

Flightlines



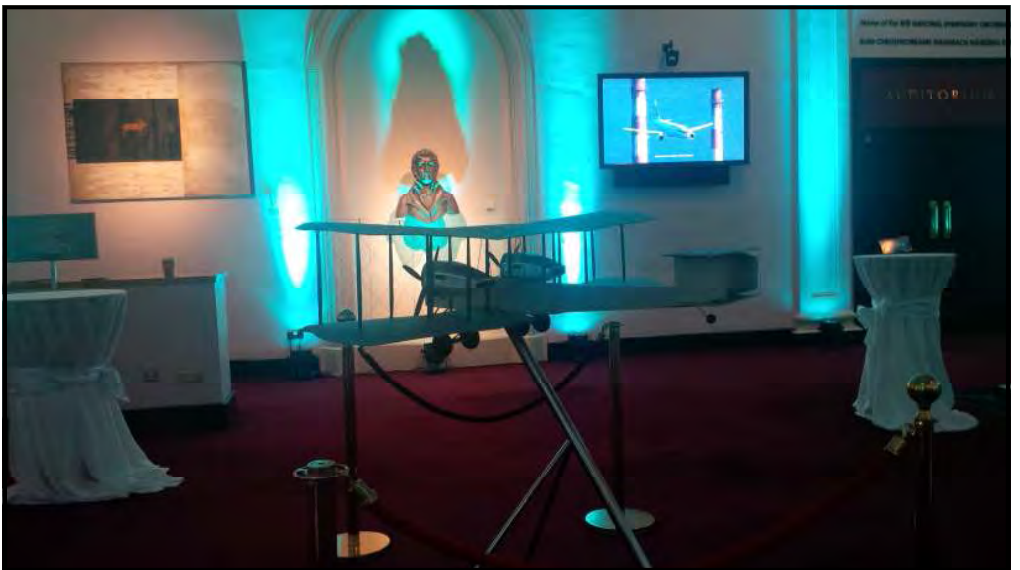
Inside this edition;
How to Repair Robart Hinges
Little Lost Zack
The Story of a Vimmy



Issue 1 - 2015



Vimmy in the NCH (See Page 6)



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***The next MACI Council Meeting will take place on Tuesday
March 31st 2015 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

Another flying season upon us, with all of the hopes and expectations that that brings. New models to test fly and old favourite work-horses to give a little ‘fettling’ to get them ready for their continuing service. It would be worth checking those batteries to ensure that they are serviceable. It’s false economy to risk your model, (or worse), for the sake of a few Euro to replace them.

With the proliferation of multi-rotor models coming on to the market, the MACI Council has created a new position of Multi-Rotor Secretary. This position has been taken up by Liam Broderick, and his first undertaking has been to produce an appendix to the by laws which covers this activity within MACI. The result of this can be seen on page 16 of this issue.

This appendix has been accepted by the Council and comes into force immediately. This is the first set of rules for this activity and will be subject to change to allow it to evolve. If you have any comments or suggestions, please contact us.

Considering that it has been almost five months since the last issue of Flightlines, you will see that, once again, this issue is short on content. I normally aim to produce thirty six pages plus covers, (total forty). Can I please ask once again that you could send me any articles and photo’s that you can. Last year I only had enough content to produce three issues.

The deadline for submitting articles for the next issue is 12th April

Safe Flying.

Chris Clarke

Royal County Aeromodellers Club

The Royal County Aeromodellers Club exhibited at the recent Aviation Fair held in the Carlton Hotel at Dublin Airport on Sunday 30th November. The Aviation Fair is an annual event organised by a number of aviation



enthusiasts and allows various businesses and organisations to take a table or more to exhibit their wares. There were stands there from the IPMS plastic modelling Dublin branch, guys who sold obscure plastic kits, guys who sold binoculars, telescopes and air band radios. One chap had an excellent flight simulator.

The Royal County took 3 tables to exhibit a range of models including a quarter scale Fiesler Storch, SE5A, Fokker DVII, Rutan Vari Eze and a range of smaller electric radio models. We also showed some bare airframes from small free flight glider and rubber powered models. Finally, we had a number of control line models on display and a MIG 15 EDF model.





We got a lot of interest throughout the day and we are glad to report we will have a new member in the new year as a retired gentleman has committed to coming out to the site and

signing up. We had a couple of other tentative enquiries about membership.

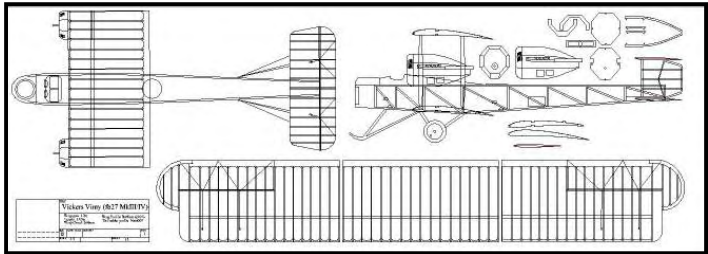


I feel that this is an excellent way to promote the hobby and canvass potential new members. It does not have to be an Aviation Fair but can be a local event that has prominence in the locality, My experience is that organising committees of such events are crying out for participants to bulk out the attractions on show.

The story of a Vimy

Over all my years in this wonderful hobby of ours, I have been very lucky to meet a lot of modellers from all over the World and most of them that I can proudly call friends.

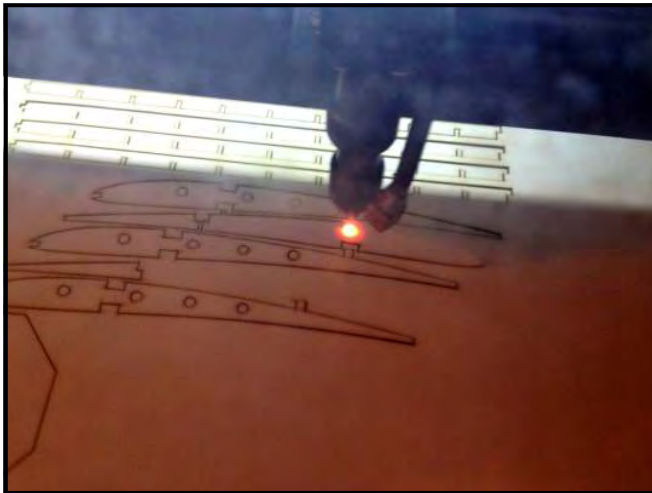
Some of these encounters led me to great experiences. Once, I was asked to help to develop a full



Vimmy Plan View.

size aircraft, and use my modelling skills to build and fly a scale replica for “live” test of the computer concept. I was also part of a team to build a pair of scale planes for a TV program (that never went on air, but that’s another story!) and more recently, I was approached by a company in Cork, specialised in prop

construction for TV, Museums (the Titanic experience being their latest one) to build them a plane for an upcoming event.



Laser Cutting.

So, how it goes? You receive a phone call, and the big lines of the project are laid down. “We need a scale plane, called a Vimy. 4.5 m Wingspan. The plane will have to be

done in 4 weeks, and will be presented to a World Premiere of a documentary to the CEO of Boeing and the President of Ireland”.

Oh, and that was 2 weeks before Christmas! No pressure then!



Vimmy Fuselage Taking Shape

I'm always up to a challenge; but that one was quiet a big one, especially in that time of the year, and with a seriously short deadline. So I had to say yes, but needed a few days to put things on paper first, as at 4.5m, for a biplane, they might not have realised how

big that thing would ended up.

A few days later, I came back with a few size options, Original one at 4.5m, and others at 3, 2 and 1.7 metres wingspan. All printed for scale and it did not too long for them to agree on the 1.7m wingspan one! Now that I had the green light, it was time to look for the all i m p o r t a n t documentation. I was not going to do a quick nasty fibreglass job. I wanted it as close as possible of the full size one. Traditional build all the way!



Got Wings

Armed with a good 3 views, I spent a few hours on the

computer to have a plan drawn. Oh, I forgot to mention, even if it was going to be a static model, I did the design with flying scale model in mind! Proportions are scale, but everything is designed to fly it. Within a week we agreed on the scale, I had a nice box full of laser cut parts, a set of printed plan, a big jug of coffee, and a new pot of glue!



Wing 2

Build is very conventional, and relatively easy and started with the wings. 3 panels for the top, and 4 for the bottom. Ailerons, 4 of them were built on a separate jig and would be attached to the wings once covered. The fuselage was a pure formality. It's only a box with a rounded top, but feature scale interiors, with seats in leather, instruments panel and detailed observation posts. I am a scale modeller before anything else! And even if you barely see all these little time consuming bits, I know it's there!

I tried to take a short cut with the 2 engine pods, and made plug in Foam, but after the first one was done, looked "cheap" compared to the rest of the model,

so back to the PC again, and draw them with proper formers etc. Another day's build, and my engines looked like they should! The front radiators were made of 0.4mm plywood, and the cooling tubes of Inox tubes. Exhaust pipes are made of the same

inox tubes, and the muffler, some good old Sullivan plastic tubing.



Very First Assembly



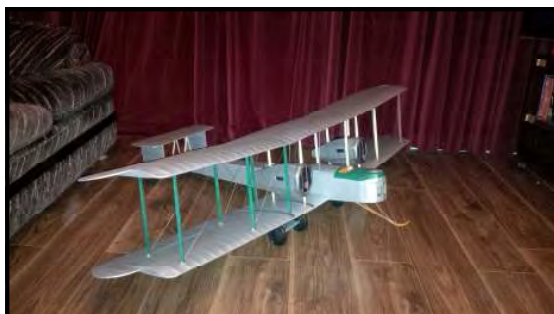
Covering Started

For the props, after trying to make them of wood, I finally had a Spark, and bought 4 pairs of Slowfly props, 9.5x11. The hubs were removed, the blades slightly reshaped and glued back together in a four blades configuration.

The finish was the easiest part, as they wanted it the colour of the Vickers Vimy replica that landed in Ireland in 2005. Covering was done in Silver Solartex. All the painted area was done using enamel paints and varnish. All the riggings are done with 0.6mm steel cable, all 20 metres of it!

So, with a few days to spare, my mission was to bring the model safely in the National Concert Hall in Dublin, where it will be put in a stand in the middle of the main hall to become the main attraction.

It's always a great sentiment to see his "baby" to change hands, but the sight of



Almost Finished

the plane in the main hall, is something that I will not forget, and also make the late nights and weekends spent on the model well worth it. I also received a phone call the next day of the event to tell me that President Higgins, and more particularly the CEO of Boeing, were well impressed with the model.

I know that technically, even if build as such, it is not a flying remote control model, whatever you build or fly, planes, gliders, helicopters, our hobby will still have the great capabilities to push your limits and bring you to new challenges, and that, in my opinion, this is priceless!

Interested to get the plan in PDF for a RC build? Contact me.

Fred Marie

From the Annals of The Longford Model Club Little Lost Zack!...

In the summer of "94" during one of those rare calm evening's, some of our more dedicated Aero modellers ventured out to fly (after all how many of us are there that do not get the urge to get airborne on a fine evening).

Anyway this is a tale about a model plane called "Zack". During the evening in question "Zack" was being put through its paces by its capable pilot and suddenly whilst pulling out of an inverted pass "Zack" apparently terminated it's power supply to the receiver and continued to fly whilst still inverted towards a nearby area of what can only be described as a "jungle", we are talking about an area of untouched bog land with foliage akin to that which you can expect in the Amazon Rainforest, as we duly found out.

We made several sorties in search for "zack", all to no avail and all we had to show for it were insect bites and wet feet!. The ferns were up to six feet high which made finding a small model plane virtually impossible, the only hope being that we might have stumbled across it or get a glimpse of its bright yellow flash through the dense undergrowth, in which you could almost hide a full size aircraft, not to mention a mere 42" "Zack"

The summers days were passing and we beginning to give up on ever finding "Zack" and our dedicated comrade had decided to hang up his transmitter for the rest of the year, as losing "Zack" had been the final straw , in one of those year's flying which was better forgotten (nearly all of us have had one!).

All ground searches had failed and it was time to try an aerial view and we gratefully accepted an offer from the owner of a light aircraft (full size) to have a look for the model. During a brief overfly of the area, something yellow was sighted could this be "Zack"?

In order to confirm the location, we set out armed with a trainer with an on-board camera, we also had the benefit of two way hand held radio's to ensure that the photos were taken in the area that the yellow object had been sighted. One of the photos revealed a yellow dot, which was obviously the thing that had been sighted from the full size aircraft. We had hope at last, alas the yellow object turned out to be a fertilizer bag which was partly covered by grass!!

We decided to wait for the foliage to recede during the winter before resuming our search in the hope that "Zack" would be easier to find. The only consolation was that we knew that "Zack" was not far away, but it had been like looking for the proverbial needle in a haystack.

During the winter months the occasional search was carried out and eventually persistence paid off, "Zack" was found in January '95 by one of our more energetic members, whose speciality is searching and usually finding lost planes (no hints intended). Whilst standing at the edge of a drain which was overgrown with weeds, he happened to spot a small piece of Solarfilm at its edge, he looked into the drain and could just about see "Zack", it had buried itself into the drain and unfortunately had shed its internals on impact.

"Zack was brought home by its somewhat relieved owner, however it had soaked up a lot of water and had increased its weight about tenfold, having been exposed to the elements for most of the winter, but some parts were salvaged and all was not lost.

Our Comrade had kept his word, when he declared that he would not fly for the remainder of that year, but the fact that he was busy at the building board just after losing "Zack" was enough to tell us that it did not dampen his enthusiasm for the hobby. Therefore the timely return of "Zack" was just the tonic need for a return to the flying field for '95; of course we tell all daring pilots who fly over this area, since named "The Bermuda Triangle", that they do so at their own peril!!

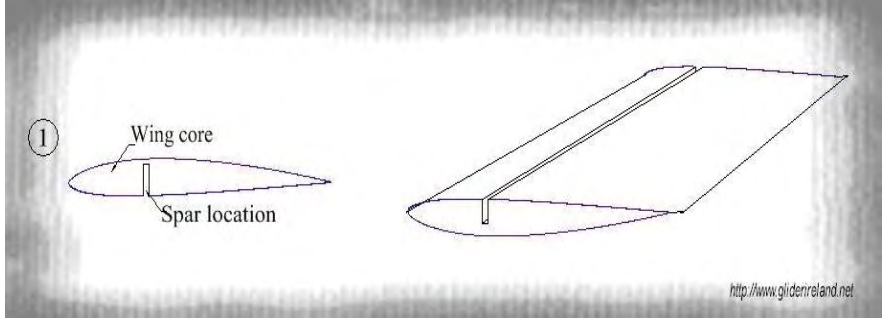
Could the owner of "Zack" possibly have been our Hon. Sec??? (Webmaster)



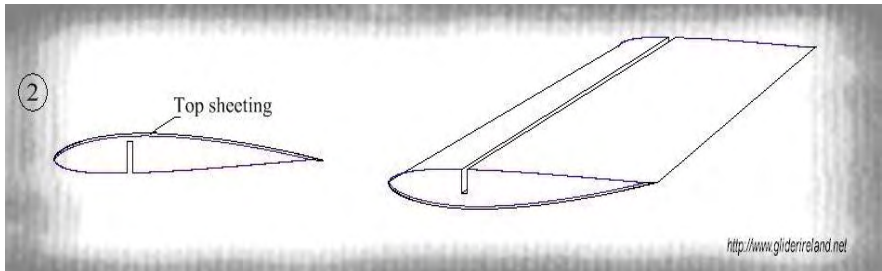
Jon Etherton
Sligo MFC

This is how I make vertical spars in foam wings. Drawings should be self-explanatory!

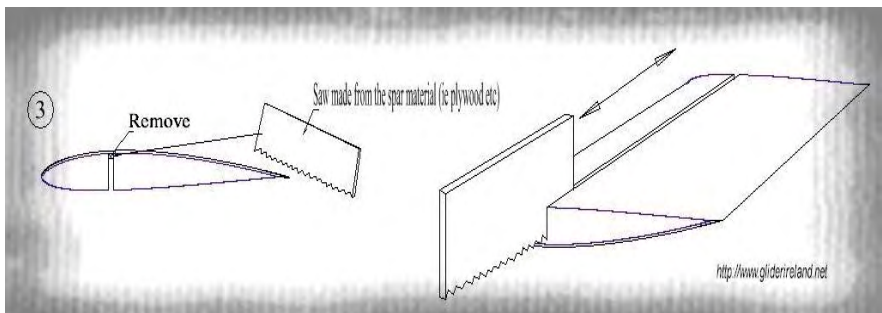
This is of course one way to do it, but to me, this seems to be the easiest and quickest way, and works on all type of wings, sizes etc. etc.



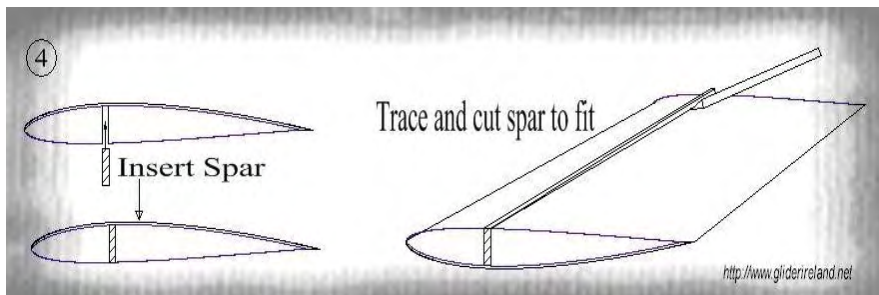
Step 1 – Cut your wing cores with a slot for the spar. The main thing here is not to cut the slot all the way through!



On **Step 2**, the trick here is to do the top sheeting before cutting the groove all the way down, to keep the profile untouched and as accurate as possible.



Step3 – Make a “saw” with the spar material (in most of my cases, I use 3mm plywood) and cut the spar slot all the way down to the top wing sheeting. Using the spar material as a saw, will ensure a very tight fit of the spar.



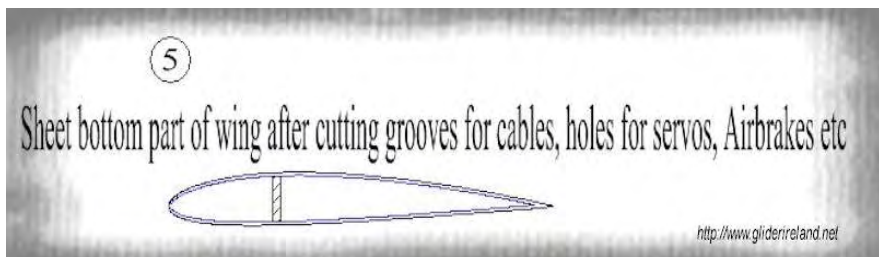
On **Step 4**, the spar can be made of any materials, depending of the size of the wing, and the amount of effort it will be subjected to (aerobatics, floater etcetc). Typically, on my 4m+ wings, a 3mm plywood spar is enough for general purposes.

On a straight constant profile wing, you just cut your spar to the proper thickness, insert and glue.

On a tapered wing, where the profile change thickness from root to tip, the first thing to do is to insert your spar, and trace the proper thickness on it with a pencil, and cut to size.

Put it back in the slot, and it should be a perfect flush fit.

At this moment of time, this is also when, if needed, you cut your box for your wing joiners.



On **step 5**, you can now do the sheeting of the other face of your wing core, and of course, not forgetting to make grooves for servos cables, etc etc.

Next time, we will see how, using almost the same method, T or I beam spars in foam wings.

Fred Marie

The Case For Aerobatic Competition Flying

Anybody who has ever flown a model plane will remember the excitement and enthusiasm they felt when they began to learn to fly. The challenge of controlling the model even in level flight brought a really addictive buzz that compelled you to get to the field every chance you got in the hope that some day you would be as good as the guys that were teaching you. Month by month the confidence grows as you get more and more time on the sticks and the instructors become more and more relaxed about you flying. Soon you're able to take off and complete a basic flight before landing with very little assistance and the buzz is better than ever. You're beginning to believe you really could be as good as the other guys.

Right, time to step up a notch and have a go at those fancy loops and rolls. Oops, not as handy as it looked. The loops are really eggs and the plane has a demon that's making it fall out of the sky as you roll. You seek advice then tighten the loops so they don't look so bad and point the nose up before rolling so the plane doesn't fall as much and wow, you're on a winner. Over the next while the buzz begins to fade. You turn up the rates so you can do a couple of fast rolls one after another, put a bigger engine in, fly lower and maybe inverted passes, but it just becomes a bit boring and you're flying isn't improving any further. The buzz from the initial challenge is gone and there doesn't seem to be any more to learn. Time to sell up and find a new challenge.

The unfortunate thing is that the challenge is really only beginning at this stage. For sure you've got basic control of the plane but there's a much greater challenge and buzz to be had from aiming towards gaining complete control. Unfortunately, you could practice alone forever without making much progress because you tend to just practice the same mistakes over and over. It's not unlike going down to the local snooker hall and practicing away at a table in the hope that you'll become a top player. Whatever you're doing you won't get far without help from someone more advanced than you are. Imagine going to the flying field for the first time and the guy that's about to teach you is there for the first time too.

By taking part in aerobatic competitions you'll learn a lot about flying from people who are very competent flyers but had to learn from scratch just like you're doing. There's no magic to it, it's just about learning what it is that's spoiling the manoeuvre you're trying to fly and practicing the right way to do it. The entry level (Sports) manoeuvres are quite basic and could be flown with practically any plane. All manoeuvres are flown in front of you and you can turn around between manoeuvres any way you like so long as it's safe and not behind the judges. There'll be no problem getting a more experienced pilot to call the manoeuvres for you. He'll happily guide you through the schedule with a bit of helpful advice. Following the flight you'll also get some advice on where you might be able to improve and how you might approach the next round. Nobody expects you to be a fantastic flyer, you'll be judged as a novice flyer not an F3A pilot, so don't hold back thinking that you're not good enough. Whatever your standard you'll get a great buzz from it and go home a lot wiser. You'll also see the top aerobatic pilots in the country flying and if you think you got a buzz from aiming to fly like the guy that taught you, then imagine the buzz you'll get from trying to catch these guys!

So why not get the motivation going and start practicing the manoeuvres in the Sports schedule. You can download the score sheet from <http://www.maci.ie/contest-planning/scoresheets.html> and study the list of manoeuvres.

The K Factors are a multiplier based on difficulty, so if there's a K3 and you score 5 then that'll be bumped up to 15 so get plenty of practice on these. To help make some early progress try trimming the model out so that it can fly straight and level with your fingers off the sticks. Also try giving a little down elevator as you go through the top of loops to round them out and when rolling also give a little down elevator as you pass through inverted, but don't hold it in for any more than a few degrees. Keep the model reasonably high so you'll have some space to recover if things get a bit hairy and remember you've only got to do one loop and one roll. Fly with more focus on what you're doing and make it a round loop and an axial roll with the centre out in front of you. Good luck in your first competition and relax, they're a good bunch of lads!

Dave Carr.

APPENDIX S

BY-LAWS UNDER ARTICLE 27 MULTIROTOR OPERATION

Proposed 27/01/15

1. APPLICABILITY

- 1.1 This appendix sets out the current regulations which will apply to the use of multirotor machines within all MACI approved Flying sites.

2. DEFINITION

- 2.1 The term “Multirotor” will be used to classify any model which is capable of sustained hovering similar to a helicopter but with 3 or more independent rotor drive systems. The carrying of a camera with video downlink or otherwise does not alter this classification.
- 2.2 These machines will be classified as “model aircraft” for the purpose of the MACI Insurance scheme. “Commercial use” as defined by the Irish Aviation Authority (IAA) is not covered

3. REGULATIONS

- 3.1 The model shall be flown in accordance with all MACI guidelines as they apply to all other MACI insured classes of model aircraft.
- 3.2 In accordance with current IAA commercial regulations the model must be flown at a maximum range of 500M and Max height of 120M unless otherwise limited to lesser values due to specific site locations. MACI shall adopt the same regulations for the time being.

- 3.3 The use of “First Person View” (FPV) i.e.using a totally enclosed monitor or goggles where the pilot has no actual view of the surroundings or their model will not be allowed without the aid of a helper. “The “helper” does not require to be a pilot but a person able to watch the airspace and advise the pilot of any potential issues during the flight.
- 3.4 MACI FPV Racing over a closed course needs only one helper per group of pilots.
- 3.5 The use of an onboard camera and downlink to local monitor screen is optional and its use within MACI approved Flying sites does not infringe on the current IAA regulations.

4. CERTIFICATION

- 4.1 MACI will provide the option for users to hold an “A” and “B” Certificate in the class of “Multirotor”. For the time being holders of the “A” Certificate Helicopter or Aeroplane will temporarily be equivalent to multirotor “A Cert” status should they require it for club purposes.

Additional relevant paragraphs and questions will be added to the “MACI Code of Safe practice” for “Multirotors”.

Upon adoption of the amended schemes within the current MACI certification process and within 90 days from the date of first “multirotor” course held, all pilots will be required to be part of that scheme and temporary status is cancelled.

A Cautionary Tale

I would like to take the opportunity to recall an incident that happened to me last year that may sound a cautionary note to all modellers out there. Around the St Patricks Bank Holiday in 2014, I was in my workshop working on a model and using a trusty brand new No 11 blade when I accidentally cut myself on the tip of my right hand forefinger. It was a very small cut, about 1/8" across and deep however, it did bleed a bit. I managed to clean the cut and washed it and stopped the bleeding but did not put a plaster on it. Mistake number one !! During the following week, the cut opened once or twice and bled a little. The following weekend, I spend a full day gardening between cutting grass, cleaning ride on lawnmower, cutting bushes etc and generally picking up rubbish and grass around the place. At this point the cut appeared to be healed and I still had no plaster on it. In addition, I was not wearing gardening gloves. Mistake number two.. !!

All was OK until the following Monday, 24th March when I noticed that my right hand was stiffening up a lot as I drove home. By the time I got home it was quite stiff and starting to swell. I also experienced a dreadful bout of shivering etc which I now know was the onset of a bad infection. The following day I could not drive and was taken to my doctor in Ratoath who immediately diagnosed a bout of cellulitis in my hand. At this point my hand was quite swollen and it was moving towards my wrist and arm. He insisted that I get into a hospital that evening and by 8PM I was in the Beacon Hospital in Sandyford. My right hand was still swelling and if you look at this pic you will see the comparison between the left and right hands in the waiting room of the hospital.



I was admitted and immediately put on a course of 3 heavy duty antibiotics every 4 hours, I had to sleep with my right hand upright in a sling and all the usual blood and other checks done every 4 hours !! This went on from Tues pm until a consultant surgeon saw me on Fri night. During these days my hand continued to swell, the infection was tracking up along my arm about 2 inches a day and it was also swelling up big time. The following is a pic from around Thursday.



It just got worse as each day passed and this is what my hand looked like on the Fri pm. It was also weeping and they were afraid it may have been infected with the flesh eating bug, necrotising fasciitis

At this point with my hand in such a state the surgeon nearly fell off his trolley when he saw it and booked me

onto the operating table for 9:30 the following morning. This resulted in a 6 hour operation under full anaesthetic which left me with a large incision/opening on the back of my hand and a similar opening on the back of my arm. This was required to excavate and drain all the poisons that had accumulated. The following are two pics taken the following day, Sunday while the wounds were being dressed which happened every third day.

I spend another 2 weeks in hospital and another 5 weeks at home. All in all, I had 6 operations under full anaesthetic and while some were quite short, ie one hour or so others were 2 and 3 hours.. Eventually my own flesh started to grow back and cover the exposed tendons and finally the surgeon took a skin graft from my arm and used it to cover the gaping hole in the back of my hand. The opening on the back of my arm was stitched up normally within a week or so. The following is a pic of what my hand looks like now. I have 99% full control of all functions although there is still some residual tightness on a couple of fingers but I am assured that will eventually work itself out.



I was told that I had definitely picked up a bacterial infection probably thru my little nick on the forefinger while gardening and it spread like wildfire throughout my hand and arm. The very chilling aspect of this whole episode is that the surgeon did say that had I left it any longer to get into hospital, ie by even a day or so, it would almost certainly have resulted in the amputation of my right hand



and arm above the elbow joint and considering I am right handed, the consequences for work, rest and play can only be imagined !! In fact, had it moved past my shoulder and into my body I was told it could well have been fatal.. !



In summary, may I ask everyone out there who reads this to ensure that where possible they have a plentiful supply of plasters and antiseptic wash near any work bench while modelling. In addition, go out and invest in the best quality gardening gloves you can get and also get a spare pair ! What happened to me was something that came from me doing the same things I have been doing for over

40 years, cutting grass with no gloves, tidying garden etc with no gloves, making models, cutting fingers and not properly cleaning the wound. It happened so easy and yet I was very lucky with the final outcome given what could easily have happened.

Regards

Bill Thompson

IRL 862

Message from the Incoming Scale Secretary

Dear fellow members of MACI and (hopefully) Scale Flying Enthusiasts;

May I take this opportunity to introduce myself as the R/C Scale Secretary for 2015? As many of you will be aware, the Scale Secretary position was not filled at the AGM, and I spent a few weeks over the Christmas and New Year period thinking about what I would do, and what was realistically achievable, if I took on the role. Having developed my thoughts and a rough plan of action, I made myself available for the job and was duly co-opted at the MACI Council meeting on the 27th January.

I thought it would be useful if I let everyone know, via Flightlines, what my plans and ambitions are for the coming year.

The number one priority for me is to organise the Scale Nationals, which will take place (provisionally) on the second weekend in September, most likely at the Laois Club site just outside Portlaoise. To this end I have been offered the services of a panel of experienced judges that are prepared to perform all judging duties at the competition. They are prepared to make the sacrifice of not competing themselves, thus ensuring that they will be available for judging activities. This is a very generous offer and deserves a decent round of applause, as the hardest part of organising any Scale competition in recent years has been getting sufficient judges to run the event. The result of this arrangement is that competitors can enter the event, in as many classes as they are eligible to enter, knowing that they can concentrate on the flying without being called on to judge.

I will act as Competition Director for the Nationals, and will also be available to act as CD for any other Scale competitions throughout the year (more on this later).

You will see from the 2 paragraphs above that my main thrust for the year is to re-establish Scale flying as a competitive discipline. The other Scale activity, much enjoyed by many flyers, is the Scale Fly In. These are informal, non-competitive events and are relatively easy to organise and run. Many clubs would have the required facilities to run a Scale Fly In and I would invite any interested clubs to contact me if they wish to host one.

Fly Ins are enormous fun and surely deserve the support of the Scale community, but in my humble opinion it is the Scale competition above all else that has engendered the building and flying of many truly excellent scale models and has driven people on to develop their flying skills to a higher level. Competition flyers develop the skills to fly more accurately, and in a more scale like manner, than would happen otherwise, and the discipline of flying a defined schedule provides a challenge that simply doesn't exist without competition.

So then, the Scale National Championships is to be the pinnacle of the Scale year, but how will I set about making this come to pass? This is how I intend to proceed:

In the coming days I will be inviting all members of the Scale community to fill in an online survey to let me know what type of competitions you want. This is your chance to tell me which classes you would like to take part in (F4C, F4H, etc.) and answer some thorny questions relating to static judging, the use of jet turbines, maximum sizes and weights permitted and a host of other things. Please keep an eye on the MACI website for information about the survey, and please do take the time to let me know your opinions.

Using the results of the survey, I will bring proposals forward for ratification at the MACI Council regarding the competition rules and classes which will be used in MACI Scale competitions this year. Although the rules will be based largely on the FAI Sporting Code, Section 4, Volume 4 (Flying Scale Model Aircraft), it is entirely appropriate that we make our own adjustments and local rules to make sure that the community gets the competitions that it wants. The Sporting Code and many other useful documents can be downloaded from the FAI website at <http://www.fai.org/fai-documents> and is essential reading (parts of it anyway) for anyone intending to take part in competitions. Incidentally, the FAI is the controlling body for most aero sports, including gliding, ballooning, parachuting and hang gliding, so there is plenty of interesting stuff to be found there.

Once the rules and classes are sorted out, I will run a judges course for the panel of judges to make sure we all have a consistent approach and can carry out our judging with fairness and transparency.

Next up, I would like to hold one, or possibly two, competitions during the summer. Any clubs that might be interested in hosting one of these competitions should contact me to discuss the options. I will be available to act as CD if required and we already have a panel of judges, so the duties of the hosting club will be less onerous than in previous years.

I am hoping that these competitions can be held in June or July, keeping August free for family holidays (and some serious practice for the Nationals).

Then the Nationals themselves, and I am hoping that anyone interested will take part. Anyone with a MACI insurance card and a Scale Model can take part, and I really would encourage people to match the dedication and commitment of the judging panel by making the effort to attend and take part.

Looking even further ahead to next year and beyond, we should aim at increasing the number of Scale competitions. I quite like the idea of having 4 separate Regional Championships, one in each Province, followed by the National Championship at the end of the summer – this appeals to my sense of neatness and order. We will certainly have to expand the judges panel, hopefully to the extent that providing judges becomes a less arduous task for competition organisers. Even further ahead, and we should look at getting some Irish competitors involved in European and even World Championships – we certainly have the skills and talent to be involved at this level, we just need the commitment and organisation to make it happen.

After all the serious stuff above, I would like to stress the huge importance of having fun flying Scale models. Competitions are serious affairs, and should be approached with respect for the rules the judges and other competitors, but above all they are fun and exist to be enjoyed.

Finally, let me say a word of thanks to everyone that has encouraged me to take this job on and offered their support and advice, you have all helped to formulate this approach and I look forward to working with you in the coming year.

That's all from me for now, I will no doubt be bending your ears again sometime soon, if the Flightlines editor indulges me.

Best Regards and Happy Landings,

Steve Elster

IRL 3944

MACI Scale Secretary

How to Repair Robart Type Hinges

Sometimes, even the best pilots experience hard landings (nobody said crash!!) and mishaps from time to time.

On one of my last "hard landing" with my 1/3 scale Ka3, it ended with a few broken ribs and one of my elevator looking really sad on the ground! I have used Robart type hinges for a number of years now, as they are easy to install, and really scale like. So, here is a mini how to repair broken Robart hinges! (well, at least, the way I do it).



Here are the broken hinges, on each side of course. The pieces of hinges left are cut away with a knife as close as it can be to be flat.

Each hinge is then drilled. My hinges are 3mm diameter, and I used a wood drill bit of 5mm. Go slow. Not easy to do as everything is glued with epoxy, but with a bit of patience, this is an easy job to achieve.





A bit rough, but this is not important at this stage, as we are going to drill that again!



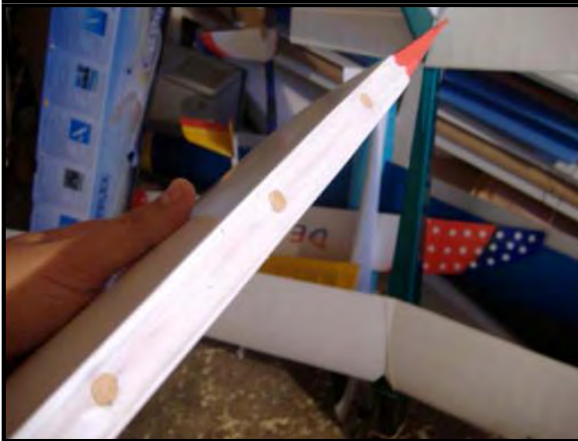
I use hard wood dowels, 8mm diameter, sourced from the local DIY shop

I cut them, depending how deep is your LE or TE. You have to drill again the hole you've made earlier to match the dowels diameter. Try to have a tight fit!





Everything is pushed into the holes on each side and glued with epoxy glue. You can finish with a bit of sanding.



Then, you drill holes to match the diameter of the hinges at the centre of each dowel.

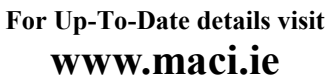


Check everything fits
perfectly...



Et voila! It's moving again! All in all, it took me around 30 minutes to get from the first photo to the last one. Really easy to fix, and I think, much easier to fix than the flat common hinges, but that's personal of course.

Fred Marie



Scale

Sep. 12 Scale Nationals Laois MFC
Contact Steve Elster 086-2653332 elsters@tcd.ie

Sep. 26 Scale Nationals Backup Date Laois MFC
Contact Steve Elster 086-2653332 elsters@tcd.ie

Helicopter

May 3 F3N Championships Round 1 Waterford
Barry Kennedy 087-1455475 helicopter@maci.ie

June 7 F3N Championships Round 2 Shankill MFC
Barry Kennedy 087-1455475 helicopter@maci.ie

July 2 F3N/F3C World Championships Klopeinersee,
Austria
Harald Zupanec 0043-1505102877
office@fai-heli-worlds2015.at.
More info at www.fai-heli-worlds2015.at/

Aug 16 F3N Championships Round 3 Brinny, Co. Cork
Barry Kennedy 087-1455475helicopter@maci.ie

Sept 19-20 Heli Nationals Tipperary Club Site
Barry Kennedy 087-1455475helicopter@maci.ie

F3A

May 16-17	North Munster Champs	Carron Co. Tipperary <i>Gordon James 0868269840 gordonjames03@gmail.com</i>
June 6-7	Munster Champs	BrinnyCo. Cork <i>Noel Barrett 0872237330 nbarrett@indigo.ie</i>
June 20-21	South Leinster Champs	Model County MAC <i>Brian Carolan 087 6509848 briancarolan13@gmail.com</i>
July 18-19	Leinster Championships	Ballyhealy, Balivor, Co. Cork <i>Bill Thompson 086-2622089billthompson122@gmail.com</i>
Aug 6-16	F3A World Aerobatics Championships	Dubendorf, Switzerland <i>Bernhard Schaden 0041435000170 Bernhard.schaden@gcc-mservices.ch, 0041793378740</i>
Aug 29-30	Irish Nationals (F3A Team Trials)	Roundwood MFC <i>Tony Greene 086-0212549tonygreene@eircom.net</i>
Sept. 5-6	Irish Nationals (F3A Team Trials)	Backup Date Roundwood MFC <i>Tony Greene 086-0212549tonygreene@eircom.net</i>
Sept 12-13	F3A Triple Crown	Scotland
September 26-27	Autumn Aerobic Activity	Carron, Co Tipperary. <i>Gordon James 086-8269840gordonjames03@gmail.com</i>
Oct. 3-4	Back up date for Team Trials	TBA <i>Contact Ray Keane 087-2591341rkeane@rka.ie</i>

IMAC

April 12	IMAC Contest	Laois MFC <i>Brian Foran 086 2578228 or imac@maci.ie</i>
June 21	IMAC Showcase	TBA <i>Brian Foran 086 2578228 or imac@maci.ie</i>

Gliding

April 18-19	ISR Slope Fest Mt. Leinster, Co. Wexford <i>Fred Marie glider@maci.ie</i>
June 13	Shannon MFC Event Tountinna, Co Tipperar <i>Ger Buckley gerryb2003@gmail.com</i>
June 14 (Backup Date)	Shannon MFC Event Tountinna, Co Tipperar <i>Ger Buckley gerryb2003@gmail.com</i>
July 12-13	Scale Glider Contest/Aerotow TBA <i>Fred Marie fred@gliderireland.net</i>
Sept26-27	ISR Slope Fest Mt. Leinster, Wexford End of season meeting. Open to all gliders. <i>Fred Marie glider@maci.ie</i>

Fun-Fly's

April 26 (11am)	Family Fly-In and Barbeque - Airplanes, Helis, Control Line Shankill Club Site Calary, Co. Wicklow <i>Contact Gordon James 086-8269840</i> <i>gordonjames03@gmail.com</i>
July 19 (11am)	SRFC 65h Anniversary Celebration 1950-2015 - Vintage & modern models, static display, fun fly, barbeque Shankill Club site Calary, Co Wicklow. <i>Cian 086-8198826</i>
July 25-26	Waterford Fun-fly, Fixed wing, Helis, Jets. Everyone welcome. Waterford club site. <i>Ger Donovan 087-2947561</i> <i>gmod12@gmail.com</i>
Aug 23 (11am)	Warbirds over Calary - R/C, C/L, F/F Warbirds only. Plus barbeque. Shankill Club site, Calary, Co Wicklow. <i>Cian 086-8198826</i>



Victor & Vulcan at LMA Cosford





Now that's a big B52