

Flightlines



In this Issue;

Control-Line Nationals
By-Laws Updates
Leinster Scale Champs





Gerry O'Reilly's Boomerang on a low pass.



Sean D'Arcy's Heli in inverted flight

Contents

| | |
|--|----------------|
| MACI Committee 2016 | Page 2 |
| Editorial | Page 3 |
| 2016 Control-Line Nationals | Page 4 |
| By-Laws Governing Issue of A & B Achievement Certificates | Page 8 |
| Leinster Scale Championships | Page 12 |
| By-Laws Under Article 27 Multi-Rotor Operation | Page 14 |
| Photo's from the 50's | Page 16 |
| Model Plane in the Phoenix Park | Page 19 |
| MACI Contest Calendar | Page 20 |

On the Cover: Photo from Weston Park Air Show

***The next MACI Council Meeting will take place on Tuesday
October 4th 2016 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.***

M.A.C.I. Executive Council and Officers 2016

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Editorial

Once again a very sparse issue of Flightlines. I am now quite desperate for anything for the October edition. I would be grateful if you can send in any articles or photo's to me before the 30th September. This is also the last date for anyone wishing to propose any alteration to the MACI Constitution for consideration at the November AGM.

With reference to the AGM, I am now completing my sixteenth year as Editor of Flightlines and feel that this is now the time to hang up my quill. I will not, therefore, be putting my name forward for the Editor's position at the AGM. If there is anyone out there who would be interested in taking over the Editor's position, please contact me for any information which might help you to decide whether to take it on.

2016 seems to have been a poor year, (so far), for competitions, with a number of cancellations due to inclement weather and other issues. Let's hope that 2017 will be kinder.

Talking of competitions, Steve Elster has worked hard this year to get the scale competitions up and running. It would be good if you could support him in his running of the Scale Nationals to be held on the Sunday 11th September at the Royal County Aeromodellers Club. Entry fee will be €20 per competitor, which includes lunch. Tea and coffee will be available throughout the day. Competitors must pre-register their entry in this competition before 5pm on Thursday 8th September. The event may be cancelled if there are not enough entries. Register by sending an email to scale@maci.ie. The entry fee can be paid on the day.

Safe Flying.

Chris Clarke

Control Line Nationals 2016

This year's Control Line Nationals was hosted by the Fingal Model Flying Club, at their site at Ring Commons Sports Centre. The competition was run as 3 rounds of FAI F2B, with the best two to count, followed by 2 rounds of Classic (models designed – published - before 1970), both to count. No appearance points were awarded for Classic models, the competition was purely down to the model trim, motor run and pilot ability. John Molloy kindly agreed to judge both classes. This year's competition looked to be an open event as both Maurice and Ivan had crashed out of the recent CLAPA championships in Leicester, I had crashed my good model in practice and Kevin was getting to grips with a new electric model, leaving only Stu with a fully trimmed and sorted setup.

As there were so many new and repaired models being flown, time for some practice flights was provided (and necessary) before the competition kicked off.

Much to the other competitor's chagrin Maurice kicked off with a warmup flight for the judge, demonstrating a very well repaired Aquilla, the model he had crashed at the CLAPA championships, and set the bar high for the judges warm up flight. From the outside Maurice's model looked like it needed further trimming, but nonetheless Maurice set the standard for the day with very impressive flights in each round.



Maurice Doyle flying his classic U2 through the bottom of the round loops



Kevin Barry preserving his new Northwind 12 during his inverted laps

Kevin was flying his new Barry Robinson “North Wind 12” electric model, and seemed to be getting to grips with it very well. Unfortunately, after his second flight the battery compartment failed to open, so he was forced to fall back on his well flown “Shadow” model, powered by a Stalker 61.

Ivan had refinished his modified Brodak Legacy in his standard yellow and red colour scheme and it performed very well. Ivan, using John Hamilton’s (Belfast MFC) “Happy Hour” design as inspiration, has redesigned the fuselage of this model to represent a ‘30s sportster, and both the lines and revised colour scheme are very appealing.

Stu flew his well sorted ‘Lekkie Hour’, yet another interpretation of John’s “Happy Hour” design. This is a fabulously built model, and really puts my building skills to shame. It is incredibly light, for a model of its size, and performs flawlessly.

I started the competition flying a borrowed Trivial Pursuit (thanks Kevin), but used my first two attempts trying to take off. The model kept turning into the circle as soon as released, so I made sure to take off from the downwind side of the circle for my remaining flights. After a practice flight over lunch time I switched to my newly acquired SV11, so Kevin's Trivial Pursuit lives to fly another day. My SV11 needs further trimming, but it looks like I will be very competitive flying it at next year's competitions.

As the day progressed the wind slowly veered west, keeping John on his toes as there were frequent requests for the judging position to move.

The same flying order was maintained for Classic, with Maurice kicking off again with his Warburton 'U2' design, powered by a ST 46. This is a relatively high aspect design, based on its famous namesake, and performs very well in Maurice's capable hands.

Kevin blew the dust of his Fox 35 powered red and white '59 Ares and put in some fantastic flying as the venerable Fox pulled the model through the pattern. There really is nothing comparable to the sound of a Fox 35 doing what it was designed to do, and doing it well.

Stu flew his Brodak 40 powered Roadrunner model with skill to take top place in Classic. This motor certainly complements this model and it is a joy to watch performing.

Ivan flew his electric powered Grondal Nobler. This model too is a joy to watch, and having had the opportunity to fly the model it is a joy to fly too. This model presents well and is very easy on the eye, easily being the prettiest of the direct Nobler derivatives.

When all of the flying was completed most of the competitors, and the judge, adjourned to "The Huntsman" for a pleasant meal before hitting the road to our various destinations.

Many thanks to our judge, John Molloy, and to the members of the Fingal Flyers who hosted the event, for a most enjoyable day.

| F2B | | | | | | | | |
|------------|---------------|----------------------|-------------|---------|---------|---------|-------------|-------|
| Competitor | Pilot | Model | Motor | Round 1 | Round 2 | Round 3 | Best 2 of 3 | Place |
| 1 | Maurice Doyle | Aquila | ST60 | 896.00 | 827.00 | 914.00 | 1810.00 | 1 |
| 2 | Kevin Barry | various | electric/IC | 815.00 | 825.00 | 857.00 | 1682.00 | 2 |
| 3 | Stu Holland | Lekkie Hour | E-max | 805.00 | 842.00 | 832.00 | 1674.00 | 3 |
| 4 | Ivan Bolton | Legacy | E-max | 750.00 | 829.00 | 833.00 | 1662.00 | 4 |
| 5 | Chris Gilbert | Trivial Pursuit/SV11 | IC | 10.00 | 773.00 | 901.00 | 1674.00 | 3 |

| Classic | | | | | | | | |
|------------|---------------|----------------|-----------|---------|---------|---------|-------------|---------|
| Competitor | Pilot | Model | Motor | Round 1 | Round 2 | Round 3 | Best 2 of 3 | Placing |
| 1 | Maurice Doyle | Warburton U2 | St 46 | 931.00 | 909.00 | 0.00 | 1840.00 | 2 |
| 2 | Kevin Barry | 59 Ares | Fox 35 | 927.00 | 893.00 | 0.00 | 1820.00 | 4 |
| 3 | Stu Holland | Roadrunner | Brodak 40 | 905.00 | 939.00 | 0.00 | 1844.00 | 1 |
| 4 | Ivan Bolton | Grondal Nobler | E-max | 903.00 | 923.00 | 0.00 | 1826.00 | 3 |

Chris Gilbert

IRL-1638



APPENDIX L

BYE LAWS GOVERNING ISSUE OF A AND B ACHIEVEMENT CERTIFICATES

Adopted in principle at AGM on 3/12/94 and in full on 25/03/95. Amended on 6/5/98, 24/01/01, 22/01/02, 20/03/02, 23/03/03, 28/08/04, 26/11/05, 15/03/08, 09/06/09 and 2/8/16

The main aim of the A and B Achievement Schemes is to encourage model flyers to reach a minimum standard of flying ability and safety and to promote a desire for personal betterment in achieving as high a standard as possible in their flying. Two R/C power categories are covered:

(A) Fixed Wing Aircraft

(H) Helicopters

M.A.C.I. will not charge any fees for any A or B certificate examination.

There shall be 2 achievement levels for R/C powered model flying –

1. The A Certificate level

The B Certificate level.

The A certificate shall generally be an acknowledgement of a person's capability to control an R/C model in a safe manner in normal circumstances without the assistance of a supervising instructor.

The B certificate shall generally be an acknowledgement of a person's capability to control an R/C model in such a manner that he/she is able to fly at a public display.

M.A.C.I. do not guarantee any capability or the performance of any individual as a result of the issue of an achievement certificate. The certificate only states that the candidate achieved the required standard during the test.

The scheme will be administered by a MACI sub committee consisting of the relevant discipline secretaries at that time and one appointed member of the Executive Council. The sub committee shall elect from its members a Chairperson who shall oversee its activities and report back to the MACI Council. The committee shall ensure an adequate number of Examiners will be available during the year and will also arrange Examiners Courses as required. Any disputes or queries about the Achievement scheme shall be decided by the sub committee.

EXAMINERS

Two recognised MACI examiners shall give examination in either level and in all disciplines. Helicopter or Aircraft examiners are required as appropriate and at least one must be from the relevant category being tested. Examiners can be from any club including the candidates own club.

Examiners shall be appointed by MACI upon the written nomination of their primary listed MACI club and only then after attending a course or seminar as prescribed by the Council. The status of an Examiner is valid for three membership years including the year of course attendance. The membership card shall show the status of examiner.

A club may only nominate a person as an Examiner if he is a MACI member in good standing and the holder of a B Certificate on the day of attendance at the Examiners course or if a holder of an A cert on the day of attendance at the Examiners course then they must pass a "B" cert exam within 90 days of attending an Examiner's course.

SITE OF AN EXAMINATION

The A certificate examination may be taken by a candidate at his/her own MACI registered Club site. The B certificate examination may not be taken by a candidate at any club to which the candidate is affiliated or any of the sites that the club have registered.

EXAMINATION FORMAT

The examination shall consist of 4 sections.

Satisfactory completion of Section 1 is compulsory before proceeding to the remaining sections.

All components of the Test must be completed in the one session.

As the tests are for pilot competency and not of a models capability it is incumbent on each pilot to present himself/herself with an appropriate model aircraft for the test being undertaken. This model must be capable of Rise off Ground on its own undercarriage or a dolly.

(1) GROUND CHECK OF MODEL:

By examination

Proof of MACI membership
MACI Registration number displayed on model
Conform with Local Frequency Control
Transmitter Frequency as stated
Radio installation (check servo directions)
Engine installation check

Tank / Fuel system check
Propeller /Rotors - no nicks/damage

Airframe - control surfaces/hinging

Pushrods / Linkages check
Range and failsafe check
(engine running fixed wing/off for heli)

By enquiry

Propeller – balanced?
Batteries adequately charged?
Centre of Gravity check?
Have you read the Documentation?
Large Model
Permit if required

- (2) The candidate shall be asked the appropriate number of questions from the “Code of Safe Practice”.
A pass rate of 8 from 10 in the A Cert. and 12 from 15 in the B Cert. to “Pass”
- (3) Observation of candidate during pre-flight safety check, model preparation, engine start and range check with Engine on for Aircraft and off for Helicopters)
- (4) Flying the A or B Certificate flight schedule.

There is no time limit on an examination or any flight. Only the Examiners may accompany the Pilot to the Flight line. Provision should be made where possible to take control of a model if unsafe conditions arise.

An Instructor may be in attendance but cannot communicate with the Pilot.

The Examiners will determine the flight line and pilot position allowing for wind direction and local conditions.

The Examiners may terminate the test any time and at their discretion.

The Examiners shall not look for exceptional quality or perfection in manoeuvres, but rather for the display of safe and adequate control of the model at all times.

The Examiners shall take into consideration the entire flight including flying between manoeuvres. All manoeuvres must be carried out in front of the pilot.

At no time during the flying test should the aircraft be flown behind the pilot or examiners, this will constitute an automatic FAIL.

With the prior permission of the Examiners an intermediate landing may be allowed for a person flying an electric model for the purpose of refitting a fully charged flight battery.

Termination of a flight due to engine or other mechanical failure will be deemed an attempt. Because of the significance of the B test, a higher standard of control shall be looked for.

RESULT/SCORING

The result shall be either a "Pass" or a "Fail".

A candidate must pass each item in a section to pass that section and a candidate must pass all 4 sections in order to pass the examination.

For the A test in the flying section of each category, a candidate may make two attempts at each manoeuvre, excluding landing, and two attempts at the entire flight schedule.

For the B test, in the flying section of each category, a candidate may make only one attempt at each manoeuvre and only one attempt at the entire flight.

Upon completion of the test, a candidate who has passed shall be given a Receipt giving Confirmation of a Pass, completed and signed by both examiners. The Examiners will return their Checklist immediately to the Membership Secretary of MACI for processing and filing. The candidate shall keep the receipt in case of an enquiry. Upon receipt by MACI, the register of achievement tests shall be updated accordingly and the member's membership card amended to show the new achievement level when next issued.

In the event of a failure, a candidate may not repeat an A or B Cert. examination for at least two weeks.

EXPIRY OF ACHIEVEMENT CERTIFICATES

An "A certificate" shall be valid for life.

A "B certificate" shall cease to be valid should the holder cease to be a paid up MACI member for a period of 3 consecutive years.

Leinster Scale Championship

The Leinster Scale Championship was held at the Laois Club on Sunday the 24th July, and was the first Scale event of the 2016 season.

As per usual, the weather was playing tricks on us and the forecast for the day was uncertain. However, it became apparent on Saturday afternoon that conditions would be flyable for large parts of the day and I decided to go ahead with the competition (at this stage, the toilet had been hired and was in position, prizes had been purchased, food had been obtained and all judges had been contacted so it would have been quite difficult to re arrange everything).



As things turned out, there was a slight but persistent drizzle when I arrived at the flying site soon after 8am. Martin Sweeney was there first and had marked out the pits area and put up the bunting that the club always uses for competitions and fly ins. Martin and I were to be the judges for the day, but that that time there was no sign of any competitors.

Over the next hour, four pilots arrived and we had enough people (just) to hold the competition. At this stage it was still raining, so we decided to wait for a bit and see what would happen and by 11.00 the rain was clearing away and we got the competition underway.

With so few competitors, the event was run at a leisurely pace. All the people taking part were seasoned Scale competition flyers so the event more or less ran itself.

We started with a flying round of F4C, with Paul Byrne (current F4C National Champion) the sole entrant. Paul put in an excellent flight with his Jungmeister (great to see a biplane flying) and was awarded a correspondingly high score. Paul was obviously the winner in this class as there was no other competitors, but he would have been difficult to beat in any case.

The three pilots in the flying only class then had their turns at flying, and the competition in this class was very close. In the end, Fergus O'Reilly emerged as the winner, with some very smooth and consistent flying. Brian Foran was second and Gary Brahon close behind in third place.

The prize giving ceremony was suitably informal, and took place over a cup of tea in the club house.

Throughout the day, my daughter Naomi Elster kept track of the scores, and my wife, Aoife, cooked burgers for everyone present on the good old club barbecue.



Everyone taking part in this event thoroughly enjoyed the day, but there was no denying that the turnout was disappointing. All of the people taking part, competitors and judges, are members of the Laois club and we usually enjoy welcoming several visitors to the club for competitions such as this. I know that attendance is down at competitions in all disciplines at the moment, but the Scale flying community now faces a fairly stark choice – either attend the competitions that are available or accept that they will not take place much longer. Use it or lose it. There are 2 more Scale competitions in the events diary for this year, why not make a commitment to attend one or both of them?

If anyone has any ideas on how to improve participation in such events, please email me at scale@maci.ie.

| <i>Class</i> | <i>Name</i> | <i>Model</i> | <i>Round 1</i> | <i>Round 2</i> | <i>Round 3</i> | <i>Static</i> | <i>Final Score</i> | <i>Position</i> |
|--------------|-----------------|--------------|----------------|----------------|----------------|---------------|--------------------|-----------------|
| F4C | Paul Byrne | Jungmeister | 1672.50 | 0.00 | 0.00 | 0.00 | 836.25 | 1 |
| Flying Only | Fergus O'Reilly | Eindecker | 1684.50 | 1649.00 | 0.00 | 0.00 | 1666.75 | 1 |
| Flying Only | Brian Foran | Extra | 1522.50 | 1660.00 | 0.00 | 0.00 | 1591.25 | 2 |
| Flying Only | Gary Brahon | PC9 | 1564.50 | 1454.50 | 0.00 | 0.00 | 1509.50 | 3 |

Steve Elster

IRL 3944, MACI Scale Secretary

APPENDIX S

BY-LAWS UNDER ARTICLE 27 MULTIROTOR OPERATION

Passed 31/03/15, Amended 2/8/16

1. APPLICABILITY

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 300M 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” is not required 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 on board 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 may be added to the “MACI Code of Safe practice” for “Multirotors”.

Upon adoption of an amended scheme 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 the temporary status will be deemed to be cancelled.

Some Photo's from the 50's from Tom O Connor (IRL 793) Leinster model flying club.



P Mulligan centre holding the plane with Liam Murtagh to his left (IRL 140) Leinster model flying club, at the 1953 Nationals. Love the shirt Liam!.



Chilling out at the 1953 Nationals.



. selection of photos. Spot anyone you may know. Tom O Connor (IRL 793) in his parents back garden in Drimnagh 1953.

Photo from Liam Murtagh IRL 140

NOVEMBER 1955

MODEL AIRCRAFT

1955 IRISH NATIONALS

Control line events in the 1955 Irish Nationals were confined to class A and B team races, as there was such a small stunt entry; total entries were, in fact, down on previous years.

The glider event started in gale-force winds and near rain. Many models folded their wings on the line and only one max. was recorded—this by Tony Morelli, the eventual winner, flying a *Seraph*.

Brighter conditions greeted the rubber fliers the next day, although the strong winds had

abated but little. The Wakefield models were all fully trimmed and easily outflow the few lightweight models entered.

The power event was started in the afternoon in slightly calmer air. Eventual winner was Bill Redmond, of Phoenix D.C., who only completed his model in the early hours of the same day.

A very pleasant dinner at which the prizes were presented by Mrs. Woods was held on the Sunday night.



Top: Bill Redmond releases his model for the 3rd round to win the power. Below: L. to R. Tony Morelli, class "A" and "B" T/R and glider winner. Liam Murtagh, rubber winner, and Bill Redmond, top power man.



Bill Redmond's "last straw" is launched by Ray Meehan in the glider event.

RESULTS

Class "A" T/R

1st. T. Morelli, Dublin M.F.C.
2nd. N. Barrett, Cork A.C.
3rd & 4th. Collided.

Class "B" T/R

1st. T. Morelli, Dublin M.F.C.
2nd. N. Barrett, Cork A.C.
3rd. A. McWilliam, Dublin M.F.C.

Glider

1st. T. Morelli, Dublin M.F.C. 387.2 sec.
2nd. M. Walshe, D.S.M.E.E. 358.3 sec.
3rd. B. Ridue, Drimmagh A.M. 324.7 sec.

Rubber

1st. Liam Murtagh, Phoenix A.C. 329 sec.
2nd. Wm. Redmond, Phoenix A.C. 320 sec.
3rd. A. Gordon, Phoenix A.C. 233 sec.

Power

(Aer Rianta Trophy & Replica.)
1st. Wm. Redmond, Phoenix A.C. 382 sec.
2nd. P. Mulville, D.S.M.E.E. 212.6 sec.
3rd. T. Morelli, Dublin M.F.C. 200.5 sec.

The Inter Club Trophy was won by The Dublin Model Flying Club, 22 points. The Phoenix Aeromodelling Club had 18 points.

Hyde. D. Morgan placed 3rd in power and 5th in rubber and glider. The same member also had success at Croft, placing 3rd in P.A.A.-I and 4th in P.A.A.-II.

WHITEFIELD M.A.C.

The club has recently attended a number of contests and intends to continue doing so in the future.

At Croft, Darlington, little success was recorded, since everybody seemed to place 4th even in such superb weather.

While at Fintlen, Germany, the three team members had only average success. The O'Donnell brothers had only four maximums and J. Parrott even worse with three!

These three were supported and encouraged by John Trainer and Bob Christie, who hitch-hiked all the way from Manchester. They arrived looking rather long-bearded, but proceeded to enjoy the excellent flying provided by the various countries and then set off home.

COVENTRY & DISTRICT M.A.C.

A group of our boys attended the South Midlands Area Rally at Cranfield and managed to get a few of the prizes again. A. J. Barr, flying a *Seraph*, won the glider event for the second year running, with three max's.

Ron Draper, third last year, placed second in the power, flying his *Criterion* own design F.A.I. power job with a Super Tigre G20 (ringed version). This is the job which almost won him

a place in the British power team. Reg Abbey, who took first last year, took fourth this year. Even one of our very junior members, Colin Ford, took a prize in the Junior chuck glider event.

The club membership has greatly increased in the past 12 months: from about a dozen to the 40 mark, with an average of about one new member a week. Negotiations are under way to obtain a suitable hall for indoor flying during the winter, and a programme is being drawn up to include lectures, talks, an auction sale and visits to the local aircraft factory.

HEANOR & DISTRICT M.A.C.

Several members have reached the semi-finals in team race contests, and our No. 1 combat pilot reached the semi-finals at Chester. Not bad for a start, so watch out for us next year.

We are planning a winter contest, to be held on January 8th, 1956, on a local ground, which will be mainly C/L. Any clubs interested are asked to contact our club secretary, M. Baxton, 21, Dalton Close, Aldercar, Derbys. Food and drinks will be laid on, and everyone will be welcome. Let's have a good response, as we should like to make this a yearly event.

WALLASEY M.A.C.

We recently held our 3rd annual open day—the first without a gale force wind! To suit our field size it was agreed to have a 2 min. max.,

with the result that treble max's occurred in all three events, and the results of the fly-offs were:—

| | | |
|-------------------|------------|--------|
| Open Power | | |
| 1. J. O'Donnell | Whitefield | 2 : 14 |
| 2. C. Bryan | Wallasey | 0 : 42 |

| | | |
|--------------------|----------|--------|
| Open Glider | | |
| 1. J. Hannay | Wallasey | 2 : 00 |
| 2. R. Hoickiss | Wallasey | 1 : 48 |

| | | |
|--------------------|------------|--------|
| Open Rubber | | |
| 1. J. O'Donnell | Whitefield | 2 : 29 |
| 2. J. Hannay | Wallasey | 1 : 37 |

We are grateful to our chairman, Roy Alexander of Birkenhead Model Supplies, for helping us out with the prizes.

WORCESTER SKY PALS M.A.C. ex FREEMASONS ARMS M.A.C.

The club's last display at a local fete was very much appreciated by the crowd and apparently balloons bursting seems to hold their attention more than anything.

Owing to rough ground, Trevor Baddeley could not get his twin engine model to take-off, even after laying 20 tables for a runway.

At a local cinema, in support of the film "Escapee", a display was put on inside the foyer which must be regarded as the best seen for some time in the locality. Thanks to all our members who contributed

459

Model Plane in the Phoenix Park Photo supplied by Paul Brennan IRL (70)

The Motor News.

900

MAY 4, 1912.

OUT AND ABOUT

By Peter Wanderwide.

The Old 'Bus.

*"He that will lose his friend for a jest,
Deserves to die a beggar by the bargain."*

FULLER.

A Gentleman of the Old-School! Whenever I hear that phrase I think of old David Welland (or Sir David, as he is now, alas!). I apply it to him in no sense of reproach, you must understand, although it is mostly quoted in this spirit nowadays, I fancy. Nor, again, is it meant sarcastically, as you might perhaps rush into thinking when you first meet the weedy-looking, bald-headed, nervous little man. He is that rarity, a gentleman, not only by birth and breeding but by feeling. When you come to know him as I do, to experience his innate, old-world courtesy, to learn his precise, gentle views on men and things, to realise the chivalrous regard—absurd, perhaps, judged from a modern standard—which he accords to womankind, you will agree with me.

I knew the little man a good many years ago, when he was struggling to make ends meet in a rigidly honourable fashion according to his code. That was before old Sir Joshua died and left to his nephew those immense ironworks in the north which yield so huge an income. He was plain David then. He was also a good old-fashioned Tory, possessed of an amiable, well-meaning horror of all "new-fangled" innovations. Therefore, it was natural that when the motor car first came into being, he, in his mild way, joined the outcry—you will remember it—against the noise, and the dust, and the hustle of the new thing.

Imagine my surprise, then, when meeting him one morning in the very early days of the movement, he informed me that he had purchased a car with the proceeds of a small legacy! He had happened to see one on the road, and its mechanism had appealed to some latent mechanical instinct within him. He quite forgot, in the joy of revealing to me his news, his professed antipathy to motors. His lean face was radiant.

After that, the "Old 'Bus," as it very soon came to be called, was a familiar sight on the roads, David at the helm, his rather severe-looking wife beside him, and the tonneau packed with small editions of himself.

At the time David was a constant surprise and amusement to me. A reserved, retiring personality, he let himself go on the subject of the car in most amazing fashion. He discoursed about "Her" as if she were a sentient being. I verily believe he loved the thing as a man may sometimes love his horse; her foibles and weaknesses (they were plenty) and all the labour he expended on her served only to increase his affection. His eloquence when the old 'bus was mentioned, came to be a secret joke amongst his acquaintances; but I, suspecting a lack of sympathy in his home circle, listened always with a becoming gravity, which I hope has been duly accorded to my credit on the big scroll.

I lost sight of old David for several years. In the meantime came his accession to his uncle's great fortune and transference to a position far above



Aeroplane in the Park.—Vivian Hewitt's was not the only "aeroplane" to land in the Phoenix Park last week. Our photograph, taken in the Nine Acres, shows a youthful experimenter, Master J. McGrath, of Ranelagh, who may be seen making trials with gliders on Saturday afternoons.



2016 Contest Calendar

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



Scale

Sept 11 National Scale Championships
Contact Steve Elster 086-2653332 elsters@tcd.ie

Aerobatic

Sept 9-11 F3A Triple Crown Enniscorthy, Co Wexford
Contact Brian Carolan 087-6501284

Sept 24-25 Autumn Aerobatic Activities Carron, Co. Tipperary

Oct 8-9 South Leinster Aerobatic Champs Enniscorthy, Co Wexford
Contact Brian Carolan 087-6501284

Glider

Sept 24-25 ISR Slope Fest - End of season Mount Leinster, Co. Wexford

Helicopter

Sept 10-11 Irish Helicopter Nationals Carron, Co. Tipperary
Contact Barry Kennedy 087-3933858 helicopter@maci.ie



Two photo's from the Leinster Scale Championships





Stu Holland's Lekkier Hour on final approach at the Control-Line Nationals