

Flightlines



Inside this edition;

Scale Builder
A Close Run Thing
IMAC Training Day



Issue 1 - 2013



Mel Broad just before a night flight at MMFC. Mel gave a great display of night flying and is one of many member who now enjoy night flying at MMFC !

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The next MACI Council Meeting will take place on Tuesday March 26th 2013 in the Maldron Hotel, Portlaoise, at 8:00pm.

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

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Editorial

Here we are again, with a whole new flying season to look forward to. The anticipation is great, particularly for those of us who have failed to take advantage of some perfectly good, but cold, opportunities that came along during the winter. I have to admit that as I get older, a roaring fire has a bigger attraction for me than a roaring two stroke.

Here's hoping that the competitions can be run this year without any postponements. The time and effort put in by the organisers of these events deserves a little help from the weather. Try to give your support by attending some of these events. Who knows, you may even want to compete yourself.

As part of a MACI cost cutting exercise, the number of issues of Flightlines is being cut from five a year down to four. This will give a substantial saving, not just in printing cost but also the saving in postage. I still need articles and particularly photo's sending in, so please contribute if you can.

Please note that Flightlines is now published on the MACI web-site in advance of the hard copy being sent out. You can still opt to receive electronic notification of when it is on the web-site

The deadline for the next issue is May 31st.

Safe Flying.

Chris Clarke

Niall O'Sullivan

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THE FEENEY FILES

YOU'VE BEEN FRAMED!

REACH FOR THE SKY WITH GERARD FEENEY'S FLYING-SHOT HINTS

Getting satisfactory model-flying photographs can be an exercise in utter frustration. Unless the combination of people, model and photographic equipment are well matched, results undoubtedly underwhelm. I am not an expert on the subject but, from my limited experience thus far, I can pass on the following advice based on my time both wielding the joysticks and releasing the shutter.

The human factor first: a proficient R/C pilot and competent photographer are key for successful results. Trouble is, a tuned-in pilot and skilled photographer can be fiendishly difficult to locate in the same place and at the same time. But, if two such individuals co-exist on an ongoing basis, not following others' agendas, a major impediment has been overcome. Then the model can be gradually flown to best advantage in a leisurely, progressive and learning way to have its airborne persona captured in hopefully crystal-clear detail.



A stable, trainer-type model is best to start with if attempting flying shots for the first time.

In theory, docile lightly-loaded models are ideal initial subjects. They can be flown slowly and manoeuvred tightly to remain easily imaged. This pre-supposes calm conditions. In my opinion, it is best in the early stages to only try for flying shots when the weather is tranquil. Not having a model jostled about by gusts when trying to pose in

slow-motion is one less annoyance to contend with. There's plenty of time to fight 'a bad dose of wind' later on!

Of course people don't just operate slow-coach models, the lust for speed is potent and almost ubiquitous. The experienced flier comes into play here. Such models may be heavily-loaded and prone to tip-stalling when throttled back and banked constantly (though not always). An experienced flier knows the best control surface and



power combination to hold the airframe in a relatively stable draggy attitude without splatting the thing into a gazillion fragments before you can cry: "Say Calvita!" Personally, I find the sensitive use of co-ordinated aileron/rudder (if available) and throttle very useful when trying to position both well-balanced and highly-strung subjects for the crucial freeze-frame moment.

Stable, slow-flying scale jobs are also good subjects. Though, the inaccuracy of this ARTF cowl-less 'Cub' in relation to its full-size counterpart is also highlighted here!

Some models will probably crash if flown too slowly and low down for two main reasons: they are too heavy or the pilot is inexperienced. But, to get really sharp flying shots, Warp-Speed blurs whizzing past trailing a haze of nitro exhaust are not the most suitable first choice. So, regardless of your airframe configuration, use a steady well-mannered model as an initial photography subject, and when confident move on to the more hairy fliers. (Personally, I wax, so I am quite a 'smooth flier.')

I am certain it is possible to get stunningly good-quality flying shots of the near-full-throttle fast and furious aircraft too. But, so far, my experience level has not reached that stage.

To establish the most favourable flight patterns to capture useable images, experiment first by doing various dummy runs while following the subject through the lens. A slow curved semi-circular bank presents the maximum surface area for the camera autofocus system to lock on to, but plain old straight-and-level passes will reveal side-views that can look a little one-dimensional. Exciting photo-opportunities of inverted and other non-right-way-up 'fright' can follow when the more basic stuff is mastered.

Distant fuzzy straight-and-level airframe silhouette pics are easy to get and look boring and ordinary. Closer fuzzy shots also look terrible. I think the best results come in certain light that is not always present. If the light is nice, one can see the model better in the finished image, preferably reasonably close-up too.

I have got good definition with the sun to mine and the photographer's back with either a completely blue or sunny/fluffy-clouded sky later in the afternoon with the sun lower. Also, a dark sky behind the plane with strong



Low-wing sport-aerobatic aircraft can look very well if captured successfully.

sunshine coming from the opposite side can illuminate the subject dramatically. On those rare ideal-light-conditions, if the model is flown and positioned within an imaginary rectangular box, the proportion of acceptable shots can increase.

Of course, overcast skies are the norm. One can get decent in-flight pics with practice and perseverance in cloudy-bright conditions, where again I believe that slow and low is best.

Model size plays a part in the flight-shot recipe. I have found that larger airframes are easier to capture while the smaller ones are not. Sounds obvious, or is it? I'm assuming that with big subjects there's more surface area to lock on to, but my inability to successfully snap the tiddlers may simply be a result of my limited experience up to this point in time.

What about the actual picture-taking equipment? What camera is best to use? Not being an expert photographer, I dare not suggest the 'ideal' arrangement. But, I have the following personal preferences...

...Any good-quality DSLR should fit the bill. Their 'action/sport' setting normally dials in the required fast shutter speed and wide aperture needed to freeze motion and isolate the model from the background. One usually ends up with a 1000th -2000th/sec. shutter speed and 5.6 aperture combo, and that is ideal for stopping aerial action dead in its tracks.

The action/sport setting may sometimes select slower shutter speeds but shouldn't drop below 500th/sec. unless in very dark conditions. If the shutter speed drops to that extent in the murk, an increase in 'film speed' might assist, though I try not to ramp this figure up higher than 400ASA for fear of graininess. You can also choose shutter-priority mode to keep the shutter speed high, assuming your aperture range and film speed can compensate if needed.

Interchangeable lenses are another major DSLR plus-point. I use both an 80-200mm and 70-300mm to pull the model closer. The 200mm lens gives better quality images and is more responsive as it's an expensive piece of kit, but the 300mm lens has greater range. Infrequently, I use the supplied short-range 18-70mm zoom lens for immortalising hand-launches.

The much-touted predictive autofocus/focus-tracking system of DSLRs initially excited me greatly and seemed fabulously suited for 'the task in hand.'

This feature allows the shutter to be released with focus-lock not established at the point the camera thinks the moving object is about to be placed. It is supposed to be good when used in conjunction with firing off a series of successive pictures to sharply capture fluidity of movement.

In reality, I have got so many useless slightly unsharp unpleasing blobs in this mode that I am partially disgusted with the concept. However, ultrasonic and IF lenses are faster at detecting and responding to visual info being picked up and results can improve if an upmarket zoom lens is utilised. Regardless of zoom lens stature, it's important to keep the model in the viewfinder 'cross-hairs' all the time as the focus-tracking is easily lost if the subject matter escapes from the detection grid – and this can happen quite frequently.



Gerard recommends a good quality DSLR and macho zippy zoom lens for best results capturing R/C planes scurrying by. This is his own somewhat under-used Nikon D200 and 70-300mm zoom lens.

Personally, although I dislike predictive autofocus, I continue to use it exclusively as I think it has potential.

With the lens at or close to maximum zoom I find the model whilst still relatively far away and high up. I lightly press the shutter-release button to initiate the focus-tracking, maintaining light finger-pressure to keep it active. Then I follow the model down 'til it gets closer, adjusting the lens' zoom range all the way. I simultaneously fully release the shutter many times during the low slow pass. I find the focus-tracking works better if I don't zoom too close to the model as it nears me. This process is repeated on consecutive fly-bys. The whole panning/snapping/fly-past action on each run may take only thirty-seconds and I am never sure if I have got acceptable results 'til I check the images on the computer when I get home, as some blurred shots initially look sharp in the camera's screen.



Peter Miller finds a shoulder-stock camera-mount device useful for obtaining the flying shots of his OD creations. (Pic: Peter Miller.)

David Ashby told me that the superb flying shots contained in 'RCM&E' are obtained using the non-predictive autofocus setting, meaning the shutter won't release unless the model is truly focus-locked. This shows what can be achieved by those who know what they're doing on the shutter button and tranny sticks.

R/C aeromodelling columnist and designer Peter Miller sometimes uses a 'shoulder-stock' device to further smooth-out the panning routine. Though difficult to obtain, this camera-mount-adaptive accessory may be useful for those with shaky hands. A monopod may be a suitable more-easily-got stability-adding alternative.

I have ignored film autofocus SLRs, completely manual film SLRs and compact cameras of both film and digital persuasion here for the following reasons: The same picture-taking techniques apply to film autofocus SLRs. I have had no success with completely manual film SLRs and would not recommend the film- and time-wasting antics associated with manual focusing of antiquated zoom lenses. The zoom ability of compacts is limited and, with cheaper digital compacts, the troubling issues of shutter lag and absence of a viewfinder are further personal turn-offs.

My last piece of advice is to get the best possible camera and lens equipment you can afford. If I had the budget, I would go top-of-the-range, but alas I can't and have to rely on much practice and countless unacceptable shots to get even half-a-dozen reasonably good ones. But, through the frustration of fuzzy fully-framed fliers, and sharp but not-fully-framed rear fuselages and tail-planes, occasionally a pleasing result jumps out and that's exciting. If I had a skilled pilot or photographer to assist me regularly, I know the success rate would greatly increase.

If you are getting spectacular flying shots with any type of camera, I'd love to see them and know all about your technique. Get in touch at: feeneyzone@eircom.net if you have anything to say.

Gerard Feeney

SCALE BUILDER

Jim Donohoe.

There may well be many scale enthusiasts out there, who have for many moons contemplated that ultimate dream build, whether a Gloster Gauntlet, Kawasaki Ki-100 or something out of the ordinary, but which because of lack of availability of either kits or parts, has never got beyond the drawing board in the mind stage.

The vast number of aircraft, spanning a period of over one hundred years, is heaven for your scale enthusiast. There are so many prototypes that may not have reached the building board, for the reasons outlined. A search on line, or a trawl through books and hard copy sources on aircraft, will give you examples such as the Polikarpov I-153, Breguet 14 and Saab B17. The three aircraft named originate in Russia, France and Sweden and all of which have an usual design or feature.



Wing under construction, with fuselage in the background.

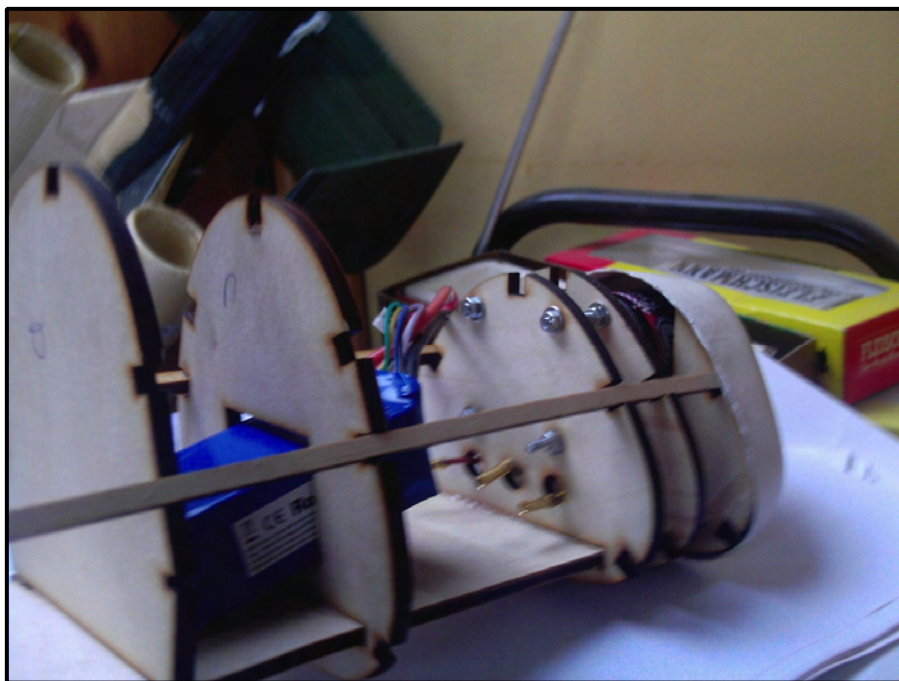
The Polikarpov I-153, from the Union of Soviet Socialist Republics, is an example of a Russian biplane with retractable undercarriage, and which went into front line service in the early stages of the Second World War. The Breguet 14 is another biplane used as a day bomber by the French in the First World War, and complete with a Renault 12 water-cooled engine, and featuring the unusual configuration of the exhaust manifold projecting in a vertical stack like manner from the top of the engine cowl. From Sweden, there is the Saab B17, which to an extent came about when Sweden realized military aircraft were not available during the pending Second World War, and the Saab aircraft company was then formed. The first indigenous aircraft was the B-17, which started production as the L10 two-seat reconnaissance monoplane, and which features in such form a long cockpit area. These prototypes are generally not produced by the mainstream kit manufacturers, and similarly don't appeal to manufacturers of the ARTF variety.

Should you wish to try a build of some of the more unusual and exotic aircraft, and feel it is not within your reach, then don't despair -help is at hand.

Jim Donohoe a scale enthusiast is in a position to solve this problem, and who has dedicated equipment to produce laser cut parts of all those items which you might need for that scale project. For the scale builder, who has recently acquired a set of plans from a source such, as Zirolì, Palmer or Jerry Bates, and who hasn't the resources or equipment to fabricate the wing ribs, formers or other components, then Jim may well be the man to take you out of trouble. Jim will consult with you, study your plans and agree with you a shopping list of parts which you may need. Those parts then agreed, Jim will produce with laser accuracy the necessary components to get you started from fuselage, wings, rudder and tail plane to your desired scale and finish.

It may be a case where you are unable to source plans for that vintage and little heard of aircraft, say an Avro 504, and a chat with Jim may help you out. With the aid of some good quality photographs of your chosen prototype, Jim may be able to produce for you a set of plans.

You may well ask, what does Jim build and what are his current projects ? On the Jim building board at the present time and under construction are a Blohm und Voss BV141 (the asymmetric observation aircraft), Messerschmitt Me 262 (first operational jet) with twin 90 fans, and a number of models at drawing stage to include the P38 Lightning, Heinkel UHU twin and Dornier Pfeil (arrow) with twin axial engines. Jim has completed a Warthog and Fieseler Storch.



Battery installation, showing laser cut parts assembled

If you require these building services provided by Jim, need assistance or have a query, whether size of wing chord, price or as the case might be, then make a call.

Jim can be contacted on this number : 086 8594589.

Like more information before giving Jim a call, then have a browse on the Green Hobby and Model website, where Jim who trades under Tridium RC Model Plans is promoted. The web address : www.greenhobbymodel.com.

The cover photographs show some of the aircraft in production at the Jim workshop, and Jim expects to be in a position to travel and meet with scale enthusiasts on their club field in the coming season. This will provide an opportunity to chat with Jim, check out the goods and take it from there.

Paul Fetherstonhaugh

Scale Secretary.

IMAC Training Day, Laois Model Aero Club



IMAC, or International Mini Aerobatic Club, is a class of Scale Aerobatic competitions.

Founded in America in the 1970's the idea was to emulate the full-size IAC Aerobatic Competitions using scale models. Since then it has grown to over 15 countries around the world, and has been going in the UK for over ten years.

New aerobatic sequences are formulated and published each year for five different classes ranging from Basic to Unlimited, and flown and judged at competitions around the World.

In 2012, some MACI pilots went to visit one of these competitions held at Tyrella in the North of Ireland ,and came back inspired by the events fun , excitement, and skill, and decided to give it a go, using 30, 50 and 100cc Aerobatic Scale Models such as the Extra 300, Extra 260, Yak 54, Sbach 342, Sukhoi 26, planes that would have all competed in full size IAC, along with Cap 232's, MXS's, SU-31's, and even Biplanes such as the Pitts 12.



Matthew Poots with his 200cc Carden Extra



Flightline Masterclass

After a few informal practices using the 2013 Sportsman Routine, a training day was organised, to be held at the excellent and centrally located flying facilities of Laois Model Aero Club, who very kindly offered the use of their site, and provided heat, hot food, and moral support for this historic event.



A look inside 80cc Electric SU26

The rain stayed away thankfully, and it was certainly breezier than the Weather forecast predicted, but this didn't prevent participating pilots, spectators, and pilots interested in trying IMAC gathering to have a look and see some of the breath-taking display and demonstration flights that took place.

Special guest Pilot Matthew Poots accompanied by his Father Trevor, from Banbridge Aero modelling Club joined us, bringing planes such as a 97" H9 Sukhoi 26, a 105" Hangar 9 35% Extra 300, and a 42% Scale 126" Carden Extra 300 powered by a DA200cc petrol engine, which was surprisingly almost as quiet as the Electric Sukhoi 26. While



Martin Mangans Extra 330SC

most IMAC models require a large Model Card for weighing over 7kg, all must remain under a 20kg weight limit under IMAC regulations.

Unfortunately, IMAC pilot Angus Balfour, who is well known in aerobatic circles, was unable to attend, having stepped off a long haul flight from Australia the day before. We will surely hope to see Angus at future events in IMAC and his support to date is much appreciated.



Some of the spectators

Model Heli Services, represented by Mark and L i a m Broderick, were on hand, ready for technical assistance and equipment advice. A big thank you to them for supporting IMAC in Ireland.



Pilot Briefing.

After an introductory welcome and a Pilots Safety Briefing by Brian Foran from LMAC, the flying got under way, with Gerard Kilbey flying his H9 Extra 300, Alan O Connor with his Pilot RC 90cc Edge 540 fitted with a tuned pipe, and Mikey

Blake piloting his 80cc H9 Sukhoi 26, having had carried out the maiden flight successfully that morning!

Some of the other planes that filled the flight line included Brain Forans Sbach 342, and Extra 260, Extra 300's from Graham Dwyer, Martin Mangan and John Allen, Andy Ryans 120cc Yak 55, James Lennons Sukhoi 26, and a pair of Carden Yak 54s flown by Eugene Larkin, and Liam Broderick.

Following some dazzling display flights in freestyle by Matthew Poots using his Extra 300 and Sukhoi 26, he demonstrated an Unlimited sequence, using his enormous Carden Extra, using every inch of sky available.

The clubs new heated facilities comfortably seated everyone as pilots and spectators were treated to a hot Chicken curry with rice meal, and there followed a talk from Matthew about IMAC, advice on how to set up and trim your plane, some flying tips, how the judges mark down flights, and using the



Electric 35cc Extra 300

Aresti system to learn and call sequences.

A booklet was available to all who attended containing information regarding Aresti, Trimming your plane using the Goldsmith Checklist, the 2013 class aerobatic sequences, as well as where to find more information regarding IMAC online, including the new IMAC app for smartphones that contains schedules and video links.

There was a healthy question and answer session following Matthews talk, as we learned about noise control, 'automatic zeros', and tips and tricks on how to demonstrate the routine to judges in the best way.

Matthew and his father very kindly offered to continue with future advice and support, regarding flying and judging IMAC in Ireland, and invited any MACI pilots interested in competing in this year's IMAC events in Northern Ireland to contact him.



Matthew and Dad Trevor Poots

In all, the day was a great success, with a large attendance of pilots and spectators, together with the usual friendly support and banter, and some excellent flying on display. There was a friendly relaxed atmosphere more reminiscent of fun fly than competition.

It turns out that IMAC certainly not only improves and disciplines your flying skills, but is exciting to watch, demands lots of practice, which in turn means lots of meaningful time at the sticks and out in the field with your favourite scale aerobatic plane, what more can anyone ask for!

A big thank you to all at the Laois Model Aero Club for hosting the event, and all the Pilots and spectators who supported it, we hope to see you all at IMAC events in the future.

Brian Foran, Mikey Blake, Graham Dwyer

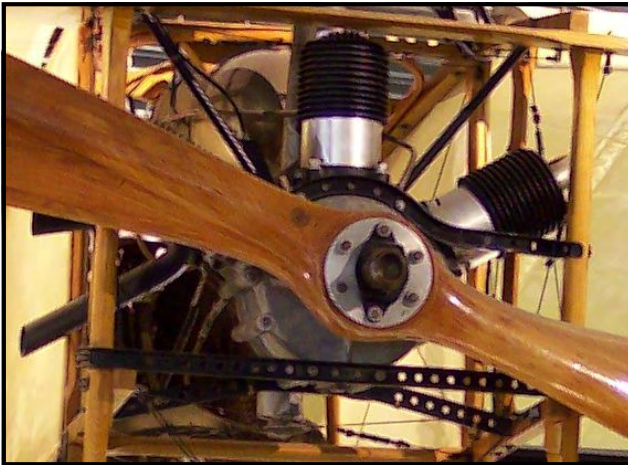
A Close Run Thing

In a previous article I characterised Louis Blériot's epic flight across the English Channel in 1909, as a combination of sheer tenacity, courage and an overheating engine.

During 1989 and 1999, two re-enactments were attempted, one successful and one not.

A Swedish airline captain made the successful crossing in a version of the Blériot XI, built in Sweden by the Thulin factory in 1918. The main difference the Thulin version and Blériot's 1909 model, was their engines. The 1909 XI was powered by a 25hp fan Anzani, and the Thulin version was powered by the more powerful 50hp Gnome Rotary engine. All things considered, it was the Gnome which probably guaranteed success.

Because the 1989 aircraft was also powered by a 25hp Anzani engine and the design features were almost identical to Blériot's 1909 aircraft, it gives us more of an insight into how very slim was the gap between success and failure.



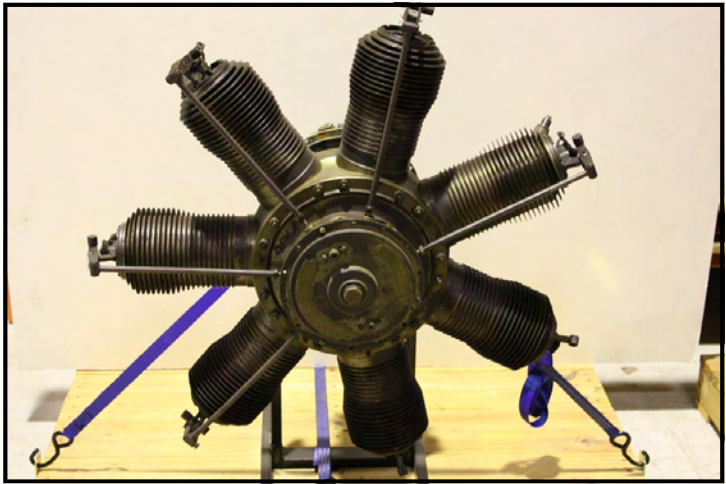
25hp fan Anzani engine.

The 1989 attempt was enacted in an original restored Blériot XI, owned by the great mans grandson, also called Louis. Because of the marginal power output from a restored 25hp Anzani, and the aircrafts marginal controllability, pilot weight was a crucial consideration.

The engine/propeller combination needed to produce more than

240lbs of thrust, to give a good chance of becoming airborne. A combination of guesswork, adjustments to the timing and oil feed led to the desired thrust becoming available. The oil system is total loss, much of it over the pilot.

The pilot chosen for her skill and low weight, (7 ½ stone), was a lady called Gloria Pullan. To gain experience flying the Blériot, she engaged in short take off and landing h o p s , culminating in a series of



50hp Gnome Rotary engine.

continuous circuits to establish the aircrafts endurance. Flying circuits at about 40mph and an altitude between 250 ft and 350 ft approx., a continuous flight of 48 minutes was achieved, sufficient time to allow a crossing of the Channel.

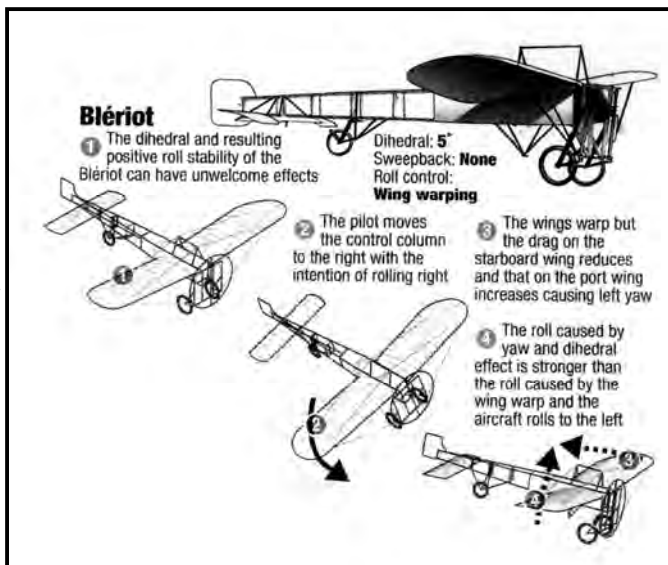
To appreciate what Blériot and Ms Pullan had to contend with, it is timely to examine a little more closely the ‘workings’ of both aircraft.

The structure of the 1989 XI, which is basically an original aircraft, (c/n 225), differs only in a few areas from the 1909 prototype. The rudder is a slightly different shape, but the main features like tip elevators and rear wheel assembly are the same. The floatation bag inside the rear fuselage of the XI flown by Blériot, which has often been mistaken for a fuel tank), was replaced by a polystyrene ‘brick’ behind the seat and did its job by preventing the aircraft from sinking when it eventually ditched.

Blériot is credited with the classic monoplane layout and his XI small lightweight machine. It was 26’ 3” long with a wingspan of 25’ 8” and was constructed of Ash and Poplar, spliced with piano wire. The fittings were of steel and aluminium. Its maximum speed was put at 40mph. The novel ‘steering wheel’ or ‘cloche’, (bell), fitted to a universal joint, (patented by Blériot), could both warp the wings for roll control, (no ailerons were fitted), and control the elevator. A separate bar was used to operate the rudder.

The engine proved to be Blériot's greatest problem. Essentially it had to be light, provide sufficient power for the task and be supplied with enough fuel to make the Channel crossing. There was little room for error. He finally decided that he would use a 3 cylinder Anzani air cooled engine. Quite simply, a larger version of the French designed motorcycle engine. It weighed 132lbs, had a 105mm bore and a 120mm stroke which developed between 25 and 30hp.

The engine in the XI for the 1989 attempt was also an early fan Anzani, differing only from the 1909 one in having a coil and batter ignition instead of a trembler coil, and an oil pump from a slightly later type rather than hand pumping. The oil feed quantity was totally experimental and

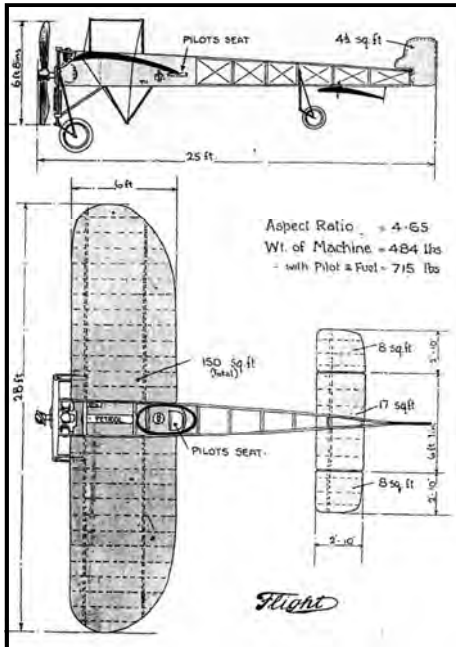


was the subject of much variation throughout the flight trials, until an optimal setting on the adjuster value was decided upon. (Incidentally, the oil supply system was total loss, much of it deposited over the pilot).

As to the flying characteristics, Ms Pullan reported that the handling left something to be desired, despite her light weight. Turns were made flat, leading with the rudder which was fairly effective, and following with opposite stick to keep the inboard wing from gradually dropping. She reported that the aircraft wanted to climb all the time and that she had little trouble maintaining height at full advance on the timing lever.

The layout of the Blériot XI made it a tricky customer to fly, mainly because of the combination of dihedral, the wing section and wing warping. The resulting flight path when the wing warping was used took some getting used to, hence the use of rudder as the primary means of steering.

The Blériot had significant dihedral. Any yaw is turned into a strong rolling movement by the wing, and level flight returns naturally, (Ah, those free-flight days), see diagrams. However, the strong positive stability can act against the pilot if yaw is inadvertently produced. For example; on moving the wing warp to roll RIGHT, the asymmetric drag yaws the machine to the LEFT, providing a strange left rolling movement. The result of putting the stick to the right is a roll to the LEFT, which is why the roll control is left well alone when the XI is flying.



This effect will not be new to those of us who fly scale models and have at some time or another flown one which wanted to yaw left when we gave right aileron. We were then introduced to using both the rudder and ailerons combined, consequently made more effective with a differential setting on the ailerons. For me the wayward model was an Aeronca Champ which needed all of the above!

Anyhow, back to Ms Pullan. With the English coast just visible on the horizon, her brave attempt was about to end. Despite the engine sounding

OK, and with no perceptible drop in revs., height was gradually being lost. Various positions being tried on the advance/retard level to increase the power, proved futile, and easing the stick back the XI ditched and settled on a gentle swell, undamaged except for the propeller.

After retrieval of the Blériot, a subsequent investigation suggested that the engine failure was due to a very basic design which did not allow for consistent running for more than forty minutes without overheating.

A contributory factor may also have been the motorcycle battery/coil ignition system, as the points cover was found to be 2/3 full of oil, and may have reduced the power.

Success and failure is often a close run thing.

Eamonn Keenan



2013 Contest Calendar

For Up-To-Date details visit
www.maci.ie



Scale

Please note

All Scale Championships, except the Scale Nationals, will be held on a Saturday. In the event of a large number of competitors or bad weather on the Saturday, then the Sunday will be utilised. Please check with the contact below, or visit the MACI web-site, on the Friday that the competition is going ahead.

April 21	Scale Fly-In <i>Paul Fetherstonhaugh 087 1331736</i>	Laois MAC <i>scale@maci.ie</i>
May 5	Scale Fly-In <i>Melvin Inwood 045 433050</i>	Curragh
May 26	Scale Fly-In <i>Paul Fetherstonhaugh 087 1331736</i>	Laois MAC <i>scale@maci.ie</i>
June 2	Scale Fly-In <i>Andy Ryan rinomodels@gmail.com</i>	Model County MFC
June 22-23	Leinster Scale Championships <i>Paul Fetherstonhaugh 087 1331736</i>	Laois MAC <i>scale@maci.ie</i>
July 6-7	East Coast Scale Champs <i>Liam Jackson 087 2562293</i>	Roundwood
July 27-28	Midland Scale Championships <i>Declan Henegan 087 2625868</i>	Midland MFC
August 11	Scale Fly-In <i>Paul Fetherstonhaugh 087 1331736</i>	Laois MAC <i>scale@maci.ie</i>
August 24-25	Scale Nationals <i>Paul Fetherstonhaugh 087 1331736</i>	Model County MFC <i>scale@maci.ie</i>

September 8	Scale Fly-In <i>Contact Melvin Inwood 045 433050</i>	Curragh
September 15	Scale Fly In <i>Declan Henegan 087 2625868 declan.h@unison.ie</i>	Midland MFC

F3A

April 20-21	South Leinster Champs <i>Brian Carolan 087 6509848 brianccarolan13@gmail.com</i>	Model County MFC
May 18-19	Munster Champs <i>Noel Barrett 021 2475971 nbarrett@indigo.ie</i>	Cork MFC
June 15-16	North Munster Champs <i>Gordon James 0868269840 gordonjames03@gmail.com</i>	Carron MFC
June 29-30	Tripple Crown <i>Brian Carolan 087 6509848 brianccarolan13@gmail.com</i>	Model County MFC
July 13-14	Leinster Champs (Team Trial1) <i>Brian Carolan 087 6509848 brianccarolan13@gmail.com</i>	Roundwood/Wexford
July 20-21	Back up for Team Trials	
Jul 26 - Aug 5	F3A European Champs <i>Pierre Pignot +33 5 49235532 pierre.pignot@orange.fr</i>	Chateauroux, France
August 3-4-5	F3A Nationals & Team Trials <i>Gordon James 086 8269840</i>	Carron MFC
August 15-25	World Champs	South Africa
September 7-8	Autumn Aerobatic Activity <i>Noel Barrett 021 2475971 nbarrett@indigo.ie</i>	Cork MFC
September 21-22	Back up date for first event cancelled.	

Helicopter

April 14	F3N Championships <i>George Ryan 087-6455951</i>	Midlands MFC <i>helicopter@maci.ie</i>
May 19	F3N Championships <i>George Ryan 087-6455951</i>	Carron MFC <i>helicopter@maci.ie</i>
June 16	F3N Championships <i>George Ryan 087-6455951</i>	CMAC Brinny <i>helicopter@maci.ie</i>
August 17-18	Heli Nationals <i>George Ryan 087-6455951</i>	Carron Tipperary <i>helicopter@maci.ie</i>

Control Line

May 25-26	Triple Crown International Championships Cork MFC Brinny <i>Kevin Barry 086-8339846</i>
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Gliding

March 16-17	PSS Over Ireland <i>Fred Marie fred@gliderireland.net</i>	Mt. Leinster, Wexford
April 13-14	ISR Slope Fest <i>Fred Marie fred@gliderireland.net</i>	Mt. Leinster, Wexford
May 3-4	Glide In <i>Chris Van Schoor 087-9297071</i>	Kerry <i>crasherchris@gmail.com</i>
June 8	Shannon MFC Glide-In <i>Gerard Buckley 086-3497493</i>	Tountinna <i>gerryb2003@gmail.com</i>
June 9	Back up date for Shannon Glide-In	
August 10	Fly-In (slopesoaring, winching, aerotow, bungee) <i>Richard O'Brienglider@maci.ie</i>	Cork
September 28-29	ISR Slope Fest <i>Fred Marie fred@gliderireland.net</i>	Mt. Leinster, Wexford



Brian Forans 111cc Extra 260



Gerard Kilbeys 111cc Extra 300



IMAC Training Day, Laois Model Aero Club