

Flightlines



Inside this edition;

Competition Reports
Swinging the Compass
Getting from A to B



October 2012



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Contents

MACI Committee 2012	Page 2
Editorial	Page 3
AAA Competition	Page 4
European F3A Championships	Page 7
National Aerobatics Championships	Page 10
Scale Gala	Page 13
South Leinster Championships	Page 16
Control Line Nationals	Page 19
Leinster Scale Championships	Page 22
Jet Modellers of Ireland	Page 26
Getting from A to B	Page 28
Swinging the Compass	Page 31

On the Cover: The Seagul PC9 of Jim Duggan fitted with an OS .91 and retracts.

***The next MACI Council Meeting will take place on Tuesday January 15th 2013 in the Maldron Hotel, Portlaoise, at 8:00pm. PLEASE NOTE NEW VENUE, Directions can be found at;
http://www.maldronhotelportlaoise.com/hotel-portlaoise/upload/docs/Portlaoise_car_park.pdf***

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

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Editorial

It does not seem like it to me, but another year of producing Flightlines has slipped by. Is it just me, or does time go by faster exponentially with the older you get? I can remember when I was eleven years old and was desperate to become a teenager. It seemed to take a lifetime before I got there.

The passing of another year also means that it's time for our AGM. Please make an effort to attend this year, the details are on page 25 of this issue.

While the hardy types amongst us will carry on flying throughout the Winter, for many of us it's getting close to the time when our planes are laid up for this period. Remember to disconnect batteries and remove fuel before doing this. It's also a good idea to do any of those niggly little repairs that may need doing, how nice would it be to have next season arrive and everything is ready to go?

This will also leave the bench clear for those Winter projects....talking of which, why not document any build you decide to take on, and send it in as an article so that others can benefit from what you may have learned from it.

I would like to take this opportunity to thank everyone who has contributed to Flightlines throughout the year, with a particular mention for Eamonn Keenan, who has enlightened us all with articles concerning the early beginnings of aviation.

Flightlines is now being published on the MACI web-site, (www.maci.ie), some days before the hard copy is sent out. If you would prefer to be notified when it is on there, please let me know.

It would not be the last issue of the year without a request from me for articles for next year, and in particular, photographs, so please try to get something to me.

Safe Flying.

Chris Clarke



AAA
Cork Model Aero Club
Brinny Co.Cork.
15th of September, 2012.

According to Met Eireann Cork had seen the wettest August since 1997 which would have lead to likely hood of the competition being postponed similar to last year or event cancelled. At 8.30am on a drizzly Saturday morning the car park was full and all pilots were present. Niall O'Sullivan, C.D. for the team trial event and president of The Irish Aerobatics Association called a brief meeting of the IAA prior to the Pilots Briefing to discuss topical matters and with all that completed and the cloud after lifting the first flight took to the sky shortly after 10.00am.



One class of aerobatics was flown in two separate tiers, 8 entries in Tier 1 and 3 in Tier 2. Dave Flaherty was the sitting judge for the day and the rest of the judging panel of three was made up with pilots from opposite tiers. With eleven pilots at on average 10 minutes a flight over four rounds the day was going to be busy with most of the pressure on pilots flying in Tier 2 and judging in Tier 1.



Judges Hard at Work

The quality of the flying surface was commented on by nearly all pilots wishing they had similar standard at their clubs themselves. The response to all of these comments was “you can thank our excellent clubman/ greens-keeper Matt Quin”.

Rounds one and two went off without a hitch heading into the break for lunch with Angus Balfour and Robert Telfort Leading Tier 1 and 2 respectively. Burgers, sausages, cups of tea and coffee were flying with the short turnaround needed to keep the competition running on time.

With the sky darkening the last flight of the day landed at 7.30pm, in all 44 safe takeoffs and landing with no incidences. With the lightning quick tabulation of Richard O’Brien aided by the MultiRes scoring program, the results were in minutes of the last flight. Angus Balfour took 1st place in Tier 1 with Shane Robinson 2nd and Niall O’Sullivan 3rd, whilst Robbert Telfort took first place in Tier 2 with James Murphy 2nd and Noel Barrett 3rd.

The Cork Model Aero Club would like to thank all of those who travelled to the event and to all the people involved in the preparation and organisation of the event, especially Noel Barrett, Matt Quin, Richard O’Brien, Shane Robinson, Niall O’Sullivan and Dave Flaherty. The photos of the event will be available on the club's newly refurbished website, www.corkmodelaeroclub.net.

F3A Tier 1

No	Pilot	Round 1	Round 2	Round 3	Round 4	Best 3 of 4
1	Angus Balfour	1000	1000	994	1000	3000
2	Shane Robinson	956	953	1000	994	2950
3	Niall O’Sullivan	922	934	878	962	2819
4	James Murphy	905	911	932	951	2795
5	Ray Keane	905	885	925	962	2793
6	Brian Carolan	891	896	927	924	2747
7	Gordan James	844	883	910	903	2697
8	Paul Houlihan	861	840	900	924	2685

F3A Tier 2

No	Pilot	Round 1	Round 2	Round 3	Round 4	Best 3 of 4
1	Robert Telford	1000	1000	1000	1000	3000
2	Michael Blake	992	892	960	966	2919
3	Noel Barrett	877	756	892	0	2526

Richard O’Brien

Cork Model Aero Club.

European Championships Trip Report 2012

The European Championships were held in France at a flying site in a place called Chateauroux, which is located approximately 500Km from Cherbourg ferry port in the central region. This meant that we could easily travel with our own vehicles by boat and drive to the competition. We could bring lots



Team Photo: James Murphy, Gordon James and Paul Houlihan, with Eva holding the country name.

of our gear that would be impossible to travel with on an aeroplane. The competition was planned to start on Friday 27 July with official practice, registration and processing of the models, and to finish with the finals on the 4th August.

We started our journey, ie Gordon James, James Murphy and myself, on the Sunday before and arrived at Chateauroux on the Monday evening. This would allow us 3 days free practice before the official start of the event. So next morning in bright sunshine and temperature in the 30s we went to the flying site and behold the first flyer we saw in the air was Christophe Paysant Le roux. We put our names on the list and an hour later had our first flights in France at the main site. We had 4 flights that day and similar the following day but the 3rd day we went to a practice site about 70 Km away as the main site was getting crowded with new arrivals. The only hiccup at this point was Gordon's speed controller stopped working properly so he replaced it with a different one from his backup model.

We had our official practice on the Friday whereby we are given 30 minutes to have one flight each on the main site and this went well. We got lucky with the weather because 5 minutes after we finished the skies changed and practice was stopped for rain. This was the only rain we saw for the 2 weeks and it only lasted 1 hour. The model processing was delayed due to a fault in the weighing scales but all went well when it finally happened later in the day. While other teams were being processed on Saturday we had our last practice session on the same site we used on Thursday. Later in the day we attended the official opening ceremony where all the teams parade with their flag to their national anthems and listen to the appropriate speechifying before the competition was declared started.

The next 4 days were taken up with the preliminary rounds which meant flying at different times of day in front of 2 sets of 5 judges. One could be flying very early as the start was at 7.30am or very late as the day finished at 7pm. This was just enough time, barring weather delays, for the 72 fliers to get their flying done. The top 33% or 24 in this case would then qualify to fly in the semi-finals. The top fliers were as usual the French, Austrian, Italian, Liechtenstein, German, Swiss, and Spanish with the odd Finn, Norwegian and Belgian all in the top 24. Even at this stage Christophe Paysant le Roux was looking extremely good with Gerhard Mayr, Stephan



James Murphy with Christophe Paysant Le Roux

Kaiser and Marco Mazzucchelli (also a Junior) looking to take the next places.

The following day was the rain day or the day for the top 24 to practice the “F” schedule for the semi finals and for the rest of the pilots to have a day off to shop or sightsee. We went to a motor museum about 70Km away and it was very interesting.



Manfred Greve's models.

The next day dawned bright and sunny as usual and the semi-finals began with the top 10 pilots going through to the finals. Christophe again won both rounds, Kaiser in 2nd, Mayr in 3rd, Wolfgang Matt moving into 4th place and Mazzucchelli in 5th. The top pilots in Europe really

shine when flying the more difficult “F” schedule. Also in the semis were Zeiner, Benincasa, Burbaud, Turpaud and Trumpp

The finals consist of 2 “F” schedules and 2 unknown schedules that were designed by the pilots at the managers meeting the previous evening. As usual Christophe shone through to win this European Championship with Gerhard Mayr in 2nd and Marco Mazzucchelli in 3rd.

The Junior competition for pilots under 18 was won by Marco Mazzucchelli with Sandro Matti 2nd and Philip Rannetshauser in 3rd.

The team competition was won by France, with Austria 2nd and Italy in 3rd place. Ireland placed in 17th from 25 countries.

All in all it was a very good competition with very good facilities on site including food ,drink, toilets, showers and shady areas for the hottest parts of the day. The organisers were very helpful and made us feel at home.

Paul Houlihan

National Aerobatic Championships 2012.



Once again another flying season comes to an end and as you read this the nights are gone, the models put away and thoughts of Christmas are on peoples minds, this will give us a chance to think back on the “Nats” unfortunately the days of gearing up for 3 days away to Baldonnell are over and along with it the chance to see other aspects of the sport, and many a good night down at the “Poitin stil” along with the MACI meal out,

Maybe one day we may get the chance to have a full house.

This year’s event was run once again at the “Carron Model Flying Club” in Tipperary.

Dave King was to take up the post of CD and the event got under way after the usual pilots briefing and draw for flight order. Flight conditions were favourable with bright conditions and a light breeze. Tier 1 settled in with 6 pilots in the round and after the first hour Angus emerges with a win, but only by 1 point in raw scores, this going to prove to be a very close comp.

The 6 pilots in tier 2 take to the sky with Gordon showing a clear lead over a chasing pack, the 2 new comers showing a very steady improvement. Masters had a chance to fly before lunch Michael gave a very good account, such a pity that numbers are down at this level as it has been a feeder to F3a for so long.

This year the cooking was left to me, made some what easier by a fine big cool box with all sorts of meat at least this proved to be more successful than my flying this year.

Early afternoon and the flying got under way with Angus and Shane to draw for 1st place giving 1000 points each in round 2.

Sunday started off with tier 2 and was to see a change of fortune for David Drummond who took the round from Gordon; this was also repeated in the final round.

The final round of tier 1 was to see Angus with 3000 and Shane with 2997.87 nothing between them. At this time I would like to thank all who came to fly, Dave Foley for judging, the score keepers and Jamie.

MASTERS

Name	R1	R2	R3	R4	final
Ml Blake.	1000	1000	1000	1000	3000
Rob Reegan.	790.85	799.39	679.64	693.69	2283.93
Dessie Owens.	669.93	729.48	562.87	573.51	1972.98
Paddy Gavin.	614.38	638.30	598.80	684.68	1937.36

TIER 2

Name	R1	R2	R3	R4	final
Gordon James	1000	1000	969.05	962.75	2969.05
David Drummond	879.61	961.45	1000	1000	2961.45
Robert Telford	965.60	949.40	909.52	0000	951.31
Noel Barrett	882.06	790.36	897.62	755.01	2570.04
Dave King	749.39	734.94	857.14	685.05	2341.47
Les Cowpar	823.10	853.01	0000	0000	1676.11

TIER 1

Name	R1	R2	R3	R4	final
Angus Balfour	1000	1000	0000	1000	3000.00
Shane Robinson	997.87	1000	1000	975.51	2997.87
Niall O'Sullivan	921.28	958.25	968.35	955.10	2581.70
Brian Carolan	859.57	972.86	915.61	951.14	2845.61
James Murphy	861.70	912.32	875.50	895.92	2683.77
Paul Houlihan	770.21	872.65	822.78	859.18	2554.61

Leslie Cowpar

IRL 2200

Scale Gala

Friday night after deciding the Scale event would go ahead on Saturday 11th August I again took a look at Met Eireann which I had been monitoring all week for rain and did I get a shock, I was so engaged in watching for rain I never bothered to look at wind. Twenty to twenty five Km an hour , " O my God, who can I blame, why not The Government" seeing as there are responsible for nearly every other stroke of bad luck we are having why not the Weather as well.



Saturday at 8.30am saw me in Boora and the site looked perfect, a dept of gratitude owed to the lads that had ventured out Friday after lunch and done a great job.

First on the scene was Graham Dwyer and Eamonn Keenan and it wasn't long until I had some tea and biscuits ready.

After briefing at 9.30 we started the competition and we hadn't as many as I had hoped for but we were going to make a great day of it in any case.

We had four contestants in Clubman including Paul Fetherstonhaugh who changed tactics and competed in Clubman leaving the field wide open with Eamonn Keenan being the only one taking part in F4C.

Round 1 in Clubman saw Graham taking the lead with Melvyn Inwood 2nd and Kieran McEvoy running third, Paul had opted not to run in this round as winds were gusting in excess of thirty km.

Eamonn in F4C also wisely sat out this one as a 1/5th scale Clipped J3 is more than a handful in winds like this, but as we were going to run three rounds there was lots of time. End of round two, and everyone had



flown, saw Kieran return a massive score of 1496.00 and take the lead with Graham 2nd, Melvyn third and Paul making up fourth place. Eamonn had a good score of 1045.00 and in wind conditions like we had, flying a cub is nothing to be sneezed at.

As Lunchtime had caught up with us, Anna Morrissy and her trusty crew had some fine food consisting of burgers, sausages, chicken nuggets, chips and some fine salads, compliments of Milne's Foods. I think everybody enjoyed the food and most everybody went back for second helpings. Some great chat and banter saw the dinner hour fly past and two o'clock was looming and round three left to run.

All to play for and Kieran was getting into his stride returning a score of 1531.00 and in first place at the moment. Graham again was not going down without a fight and returned 1334.00 and placings were the same as the previous round. Eamonn who despite the gusting winds was enjoying himself and his score reflected same returning 1105.00



Competition over and scores to be calculated soon left the scoreboard showing;

Clubman

1st	Kieran McEvoy	1513.5
2nd	Graham Dwyer	1253.0
3rd	Melvyn Inwood	1224.0

F4C

1st	Eamonn Keenan	1777.5
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It was also nice to see Martin Sweeney, Fergus O Reilly and Gary Brehan turn up at the proceedings but between breakages and whatever, had nothing to take part with, but with new projects in the pipeline are set for the next round of competitions and hopefully the weather will be kind to us.



I would like to thank all the outside members that faced the gusty winds of Boora and made the Competition worth having, its nice to see the old reliables turning up no matter what the weather throws at us, thank you all.

I would also like to thank our own crew, who without them competitions like this could not be run.

Declan Heneghan

IRL-4391

South Leinster Champs.

On the 14th July the Model County Flying Club held an Aerobatic Competition scheduled for the Sat and Sun. With a good turn out of competitors it looked like the Sunday could go into Monday!



Competition Director Brian Carolan got the ball rolling at 9.30, with Eugene Jordon on scoring duties.

The weather was looking on our side, maybe not a perfect summers day but still suitable. With charging facilities inside the mobile home and the chance to run for cover if the weather turned.



One round of masters, Tier 1 and Tier 2 was flown before lunch.

Andy Ryan in the meantime was wetting the appetites of all involved while he marinated his (chicken) legs, whilst his assistant Collete Carolan prepared lunch with a BBQ and a selection of salads / sides. It would not be a competition at MCFC without Daphnie Owens cup cakes... very tasty! The new facility was very welcome too!

Back on with flying and as can be seen from the score sheets it was a close call. With the remaining three rounds flown it was possible to have the event finished in one day (a rarity).



With glass trophies for top three in each class the day was a success

With thanks to all MCFC in attendance, Judges, caterers and competitors

South Leinster Champs Results

Masters

No	Name	Nationality	Round 1(P)	Round 1(N)	Round 2(P)	Round 2(N)	Round 3(P)	Round 3(N)	Round 4(P)	Round 4(N)	Points	3 best	Norm.
1	Michael Blake	N/A	314	1000	312 [#]	1000 [#]	313	1000	321	1000	948	3000	1000
2	Dessie Owens	N/A	262 [#]	643.31 [#]	236	756.41	240	766.77	241	750.78	717	2273.96	757.99
3	Paddy Gavin	N/A	219	697.45	215	689.1	197 [#]	629.39 [#]	235	732.09	669	2118.64	706.21
4	Rob Reegan	N/A	0 [#]	0 [#]	132	423.08	243	776.36	265	825.55	640	2024.99	675

Tier 1

No	Name	Nationality	Round 1(P)	Round 1(N)	Round 2(P)	Round 2(N)	Round 3(P)	Round 3(N)	Round 4(P)	Round 4(N)	Points	3 best	Norm.
1	Angus Balfour	N/A	467 [#]	1000 [#]	489	1000	489	1000	482	1000	1460	3000	1000
2	Niall O Sullivan	N/A	416 [#]	895.07 [#]	457	934.56	454	928.43	466	966.8	1377	2829.79	943.26
3	Brian Carolan	N/A	412 [#]	882.23 [#]	443	905.93	462	944.79	432	896.27	1337	2746.99	915.66
4	Ray Keane	N/A	369 [#]	832.98 [#]	439	897.75	436	891.62	416	863.07	1291	2652.44	884.15
5	Gordon James	N/A	403	862.96	412 [#]	842.54 [#]	439	897.75	427	885.89	1269	2646.6	882.2
6	James Murphy	N/A	398	852.25	408 [#]	834.36 [#]	427	873.21	432	896.27	1257	2621.73	873.91
7	Paul Houlihan	N/A	378 [#]	809.42 [#]	404	826.18	427	873.21	399	827.8	1230	2527.19	842.4

Tier 2

No	Name	Nationality	Round 1(P)	Round 1(N)	Round 2(P)	Round 2(N)	Round 3(P)	Round 3(N)	Round 4(P)	Round 4(N)	Points	3 best	Norm.
1	David Drummond	N/A	411	1000	432	1000	415	1000	432 [#]	972.97 [#]	1258	3000	1000
2	Robert Telford	N/A	402	978.1	366 [#]	883.52 [#]	400	963.86	444	1000	1246	2941.96	980.65
3	Dave King	N/A	305	742.09	295	682.87	280	674.7	0 [#]	0 [#]	880	2099.66	699.89

Robert Regan
Secretary MCFC

Control Line National Championships

Cork Model Aero Club Flying Site

Brinny, Cross Barry, Cork.

Sunday 12 August 2012.

The Control Line Nationals took place at the very well appointed Cork Model Aero Club Brinny flying site. We were blessed with fine weather and five rounds were run off in the F2B and Classic Stunt categories.

The most interesting model flown on the day was Ivan Bolton's electric powered Crusader and here are the details:

Model type: Mercury Crusader designed by Bill Morley for the Merco 35.
Plan: Tom Dixon Plan, electric conversion.
Motor: E-Max (E-Power) BL 2820 920 KV motor (KV= revs per volt).
Batteries: Turnigy Nano Tech. 4S - 4 cell 16.8 volt lipo pack with a capacity of 3000 mA.
Controller: Hobby Wing Pentium 60 amp controller.
Timer: Keith Renelec timer set for 8900 rpm and 5 minutes 40 seconds duration.
Propeller: APC 12"X6" electric pusher prop.
Control Lines: 60 feet.

Ivan says that he has the APC 12X6 pusher prop running clockwise and this gives better line tension in overheads and verticals especially in the wind. This was plain to be seen in Cork when the other classic models struggled when overhead.



Prize Giving - Control Line Nationals 2012

Many thanks to the Cork Model Aero Club for the well prepared control line flight circle, the refreshments and the fully equipped office facilities.



*Ivan Bolton & Ralph McCarthy with Ivan's Electric
Powered Crusader*



John Hamilton, Kevin Barry & John Molloy at the Control Line Nationals



Richard O'Brien Presents the F2B Stunt Perpetual Trophy to Maurice Doyle

Results:

F2B Stunt.

Maurice Doyle.
John Hamilton.
Stu Holland.

Classic Stunt.

Maurice Doyle.
Ivan Bolton.
Stu Holland.

John Molloy

Control Line Secretary.

Leinster Scale Championship

Sunday 26th August 2012.

It has been common parlance this year the spate and scourge of bad weather, rain and showers with stiff winds, and then from time to time a day with sunny spells. The difficulty for a Contest Director is tied to the vagaries of the weather. Just when will that elusive good day come, when to call the day for an event already postponed, the gift of previous wind and rain ? In the events, it turned good, and a competition posted for a two day run was narrowed to one. Sunday the 26th August 2012 was a rare treat, blue sky and pleasantly warm with a light southerly breeze.

The gates at Laois MAC flying were open from 7.30am, and preparations were put in hand for what promised to be a great day of scale flying. It didn't disappoint. The entries were eight competitors in Clubman, four in F4C and three in Novice. On time, the pilot briefing was given by the Contest Director Kieran McEvoy, and flying got underway from 9.55am with the first entry for Clubman, followed by F4C and Novice.

There was no break in flying, which was kept to a brisk pace between flights, one following the other. The first round in Clubman, F4C and Novice was completed by post 1pm, and at which stage a break was announced for competitors, judges and hands on deck to have a barbeque lunch. This well received gourmet meal was prepared by Aoife Elster, and was gobbled up in double quick time by the assembled entourage. The wonderful smells of burgers, sausages and other fine meats wafted around the field, and was followed by sweets, biscuits and lashings of tea.

The first round in all classes was keenly fought, and the notification of competition results which accompany this article set out the position. There were nail biting moments for all scale pilots, and who well fed and energised prepared for the second round which was completed in all classes by circa 5.30 pm. All pilots felt they had a great day of scale flying, and while a third round would have common appeal, the clock doesn't stop for any pilot. In truth it would have taken the ticking arms up to 8.30pm or later to complete a third round.

By way of a brief commentary, it has to be said the competition in Clubman was exciting with no room for complacency. The first pilot into the air was Kieran McEvoy with a score in Round 1 of 1530 points. He was skilfully tailed by Steve Elster to a small margin of 14 points with a score of 1516 points, and then by Joe O'Sullivan in hot pursuit to a margin of 24.50 points with a score of 1505.50 points.

In Round 2, Kieran McEvoy upped his score, again, and landed with 1566 points under his belt, and in a change of turn was chased by Fergus O'Reilly who scored 1529 points, leaving a closing gap of 37 points. This was a good competition, and all pilots were on sharp alert to improve their manoeuvres for the top three places. One dead stick, an error in the call sheet or screw up in the line of flight is enough to dump you down the ladder, rapidly.

The prestigious F4C class was represented by John Byrne, Paul Byrne, Dave O'Flaherty and Paul Fetherstonhaugh, and while all pilots gave a good account of themselves in this category, it was without doubt the dynamic duo of John and Paul Byrne who set a high standard for the day. They did so in two ways, top class flying and the excellent construction and finish of their scale aircraft to F4C standard. Dave and the other Paul have vowed to watch them closely, and however unlikely do hope, and or at least will try to give them a run for their money on the occasion of the next scale competition.

The novice class in scale is in many ways the barometer of what lies ahead for scale flying, the storehouse of potential new pilots in Clubman and F4C, and of pivotal importance in the future for all in the scale community. In this context it was inspiring to have two junior pilots, Paul Fitzgerald Jnr (His Dad who flew in Clubman is the Senior) and his brother Enda Fitzgerald, and both of whom scored well. It is hoped their success and interest in the scale theatre will continue. A more senior participant and keen enthusiast of scale flying, showed his metal and made his way to the top of the leader board in Novice. Congratulations to Dermot Gannon.

On reading an article such as this, with a spread sheet of competition results before you, it is always easy to overlook the preparation and anticipation of what might lie ahead for a competition pilot, not to mention the vagaries of the weather. A resourceful scale pilot will on the eve of a flying event, have checked the structural integrity of his aircraft and all ancillary equipment. This pilot will also have studied the weather forecast and his list of flying options for his first round. The day of the competition beckons, an early start, load the car and then arrive at the host airfield. The forecast of good weather has materialised, but in trepidation some gusts have started to blow across the flight line. It is all to play for, your aircraft is assembled, registration completed and before you can finish that final check, you are called, you are on – TAKE OFF, NOW. To all pilots who took part in the Leinster Scale Champs, thank you for supporting the event, your time and participation is greatly appreciated, you made it the great day it was, and without you there is none.

The work behind the scenes, and more often than not for weeks before the competition, is the essential ingredient or mould maker for a good day of scale flying. The tough one is the person delegated as the event organiser, a considerable task in getting it all together, the Contest Director will take the gain or pain. In the events it was all gain for Kieran McEvoy who rallied the troops and managed a truly great day of scale flying.

The other vital support, and without which the Contest Director will fail, is the enduring ground crew who complete the key links. A big thanks to Steve Elster for score keeping, Ciaran Elster for field management and score-sheet collation, Aoife Elster for sublime catering (The Elster family are a multi-talented bunch), Seamus Foy for keeping the field in pristine condition (how Seamus managed this with monsoon rains is a testament to his talent and dedication), and all Club members who helped out and supplied provisions..

Results;

Clubman

Name	Round 1	Round 2	Total	Pos.
Kieran McEvoy	1530.00	1566.00	1548.00	1st
Fergus O'Reiley	1485.50	1529.00	1507.25	2nd
Steve Elster	1516.00	1474.00	1495.00	3rd
Brian Foran	1466.00	1494.50	1480.25	4th
Graham Dwyer	1437.50	1493.50	1465.25	5th
Joe O'Sullivan	1505.50	1414.00	1459.75	6th
Gary Brahon	1333.50	1419.00	1376.25	7th
Paul Fitzgerald	1057.00	1109.50	1083.25	8th

Novice

Name	Round 1	Round 2	Total	Pos.
Demot Gannon	1402.00	1561.00	1481.50	1st
Paul Fitzgerald Jnr.	1237.00	1196.00	1216.50	2nd
Enda Fitzgerald	1118.00	1172.00	1145.00	3rd

F4C

Name	Round 1	Round 2	Static	Total	Pos.
Paul Byrne	1562.00	1679.50	1790.00	3410.75	1st
John Byrne	1476.50	1526.00	1810.00	3311.25	2nd
Paul Fetherstonhaugh	1607.50	1565.50	1640.00	3226.50	3rd
Dave O'Flaherty	1034.00	1040.50	971.00	2008.25	4th

Paul Fetherstonhaugh



**You are Cordially Invited to Attend the
Model Aeronautics Council of Ireland AGM
which will take place on
Saturday 24th November at 2:00pm prompt
in the Maldron Hotel Portlaoise.**

The Hotel is offering a discounted room rate to
anyone wanting to stay overnight.

Single Room: €69 B&B
Double/Twin Room: €79 B&B

Anyone booking in advance should mention that
they're attending the MACI AGM that day.



Jet Modellers Association of Ireland 2012

It has been a good first full year of the JMAI below is a brief over view of some of the events that took place during the year.



The first event was held back end of March in Belmont Co. Offaly. There was a good turnout of both pilots and models over the weekend and we were very lucky with the weather being just ideal with any wind always on the strip. Andreas had put in a lot of work in the previous weeks and had the field in great shape. The new

Triple Gang mower leaves the grass on the now nearly 300yrd long strip very short and neat.

A few New Jets were out for maiden flights Cecils 1/5th Scale Jet Legend L39 with a Merlin 140 turbine, a Falcon 120 conversion with a Wren 54 and Dermott O Flynn's JetCat P70 powered Boomerang. Along with the Boomerang to have its first flights, so was Dermott as the newest Pilot in the Jet flying community.



Some other nice scale models were in attendance, Andreas had his regular Jet legend L39 and F20, Roberts Big 1/5th scale Airworld Hawk powered by a 36lb thrust JetCat P160sx. John Beasley had came up from Cork with his newly repainted Euro-fighter, the new scheme looked great, and much easier to see now than the previous all grey.

Other Jets flown were made up of your usual mix of sport jets, CARF Flash, Harpoons & Boomerangs.

The next planned event was called off due to the weather so we were back again at Offaly Jets in July. Andreas had out for its first flights, a new version of the Jetlegend L39 in the all blue Breitling scheme this one powered by a Simjet 3000 Turbine.

We were very pleased that this event had quite a few new faces, it always great to see new pilots coming along for the first time and getting their first buzz flying a Jet. Mike Halpin with his Simjet 2300 powered Harpoon, Martin travelled up from limerick with his big Wren 120 powered Boomerang XL and Steve Perry with his Savex L39.



Very pleased to say as a result of these events and the introduction of the Jet Modellers Association, there are now six new modellers who have got going this year with flying model jets and the hopefully next year will introduce more new people into the wonderful world of flying model jets!

Next event is beginning of October and should be a good one. Anyone that is interested in coming along to any of the events, please check the calendar on the JMAI website and feel free to make contact for any further information.

Seamus O'Donnell

EI-2002

www.jmaireland.com

Getting From A to B

In the August 2012 issue of Flightlines, I referred to an Irishmans connection with the great French aviator, designer and the first man to fly the English Channel, Louis Blériot. (This man was Henry Edgar Harper, a forgotten aeronautical theorist from Co. Tyrone. On page 24 of the above issue, second last paragraph, the word 'maths' was used instead of 'months'. Elsewhere where the English Channel was mentioned in the article it was mistakenly spelt 'Chanel').

The English proprietor of the Daily Mail newspaper, Lord Northcliffe, had offered a prize of £1,000.00 sterling, (25,000 francs), to be awarded to the first aviator who accomplished the task of flying the English Channel. As we know, Blériot was the recipient. Northcliffe, through the media of print, (the Daily Mail had a circulation of half a million copies per day), had shrewdly anticipated the power of the press in an age of increasing literacy, to excite his readers and see that flight and flying exploits could provide rich and untapped sources of news.

It was I early July 1909 (only twelve days before his channel flight) that Blériot succeeded in being the first to fly a distance of 42 kilometers (in under 45 minutes) from Etampes to Orléans and thereby winning a prize of 14,000 francs for his efforts from the Aero-Club de France. For the first time he could present himself as a creditable candidate to attempt crossing the 38 kilometers of the Channel. Although Blériot was equipped with what could be characterised as the latest technology, it is clear that the margin between success and failure was alarmingly small.

The task was daunting with technology only just sufficient for the great adventure ahead. Flying up until now had been over land, where at least an aviator could alight should a machine fail. Flying over an open stretch of sea was viewed as extremely dangerous at best, or an act of sheer folly at worst. Combine this with adverse winds, down draughts, mist and fog and we can appreciate the determination and courage needed to head out over the Channel with no visible points of reference to guide him. To judge by his own accounts,, the minutes during which he lost the French coast from sight and his destroyer escort below and behind in the impenetrable Channel fog, were the most frightening and disorienting in the entire flight.

Still, Blériots' navigational procedures, or more accurately, lack of them, could scarcely serve as a precedent for future pilots flying over long distances and particularly over large tracts of featureless water.

Sheer tenacity, courage and an overheating engine were the features which propelled him into history and legend.

It was soon clear that if aviators were to conquer land and sea, the necessity and challenge of flying at height and marginal weather, a much more methodical approach to navigation must be embraced.

By 1918, with the end of the First World War, universal usage of maps was the norm when flying from A to B.

Typically equipped with a map, ruler and pencil, the aviator joins with a line, the points of departure and arrival on the map. Then from the scale of the map works out the distance of the flight. However, with a compass and map, a compass course could be drawn on the map. Mathematics is a subject I know little about but I know that a compass course can be determined by drawing a line on the map showing True North, adding or subtracting variation, which if not marked on the map must be obtained from a variation chart. This gives the pilot Magnetic North, and then by applying the deviation which is due to the influence on the compass of local iron and steel in the aircraft, he obtains Compass North, and can calculate what the compass will read when he is steering on the true bearing he has worked out from his map.

To compensate the effects of the metal in the aircraft on the compass, a process called ‘Swinging the Compass’ was crucial (diagrams and explanation in a follow up article). Regulations were laid down that compasses must be swung or tested for accuracy after a machine had crashed and was reassembled, after new fittings had been added to it, when the position of the compass was changed or when armaments such as guns or bombs had been fitted.

‘Swinging the Compass’ basically means aligning the aircraft with the cardinal point of the compass and by inserting small magnets into slots near the compass needle to correct the reading caused by the metal in the aircraft.

Wind, mist, fog and night flying would always conspire to cause an aircraft to deviate from its intended path, often with fatal consequences for those on board. The pioneering work of scientists over the decades since then has seen navigational aids based on radio waves, radar plotting and GPS systems making the pilot/navigators task one, which in the vast majority of cases, ensures that flying from A to B much less of a lottery.

Currently I am painting canvasses for a one man show which will take place next June 2013 in N. Ireland. The paintings, as you might expect, centre on mans preoccupation with flight and include subject matter from the pioneering decades of the late 19th Century and the early decades of the 20th Century.

The Editor of Flightlines has kindly reproduced one of the paintings depicting an episode from the year 1928, in this issue i.e. the heroic East/West flight of the BREMEN across the Atlantic from Baldonnel to Newfoundland by Herman Kohl, Major James Fitzmaurice (Commanding Officer at Baldonnel) and Freiherr von Hünefeld. Kohl and Fitzmaurice were the pilots and navigators, their task made more difficult as Kohl only spoke German and Fitzmaurice, English, communications being made by hand signals. They left Baldonnel at 5:30am into favourable conditions, but at nightfall a hurricane appeared on the horizon. As a deviation seemed impossible, the only way was to fly through the turbulent zone. They battled to stay in control, but then a combination of events caused a complete loss of direction. First, heavy turbulence and the proximity to the Magnetic North Pole led to a wrong compass indication. When the storm weakened and the clouds disappeared momentarily, a quick Polar star navigation revealed that they were on a completely wrong course. Instead of heading for New York, the BREMEN was on its way to the Arctic, causing them to abruptly change course, and by 6:30am the dawn revealed them to be over Labrador in Canada, and knew that they had strayed far North of their planned course.

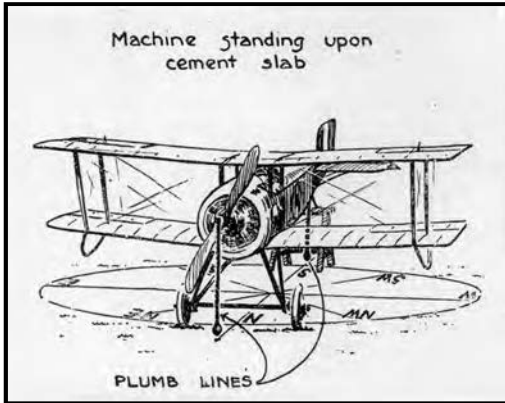
After 36 hours flying, the BREMEN was approaching Greenly Island off the coast of Quebec near the border with Newfoundland. Dropping smoke bombs to indicate prevailing winds, Kohl landed the BREMEN on the frozen water reservoir of the lighthouse station on Greenly Island.

My painting depicts the BREMEN battling through the hurricane with the wind whipping spume and foam from the crests of the ocean waves. The irregular shape containing the drama is an allusion to a photograph perhaps which was roughly torn from a newspaper heralding the great event; or a portal through which one can look back to the event.

Eamonn Keenan

Swinging the Compass

As indicated in the previous article re the development of navigation, I referred to how crucial it was that aviators appreciated the variation between True North, Magnetic North and deviations which had such an important bearing on their flight plans.



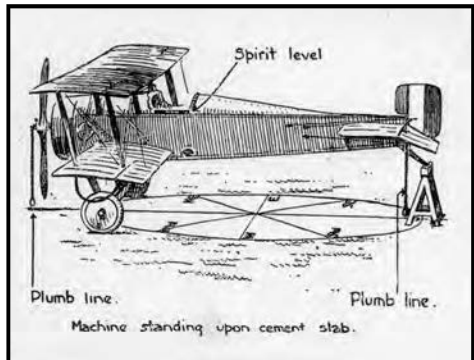
How to arrange the machine for compass swinging; testing the fore-and-aft alignment and lateral level.

The following explanation and diagrams from a copy of 'Practice Flying', published in 1918 makes clear how to swing a compass.

The following is the best method of swinging a compass. At most aerodromes the pupil will find a cement slab with eight lines radiating from the centre, or lines plotted in the ground. These lines indicate the four magnetic cardinal points of the compass, i.e., north, south, east and west, and the four magnetic quadrantal points, north-east, south-east, south-west and

north-west. These lines have been correctly arranged by a compass expert with the aid of a land compass, and will be situated far enough away from metal sheds for the metal not to have any influence on the compass.

The machine is then trestled up in the flying position, with its fore-and-aft line laid along the north and south lines on the ground. The pilot, or whoever is swinging the compass, can line up the machine by dropping a plumb line from the centre of the propeller and sighting along it to the tail skid, or * another plumb line dropped from the centre of the fuselage until these lines coincide with the north and south line on the ground. It must also be made certain that the machine is dead level horizontally, i.e., from wing tip to wing tip. The lubber's line of the compass should be fitted in the fore-and-aft line of the machine.



How to arrange the machine for compass swinging; testing the fore-and-aft level of the machine

The compass reading is then taken, and it may be found that, owing to the influence of metal in the machine, it does not read magnetic north as it should do. Deviation will always be east or west, and the pilot must then insert a small field magnet in a slot provided for the purpose, generally in a box under the compass athwartships. If the reading of the compass is less than the magnetic, the direction is easterly, or if the reading of the compass is more than the magnetic, the deviation is westerly (or -). Thus if the machine is placed to head E. by the line on the, ground and the compass reads 95 degrees, the deviation is W. (or -). If the deviation is westerly, i.e., the red end of the compass needle is swinging to the left, he must insert the red end of the field magnet to the left, so as to drive the red end of the compass back to north, working on the principle that, in magnetism, like repels like and unlike attracts unlike. He can vary the strength of the field magnet by inserting it nearer or farther from the needle, suitable slots being provided for this; or he may use a smaller magnet until the error due to deviation is reduced to one degree or two degrees. He repeats this process with the machine heading magnetic east and west, the only difference being that, when the machine is heading east and west, the field magnet inserted must be placed in the fore-and-aft line of the machine and not athwartships.

Making a Deviation Table.

Having reduced the error on the cardinal points to a minimum, a deviation table is prepared giving the compass reading for the cardinal and quadrantal points, and also stating the amount of error in degrees east or west at each of these points. In calculating his compass course, the pilot must allow for this error, and if his course lies between any two of these points he can divide the error between them. For example, if the deviation is 2 degrees east on north and 2 degrees west on east, if his course is 45 degrees his deviation will be nil. A compass having been swung for deviation, no metal should be added to the machine; in other words, the pilot should not place a lot of tools in his pocket, or place a bag of tools behind the compass.

A table to be pinned up in the machine would look something like this :-

For Magnetic Course. Steer by Compass. Deviation.

N. ...	0 degrees	357 degrees	3 degrees E.
N.E. 45	„	47	2 „ W.
E. ... 90	„	90	Nil
S.E. 135	„	137	2 degrees W.
S. ... 180	„	183	3 „ W.
S.W. 225	„	223	2 „ E.
W. ... 270	„	270	Nil
N.W. 315	„	317	2 degrees W.



Niall O'Sullivan at the AAA



*Irish Team at the F3N Euro Championships in Germany.
Full Article in next edition.*



“The Flight of the Bremen”, Painted with Acrylics on Linen and Canvas by Eamonn Keenan