

Flightlines



Inside this edition;

Events Roundup
My Phase 6
IMAC Training



Issue 2 - 2013



*Two Photos from the Scale Fly-In at the Curragh.
Top - John Byrne. Bottom - Paul Byrne.*



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**On the Cover: 1/3 Scale Piper Cub with its owner/pilot
Farhan Siddiqui at Shankil**

***The next MACI Council Meeting will take place on Tuesday
July 23rd 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

At last we seem to be getting some semblance of a Summer. Even though we do not seem able to get rid of the wind, (or is that just me?), there does seem to be a fair amount of flying activity taking place.

I have recently returned from a three week break, which included one week as my annual sabbatical to the RC Hotel in Corfu. It really does one a power of good to have the ideal conditions to fly in. I also took in the Weston Park model air show three days after returning from Corfu. What a contrast.....from 30°C and clear skies to 15°C, windy and the odd downpour. At least the flying took place, and there were always the trade stands to shelter, (and spend), in.



Spiros, left, and Adonis prepare for a synchronised demo in Corfu....look at that sky!

Can I ask a favour of anyone who has any contribution to make to Flightlines? It would be a great help to me if you were only to use the e-mail address flightlineseditor@maci.ie. Could you also send any articles to me in Word format, as it is difficult to edit PDF files. Closing date for the next issue will be the last day of July.

Safe Flying.

Chris Clarke

IMAC Training Weekend, RAF Barkston Heath

Following on the Success of the inaugural IMAC Training Day held earlier this year at Laois Model Aero Club, Brian Foran and Graham Dwyer, attended the recent IMAC Training Weekend at RAF Barkston Heath, Lincolnshire, England.



The aim of the weekend was to learn more about IMAC, meet the experienced pilots and Judges, get tips regarding plane setup, and most importantly positive criticism regarding our flying.

When we arrived, we were made feel most welcome by the Pilots and Judges, as well as the Committee members, Mick Bull, Neil Harrison, and Thomas David, who along with Barry White, demo-ed the do's and don'ts of some of the most controversial moves such as Stalls, Stall turns, and Snap rolls. These are not elitist, competitive fliers as you might expect, but an extremely friendly, helpful and supportive bunch, who went out of their way to ensure anyone's flying problems could be sorted out.

The facilities were amazing, a full size RAF airstrip, which is also regularly used by a local model flying club, and full size craft were diverted to nearby RAF Cranfield for the two day event.

There were lots of options regarding accommodation, with most of the group opting to stay at a nearby Campsite, and a group dinner was organised for Saturday night, followed by a beer or two, and many entertaining flying stories from the experienced IMAC-ers.

By 9am each morning, the flying line was ready, and the training was to begin.

During the Pilots Safety briefing, the extents of our flying 'box' were outlined, markers and no-fly zones identified, as well as pointing out the 'deadline' behind which no-one could fly, as it contained the pilots, judges, planes, and car parking.

Each Pilot flew two routines in turn, about 8 minutes, while the Judges called out the routines, making helpful wind correcting comments all the while, and much was learned observing this, as a good calling technique is just as important as your flying.



There were also breakout tuition sessions where a Pilot would volunteer to fly instructions from the Judges, and show us exactly what is going wrong, these sessions demonstrated good and bad 45 degree up-lines, good snap rolls and when they can be disqualified, and how to perform the perfect stall.



On the second day, everyone had a dummy competition run, where we were judged by three judges, scored, and received helpful comments, criticisms, and detailed de-briefing on where we could improve from Chief Judge, Phil Mousley. Phil was an incredible source of information on how our flying could be improved, and passed on his knowledge in a friendly and supportive way. He has kindly offered to help us out in Ireland with training and judging for the future.

This positive feedback proved invaluable, as you can develop bad habits at an early stage that, if not spotted and corrected, can follow you around as part of your style of flying.

All this attention to detail and correcting, had the accumulative effect of producing some very graceful, smooth and precise flying, very controlled and deliberate, a whole set of scale aerobatic manoeuvres the full size pilots perform at competitions.

As with any flying event, this weekend was not without its share of incidents, the most serious of which occurred when a full size unpowered glider attempted to make a landing at our runway, while a 3m wingspan Sukhoi was performing an amazing display. While we all held our breath and the Sukhoi pilot considered ditching his plane, the glider Pilot took evasive action and landed safely.

Most of the other incidents consisted of plane parts falling off, bad landings, and dead sticks, unusual for Petrol models, but for many, it had been their first time flying in six months, given the poor weather since last Autumn. Whenever someone had an engine problem, the whole group rallied so see what could be done to solve it. There were also two wing failures; both on 40% scale airframes while performing the 'Unlimited' routine. It will be interesting to read if this phenomenon is occurring worldwide, can it be attributed to too much G-Force demanded from a particular manoeuvre?

We learned a lot about the organisation itself, its history, and its relationships with Parent Organisations such as the BMFA and IMAC USA. Unlike most other disciplines which are governed by rules (or adaptations from) the FAI catalogue, IMAC UK recognises the rules of the Parent IMAC USA association, but has a few variations to its rules regarding wingspan limits for its Basic class etc.

There is close contact between the Chairman of IMAC UK and the President of IMAC USA, which hosts the new annual routines, the current rulebook, specialist online Judges training, and links to each of the Worldwide IMAC organisations, from Chile to China.



We learned that the BMFA recognises IMAC UK as a special interest group, along with such groups as the Jet Modellers association, British Waterplane Association, Miniature Pylon racing Association, Control Line association, Vintage Team Race Special interest group, and so on.

The BMFA include the IMAC nationals in the BMFA nationals, while no monetary support is received or necessary, apart from normal Club affiliation fees. This differs from the FAI recognised disciplines such as F3A, which would receive some financial support in that regard.

A BMFA 'B' Cert is required to participate at IMAC events, we contacted the BMFA regarding this, and after examining our MACI documents regarding our own 'B' Cert, confirmed that they are indeed, compatible, and the IMAC accepted our MACI cards, and large model cards during the induction process. We also learned that there is a BMFA 'C' Cert exam! Without even looking at it, it sounds hard!

The IMAC UK club intend to form a National Team to attend the first World Championships, scheduled for September 2014 in Muncie, Indiana, USA, and the pilots are already keenly saving and practicing to attend and participate in this event.

A nominal Club fee for IMAC UK and a small fee for each competition entry is charged, a small price to pay for such an educational event, that pays dividends back when it comes to improving your flying.

Membership of IMAC UK is not necessary for attending the Northern Ireland Competitions, but it is required for the Mainland UK comps, we are hoping to attend such a competition at Rhyl, North Wales, which is less than one hour from Holyhead. There are also competitions this summer planned for Omagh and Londonderry.

If you are interested in joining us at any of these events or at an informal practice day for some educational fun, please do not hesitate to get in touch.
Brian Foran - 086 2578228 Graham Dwyer - 087 2100407

Midland Model Flying Club

Boora Kilcormac, Co. Offaly

Www.midlandmfc.ie

1st Round Heli F3N Event In Midland Model Flying Club April 28th 2013

Having cancelled this event twice since its original date of 14th April 2013 I was very apprehensive as Thursday the 25th April approached, the day George Ryan and myself had agreed to make the final decision on whether the event would run or not. The problem with cancelling it yet again meant that all the F3N events would now be backing up on each other and this would have an adverse effect on members taking part. So with the help of three Met websites and a lot of hope we finalized Sunday 28th April.



Jamie Hourigan

So all hands on deck in Boora on Saturday 27th to prepare for tomorrows event, grass cutting strimming cleaning, Contest Lay Out Area for F3N and this is where we came to a sudden stop. We had only ever held rounds of the Heli Challenge in Boora before and when we saw the

physical size of this area, about forty meters by about fifteen it was time to make a couple of quick phone calls. But thanks to George and Philip Walsh we carried on with the plan and” MAN” is that area massive.

We finished all the prep work at about four, and as we would get no flying next day we all flew until darkness sent us packing. Sunday morning came and weather, while it had been promised showers and wind in the region of twenty kilometres an hour seemed a little bit out with winds being a bit stronger than forecast. Arriving at Boora winds were in the region of thirty and gusting a bit more, but no use in worrying now. Members and Contestants started arriving and pretty soon we had a good overall amount there and got some tea and biscuits going.

Luckily we had five Judges for the F3N and Intermediate rounds and contestants that flew in those events would Judge the Novice. We had four entries in F3N and two in each of the Intermediate and Novice. Briefing took place at about 10.30 and Competition was on with first round F3N first, Intermediate and Novice and reverse order for round two ect. I am not going to write a commentary on the individual flying as the end score sheets will tell their own story. I was very much looking forward to the last round of the F3N where they fly a freestyle round to their own pick of music and this is not to be missed, as it is a joy to watch.



Noel Campion and Barry Kennedy

Lunch was served at about 1.30 in our new Porta cabin and we tried a new self service style dinner which meant everyone was seated and tucking in to a burger, sausage, salad, and chips dinner in about ten minutes with tea and biscuits afterwards. This gave the lads lots of time to chat and take a good look at other guys Helis, and was

there some selection there, with 90/100 size at about two grand's worth. It's hard to believe what has been achieved in the Heli World

And I have noticed percentage wise 90% are battery powered, a long way from my first 30 sized nitro.

Only one round left in each event after dinner and last one was F3N to music which I said earlier is a pleasure to watch, and competition finished finished at about four with prize giving at about 4.30 after all scores finally tallied.

At this point I would like to thank all the contestants that made the effort and travelled to Boora and to David Nolan and Rodney Kee who made their way down from Northern Ireland. I would like to give great praise to the five F3N judges who sat for most of the day with winds in excess of 30 KPH. A great thank you to George Ryan Heli Secretary who kept a good overall eye on all proceedings.

To our own guys a massive thank you, and especially to Anna and Tasmon who fed the troops on the day," where would we be without you".

Before Sunday 28th I had not seen F3N flown before and I know I'm not alone in this, so with the great foresight of George Ryan we are going to put on a F3N Demonstration at our Bring & Buy Fun Fly on the 8th/ 9th June. We will have the pleasure of The Irish Team representing Ireland in Poland In July 2013. George Ryan Flyer / Team Manager, Noel Campion, Barry Kennedy.

The Lads are going to demonstrate all the moves in the F3N schedule narrated by George Ryan so you will know what exactly they are doing and when.

So Put June 8th 9th in your calendar and come to MMFC Bring & Buy Fun Fly with overnight (weather permitting)an event not to be missed.

Declan Heneghan
Contest Director
IRL- 4391



Jamie Hourigan receiving 1st Prize in Novice



Rodney Kee receiving 1st prize in Intermediate



Noel Campion receiving 1st prize in F3N

My Phase 6, and other interesting facts.

And it came to pass, that I found myself standing on top of the world looking down upon all of Creation. (Er,...not strictly true; I was actually standing on Mt. Lienster looking out over County Carlow, but you get the picture.)

I'll never forget how cold my feet were on that November day



Re-Constructed George Cayley Glider

Standing at Nine Stones car park it seemed strange to be looking down onto the cloud. It gave the view a serene and slightly weird appearance.

Feeling very little wind against my face I launched, (okay, threw) my 'Sport' Phase 6 out over the abyss. The model quickly lost height,.. My heart rate started to race a little as I wondered if she might just continue falling, but having gained a little airspeed she started to climb slightly. A sense of relief came over me. A couple of crows decided to come and play and they, very obligingly, showed me where the lift was. (I knew it had to be out there somewhere.)

An 'old boy' approached me from the car park. Wearing a brown suit that hadn't seen a dry cleaners for a good twenty years or more, and with a flat cap perched on the back of his head he was rolling some tobacco in the palm of his hands whilst his pipe hung out the corner of his mouth.

"Where's the propeller?" he asked, looking out at the model.

"Hasn't got one" I replied.

He gave me a sideways glance as though I was mad. But after a while seemed quite interested in powerless flight and asked lots of questions, particularly about the Tx. Eventually he gave a shiver and bid me "Fair Well." He started walking back to his car and I turned around to say good bye, but unfortunately he'd disappeared within a cloud of atomized "St Bruno".

Of course, the origins of glider flight didn't start with models. They began when humans tried to imitate soaring birds.

Not many people know this, but long before the Phase 6 had been invented, around the year AD 875, the first recorded manned flight occurred. I don't actually remember the event myself, (I think I must have been away at the time,) but that year dignitaries from the Spanish city of Cordoba were invited to bear witness to the spectacle.

A gentleman by the name Abbas Ibn Firnas "Built a flying machine, it's said, by placing feathers on a wooden frame -- creating the first ever documented record of a primitive glider."

By all accounts, Ibn Firnas succeeded in flying a 'considerable' distance but sustained a serious back injury upon landing which, regrettably, was eventually to lead to the poor fellows' premature demise.

Back in the present era, some of you may already know that the Phase 6 was designed some thirty years ago. Along with the other 'Phases' that preceded it, they are still able to put in a good rate of performance today. Being built from a kit rather than simply assembling an ARF you get to understand the structure of the model. This certainly helps when it comes to making any repairs or modifications.

My first Phase 6 was built exactly as per the instructions. I soon discovered that landings could prove a little tricky for the inexperienced me. This problem was solved with my second model by the addition of flaps, creating a so called "Full House" wing which could facilitate 'crow brake' landings.

In addition, being able to lower, (or droop,) the flaps by a couple of mm enabled greater rates of climb particularly in light lift conditions. Further more, by utilizing a Tx mix between the flaps and ailerons (so that the flaps moved with the ailerons,) the models' aerobatic agility was greatly enhanced.

Meanwhile, back in the depths of history, it's possible that a Benedictine monk called Eilmer of Amesbury (in present day Wiltshire, England) had heard of Abbas Ibn Firnas's attempt at flight.

Even if he hadn't, being a man of 'scientific' interests, (Eilmer is known to have written on the subject of astrology) he decided to have a go at flight himself.

Somewhere around the first decade of the eleventh century Eilmer fixed wings to his hands and feet and threw himself off the top of a tower at Malmesbury Abbey. He is reported to have flown for 200yards creating a flight of some 15 seconds duration, it's claimed.

Alas however, Eilmer, like Ibn Firnas, had trouble landing, (I know the feeling) and regrettably broke all four limbs. Mercifully, Eilmer went on to live to a grand old age devoting the rest of his life to the rather less hazardous pursuits of monastic studies, and knitting. (Somewhat less painful pastimes, one assumes)

One of the big advantages of model gliders of course is that the pilot never leaves the ground, thereby never placing himself in such perilous situations.

Returning to the subject of Phase 6's :-

I found that using Nylon 'snakes' to operate the elevator & rudder instead of the wooden push rod and closed loop rudder control system, gave enough space in the fuse at the CoG point to allow the placing of blocks of lead ballast to improve penetration, and reduce the amount that the model 'bounced around' during those windier days on the slopes. Of course the down side of adding ballast is that of higher landing speeds.

One of the most disheartening experiences of any model flight has to be that of having had the pleasure of an enjoyable flight, you then find that the model makes an 'unconventional' landing and becomes damaged. I used to hate returning home from the slopes to be greeted by my wife's sarcastic question, "Have you bought any kindling home?"

As with most models, one of the highest stressed points of a Phase 6 is around the wing saddle area of the fuse. On mine I've taken to reinforcing the sides of the fuse' in that area with doublers. Whilst such strengthening does increase the AUW slightly, the benefits far out weigh the disadvantages in my view. If only so I may be able to answer my misses' sarcasms with the single word, "No!"

Unfortunately neither Eilmer nor Ibn Firnas were ever to experience the tranquil pleasure of merely standing on top of a hill or ridge, with the warm sun on their back, and breeze in their faces, while the sound of the air brushed past their ears, as they implemented the enjoyable skill of flying a model glider just for the fun of it. (They'd been born a few years too early) But you can. Be warned however, you might be bitten by the slope soaring bug. Thereafter you will find yourself viewing all hills, cliffs and ridges in a completely different light.

Finally, in our brief resume of glider history, we come to Mr. George Cayley. Often known as the 'Father of Flight' he was certainly the first to document the four forces involved with heavier than air flying machines.

He's attributed with many other inventions as well, including the use of wheel spokes in tension rather than compression, the bicycle wheel is an instance of this. He fathered a total of ten children, yet in 1849 he still found the energy to build a large gliding machine of similar design to some drawings he had made back in 1799. The machine carried a small boy aloft on more than one occasion making short 'hops' of flight



Ibn Firnas Flight

In 1853 he built an even larger glider which he declined to pilot himself, preferring instead, to volunteer his coachman for the task. Evidently the intrepid coachman flew the machine to a safe landing whereupon he handed in his notice to his employer on the grounds that he had been employed to drive coaches and not to fly gliders.

After making numerous discoveries about fixed wing flight and even designing a basic type of helicopter, George Cayley succumbed to old age and passed away in 1857, at the age of 84.

Like poor George my second Phase 6 also ‘died.’ (Following numerous unconventional landings.) Being a ‘crunchie’ (a slightly unflattering term for a wooden model) the glider was easy enough to repair. However there comes a point when one ends up repairing a repair, which itself was a repair that was long ago repaired, and the model becomes more glue than wood. Mustn’t complain though. She had something approaching 90 recorded flight hours. I did a quick calculation the other day and found that if I assumed an average flight speed of (say) 60km/h then,.....60km/h multiplied by 90 hours equals 5400 kilometres. That’s nearly the distance from Ireland to Canada and half way back again! I think I had my money’s worth out of her.

Today basic model gliders are not expensive, require no power train of course, and can be easily stowed away in the car for that chance flight. Consider the benefits of model gliding. No noise, and no concern about flight times. Just a pre flight check and launch! Gliding has that, je ne sais quoi. That type of model flying with a difference, that gives a distinct and combined sense of freedom and accomplishment, being just you and the ‘elements.’

Finally, if you are thinking that gliding is too slow for you, here’s another fact. Quotation from Wikipeddia:

The highest speeds reported (for rc flight) are by radio controlled gliders, at over 498 mph (801 km/h).

Enough said?

Keith Crittenden

IRL 4906

Hosted By

Roundwood Model Aero Club

Saturday 6th July

(If weather is not suitable, will run on Sunday 7th)

Competition Classes:

F4C

Clubman

MACI Scale

Pilots Briefing 9.00am

First Flight 9.30am

Entry Fee €20.00

Contact: Liam Jackson 087-2562295

See directions at www.rwmac.com

Irish Helicopter Nationals 2012

Despite competitor numbers being down this year the weather and flying standard was a big improvement over last years thundery conditions. No dramatic thunder and lightning as the sun came out but the wind was as strong as ever in the beautifully maintained Carron flying site. Well done to all put the time and effort from Carron and especially to PJ for cutting the grass Friday night.

Unfortunately, due to a low attendance and a lack of availability of judges for two days, the Nationals were only held on the Saturday with Sunday used as a laid back fun fly with plenty of craic and of course great food – thanks to Barry for that wonderful full-Irish on Sunday morning.

After a constructive pilots briefing on Saturday morning the CD (Noel Campion) the competition go underway without any further delay. It began with the Sportsman going through their set maneuvers. Each pilot chose eight maneuvers from a selection of thirty and an additional seven optional. K factors in these sets range from 3 all the way to 11 with many of the competitors choosing more of the higher Ks than last year on average. The level of precision has notably improved over the last twelve months especially in the sets which is encouraging considering the first F3N World Championships are in Poland next year.

As soon as the last pilot finished their sets Jamie Hourican was up to fly his four sets but he had to go it alone as the only novice. To be fair, he did a great job and managed a good score from the four maneuvers. Jamie was also the only pilot of the day to compete with a flybarred heli which is fast becoming a thing of the past for 3D flyers. Well done Jamie.

After Jamie's flight the Sportsman Freestyle flights began right away with styles varying from fast and furious to smooth and slow. Max Dressel put on a great display of precision and fluid flying while the bold Barry Kennedy put on a great mix of skill and thrilling maneuvers he brought back from his experience at the European Championships in Germany. Diarmuid O'Mahony has had a quiet year in terms of competitions with the Nationals being his first but it was obvious to all that he's been practicing hard and put on a great spectacle in his freestyle flight: lots of fast backwards hurricanes and piro flips to beat the band. After a strong performance in the sets George Ryan also showed what he's been up to all year with some interesting use of the strong winds and the serious power he unleashed from his Trex 700E – his usual mix of fast flying mixed with a lot of new stuff was exciting to watch.

And finally, the music flights were the highlight of the day for both pilots and onlookers. There was a broad mix of genres, styles and musical tastes which ranged from Michael Jackson's 80's classic Beat It to Starships by Nicki Minaj. Golden oldies from the likes of U2 and Robert Bilbo Walker with Baby How Long showed the contrast in tastes between pilots (and age perhaps) but it was all about the synchronicity between the music and flying that counted in the scores.

And so, another competition season ends on what was a terrible year for weather but some great flying all the same from all those who participated. Roll on next year and the promise of better weather.

Sportsman:

Pilot Name	Set Manouvres	Free Style	Music	Total
Noel Champion	1000	1000	1000	3000
Barry Kennedy	879	932	922	2733
Max Dressel	643	914	960	2517
George Ryan	709	836	803	2349
Diarmuid O'Mahony	614	824	858	2296

Novice:

Jamie Hourican

Scale:

Philip O'Brien

Noel Champion

SMFC C/L Fly-In

The annual control-line fly-in took place in Shannon on April 20th. We were blessed with beautiful weather and as usual Philip Jones had the grass manicured while Kevin Irwin had the field decorated with colourful flags and bunting. As usual we had a good turnout of flyers, from Dublin, Cork and Belfast. John Hamilton deserved a prize (an extra slice of Bakewell tart). He arrived home from a holiday abroad, grabbed a few hours sleep and drove all the way to Shannon.



Flying started at 10:00am and continued till late afternoon. A wide variety of models were flown including stunters, combat models, team-racers and sports models. Some of the stunters were electric powered. Stu Holland, Eanna Healy and Ivan Bolton flew three in a circle. The idea was to do synchronised stunt manoeuvres but Ivan's model flew at a different speed to the others so it was not possible to perform together.



Kevin starts his stunter for another flight

Stu and Eanna also flew a combat joust which was very entertaining to watch. Unfortunately the ground jumped up and grabbed Stu's model bringing proceedings to an end. Your scribes Dalesman Class 'B' teamracer turned left on take-off and chewed up its lines.

All the participants had many successful flights with big and small models. The highlight of the day was the arrival of Ralph McCarthy with the traditional Bakewell tart. His mother continues to spoil us year after year. Thanks Mrs. McCarthy. Another successful fly-in came to an end as people started to head home. We look forward to 2014.



The most important event of the day, Ralph arrives with the Bakewell tart.

Dermot O'Flynn

Munster Champs 2013

Briny , Co. Cork.

Sunday the 18th of May played host to the first competition to be held by The Cork Model Aero Club this season. The weather in the week leading up to the competition was very unsettled and was constantly changing. Originally the competition was to be held on the Saturday but a last minute decision on Friday evening led to the competition being held on the Sunday, proving fortunate as the conditions on the Saturday were less than favourable. On the Sunday the winds were light and the skies were blue and immediately after the pilots briefing the first competitor in Tier 1 flew.

In all there was 13 entries in the competition, six in Tier 1, four in Tier 2 and originally 2 in Masters until the club's chairman decided to give it a go and show them how not to do it, making it 3 in total in Masters. With the competition well underway the first round of Tier 1 was flown with Angus Balfour, Shane Robinson and Niall O'Sullivan leading. Masters was flown next allowing time for judges to take a break before the commencement of the first round of Tier 2. In his first ever aerobatics competition, GerKilbey managed to take the first round of Masters leaving Jim Howard and Richard O'Brien Trailing. At the end of round 1 in Tier 2 Michael Blake came out on top followed closely by Paul Houlihan, a former chairman of The Cork Model Aero Club.

Lunch was served after the completion of round 2. On the menu was BBQ ribs, lamb, sausages, burgers and bacon with all the trimmings. Whilst the majority were eating the "Die Hards" Shane Robinson, Angus Balfour, Ray Keane and Michael Blake flew a round of the "F" Schedule which left more food for everyone else. After a half hour break rounds 3 and 4 were flown in quick succession with the flying coming to a finish at 7.00.

With the results in the prize giving was held where the club sported its new custom made Cork Model Aero Club Medals along with perpetual cups for Tiers 1 and 2. Angus Balfour Shane Robinson, and Niall O'Sullivan took places 1st, 2nd and 3rd respectively in Tier 1. Michael Blake, Paul Houlihan, and Robert Telford took places 1st, 2nd and 3rd respectively in Tier 2. GerKilbey, Jim Howard and Richard O'Brien took places 1st, 2nd and 3rd respectively in Masters.

The committee of the Cork Model Aero Club on behalf of the club members would like to thank all of those who committed their time to help organise and for those who participated in the event. In particular we would like to thank Matt Quin and Richard O'Brien for keeping the shown on the road with

the site preparation, food and scoring. The club would also like to thank Niall O'Sullivan and Shane Robinson for their efforts in organising the event.

Results

F3a Tier 1, Munster Champs '13

Position	Pilot Name	Round 1	Round 2	Round3	Round4	Total
1st	Angus Balfour	1000	1000	1000	1000	3000
2nd	Shane Robinson	936	981	997	974	2953
3rd	Niall O'Sullivan	916	941	805	920	2778
4th	Brian Carolan	865	889	914	883	2687
5th	James Murphy	869	914	886	864	2670
6th	Ray Keane	865	795	880	854	2600

F3A Tier 2, Munster Champs '13

Position	Pilot Name	Round 1	Round 2	Round 3	Round4	Total
1st	Michael Blake	1000	1000	989	1000	3000
2nd	Paul Houlihan	970	966	1000	0	2936
3rd	Robert Telford	857	925	972	959	2856
4th	Dave King	0	832	725	731	2295

Masters, Munster Champs '13

Position	Pilot Name	Round 1	Round 2	Round 3	Round4	Total
1st	GerKilbey	1000	1000	1000	1000	3000
2nd	Jim Howard	907	840	887	906	2701
3rd	Richard O'Brien	644	0	808	446	1899

My trip to Midland Model Flying Club - Boora, Offaly, Ireland

For some time I have been in pursuit of achieving the MACI 'B Cert' accreditation. In Ireland (ROI), this level of certification is required in order to be insured for flying gas turbine model aircraft (amongst other things). Flying turbine jets has been a goal of mine for some time and I have been on a long road of learning, practicing, and committing time and resources to try and meet the challenge.

Last week I was fortunate enough to be chatting to Mike Halpin from the Athlone region, who kindly offered to host a 'B Cert' test for me at Boora, Offaly with the permission and assistance of his good friend and fellow examiner Declan Heneghan of the Midland Model Flying Club. Mike suggested to me "Load up your car and bring a bunch of models, we'll make a day of it". I was immediately interested in taking up the offer and made plans to drive from Dublin to Offaly the following Saturday.

It takes approximately an hour and a half to drive to Boora from West Dublin - that is unless you have a Tom Tom GPS, in which case it wants to bring you the scenic route through every small road, town, and pot hole along the way. Luckily I had my son with me armed with a GPS enabled iPad and after a few short diversions we made it to the near vicinity. In honesty, the best way to find the site is actually just to follow the instructions on the Midlands Model club's website, which are entirely sufficient. (www.midlandmfc.ie/Location.html)

First impressions

The site is extremely well prepared, we arrived to a prepared carpark, where it is possible to unload models, tools, fuel and sundry either directly to the pits or in to a build shed. Flanked on one side of is a utility shed with generator and toilet, and on the other is a clubhouse with meeting room and tea/coffee facilities. Very nice!

Mike was just arriving at the same time as Brendan and myself so I enjoyed a catch up chat before proceeding to unload to the build shed. I'd followed Mike's advice and brought quite a bit with me, certainly more than enough for a full days flying:

- * Eflite Splendor
- * Eflite Habu EDF
- * Eflite Habu P20
- * Wot 4 Foamy (Brendan's workhorse)
- * Multiplex Dogfighter
- * Parzone Stryker
- * Transmitters
- * Build bench, Lipos/charger, fire extinguisher, tools, sandwiches

After setting up and getting familiarised with the site we proceeded to check in to frequency control and meet some of the Midland Model Flying Club members. An all-round great bunch of friendly folks who had a wide variety of models and a genuine interest in meeting fellow fliers in a relaxed and enjoyable atmosphere.

The test

Brendan was also sitting his 'A Cert' on the day, and both examinations start with safety and flight theory. The verbal questions are derived mostly from the MACI safety code. There is a lot of common sense stuff in there, but also some limits and regulations that are not easily guessed. For that reason I would recommend anyone thinking of taking the test to print out the safety code and read it through a few times and ask questions of fellow fliers if you are uncertain on anything. Brendan and I had been practice testing each other so we completed the verbal section and then moved on to the practical (flying).

As it happened it was very windy/gusty on the day. Both Declan and Mike let us know what they were looking for in the manoeuvres and also offered that as we were flying electric models, it would be OK to land and change batteries if required (note: this is worth confirming with your examiner before you take off). The flight exam was conducted in an official yet relaxed manner in which the guys would call out the manoeuvre that was necessary and judge it on the performance provided taking in to account the conditions. Brendan and I had both been practicing our schedules so there was little room for ambiguity and we were judged to have performed up to standard - Success! so all of the hard work did pay off for myself and Brendan and I am extremely proud of his level of flying and confidence.

In fact the test was all conducted relatively quickly in under a half hour from starting verbal to flight examination - at the time though it felt a lifetime as I was quite nervous having built up a lot of practicing over past months and having it all weigh on my shoulders. It certainly was worth it to be prepared as it made the whole testing process smoother, faster, and also kept the examiners feeling confident that the time they were investing was not being mis-spent.

Conclusions for potential students

If you also want to achieve a MACI A or B cert, then here are some ideas for you that I used and found worthwhile:

1. Visit the MACI website and print out the A/B rules, then print out the Safety Code and read them thoroughly. I also read the Flying site guidelines, Safety & Frequency control, & Gas turbine code just to be complete.
2. Familiarise yourself with the flight schedule, the descriptions are not bad, but there is some room for ambiguity so ask questions of someone who is up to speed on the test flying schedule. Mikey Blake was a huge help to me in this regard taking time to answer questions and even making a demo flight video on Phoenix simulator so I could see what he would look for in an exam.
3. Choose an appropriate model for the test. In my case I tried three different models before I found one that was flexible enough to perform the manoeuvres in a way that I felt comfortable with. No one expects you to lay out a king's ransom for something amazing, but be realistic with your choices and once again ask recommendations of other fliers.

4. Practice, practice, & more practice. Fly each manoeuvre over and over again until you can do it on command. Try it up wind, downwind, left to right, right to left. The use of a computer simulator is very useful for this. I put in hours of practice on the sim and then some in the field to give a fully rounded performance.

5. Timeframe - be realistic with yourself, even if your flying is top notch it takes time to get up to speed with the questions, prepare yourself, find a test site and test friendly club etc etc. Understand that these things will take time and don't rush it - that only puts on more pressure which translate to lack of confidence or 'wobbly finger syndrome' when you're in the actual test.

6. Communicate - we really have a great community in Ireland for model flying and once you don't expect people to dedicate their whole life to helping you pass your test, most folks are happy to lend a hand as and when they can. You may need to be over polite in your requests and put in more than fair effort towards the process however when people see you doing that they understand that you are genuine and will give you a fair go.

7. Be prepared - print out the test forms and bring them and a pen with you to the test. If you're practiced, learned, and with pen and forms in hand then you're making it easier for the examiner to do their job.

Upon passing.... I felt as if a huge weight was lifted from my shoulders. I realised that everything I had done for several months had been in order to get me to this point and the relief was very pronounced. In a way I was actually a little lost, I was so used to having the 'B Cert' target in my mind I didn't really know where to turn now that I had achieved it. Suddenly it occurred to me that I had brought a heap of fun planes with me and here I was at a FANTASTIC flying site with many hours of enjoyable flying ahead!! The day went extremely well and although it had been quite windy that did seem to drop a bit towards 6pm where I garnered the confidence to fuel up the turbine Habu for its maiden flight. Finally I was able to realise my dream of being a genuine jet pilot! While there was a bit of a bumpy take off and an equally bumpy landing, I have to say that the Habu performed incredibly smoothly in the air, and I think with some time to get used to the slightly different weight and thrust characteristics I am confident that I can smooth out the future take offs and landings.

Once again, a huge thank you to Rob Norton, Mike Halpin, Declan Heneghan, Mikey Blake, Andreas Balsiger and everyone who helped myself and Brendan along this path. I'd also like to compliment the Midlands Model Flying Club on their fantastic flying facilities and thank them for making us feel so welcome.

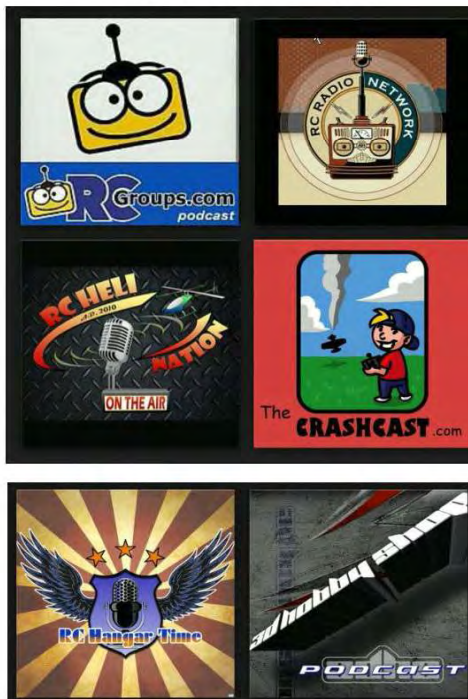
Geoff Grice

RC podcasts

Ok so I drive for living and ever since this recession started the company of the radio became very depressing and I found myself getting board of my own company very fast. A friend of mine suggested podcasts as a source of on the go entertainment at this stage I started downloading documentaries and the like untill one day I decided to search the podcast shop for RC related shows and oh boy did I find some the first I came across was the R/Cast from Horizon Hobby this is like a shop window for their own products and I got curious as to what else I could find .

At the moment I'm subscribed to nine including RC Helination, The Crash cast , RC groups, R/Cast, attf (all things that fly), RC today show, RC Hanger time, 3dhobbyshop's podcast and RC Radio Network Air Show

All these can be downloaded **FREE** to almost any phone, tablet, pc, laptop or mp3 player and are full of information and banter related to this great sport from building to design and of course flying,



Have fun
George Ryan

F3N Euro Champs

Germany bound!



Team Manager	PJ Browne
Pilot	Noel Campion
Pilot	Barry Kennedy

Saturday July 28th

We left my house at 5.30am for the 9am boat from Rosslare to Fishguard where we travelled across Wales & England for the 7.15pm Euro-Tunnel to Calais, France. We got to Bruges, Belgium for 10.30pm where we stayed in nice a guesthouse for the night before pushing on the following morning for our abode for the next six nights, The Domschatz Hotel in Quedlinberg, a town about 10km away from the competition flying site in Ballenstedt airfield.



Monday & Tuesday: Registration & Practice



Opening Ceremony: Tuesday



Opening speeches!

The Competition: Ireland can be proud of our F3N team which took part in the inaugural European Championships for F3N in Ballinsead, Germany in August. Not only a first for Ireland but also Europe and hopefully another Irish team will get to go to the first F3N World Championships being held in Poland in 2013.

In 2011 the F3N format was introduced into our local and National competitions which gave us the basic grounding in the new format and this was further progressed this year in 2012. Despite the slow up-take of F3N worldwide the format is beginning to gain impetus as more European countries adopt the format.

The level of competition: We knew before going that we are in the early days of bringing pilots up to an international standard and this was even more apparent when we witnessed the level of skill first-hand at the practice field and even more so as the competition got going.



Incidents: Unfortunately, we had more than our fair share of bad luck. On our first day of practice Barry had a receiver battery malfunction and his newly acquired Trex 700N went in, causing extensive damage and with no spares readily available at the competition site the best solution was to give him mine. He flew it like he owned it for the last six months and he had no other problems (thank God!).

Noel was having persistent problems with his Trex 700E motor overheating and after plenty tinkering and help from our Spanish friends we thought we had it licked but alas during his final flight to music the motor failed and the heli went in very hard ending Noel's competition with a bang.



There was an F3C (with 44 competitors) as well as an F3N competition (with 24 competitors) ran on two different flight lines. The F3C was obviously the more dominant competition and seemed to get more

priority but F3N is still in it's infancy and hopefully will grow quickly in the coming years and feature more going forward.



The F3N competition began on Wednesday with Set Manoeuvres & Freestyle rounds. Thursday had Set Manoeuvres & Freestyle to music. The top ten pilots went through to compete in the final rounds on Friday & Saturday after which there was demo flights and a prize giving ceremony.

On Saturday night we had a banquet in a local hotel where there was further prize giving and closing speeches before setting off on our long journey back home.





The Team!

We wish to thank MAGI for all the help and support given to us without which we could not have part taken in this competition. This has been a very valuable learning experience which will be a help to future teams going forward to represent Ireland in international F3N competitions.

We also wish to thank all those who conveyed their support during the competition.

September 20th, 2013

George Ryan



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.

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 scale@maci.ie</i>	Laois MAC
August 24-25	Scale Nationals <i>Paul Fetherstonhaugh 087 1331736 scale@maci.ie</i>	Model County MFC
September 8 (Not before 1:00pm)	SMFAI Fly-In (Under 60cc engines only) <i>Contact Adrian 0852346888 - 014411052</i>	Curragh
September 15	Scale Fly In <i>Declan Henegan 087 2625868 declan.h@unison.ie</i>	Midland MFC

F3A

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

Helicopter

August 17-18

Heli Nationals

Carron Tipperary

George Ryan 087-6455951 helicopter@maci.ie

Gliding

August 10

Fly-In (slopesoaring, winching, aerotow, bungee) Cork

Richard O'Brienglider@maci.ie

September 28-29

ISR Slope Fest

Mt. Leinster, Wexford

Fred Marie fred@gliderireland.net



A 'menage a trois'?...3 models in the air together.



*Eamonn Keenan, founder member of the N&DMFC, reminiscing
with Michael Collins, founder member of the Leinster MFC,
Phoenix Park*



IRISH HELICOPTER NATIONAL'S

CARRON MODEL FLYING CLUB
AUGUST 17/18, 2013

F3N

2 SET MANOEUVRE ROUNDS, 1 FREESTYLE AND 1 FREESTYLE TO MUSIC

F3N INTERMEDIATE

1 SET MANOEUVRE ROUND, 1 FREESTYLE AND 1 FREESTYLE TO MUSIC.

F3N NOVICE

1 SET MANOEUVRE AND 1 FREESTYLE ROUND

FOOD SERVED BOTH DAYS.

€20 ENTRY FEE FOR PILOTS. EVERYONE ELSE FREE.

FUN FLY

**ALL PILOTS (COMPETING OR NOT) ARE WELCOME TO HAVE A GO AT
BALLOON BURSTING, SPOT AUTO LANDING,
TIMED TABLE-TOP LANDING AND
THE ADRENALIN PUMPING DRAG RACING (A MUST SEE!)
(TIME AND WEATHER PERMITTING).**

OVER-NIGHT CAMPING AVAILABLE.

All Welcome!

**FOR MORE INFORMATION AND BOOKING CONTACT GEORGE (087) 6455951
OR HELICOPTER@MACI.IE**

