he has spent quite a few weeks getting it right. Both he and I wonder how people can get ARTFs finished in a few hours.



*The Edge 540 looking more like an aerobatic aircraft here, with its cowl and canopy unit in place.*

If they are to be done correctly, in my experience such short assembly times are neither practical nor realistic. Padraic hopes to be ‘ready to roll’ with his new model also towards the end of March, so both our newbie low-wingers may be taking to the skies around the same time.

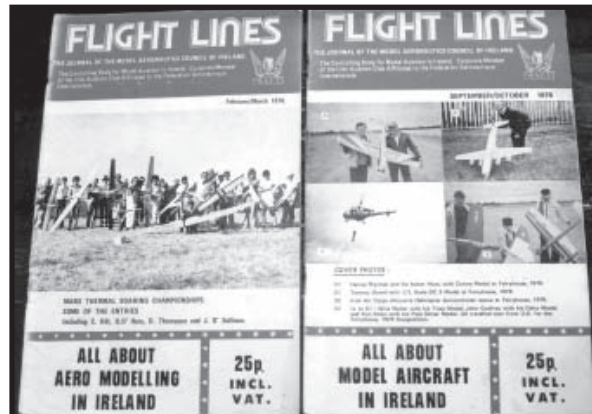
### MULTIPLEX MOMENT

Liam Broderick has once again come to my rescue in the Multiplex radio gear battery department. I have

just taken delivery of three airborne Ni-MH battery packs to replace my ageing and possibly not-too-reliable nicads. If these cells exhibit the same wonderful operational longevity as the Cockpit MM tranny new Ni-MH power source does, then I shall have very long flight times indeed! The added bonus for me, of course, is that these new batteries feature the older style MPX connectors so that they can be used with my existing, and eminently reliable, slightly mature Multiplex radio equipment. Many thanks for getting them, Liam – and for the other items, too!

### MACI MEMORIES

Guess what? I’m thirty years in the MACI this year! I can’t believe it was three decades ago since I first joined – and since I submitted my first R/C aeromodelling article to Flight Lines! After joining up in early 1978, when I was almost 18, my very first article called ‘Beginning in R/C’ appeared in the September/October issue of Flight Lines that year.



*The very first copy of Flight Lines that Gerard got in early 1978 was the February/March issue, left. His very first published R/C aeromodelling article appeared in the September/October issue, right.*

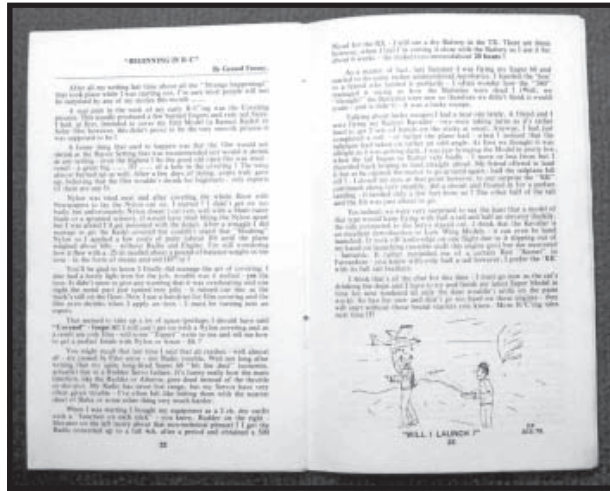
Doesn't time fly when one is obsessing about aeromodelling! Here's to the coming three decades, though somehow I doubt I'll be writing a similar update note to this when I'm 78!

## SWIMWEAR MODEL

Finally, in Speedo news, a couple of people have enquired if I am still trying to swim? The answer is yes! I can now do some full lengths of the 25-metre Roscommon pool in one go, but I have to work up to it each session as I am always psyched out by the experience of actually being in the water in the first place. Annoyingly, I still can't co-ordinate the breathing, so all 'low passes' passes are on one breath each! I almost fainted the first time I tried it! Padraic Cryan said that I'll probably get a heart attack by holding my breath for so long while swimming, but my doc tells me that won't happen. I am hoping that my doc's advice is correct, and if I'm carried from the Coral Leisure Centre in a body bag, it's his fault!

And, on that note, I'll go for now and hope that the Four-Star 60's maiden flight will pass off 'swimmingly'!

**Gerard Feeney**

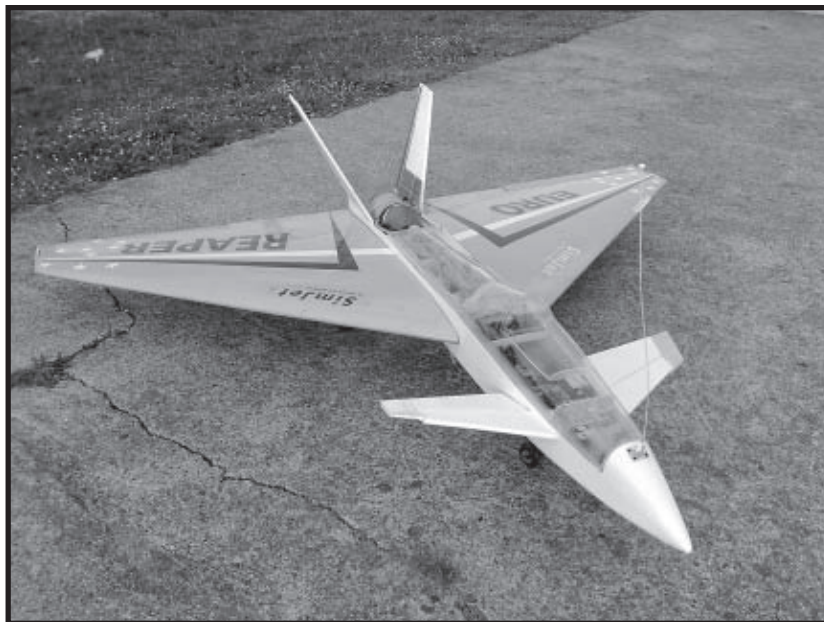


*And here's Gerard's seminal R/C aeromodelling article, complete with hand-penned cartoon! The article and cartoon date from May 22<sup>nd</sup>, 1978!*



# National Fun-fly 2007

The year saw a return to the Midland MFC for the National Fun-fly on Sunday 2<sup>nd</sup> September. This has always been a highlight in many fliers calendar as it is a fun day with a relaxed atmosphere, though sometimes you may have to fight for air-space ! This year proved to be no different, with a slightly overcast day and wet start in the morning clearing to a reasonable day with some showers.



*The Super Reaper of Andreas Balsiger*

The attendance was average but the range of machines was impressive. Large models such as the Velox (by Airworld) from local man Sean Monaghan with ZDZ 210cc petrol up front. This model would certainly not pass strict noise controls as the tips of the 36" Fuchs carbon prop go supersonic ! This was closely followed by a half scale Pitts from Exclusiv Modellbeau, owned and flown by Andreas Balsiger.

Liam Broderick made a welcome arrival with his van packed to capacity with everything from rubber wing-bands to 2.4 Ghz Futaba radios. He also put on a good show with his Raptor 50 Titan and Electric power T-Rex helicopters. Also present to hold the torch for helicopters was MACI Heli Secretary P.J. Harte flying his Synergy N9.

As the day wore on and the nerves were banished, Andreas, fresh from the Jet World Masters in Enniskillen, put on a stunning display with his Super Reaper, (Mick Reeves kit), powered by a 120 turbine. With some fabulous low passes and big manoeuvres many people commented on how they thought all jets would need tarmac to land and take-off, not the case with this particular air-frame. Though it still takes a lot of practice to get the perfect touch-down and everyone agreed Andreas did a top-class job.

Electric models featured heavily on the day with Dec Heneghan's Yak 54, my own Multiplex Acromaster and Andreas's Multiplex Twister which arrived to the field sealed in its box and was assembled and flown on the day ! Electric helis were put through their paces by Liam, P.J. and Donal Culleton with his T-Rex 450. The scale side was also held up by, among others, Ger Carter with his CMP Cessna as seen at the Nats this year and Martin Sweeney with his PC9,

Burgers on the Barbie and plenty of tea and biscuits helped keep the energy levels up and flying went on late into the evening. I hope everyone enjoyed the day and lets make it bigger and better for 2008.

***David McIntyre***

# Letter to the Editor

In relation to Mr. Feeney's 'random ramblings' in the Feb. 08 Flight Lines, I would like to suggest that it is very disingenuous of him to refer to clubs being populated with 'dumbed-down aeromodelling illiterate individuals.' What an insult to the very people we are trying to induce into the hobby on a long term basis. I come from the background of pre No 11 blades, i.e. bent and broken razor blades, balsa cement, home mixed diesel fuel and for a long time I was very uninspired by the quality and sameness of the ARTF product. However, in this era of life styles with reducing spare time due to pressures of work, family, commuting etc. and with the significantly improved quality of the modern ARTF (with reservations) I feel it is the ideal way to get someone into the hobby. As one of the instructors who regularly teaches the newcomers in our club, I can get their interest immediately they have assembled an ARTF. With an ARTF, the newcomers can very quickly see if they like it, want to stay with the hobby and if they get that far there is a very good chance they will develop into a balsa basher. If they do not.. so what !! They will still be valuable members ARTF'ing the rest of their life.

The reality is they will have the choice. They can buy the plan, the balsa, the glues and find the time to produce a masterpiece of woodwork armed to the teeth with No 11 blades.. OR..... they can buy a pretty accurate and 90% finished model and go out and fly within a week. The bottom line is that there is room for both types of modellers and all others in between. To ridicule these ARTF modellers as 'dumbed-down aeromodelling illiterate' is crass in the extreme. They may not know their empennage from the undercarriage but I am quite sure there are plenty of them contributing valuable time and effort in the running and operation of what few clubs we have around the country.

So I would suggest to Mr. Feeney that he gets his No 11 blade, fashions a ladder to allow him to climb down off his lofty perch and join the rest of us mortals wallowing in a mix of diesel fuel, balsa cement, Solarfilm, Elapor, sandpaper and God forbid, ARTFs.

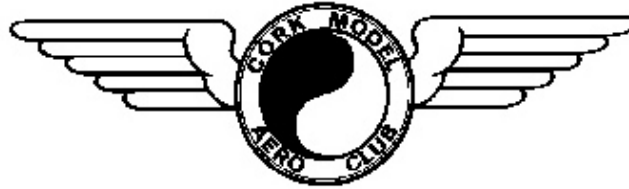
Yours, on terra firma,

***Bill Thompson***

IRL-862

Chairman - Royal County Aeromodeller's Club

[www.royalcountyflyers.com](http://www.royalcountyflyers.com)



Cork Model Aero Club

# **SCALE FLY-IN**

Saturday June 7<sup>th</sup>

Midleton Co. Cork

Flying commences at 11.30 am

Refreshments on site

Further details from:

Tom Barry 021-4667385

Eoin O Callaghan 021-4679239

# Tipperary Aerobatic Champs.

*Carron Model Flying Club 24<sup>th</sup> 25<sup>th</sup> May 2008*

Bar-B-Que on site.

Tea and Coffee all day.

Evening Meal Saturday Night.

€20 Competition Entry Fee.

Start 09:30 hrs.



**Contact:** Gordon James 086 8269840

Leslie Cowpar 086 8657187

# **FOR SALE**

## **“Scorpio” Aerobatic Model**

**This 69” wingspan model is selling complete and ready to fly with OS .91 Two Stroke, JR receiver and five servos. The model and engine have had very little use and are in excellent condition.**

**Offers in excess of €450 will be considered.**

**Contact John Reynolds at 087 2513153 or  
jbreynolds@eircom.net**

# Events Calendar 2008

For latest information go to [www.maci.ie](http://www.maci.ie)

## **Sunday April 20th**

Cork MAC Glide-in  
Ralph McCarthy 087 8322791 Cork Area

## **Saturday & Sunday April 26th & 27th**

Jet Fly-in  
John Beasley 086 2597975 Midland MFC

## **Saturday April 26th**

Heli Challenge Trophy Round 1  
Gary Keogh 086 4067684 or [heli.challenge@gmail.com](mailto:heli.challenge@gmail.com) Calary

## **Saturday May 4th**

Scale Association Fly-in  
Steve Quigley 01 6241209 Curragh

## **Saturday & Sunday May 10th & 11th**

Munster Champs RC Aerobatics  
Niall O'Sullivan 087 2949640 Cork MAC

## **Saturday & Sunday May 10th & 11th**

Leinster Glide-in  
Joe Doyle 086 6032598 Mount Leinster

## **Saturday & Sunday May 17th & 18th**

Midlands Scale Competition  
Alan Humphrey 087 2487354 Boora Parklands

## **Saturday May 24th**

Scale Association Fly-in  
Steve Quigley 01 6241209 or Des Pearson 0502 47522 Portlaoise

## **Saturday & Sunday May 24th & 25th**

Tipperary Champs (F3A)  
Gordon James 086 8269840 Carron MFC

**Friday, Saturday & Sunday May 30th & 31st & June 1st**

3DX Ireland (Heli) Carron MFC  
P.J. Harte 083 3320006

**TBA**

Scale Fun Fly Cork MAC  
Tom Barry 021 4667385

**Friday, Saturday & Sunday June 6th, 7th & 8th**

International F3A Aerobatic Championships Romilly-sur-Seine (France)  
pascal.blauel@wanadoo.fr

**Sunday June 8th**

Scale Gala Model County FC  
Dessie Owens 087 2220824

**Saturday June 14th (Sunday June 15th Rain Day)**

MACI Annual Glide-in Shannon  
Joe Doyle 086 6032598

**Saturday & Sunday June 14th & 15th**

Leinster Scale Championships Portlaoise  
Steve Elster 086 2653332

**Saturday & Sunday June 21st & 22nd**

Leinster Aerobatics Championships Longford MFC  
Dave Foley 0862662501

**Sunday June 28th**

Heli Challenge Round 2 Midlands MFC  
Dave McIntyre 0868132415

**Saturday & Sunday July 5th & 6th**

Triple Crown England

**Saturday July 12th**

Scale Fly-In Portlaoise  
Stevd Elster 086 2653332

**Saturday & Sunday July 19th & 20th**

South Leinster Championships (F3A team Trials) Model County FC  
Brian Carolan 087 6501284





**Saturday & Sunday September 20th & 21st**

Irish Heli Nationals Carron MFC  
P.J. Harte 083 3320006 or heli.challenge@gmail.com

**Saturday & Sunday September 20th & 21st**

Irish Scale Nationals Portlaoise  
Steve Elster 086 2653332 or Des Pearson 0502 47522

**Saturday & Sunday September 20th & 21st**

Irish Control Line Nationals Portlaoise  
John Molloy 087 2378186 or Des Pearson 0502 47522

**Sunday September 28th**

Scale Fly-In Curragh  
Steve Elster 086 2653332

**Saturday October 4th**

Scale Association Fly-In Calary  
Steve Quigley 01-6241209

**Date in November TBA**

MACI AGM 2:00 pm The Killeshin Hotel, Portlaoise  
Liam Butler 087 2451524

***The next MACI Council meeting will take place on June 10th in  
the Killeshin Hotel, Portlaoise at 8:00 pm prompt.  
Contact Liam Butler 0872451524***



*Gary Brahan of the Tipperary MFC with his helicopter*



*Maurice Walsh & David Higgins of the Tipperary MFC passed their A Certs' in February 2008 at the Clubs flying site in Littleton*



*The Velox of Sean Monaghan at the National Fun-Fly 2007*