

FlightLines



Featuring;
Snippets from the Zone
Heli Challenge 2008 Round 1
Frog Tadpole



June 2008



The diminutive 'Frog' Tadpole



*Start of the summer wine/flying in the Phoenix Park, left to roght;
Noel Doyle, Dave Taffe, Tom O'Connor, Jim Power, John Power*

Contents

MACI committee 2008	Page 2
Editorial	Page 3
Frog Tadpole	Page 4
By Laws Update	Page 6
Headache	Page 7
Heli Challenge 2008 - Round 1	Page 8
Scale Association Fly In	Page 12
Michael Murphys Photo's	Page 13
Roundwood Model Aero Club	Page 14
Snippets from the Zone	Page 16
David O'Flynn	Page 24
Clovis - New Mexico	Page 25
Scale Competitions	Page 28
Midland Scale Report 2008	Page 32

On the Cover: John and Paul Byrne with their Decathlon

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

I am in the fortunate position of having more photographs submitted for this issue than I can include in it. If you have sent me photographs, thank you, and if they do not appear in this issue, please bear with me and I will make every effort to include them in the August issue.

There has been much controversy concerning the article by Gerard Feeney in the February edition, in particular, the comments concerning newcomers entering the hobby via the ARTF route. At an MACI Council meeting it was made clear that both the Council and the club representatives present at the meeting wished to be totally disassociated from these comments.

In the February edition Bill Thompson, in a letter to the editor, expressed the feelings of everyone who had responded. Gerard has asked for, and been given, the opportunity to make a response to Bills' letter. The Council would like to make it clear to its members that this response reflects the opinions of Gerard only, and in no way represents the attitude of the Council towards members who take the ARTF route.

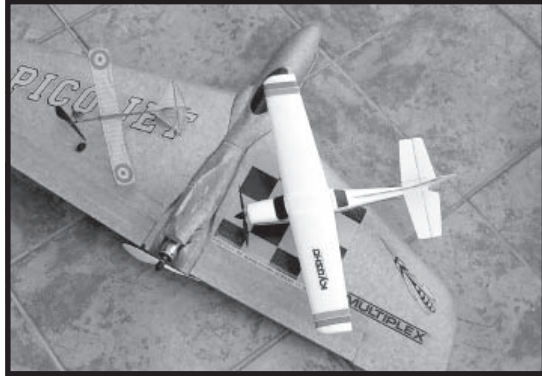
Once again the weather conspires to inhibit our participating in our hobby. Rain, high winds that never seem to end and the temperatures..... I cannot recall having the heating on so much at this time of year before. It does make those times when the elements do allow us to fly more precious, so here's to more of them.

I will be grateful if any contributions you wish to make for the August edition could reach me before the 22nd of July due to the printer closing down for holidays at the beginning of August.

Safe Flying until next time.

Chris Clarke

Frog Tadpole



Shown with Pico Jet and Kyosho Minium for scale

I purchased this little “Frog” Tadpole from a local toyshop in my home town of Wexford shortly after the 2nd world war. It was 1948 and the price of the model was 2/6d (about 12.5 new pence or 16 eurocent) and took several weeks saving to amass the vast sum needed to purchase it. As is always the case, to rebuild the model from spares would have cost a lot more. The most vulnerable part of the little

model was the tiny glass bead which formed the bearing between the ‘prop and the nosepiece. The ‘prop itself was also very delicate as it was formed from 1/32” balsa steamed into shape. The airframe was made from split bamboo cane (the carbon fibre rod of its day) covered in, I think, condenser paper. This covering was stronger and more refined than tissue paper.

Having purchased the ‘plane’ I flew it hundreds, if not thousands of times in our, not so huge, living room. Flights could not be made after dark for fear that my beloved “Tadpole” would end up incinerated in the bowl of the gaslight illuminating the room. All the usual reasons, earning a living, getting married, raising a family, then prevented me from flying it for many years when it rested in the loft space of, first my parent’s house and then mine. It was when our Wexford M. F. C. was celebrating its 50th birthday in 2000 (actually it’s 52nd) that the Tadpole flew once more, by making several flights in the ballroom of the Cedars hotel in Rosslare.



Look after that propeller

As the extra light rubber bands used to turn the 'prop were well and truly perished by this time the search for replacements was far ranging. I tried various bands from assortments available from several sources. All of these proved too strong, lifting the model into an almost vertical climb for far too short a flight. It was my intention to attempt cutting these bands along their length with a sharp modelling knife. This proved impossible and almost resulted in injury

to my fingers. My wife Celine watched these attempts with some apprehension, (I was still working at this time and really needed my fingers in good nick), and suggested that I try cutting fine bands from the cuff of some rubber gloves using scissors. A far less dangerous method and as it proved, a far more suitable substitute for the original tiny bands supplied. The rubber lubricant used was "KY jelly". DON'T ASK!



Marketing of the day

The manufacturers of the "Tadpole" were Lines Brothers who also produced the "Frog" Interceptor, another R.T.F. a lot bigger than the "Tadpole" so I suppose the name was a natural for the smallest model in the "Frog" range

The little "Tadpole" is still flying and manages to fascinate my grandchildren as it slowly and silently circles our living room. When, all those years ago, I proudly tendered the price of the model to Mrs. O'Brien, little did I realize that a third generation of Kavanaghs would still be enjoying it, and I wonder if this could be the oldest R.T.F. model still flying???

MODEL SPECS:

Wingspan. 8 inches. L.O.A. 7 inches Weight. 1/20 oz. Power. 2 to 4 rubber bands.

Michael Kavanagh
Wexford MFC

Amendments to Appenix L and Appendix I

APPENDIX L

BYE LAWS GOVERNING ISSUE OF A AND B ACHIEVEMENT CERTIFICATES

At a meeting on the 15 March 2008 of the sub-committee appointed by the MACI Council the above Appendix was reviewed and amended.

also;

APPENDIX I

STANDARD PROCEDURES FOR CONTEST DIRECTORS IN THE RUNNING OF RADIO CONTROL NATIONAL AND REGIONAL CHAMPIONSHIPS

Passed 25/02/89 and amended 31/03/90, 09/03/91, 21/05/97, 06/05/98, 23/03/03, 11/04/06 and 19/03/08.

The revised documents are available for viewing on the MACI website. **www.maci.ie**

These documents come into force 30 days after publication in Flightlines according to Article 22.

Anyone who does not have internet access or has any queries can contact me for a hard copy or further information.

Liam Butler

Chairman

A + B Cert Committee.

Headache

Bob Finley and Neil Agnew from the Shankill Radio Flying Club in North Wicklow doing some gliding on Bray Head. Just a quick interruption to adjust Neil's neck. Whatever Bob did, it seems to have perked Neil up a bit!



*Never tell a Chiropractor you have a headache.
even during slope combat!*



Garry Keogh IRL 1830

How was that for you dear?

Heli Challenge Trophy 2008 - Round 1

Shankill Radio Flying Club

Well, it is said that if “it ain’t broken, then don’t fix it” and I guess with the tradition of bad weather dogging the Heli Challenge we were to expect nothing better than the fog and mist that we had for round 1 of 2008. It beggars belief how we can consistently pick event dates in February of each year only to fall victim to



Pilot Briefing

bad weather at almost every round! Oh well, two postponements later but at least we managed to run an event and in hindsight it was a success by any yardstick.

It had been uttered at the end of last season that the Heli Challenge Trophy was becoming a victim of its own success. The competitive nature of the challenge was beginning to overshadow some of the other motivation

that originally saw the challenge series come into existence. I guess we must understand how the whole concept was always intended to promote helicopter flying in three basic ways. The first objective was to bring together like minded fliers from all around Ireland who would otherwise have no reason to do so. Secondly it was intended to improve the standard of flying by allowing these fliers to “benchmark” against each other and of course, in competition to improve their skills. Finally, the set manoeuvres for both the Novice and Sportsman classes are based unashamedly on the MACI A and B certificate flying test schedule.

This was carefully and cleverly included from the very beginning in an effort to promote the taking of A and B cert tests. At the time of its inception, there were literally only a handful of certificates throughout the whole country and this was potentially the best way to push for a change.

Well I am happy to report that things after round 1 of 2008 look quite encouraging. The day started out with a safety briefing and a short period of flying “off the peg” to allow folks to warm up the fingers so to speak. For the remainder of the morning, the Shankill Club field was given over to helicopter A and B certificate tests.

It is a nerve-racking thing to attempt one of these flights in front of two examiners so I applaud all of those who took tests in front of both the examiners and an audience of thirty or more onlookers. How did they get on? Well I will answer that by congratulating Fergus Moloney, Sylvester Lenihan and Brian McIntyre on achieving their A certificates and George Ryan and Jason Cleary on achieving B certs, well done all!

With the low cloud base coinciding almost to the millimetre with our field's elevation of 300 metres above sea level, as Contest Director I was very worried whether we could run the competition or not. There was an encouraging light breeze and every now and again, the silhouette of the Great Sugarloaf Mountain appeared out of the mist. I had deferred and postponed the start already and by now it was lunch time, so I deferred the decision once again until after the food had been exhausted. In fact, I just "opinion polled" all the fliers while they were busy queuing at the barbecue. Caution thrown to the wind, the Heli Challenge round 1 was about to happen!

It was almost 3:00pm when the entry opened and the fliers were briefed as soon as possible afterwards. The cloud base was still very low and at times we all vanished into the mist completely. I have to say that it was pretty bad but it was pretty much equal for everybody. We had some new faces in both Novice and Sportsman classes, a couple of these new Sportsmen having battled all of last year in the other class. Yet again I have to say that standard of flying in this competition is absolutely astonishing and in fact compared to the flying in either class when the challenge started two seasons ago, it is hard to comprehend. To give those not familiar some idea of what I am talking about, two of the Sportsman competitors from last years challenge will this year fly by invitation in the highest regarded competitions in the world. This really puts Ireland "on the map" and I think that all involved, from competitors to promoters of heli flying in Ireland should be applauded for this. Long may this challenge series feed competitors on to the international stage and best of luck to you two guys.



John O'Rourke Demo

The competition ran very smoothly and very fast too. OK, I plead guilty to not even letting the judges stand up from the chairs between rounds, but the weather was just so threatening! Liam Nolan kindly delivered coffee and tea directly to the judges and that I am sorry to say was as close as they got to comfort.

The flying was typically close again this year with Fergus and Sylvester from Galway almost neck and neck on set manoeuvre scores in the novice section. The Sportsmen set manoeuvres results were even closer with Shane and George tied on 74 marks each and Alwyn scoring 73.3. Things were looking so close after the set manoeuvres that pretty “balsy” freestyle was going to be on the menu in both of the classes... we were not disappointed.

There is no restriction on how you fly in between the set manoeuvres and some freestyle practice often happens during this flight. This was to catch out Shane who just went a little too low. It meant that he was flying a borrowed Trex600 for his freestyle but even this didn't hold him back too much! Top freestyle marks went to Alwyn who really pushed his Synergy N9 but less than 10 marks behind him was Shane Power. Clifford was dealt a bad hand in the freestyle as a bank of fog sort of just wafted through during his flight but he kept it all together and scored a commendable 60 marks for his freestyle. Sadly Brian McIntyre was unable to fly in the freestyle round due to our late start (sorry Brian) so the big battle of last year between himself and Shane will have to be played out another day!

Novice freestyle scores were similarly close with less than 2 points separating the top three. It not only highlights how successful the contest is in fostering flying skills but is also a positive indictment of the judging skills when we see this sort of consistency. See for yourself on the results table.



3D Flying - Trex 600

I have to say that having postponed this contest twice due to weather and just about managing to run it in the end with fog and low cloud I am glad it happened in the end.



George Ryan & Shane Power

The rapport among the fliers is fantastic and the standard of flying equally good. The Heli Challenge this year will have a big focus on promoting the A and B certificates and supporting fliers from the very greenest novices getting set up through to fine tuning of freestyle and set manoeuvres for the more expert. It can only serve to improve the heli scene so please come out and watch, join in or even get involved with the series.

As CD, I could not have run the event without lots of help. Sincere thanks have to go to the three judges, Philip Hughes, David Nolan and John O'Rourke who ran solidly for about two hours. Thanks also to Aidan King who I am twisted into timekeeper duties and Luke McGuinness who ferried all of the score sheets back to me for results. I also have to thank a couple of our own "Shankill" guys too. To Richie Berns and Gerry Timmons, thank you both for handling the barbecue and of course the aftermath!

Heli Challenge Trophy - Round 1 - Novice Results

Competitor	Set	Normalised	Freestyle	Normalised	Total	Place
Fergus Moloney	59.3	500	41	488.1	988.1	1
Sylvester Lenihan	52	438.4	40.3	479.8	918.2	2
Patrick Dorney	32.6	275.4	42	500	775.4	3
Brendan Egan	20	168.7			168.7	4

Heli Challenge Trophy - Round 1 - Sportsman Results

Competitor	Set	Normalised	Freestyle	Normalised	Total	Place
Alwyn Clarke	73.33	495.5	75.33	500	995.5	1
Shane Power	74	500	67.66	449.1	949.1	2
George Ryan	74	500	56.66	376.1	876.1	3
Clifford Wallace	43.7	295	59.66	396	691	4
Brian McIntyre	45.7	308.5			308.5	5

Garry Keogh

IRL 1830

Scale Association Fly In

The Scale association organized a fly in on the afternoon of the 4th May at the Curragh in conjunction with the Newbridge club.

This was the first Scale event of the year, and the weather decided to cooperate by providing a gloriously sunny day, not a hint of rain and a perfectly manageable breeze. What more could you ask for?

I had intended providing a detailed list of the models present, but on arrival at the field I was completely overwhelmed by the number and variety of models on display. I soon abandoned the list idea, and will write only about some of the more unusual models seen.

There was a Twin Mustang present, powered by a pair of electric motors, and I had not seen this aeroplane modeled before. It flew very well, and handled the breeze comfortably.

John and Paul Byrne were present with a new model of (I think) a Decathlon in American military colour scheme. This is a big model, powered by a large petrol engine, and with some very nice cockpit detailing. It has an incredible sense of presence in the air, most enjoyable to see it flying.

Melvyn Inwood was flying his Mosquito, another twin engined model. Melvyn received a spontaneous round of applause after completing a successful flight with this model.

I counted a staggering 39 models in the pits, an amazing turnout and a real testament to the strength of Scale flying in Ireland. There was a complete range from small ones to big ones, models built from plans, from kits and ARTFs, and one of the most remarkable things about a scale fly in is the sheer variety of models on display.

A great day was had by all, and if this sets the tone for the season to come we are in for a good one. We even managed to learn about exploits of the Crunchie Munchie bird (or is it the Munchie Crunchie bird?) courtesy of our resident joke-smith Mr. E.Keenan.

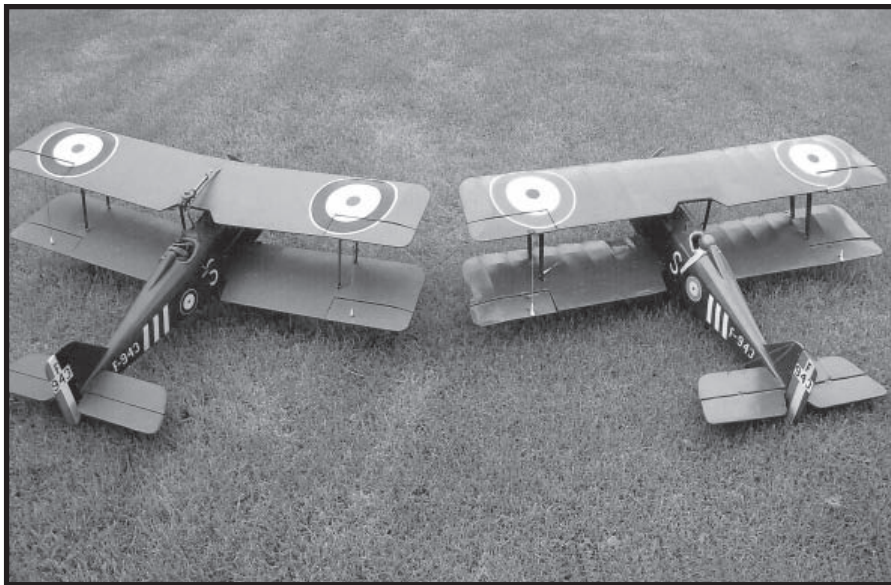
Thanks to the Newbridge club for hosting and organizing the event, and to all who took part and made it such a success.

Steve Elster
MACI Scale Sec.

Michael Murphy Photo's



V.Mar A4 Sky Hawk powered by Jen .56



SE5a Ready for the sky at the Laoise Scale Fly In

Roundwood Model Aero Club



Splashing about

I was scanning some of the old Flightlines in which I had written articles, about R.M.A.C., looking for inspiration for another feature, just to keep the reader up to date. This didn't help, the white blank unblinking screen mocked me, daring me to type something, so I made a list of various happenings on the field.

As it is incumbent on us all to become eco friendly we decided to supplement the diesel electric generator with sun power, so Fred Harno used his contacts in Germany and obtained two electric solar panels. These are now fixed to the roof of the clubhouse. Paul Duffy has wired them up and connected them to a very large lead acid battery, and other electronic devices which gives a constant 12 volts with plenty of power.

The lake has been increased in length as noted in the February issue and is some 190 ft now. This has encouraged other members of the club to obtain a water plane of some sort. John McFarland brought up two of his electric float planes, a Wilga and a Catalina, and after some set ups and a run on the



How to find us

water he decided to let someone else fly his planes. 'Some call him captain fearless, some say he doesn't care cause its not his plane, others say he's the expert maiden test flyer.... we know him as Tony Greene' (apologies to Top Gear), was handed the transmitter. After a couple of runs up and down the lake, Tony took the plunge, (sorry for the pun), slowly building up speed on the Wilga to full throttle the



Birds eye view

plane took off in about 60ft, no problems, just a tweak on the trims. About six circuits and time for the watering, (well its not a landing is it?). One slight mishap, just as the plane touched down the right wing tip hit the bank, (no damage). Tony had two more flights with no trouble, he made the whole procedure look easy, I must bring my Salagou up and have a go.

There are a few more electric planes on the field, Fred had a prang with his medium size Katana and now has an even larger one. John McFarland has a good selection and I am reliably informed that he is putting a large glider together, (an Elegant), Tony Noonan has a Protech Alpha V2 glider.

We now have some jet jockeys flying in the club. Harry Sydner, Brian Hewson and Tony Greene, who have brought their planes up and given some good displays of flying. It is interesting to see and hear them slicing through the sky, sure is different from the noise coming from ic engines.

The club is going from strength to strength in facilities and members, a far cry from when we looked out over a bog filled with Christmas trees; come along and look us up, bring a plane, have a chat, there is nearly always someone there.

Bevan F. Moore

SNIPPETS FROM THE ZONE

GERARD FEENEY RETURNS WITH ANOTHER MODELLING MOUTHFUL!

It's time once again for some more modelling musings and updates from Ballybeg...

STAR RISE

The good news is that the long-running SIG 'Four-Star 60' project is finally successfully wrapped up. Good bloody riddance, is all I can say!

Unusually, for me, I took the model off the ground on its 'first fright', as the grass was relatively short in the neighbour's field. I was completely alone for this event and more than a little nervous, but all went very well, I am happy to report.



Gerard's SIG Four-Star 60 has finally taken to the skies with successful results! It has been an 'uplifting' conclusion to a protracted project.

The ROG was remarkably drama-free and, apart from holding on some up elevator to initially stop it nosing over, very little rudder steering was needed to maintain a straight ground-run. The actual 'ascent into heaven' was similarly well-behaved, though I did need a couple of clicks of down elevator and right aileron trim to keep it straight and level when I neutralised the sticks.

Although not overly fast with the O.S. 61FX on full song, it was surprisingly aerobatic. Being the nervous and extremely unconfident person that I am, I first tried all the frisky stuff, like inside and outside loops, inverted flight, snap rolls and spins at a great height. Then, as the Valium-flavoured fairy cakes that I'd eaten before I got to the field kicked in, I felt a tad more confident to do more of the same lower down.

A t
the other
end of the
r e v -
spectrum, I
w a s
impressed
by its slow
s p e e d
behaviour.
Basically, it
was very
w e l l
mannered and could putter about like a trainer if needed.



The Four-Star 60 embodies traditional building and finishing techniques to produce a nice-flying model that provides a welcome break from the unbearable ARTF model monotony!

The only thing I didn't like was its tendency to 'dig in' during some tight turns. Strangely, for some inexplicable reason, this only happened occasionally and could be kept in check by subtle aileron/rudder/elevator twiddling.

The landing was great! I deliberately let it go dead-stick to test the glide, and it was lovely. The model handled in a stable manner and continued to respond well to the controls. The actual touchdown was feather-light – it certainly rounds-out well! All in all, I was quite pleased with what had just 'perspired'!

It's been flown several times since then, both by myself and Padraic Cryan. Padraic thinks it's rather twitchy sometimes, but I think this is due to unexpected interference problems because of possible receiver aerial 'blanketing' at certain attitudes (more about that in a future article). The overall vibe though – so far – has been good, and I am hoping that it will continue to perform reliably generally.

Once again I must thank Padraic for his assistance in getting the flying shots. The combination of him guiding the model and me with the new Nikon D200 produced more than the average amount of useable 'airborne action' pictures. I'd have got even more sharp pictures if my hands hadn't been shaking so much! It is never easy getting good flying shots, and he and I must practice the technique more often.

The completed review has now gone back to 'RCM&E' so, if the kit is still available, hopefully it'll appear in the mag later this year.

ON THE EDGE

The ARTF 'Edge 540' by Seagull Models that Padraic lovingly assembled recently unfortunately came to an ignominious end since the last instalment. It was an unexpected and sad demise for a model that should have provided airborne excitement in abundance for a long time.

The 'test fright' was okay – it got off fine from my hand-launch while Padraic stirred the sticks. It certainly was fast, aerobatic and exhilarating, but personally I wasn't that happy with the pitch response when he let me fly it for a while. The elevator responses seemed 'delayed' somehow – as if the pitch inputs were arriving late. Apart from that, it went all right and the power-on landing was nicely controlled – the engine even kept idling!

Next flight, we expected greater things, and the actual 'hairybatic' bit went as before. Then, after what seemed a short time, the engine cut! (The tank was small, so the fuel had actually run out.)

Padraic was gliding it in with apparent ease, when he entered a steep turn to lose excess altitude. Guess what happened next? Yep – it tip-stalled! Well, we're assuming that's what happened as the excrement hit the fan in the blink of an eye! Within seconds, the model was plummeting, nose-first, to the ground – where it was brutally turned into 'confetti' before our disbelieving eyes!



Padraic genuflects prior to getting the Edge 540 airborne. Alas, the ritual proved to be an ineffective talisman against the model's pending destruction.

Thanks to the inferior fuselage design, which amplified the impact stresses just behind the wing trailing edge due to the fact that the internal doublers weren't progressively tapered out to smoothly transfer shock loads, it broke its back in a most nasty manner. The rest of the lightweight structure, which wasn't properly reinforced where it should be, then shattered. Not exactly

the result Padraic had been hoping for!

To my mind, it was the sudden dead-stick steep turn that caused the problem. The wing just seemed to have ‘the air pulled out from under it’! (An inaccurate analogy, but you get the idea.) The hard lesson learned was’– treat potentially hairy, highly-strung aerobatic models with washout-less tapered wings with great respect on an engine-out approach!

Padraic was cut up about the model’s ‘sudden death’ on only the second flight, but of course R/C aeromodelling constantly provides such shocks to the system and ultimately these ‘hard knocks’ provide experience and insight.



A thorough pre-flight check is always important, and here Padraic does the necessary before launching the Cub.

Once the engine and radio bits were extracted from the wreckage (luckily they survived unscathed), a ritual cremation of the airframe was conducted. It may have been a ‘hot’ aerobatic model, but that was taking it a bit literally!

AIR BEAR

Padraic’s latest ARTF model is the 68”-span JP Piper ‘Cub’. This flies well, but is a tad over-powered with his Thunder Tiger 46 at full chat! Let’s just say that he has some engine oomph to spare, so most of the flying is done at less than half-throttle to maintain a scale-like airborne demeanour. Antics like low inverted passes, spirited loops and rolls are all very well, but that kind of flight pattern definitely detracts from the model’s character in my view. Should it be re-christened the ‘Incredibly Super-Cub’?

The other features of this model that put me off are the missing wing struts and the absolutely dreadful-looking single wire undercarriage, that bends back on every landing!

Owing to ‘fragility’ considerations at his rough flying site, Padraic chose to omit the non-functional wing struts and the ‘scale’ bits of the undercarriage, which is fair enough, though it’s not an option I could personally easily live with.

The undercarriage, as it looks now, is pure anathema as far as I am concerned! This bit of thin, bendy wire would put a sports model to shame, let alone a scallish design such as the Cub! It's horrible! Its spectacular lack of durability combined with askew aesthetics is completely unacceptable, and we hope to replace it with a dural-type undercarriage ASAP.

The latest 'de-scaling' affliction to hit the Cub is a cracked cowl (not surprising with the thin plastic used), so it has been removed. The result is that it now more resembles a 'Stick' design rather than a Cub! A balsa cowl is being contemplated, as a protracted delay in the arrival of the new plastic replacement item has kept Padraic dangling.

It seems that the service encountered when re-ordering such crucial replacement ARTF parts is a bit like the parts themselves'— unreliable, dodgy and unmitigated crap! One would imagine that there'd be zillions of such parts easily available to anticipate demand for replacements due to the poor workmanship and lack of durability that are the hallmark of the cheaper ARTFs. Still, I suppose tatty ARTFs with bits missing and covering damage repaired by bailing tape are yet more vile features that the none aeromodellers are blissfully unaware of...

One other unwanted niggle with the model was a chord-wise crack that appeared on the horizontal tailplane trailing edge. This was strange, as it seemed to emanate from a hinge and we are not quite sure how it happened. Could flutter due to excess airspeed have caused it? Perhaps, but no audible tailplane vibration has been heard. Has any other reader had this problem with this or any other ARTF model?



The Cub flies very well, but could do with some scale 'improvements' in Gerard's opinion!

Padraic was grooving the aforementioned Piper Cub.

GRASSED UP!

Another day, another flying session. I was flying the venerable 'Calypso', while

Although I'd not been flying for ages, I felt slightly more cocky than usual and proceeded to do consecutive long-drawn-out low passes during dummy approaches. I enjoy trying these, as they are good practice for the actual landing.



The day was calm and the model relatively steady, so I

came ever-lower each time, until I was about 6" above the ground. Then, I lost concentration slightly for a second or two and let the model get lower still"– whereupon it touched the ground.

Before I had time to think what to do, it smartly bounced airborne again and flew off as if nothing had happened! It was a perfect touch-and-go – done completely by accident! Needless to say, the subsequent 'low' passes weren't quite so low!

That experience, though somewhat unsettling, made me wish I had a smooth flying site so that I could practice touch-and-go manoeuvres on a regular basis. They look great and improve one's co-ordination/confidence no end.

LANDING APPROACH...

That's it for now. I'm off to practice a few more low passes!

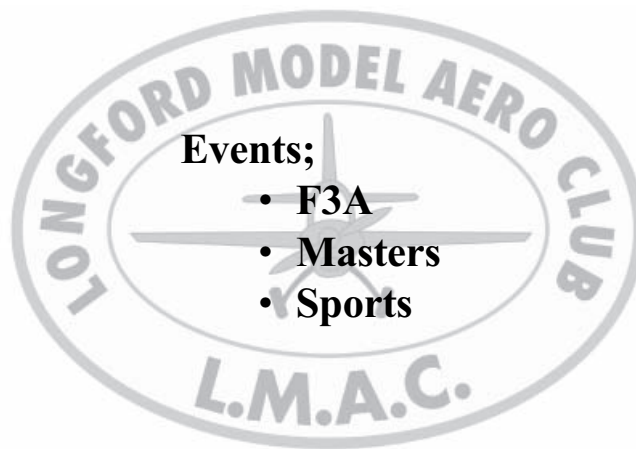
Gerard Feeney

One of the first 'improvements' will be the addition of a proper Cub-type undercarriage!

LEINSTER AEROBATICS CHAMPIONSHIPS

**LONGFORD MODEL AERO CLUB
21st/22nd June 2008**

**Refreshments on site
€20 Competition Entry Fee
Start 9:30 am**



Contact: Dave Foley 086 2662501



***Laois Scale Championships
(New Event)***

**The Laois & District Model Aero Club
Clondouglas, Portlaoise**

Saturday & Sunday, 13th & 14th July 2008

F4c Scale
M.A.C.I. Scale
Clubmans Scale

Contest Director: Desmond Pearson 057-8647522

Pilots' briefing 9.00 am

First flight 9.30 am

M.A.C.I Insurance and Large Model registration must be shown on the day

Complimentary sandwiches, tea and coffee available all day!

Entry Fee: 20 Euro

**Please contact the contest director if the weather forecast threatens to force a cancellation
– a decision will be made by 8pm on 12th.**

Furter Details from Steve Elster 086 4061822

David O'Flynn

“David O'Flynn (IRL 2233) is a former member of Shannon Model Flying Club who is now living in Australia. Since moving to Australia he has discovered a new form of flying...Skydiving. He is a member of Sydney Skydivers, who operate from a drop-zone south of Sydney. He has been competing in the sport for a number of years and has won gold and silver at the Australian Nationals. In August he will be representing Australia (as a member of the 8 way team) at the World Skydiving Championships in France. In preparation the team will be going to the US in June for wind-tunnel practice. I'm sure that all MACI members will wish David well at the championships. His father, Dermot, is an active member of Shannon Model Flying Club.”



David walking back to base after a successful jump.

Clovis - New Mexico



This is a flying site I had the pleasure of flying on while on a visit to Clovis, New Mexico. The site with all five concrete runways and Clubhouse was given to the club to promote modelling activities courtesy of the Clovis City Council.



The only hazards were prairie dogs and tumbleweed. The starting benches sure beat kneeling.

Michael McEvoy

IRL-709

Letter to the Editor

I have the following responses to make to Bill Thompson's letter in the April issue, as my opinions differ from his in a few areas. Let me make it quite clear that these views are entirely my own and do not reflect the opinions of the MACI Council.

Bill's argument that people don't have enough spare time to build traditional models doesn't wash with me at all! I do, however, share his view that the 'modern lifestyle' certainly has an affect on traditional model-making, but in a completely different manner to Bill's take on the situation.

I think that the root cause of newcomers not making traditional models is in fact a lack of both knowledge and inclination, which as I see it is the direct result of the 'quick fix/easy option' culture that has developed in the last two decades. In this respect the modern lifestyle is indeed the culprit for the demise of traditionalism from my viewpoint, in that it engenders disinterest, lethargy and downright laziness if an instant result can't be achieved by the click of a mouse or the push of a button.

I believe that the very nature of traditional aeromodelling is being misrepresented and distorted in the 21st Century. In my opinion, ARTFs are marketed as 'personal leisure toys' to a generation that has no concept of the commitment and tenacity that 'real aeromodelling' requires. The notion of building a model aircraft from scratch has no place in this 'instant aircraft' culture because that means work and the need to gain understanding. In my view, many of the modern 'cool dudes' are far too busy listening to their I-Pods to contemplate that sort of thing!

It has also been my experience that the 'instant gratification' R/C aeromodelling introductory route is frequently unsatisfactory. From what I have observed, it neither encourages people to stay in the hobby, nor does it impart sufficient skills to create what I would term a 'literate' aeromodelling individual, nor is it a quick way to get airborne if so many 'snags' have to be rectified when newcomers either won't read or fail to understand the assembly instructions! Let me cite some examples...

In my R/C newcomer-teaching days, when ARTFs were getting very popular, every ARTF trainer required considerable 'reworking' by me to become airworthy before the flight tuition could begin. Because the models were so badly put together in the first place this reworking always took a minimum of a week to sort properly to my satisfaction. One of the worst mistakes made was when a trainer wing was joined inverted, giving anhedral! The 'reconstructive surgery' required certainly made me earn my repair fee, I can tell you!

Of the ARTF newcomers that I have taught down through the years (a fair number), none have ever built a traditional model and unfortunately several have since given up.

These days I note that newcomers get their identical R/C trainers built for them at my local model shop so that the irksome 'putting together' procedure is bypassed altogether. At the flying site I have seen newcomers standing about zombie-fashion, apparently clueless of any pre-flight radio checking and starting-up procedures, while the 'experts' prepare their models for flight. Is the objective nowadays to engage in 'aeromodelling voyeurism' where the newcomer's only input is to be handed the tranny and be prompted what to do once the model is airborne?

Only the other day, I was confronted by a man whose allegedly 'interested' son is hoping that an ARTF trainer package will be magically procured for him by others literally 'ready to fly', so that the young man's only input will be to stir the tranny sticks. It seems that the young chap even has insufficient interest to speak to me personally about the matter or to visit the model shop himself to see what's what. I won't repeat what I said to the young man's father here!

If future R/C aeromodelling is biased against any knowledge gained during the airframe construction and finishing side of the hobby/sport, in favour of the exciting airborne bit, then what will happen when the 'old hands' die out? Who will assist the poor, crestfallen aeromodelling illiterate individuals to repair their models? Of course the easy answer will be – buy a new model! That action effectively overwrites any concept of model airframe construction – traditional aeromodelling technique, in other words, and banishes forever the idea that models are personal extensions of the modeller's soul, brought into being by enthusiastic creativity.

Here's my suggestion for the ARTF-ers in the audience. Google some of David Boddington's or Peter Miller's traditional aeromodelling books, then buy 'em on-line and see what you're missing! Try to do your bit to maintain and promote the 'real aeromodelling' heritage.

Can traditional aeromodelling techniques become prominent again via the modelling magazines and Internet, to re-introduce balsa bashing back on the scene? I have heard some encouraging comments that this may indeed be slowly happening. I sincerely hope it's true! As always, time will tell.

These comments are not meant to discourage beginners to the R/C aeromodelling hobby/sport. Far from it, in fact! I air my views here simply to remind people that ARTFs only represent the much over-exposed side of a pastime that's capable of giving so much more in terms of creative satisfaction – provided that you're prepared to look rather more deeply in the first place, of course.

Yours, in a pile of balsa dust and shavings,

Gerard Feeney
IRL-1230

Scale Competitions

Have you ever thought about taking part in a Scale competition? Is this something that you used to do, but haven't bothered with recently? If the answer to either question is yes, then this article is aimed at you.

Scale competitions provide a perfect balance between competition and fun. The flying is taken seriously, although not so seriously that we end up in court (very often) and there is always time for a joke or two along the way.

For the uninitiated, there are usually 3 classes at each competition. See the MACI website for more information, but this is the basic idea:

F4C. This is the official class as recognized by the FAI. Competing in this class are the true scale modelers, that have built their own models from scratch, from a plan or from a kit. Although there are usually only a handful of people taking part in this class, the competition is hotly contested. Models entered in F4C will be subject to static judging so the quality and complexity of the model will influence the final score.



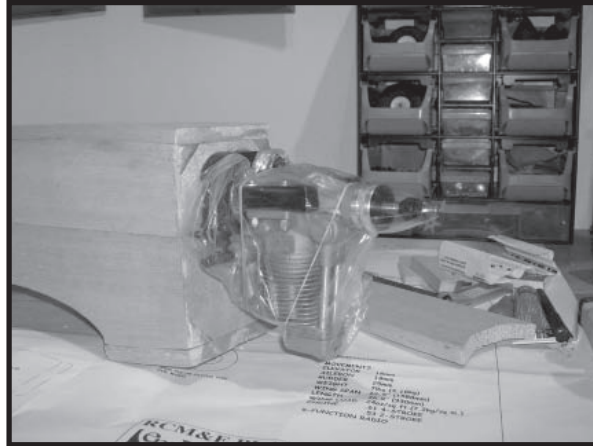
Progress so far

MACI Clubmans Scale.

This is the class that attracts the largest number of entrants at most events. The rules are identical to those used in F4C, except that there is no “builder of the model” rule and no static judging. You can enter this class with an ARTF model or a model purchased from someone else. There are some other small variations regarding the use of fixed undercarriage, but I won't bore you with the details here. As in F4C, the scores are hotly contested, and often just a few points will separate the eventual winner from the chasing pack.

MACI Novice Scale. This class is for pilots with little experience of competition flying, and is the usual entry point for most people getting involved in the scale competition scene. The rules are identical to those used in Clubmans, but you can only compete in this class for 2 years— after that you get ‘promoted’ to the Clubmans class.

This ensures that anyone entering a competition for the first time will have a class to compete in and they won't be flying against seasoned competition veterans. Some years there are not many entrants in this class, but last year we had a whole bunch of pilots taking part, and some of the best contests were seen at this level.



Engine Installation

The maneuvers flown during competition flights are not extremely difficult, and there is a choice of options. Pilots must perform some tasks (take off and landing are definitely non-optional!), and they pick the rest from a list of options – the aim is to choose options that are appropriate for the type of aeroplane that the model is based on. The pilot's aim is to fly the shapes accurately, smoothly and in the same manner that the prototype would be expected to fly them. This means that a Piper Cub can compete side by side with Pitts Special, although they will almost certainly be flying different optional maneuvers.

That's about all I have to say at the moment. If you think you might want to give it a go, come along to any of the competitions. The fixture list is published in Flightlines and is available on the MACI website. I can guarantee a warm welcome and plenty of advice and assistance to anyone starting out in this most fascinating branch of our hobby.

On a more personal level, I am currently building a 63" wingspan Spitfire, which might or might not be ready for this coming season. It has been an ambition for a long time, and I am finally getting around to it, but I must admit that I am a bit anxious about the Spit's reputation for ground looping and tip stalling. I have included a couple of photos of this project, although it is not much more than a pile of balsa planks at this stage. If anyone knows of an interesting colour scheme for a Mk 9 Spitfire, please let me know – I would like to do something different from the standard green/grey camouflage, but it does have to be based on a real full sized example.

Looking forward to seeing old friends and making new ones at the competitions and fly-ins this year, and wishing you all the very best,

Steve Elster

IRL3944, R/C Scale Secretary



Scale Association Fly In

The Laois & District Model Aero Club
Clondouglas, Portlaoise

Saturday 23rd August 2008
10.00 am

M.A.C.I Insurance and Large Model registration must be shown on the day

Strict frequency control will be in operation.

Further Details from Steve Quigley 01-6241209 or Des Pearson 057-8647522

Model Aeronautics Council of Ireland

Irish National Championships

Galway Model Flying Club
Claregalway
Corundulla
Co. Galway
(Map at www.galwaymodelflying.org)

9th & 10th August 2008

MACI F3A, Masters and Sports

Registration: 9:00 am

Pilot Briefing 9:30 am

Entry Fee €20

Contact: Paul Houlihan 08772359558
Pnh60@oceanfree.net

Midland Scale Report 2008



3rd Placed Taylorcraft

The weekend started off well with the weather being kind to us. Steve Elster and Steve Quigley were our judges for the day. It was disappointing that only six entrants were there on the day, (five in Clubman and one in MACI Scale), especially as the scale committee were trying to get more clubs involved in the scale scene. This is not the way to do it lads, at the very

least support the clubs that do try.

We started off with Clubman, and the first to fly was Andrew Ryan with his Piper J3 Cub.

Andrew made a few mistakes on his first flight but made up for it in the next two rounds to finish up a strong second place overall. The next to fly was Alan Humphrey with his Extra 330. Alan also made mistakes on his first flight but improved with the next two rounds to finish fourth.



Cub on Approach

Next up was Andreas Balsinger with his Piper J3 Cub. Andreas had engine and radio problems all day so did not do so well. David Mc.Intire flew next with his superb Taylorcraft. The model flew very well, (this was only David's third flight with the model). A



Melvins' Spitfire

force to be reckoned with in the future, David finished in a very creditable third place.

Last to fly in clubman was Melvin Inwood with his Spitfire. Melvin had two outstanding flights but on the third one he suffered an engine cut. This did not really matter as the two previous flights had already assured him of finishing in first place, well done Melvin.

The very last to fly was Ciaran Elster, the only entrant in MACI Scale. Ciaran, flying his PC9, improved his score with every flight.

The last thing to do was present the winners with their plaques, and everyone there agreed that they had had a great day despite the

low turnout. Flying continued in to the evening off the peg.

Alan Humphrey

Events Calendar 2008

For latest information go to www.maci.ie

Saturday & Sunday June 21st & 22nd

Leinster Aerobatics Championships
Dave Foley 0862662501

Longford MFC

Sunday June 28th

Heli Challenge Round 2
Dave McIntyre 0868132415

Midlands MFC

Saturday & Sunday July 5th & 6th

Triple Crown

England

Saturday July 12th

Scale Fly-In
Steved Elster 086 2653332

Portlaoise

Saturday & Sunday July 19th & 20th

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

Model County FC

Saturday July 26th

(Sunday 27th In case of rain)

Wicklow Champs
Bob Finley 086 8323730

Calary

Saturday & Sunday July 26th & 27th

Glider Tow
Andreas Balsinger 086 8147891

Midlands MFC

Saturday & Sunday August 9th & 10th

F3A Nationals Championship
Paul Houlihan 087 2359558

Galway MFC

Sunday August 10th

CMAC Heli Hover
Philip O'Brien 087 2771418

Cork MAC

Saturday August 23rd

Scale Association Fly-In
Steve Quigley 01 6241209

Portlaoise

Saturday 23rd to Sunday 31st August

European Aerobatics Championships
www.fiammaero.it paola@fiammaero.it

Calcinatello di Calcinato (Italy)

Sunday August 30th

Heli Challenge Trophy Round 3
P.J. Harte 083 3320006

Galway MFC

Sunday August 31st

Autumn Fly-in & BBQ
Seamus O'Donnell xairirl@iol.ie

Letterkenny MFC

Saturday September 6th

Scale Association Fly-in & BBQ
Steve Quigley 01 6241209 or Gary Keogh 086 4067684

Calary

Sunday September 7th

Island Slope Rebels Glide-In
Joe Doyle 086 6032598

Mount Leinster

Saturday & Sunday September 13th & 14th

Autumn Aerobatics Activity
Nial O'Sullivan 087 2949640

Cork MAC

Saturday & Sunday September 20th & 21st

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

Carron MFC

Saturday & Sunday September 20th & 21st

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

Portlaoise

Saturday & Sunday September 20th & 21st

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

Portlaoise

Sunday September 28th

Scale Fly-In
Steve Elster 086 2653332

Curragh

Saturday October 4th

Scale Association Fly-In

Steve Quigley

01-6241209

Calary

Date in November TBA

MACI AGM

Liam Butler

087 2451524

2:00 pm The Killeshin Hotel, Portlaoise

***The next MACI Council meeting will take place on August 17th in
the Killeshin Hotel, Portlaoise at 8:00 pm prompt.
Contact Liam Butler 0872451524***



Stuart Batt with his Arising Star Trainer in the Phoenix Park



Melvyn Inwood with his Mosquito



David O'Flynn (black suit with white stripes) as part of an 18 way group