

flightlines

Flight Lines



featuring;
A.G.M. Proposals
Snippets From the Zone
Scale Nationals



October 2008

flightlines



Andy Ryan with his Piper Cub



Des Pearson with his Stampe

flightlines

Contents

MACI Committee 2008	Page 2
Editorial	Page 3
Scale Nationals	Page 4
Snippets From the Zone	Page 8
Scale Association Fly - In	Page 13
Proposals to amend the MACI Constitution	Page 15
Heli Challenge Trophy – Round 2	Page 30
Irish National Aerobatic Championships	Page 32

On the Cover: Eamon Keenan ready for another Sortie

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

flightlines

M.A.C.I. Committee 2008

Web Page: www.maci.ie e-mail: council@maci.ie

President	Kevin Barry 9 Walsh's Square, Devonshire Street West, Cork 021 4800200(work) 086 8339846 kevin.barry@enterprise-ireland.com
Chairman	Philip Hughes 147 Butterfield Park, Rathfarnham, Dublin 14 087 2569833 chairman@maci.ie
Secretary General	Michael McEvoy Malema, Corville Road, Roscrea, Co. Tipperary 087 2435209 mmacabhui@gmail.com
Treasurer	Liam Butler
FlightLines Editor	Chris Clarke Greengages, Whiterock South, Wexford 053-9143212 087 6564162 macieditor1@iol.ie
Public Relations Officer	Liam Broderick Belltrees, Inch, Ennis, Co. Clare 065 6839512 087 2618894 modelheliservice@eircom.net
R.C. Aerobatic Secretary	Brian Carolan Carrigabruce, Enniscorthy, Co. Wexford 053 9239636 087 6501284
R.C. Scale Secretary	Stephen Elster Cork Road, Shadbally, Co. Laois 057 8625549 elster@eircom.net
Helicopter Secretary	P. J. Harte 106 Riveroaks, Claregalway, Co. Galway 087 2129083 pjharte@gmail.com
Control Line Secretary	John Molloy 57 Auburn Road, Dun Laoghaire, Co. Dublin 01-2854810 01-6021393 jjm@iol.ie
Safety Promotion Officer	Gary Hooper 44 Kiltipper Close, Aylesbury, Tallaght, Dublin 24 01 4621049 safety@maci.ie
Membership Secretary	Finbar Constant Beechgrove, Waterfall, Bishopstown, Cork 021-4542658 021-4541821 087-2541821 maci@esatclear.ie



Editorial

Welcome to the last edition of Flightlines for this year. I would like to take this opportunity to thank all of you who have made contributions over the last year.

As usual I will make my plea for any of you who have anything interesting to write about aeromodelling, to take the plunge and send them in to me. Photographs are also always much appreciated. The next edition will be due out in February 2009, with the deadline for contributions being the end of January.

Any conversations I have had this year with MACI members have tended to include discussions about the weather, and how it has impacted on our opportunities, (or lack of them), for flying this year. I have had similar conversations with friends in the UK who have also experienced a drop in flying opportunities due to a poor Summer. Here's hoping for some dry, gale free Autumn days.

What a delight it was then, to spend another week flying every day, (yes, every day), at the RC Hotel in Corfu. I will bore you with the details in the next edition.

Elsewhere in this issue are the details of the 2008 MACI Annual General Meeting. There are also a number of proposals for changes to the MACI Constitution, so if you have any opinions on these, why not come along and join in the discussions, you will be made very welcome. Remember, this is your organisation, so your involvement in it would be much appreciated.

Fly safely - Fly well.

Chris Clarke

flightlines

Scale Nationals

Portlaoise, 20th and 21st September.

For once the weather gods relented and gave us 2 good flying days in a row. In addition to that, we had a few good dry days leading up to the event so that we could get the grass cut and tidy up the place.

As often happens at this time of year, fog forms overnight and there was some hanging around on both days waiting for it to lift.

12 pilots registered for the event, which is certainly not a record but is respectable enough given the appalling summer we have had.

The flying got under way at about 10:30 and we settled into an efficient but relaxed rhythm. A full round of all three classes takes about two and a half hours, so we had a break for lunch after the first complete round. Lunch was provided by my wife, Aoife, and consisted of burgers plus all the



trimmings, and was appreciated by all present. After lunch we decided to fly one more complete round and leave the final round until Sunday.

On Sunday morning we were joined by the control liners, and the wind direction enabled us to set up a flying circle for them that didn't interfere with the radio control flying – this meant that the two disciplines were able to fly at the same time, which helped with the scheduling. Lunch was again provided by Aoife – this time sandwiches were on the menu, and again received many complements. As we have seen many times before, an event such as this thrives on good catering!

Clubman

This is usually the class with the most entries, but this time we had only 4 competitors. However, it was a case of quality rather than quantity, as any of these 4 could easily have come away with top honours. After a close fought contest, Melvyn Inwood came out on top flying his Spitfire. If anyone wants to know how



to impress the judges, get Melvyn to teach you how to do his slow war-bird roll – totally convincing and very impressive scale flying. Andy Ryan came in second place flying his massive Piper Cub – this model really does look like the real thing in flight, an absolute cracker of a model. Third place was taken by Brian Foran flying a PC9, and Fergus O'Reilly came a very close fourth.

MACI Novice Scale

An exceptional entry of 6 pilots took part in this class, comprising 4 members of the Laois club and a most welcome contingent from Tipperary – it's great to see some newcomers on the competition scene. Keiren McEvoy won this class, flying his Subaru with great smoothness and consistency, closely followed by Martin Sweeney and Mike Murphy to claim the hardware. Paul Fethers, Pat Murnane and Gary Brahon also put in good performances, putting pressure on the top three to keep their places.

Four of these Novice flyers will be moving up to the Clubmans class next year, having done their 2 years at this level. I hope we can find sufficient new flyers to replace them in the Novice class, as this is often where pilots start to improve dramatically.

F4C

This class is the jewel in the crown of scale flying, and the only one where the pilot must build his own model (no ARTF model are allowed to compete in F4C). Despite the unavoidable absence of Des Pearson, there was a respectable entry of 3 pilots in this class. These models are judged for scale accuracy, and the 'static' points are added to the flying scores.

flightlines

This provides the pilot/builder with a most interesting dilemma – to add more scale detail (higher static score) or keep the detail to the minimum in order to save weight and create a more efficient flying machine (probably leading to a higher flying score)— everyone has their own approach to this, and that is part of the attraction with this type of modelling.

Eamon Keenan came out as the winner in this class, flying his excellent Decathlon. This is a superb model in a very striking yellow and blue colour scheme, and powered by a 4 stroke engine. Paul Fethers came in second place flying a DeHavilland Beaver, with Dave O’Flaherty in third with a new model on the scene, a Piper Cherokee. Dave came up all the way from Cork, and his participation and enthusiasm is much appreciated.

Thanking everyone

Thanks to all that turned up to compete, and to the judges that worked so hard over the weekend. Thanks to the Laois club members that got the field ready and helped out with the running of the event – what an excellent bunch they are! Thanks again to Aoife for keeping us well fed, and thanks to the MACI treasurer for agreeing to pay for the portaloo (an essential item for a successful competition)!

Looking forward

If there was one problem with this year’s Nationals it was a shortage of judges, and something will have to be done to improve this situation for next year. We will need to get some more judges qualified and up to speed, and we particularly need more judges that can judge the Clubmans class – most of the current judges panel are Clubman pilots and cannot judge the class they are flying in!



Don't blame me....the dog marked that round!

flightlines

Everyone that attended the Nationals had a good time and took part in a very pleasant competition, but it is certainly true that (with a few notable exceptions), the majority of people taking part were either from the Laois club or from somewhere quite close. The challenge for next year is to make the National Championships a competition that truly warrants that title – with scale flyers taking part from all over the country.



Due to commitments at work, I will not be standing for the Scale Secretary job again next year, so if anyone fancies taking up this challenge, this is the time to get involved.

Results

MACI Novice

	Round 1	Round 2	Round 3	Final Score
K. McEvoy	1740	1605.5	1789.5	1769.25
M. Sweeney	1577	1635	1625	1630
M. Murphy	1430.5	1624.5	1556	1590.25
P. Fetherstonhaugh	1420.5	1387.5	1520	1470.25
P. Murnane	1015	1484.5	0	1249.75

SNIPPETS FROM THE ZONE

A SHORT END-OF-SEASON ROUND-UP FROM GERARD FEENEY

Well, the trend continues. I am finishing off 2008 with another short offering, just mentioning some of the latest developments on stuff that I've written about here in these pages previously...

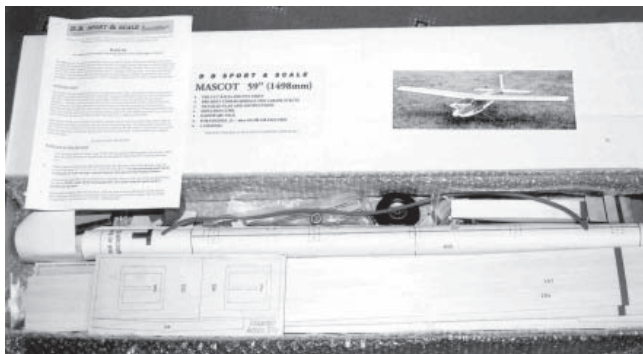
FOUR-STAR FINALE

The SIG 'Four-Star 60' has appeared in the 'RCM&E 2008 Autumn Special'. I had thought that it was gonna be in the monthly magazine, but not so. I am pleased it is finally out of the way, as perhaps now I can concentrate on another aeromodelling project sooner rather than later. In fact, more about that shortly.

I have been flying the model a few times in late September and early October, as the neighbour's field is finally harvested and now I can take it off again with relative ease. I am pleased with the way the plane takes off and lands in a stable manner. Plus, the aerobatic and high-speed/slow-speed bits in between are nice too!

My main trouble, since I first flew it in May, has been intermittent glitching. This is so unusual with my Multiplex gear, and I am not quite sure what the cause is.

Ground tests suggested a 'vibe coverage blind spot' when the extended tranny aerial was pointed downwards and head-on towards the model, and terrible glitches ensued at a certain point each time. I subsequently re-routed the receiver aerial from beneath the fuselage rear to exit behind the canopy, connecting to the fin in the normal manner. Now it doesn't twitch on the ground, but I still get intermittent airborne jerks at certain airframe attitudes! I plan to do more groundborne tests presently, weather permitting.



The re-issued DB Mascot kit will soon be tackled by Gerard

flightlines



Padraic's second ARTF Piper Cub kit awaiting assembly

I suspect that the unshielded aileron servo extension leads, plus a dodgy tranny on/off switch, may not be helping matters. I am also a bit suspicious of the receiver and may replace it. So, quite a lot to check in due course.

In the meantime, I hope to enjoy flying this low-wing sports/aerobatic model for as long as possible. While I have great respect for the longevity and nostalgia qualities of my venerable 'Calypso', I think I need a change of model after thirteen years flying the same aeroplane all the time!

MASCOT MOMENT

Speaking of the Calypso, it is of course still eminently airworthy, despite being flown constantly since July, 1995! However, it is getting rather shook and worn looking (just like myself!) so that is why I am keen to spend more time with the Four-Star 60, just to rest the old model for a while – and to experience a change of pace.

Another pending project, however, will probably become the Calypso's eventual permanent replacement in the 'high-wing trainer/sports model' department.

The re-issued DB 'Mascot' is a favourite of mine because, to date, it is the nicest-flying R/C trainer that I have ever operated. When I flew two specimens in the late 80s and early 90s, I was greatly impressed by their almost free-flight stability, coupled with smoothly responsive behaviour in both three- and four-channel layout. I was delighted when this David Boddington classic design was put back in to production last year, and I actually bought a kit from the current incarnation of 'DB Sport and Scale' in 2007.

For reasons that I won't go into at the moment, I now have a renewed commitment to get this kit built and flown, and I am hoping to commence work sooner rather than later – probably before the end of October. My O.S. 40FP, plus the radio bits, plus my building tools, are standing by. Wish me luck!

CUB CONTINUATION

Padraic Cryan's ARTF Piper 'Cub' suddenly bit the dust in the recent past. The crash was caused by the elevators pulling out during a dive because the pinned but unglued hinges couldn't handle the stress. I expect that gluing hinges in to the flying and control surfaces is an essential and fundamental safety feature that is overlooked on the budget-price ARTFs!



But first, he's gotta inspect the contents!

Soon after the terminal accident (which totalled the model and damaged the engine and radio) Padraic got the same ARTF Cub kit again from Galaxy Models of Ipswich. That new model is now flying once more in a reasonably satisfying manner.

In my opinion, though, some aspects of its handling are not brilliant. It seems very giddy on take-off and appears to have a mind of its own sometimes! It gets off okay from a hand-launch but tends to dive a bit if one is less than enthusiastic in the flinging action.

Once airborne it looks nice pattering about in a scale-like fashion, but it seems a bit daft if going like a bat out of hell at full throttle of the Thunder Tiger 42GP! I reminded Padraic not to overstress this latest Cub, even accounting for the fact that he has glued the hinges in place this time...

An improvement on this model is Padraic's addition of a reinforced plastic undercarriage (in a slightly more forward position to stop it nosing-over) and Cub-style wheels, plus the fitting of its cowl. Whilst still missing the non-functional wing struts, this model looks a helluva lot better than the deceased example with its yucky single-wire undercarriage and missing cowl. Let's hope that this one lasts a bit longer than the first Cub.

‘TONY’ AWARD!

Meanwhile, Padraic had the interesting experience of meeting ace RCM&E designer Tony Nijhuis at the Hastings R/C Model Aircraft Show recently. Apparently, the guy is down-to-earth and approachable, which is a nice character trait in a well-known aeromodeller. Padraic got up close and personal with Tony’s whopping great twin-engine ‘Wellington’ bomber replica and was suitably impressed.

Also, having learned that Padraic had travelled over from Ireland, one of the show’s organisers gave him a free ticket for the next day’s event. Now, that was a very nice gesture indeed!

PLAYING POOL

I can now say with some certainty that my other new-found pastime of swimming exerts an attraction that is gaining an ever-growing momentum. While aeromodelling remains my prime and probably lifelong Number One leisure-time pursuit, with photography coming a close second, swimming now comes into third place! My big regret is that I didn’t start swimming when I started aeromodelling, at age fifteen. If I’d done that, I’d probably be doing low passes and slow rolls in both the aerodynamic and aquatic arenas at this point in my life!

Now I can do full lengths of the twenty-five-metre Roscommon pool on one breath each, doing the front crawl stroke. Recently I managed fourteen lengths on one breath each, with brief breaks in between to rest. A couple of people have commented on how far I can go on one intake of breath. I must have a large capacity ‘fuel tank’! And yet, still I am far too tense to turn my head to breathe. I am a bit like an aircraft that goes into ‘cruise configuration’ in flight – I just ‘take off’ and remain in a ‘straight and level’ attitude until the end of each length!



Padraic tweaks the almost-finished second Cub.

flightlines

Being the obsessive-compulsive control freak that I am, I shall keep trying until I can get the breathing co-ordination sorted. But I may turn sixty before I succeed, so that gives me twelve years to get it right! Luckily, my early frustration levels at my utter aquatic incompetence are now easing slightly. So perhaps eventually I will relax enough to realise that, like a lot of things, 'less is more' when it comes to technique. A bit like R/C flying technique on the tranny sticks, really!



Tony and Padraic chew the fat at Hastings, 2008.

On one occasion, I actually bumped into (almost literally) one of my R/C model-flying past-pupils in the pool! He is still flying on and off, and I was struck by the fact that he recognised me with almost all my clothes off, while I didn't recognise him without his tranny and model aircraft!

So, as I 'model' a different Asian Arena swimsuit (bought on eBay from Hong Kong) each week in the 'Roscommon waterworld', I can now say that swimming will become an ever more common method of washing the balsa dust off my body in the time to come!

WET AND WINDY...

Right, I'm off to prepare the Mascot kit for assembly. Then I must check out what's new on 'Japan Swimsuit Specials'!

Gerard Feeny

Scale Association Fly - In

Originally scheduled for the Saturday, the weather forecast encouraged some re-planning and we decided that Sunday was likely to be the better day. Come Sunday morning at 10 o'clock the weather was fine, several clouds but no imminent threat of rain - very unusual these days! The wind was a touch on the strong side, but certainly within the range that most people would call flyable.



The Flight-Line

To begin with, no one was in a rush to start flying. It was a bit like the first day back at school, everyone had a lot of catching up to do before getting down to work. Eventually the flying got underway, and we flew continuously until about 5 pm, apart from one 10 minute spell when a shower came through - we were ready for a cup of tea by then in any case.

There were a couple of new models on display: Mike Murphy's P40 Warhawk and Walter Reno's Storch were making their first public appearances, both models built from old fashioned kits.

Other models of note were John Shortt's pair - a Vampire and a Provost both painted in Irish Air Corps colours, Des Pearson's Stampe and Eamon Keenan's Decathlon.

All in all, 12 people took part in the activities, 8 from the home club and 4 travellers. Not a great turn out, but not bad considering the weather we have had recently. I think lots of model flyers have fallen out of the habit - this was the first day most of us had been out in several weeks.



Mike Murphy with his P40 Warhawk

flightlines



More Photo's from the event

I counted a total of 17 models on the flight line, with a nice mix of ARTFs and traditional builds. I reckon that 7 of those present were built from plans or kits, which represents a considerable investment in time and effort.

All in all, we had a very enjoyable day - everyone had as much air time as they wanted, and an ample supply of tea and coffee kept us going throughout the day.

There was plenty of flying, plenty of chat, no accidents and no models damaged - a most successful outcome.

Steve Elster

IRL 3944

MACI Scale Secretary

Proposals to amend the MACI constitution as follows:

Delete Article 9 and replace with the following new Article 9:

Article 9. An Annual General Meeting shall be held once a year. Reports from the officers together with financial statement of accounts shall be considered. Policy or changes in policy may be discussed and recommendations made to the incoming Council. Officers for the following year shall be elected. Affiliation and other fees shall also be set.

For reference the original Article 9 is as follows:

Article 9. An Annual General Meeting shall be held once a year and all decisions regarding the enforcement of the above articles 1 to 8 shall be decided at the AGM. The various registration and affiliation fees shall also be decided at the AGM.

Reason: To tidy up the purpose of the AGM and to remove the possibility (albeit very slight) suggested at a previous AGM that this article was intended to mean that only the first 8 articles constituted the real constitution and the remainder could be changed by the council without reference to a 2/3rd majority of an AGM as specified in Article 33.

Proposed by Finbar Constant (IRL 569), Seconded by Kevin Barry (IRL 87)

flightlines

Amend Article 10 by the addition of the following new sentence at the end of the article:

A club delegate may not necessarily be the same person from one meeting to another and does not require appointment or notification to MACI in advance of a Council meeting.

For reference the original Article 10 is as follows:

Article 10. There shall be an Executive Council (hereinafter called the Council), which shall control the day to day running of the MACI. The Council shall consist of Officers elected at the AGM together with delegates from each recognised club. Delegates shall be accepted from recognised clubs on the basis of one delegate from each club which 10 or less members who have affiliated to MACI as club members and have paid their MACI affiliation fee through the club in question, and two delegates from each club with between 11 and 30 such club members, and three delegates from each club with 31 or more such members.

Proposed by Finbar Constant (IRL 569), Seconded by Michael McEvoy (IRL 709)

Reason: To clarify the present position which does not clearly say who is a delegate to the Council from a club

flightlines

Amend Article 18 by the addition of the following sentence as a new second last sentence in the article:

Distribution may be by ordinary post, electronic mail or other method in accordance with any arrangement for delivery offered by the Council and accepted by a member.

For reference the original Article 18 is as follows:

Article 18 The Council shall produce at regular intervals a newsheet to keep members informed. This newsheet shall be called Flight Lines and shall be distributed free to all members. Publication of notices or competition results in Flight Lines shall be equivalent to individual notices sent in writing to members.

Proposed by Finbar Constant (IRL 569), Seconded by Michael McEvoy (IRL 709)

Reason: To give MACI members the option of receiving Flight Lines electronically as is the practice nowadays in many organisations. It will also help to reduce the environmental impact and the cost of producing and distributing Flight lines.

Delete Article 27 and replace with the following new Article 27:

Article 27. In order to represent Ireland at International aeromodelling Competitions or World Championship Events, a person must be a citizen of Ireland, or born within the island of Ireland. Where a person cannot satisfy this condition he or she must have resided in Ireland continuously (other than for normal holiday breaks) for the previous 5 years and consider himself or herself to be Irish and must show, to the satisfaction of the Council, close personal ties to Ireland.

Continuous membership of MACI for the 24 months preceding the competition is also a requirement, and the Council shall have absolute discretion in the selection of any team, subject at all time to the citizenship or residency and MACI membership requirements of this article. In selecting a person or team to represent Ireland at such events, the Council shall, wherever possible, base its selection on the performance of competitors in the relevant class. The Council may make by-laws for each class governing the manner in which such selection will take place.

For reference the original Article 27 is as follows:

Article 27. Only registered members of MACI shall be entitled to represent Ireland at International Competitions or World Championship Events, and then only upon selection by the Council. In selecting a person or team to represent Ireland at such events, the Council shall, wherever possible, base its selection on the performance of competitors in the relevant class. The Council may make by-laws for each class governing the manner in which such selection will take place.

Proposed by Finbar Constant (IRL 569), Seconded by Kevin Barry (IRL 87)

Reason: To bring Ireland into line with common practice in sport regarding citizenship requirement to represent ones country. Because of the unique situation in relation to residents of the North of Ireland a simple citizenship requirement cannot work and so the proposal covers this aspect. It is in line with the spirit of the Irish national constitution articles 2 and 3 and the FAI Code Sportif Rule 8.1.3.1.2 which states that for non citizens, residents must have personal and occupational ties to the country of residence and show close links between the person and the country in which he or she lives.

Delete Appendix E and replace with the following new Appendix E:

Appendix E. The council shall consider funding aid to persons or teams representing Ireland at International aeromodelling Competitions or World Championship Events subject to the following criteria:

1. The event must be held under the auspices of the Federation Aeronatique Internationale or other world sports controlling body and must be have World or European Championship status.
2. Only competitors shall be eligible to receive funding. A team manger shall be considered a competitor where the rules governing the event specify a team manager is part of a team and is required to pay a competition fee and also where the Irish team consists of at least two pilots.
3. Application for funding must be made in writing to the Secretary at least three months in advance of the starting date of the event. Application may be made jointly on behalf of a full team or by an individual (even though part of a team).
4. Application shall include details of the event, classification, FAI or other controlling body approval, entry fees, estimated travel and accommodation costs. The costs of models and equipment shall not be considered as the basis for any funding.
5. Funding per person shall be limited to a maximum of 1% of the MACI financial balance published at the previous AGM. The Council shall have absolute discretion to reduce the amount of funding below this maximum. The Council shall base any funding decision on the financial position of MACI at the time and the foreseeable future as well as the estimated number of members likely to apply for such funding during the year and the cost of entry and travel for the competitor.
6. Funding shall not be paid until after the event is over and the competitor, or his team representative has sent a written report to the secretary and the newsheet editor.
7. Special international events (such as Triple Crown Championships, Inter Country Competitions etc.) which are organized and held in Ireland shall not come under these criteria and the Council shall have the power to fund such events as it sees fit. The funding of members competing in such events shall however come under the above criteria.

flightlines

For reference the original Appendix E is as follows:

Appendix E. No person shall be eligible to represent Ireland at International or World Championship events unless he or she has been a member of MACI for the 24 months immediately preceding the event.

Proposed by Finbar Constant (IRL 569), Seconded by Kevin Barry (IRL 87)

Reason: To clarify and put some controls on the present position regarding team funding.

flightlines

Amend Article 32 by replacing the first sentence with the following new sentence:

Article 32 The AGM shall normally be held each year on the last Saturday in November or, where this is not practical, on any Saturday in October, November or December as decided by the Council.

For information the original first sentence in Article 32 is as follows:

Article 32. The AGM shall be held each year on the last Saturday in November or, where this is not possible, as soon as can be arranged after the last Saturday in November.

Proposed by Finbar Constant (IRL 569), Seconded by Kevin Barry (IRL 87)

Reason: To allow some choice to the Council in the organisation of the AGM.

flightlines

Amend Article 33 by replacing the first sentence with the following new sentence:

Article 33. Any part of this Constitution may only be modified at an AGM or EGM summoned for the purpose and then only on a two-thirds majority of the eligible votes cast.

For information the original first sentence in Article 33 is as follows:

Article 33 This Constitution or the Competition Flying Rules may be modified at an AGM or EGM summoned for the purpose and then only on a two-thirds majority of the eligible votes cast.

Proposed by Finbar Constant (IRL 569), Seconded by Kevin Barry (IRL 87)

Reason: To allow the council to change competition rules without the need for a 2/3rd majority at an AGM. The need to change competition rules often arises during the year and cannot wait for an AGM.

flightlines

The following to be inserted into section 4.2 Radio Controlled Aerobatic Events

Subsection 4.2.9

An entrant shall consist of one machine, and one reserve machine if desired, the components of which may be interchanged with each other and can only be entered in one class in any particular event. A model may only be used by one competitor during a competition. A competitor may provide themselves with spare propellers, servos, radio equipment, batteries, internal combustion engine or electric motor power sources and other general accessories. A competitor may interchange various parts of the model aircraft as he/she wishes. Repairs and maintenance are permitted provided that the model still conforms to the requirements of the rules and regulations.

Subsection 4.2.10

For all aerobatic competition events, a pilots briefing will take place at 9:30 am irrespective of weather conditions unless specified otherwise, with the first flight of the round commencing soon thereafter (weather conditions permitting). The flight order for the respective classes will be determined by means of random selection. Flight order may be adjusted at the discretion of the CD to allow for frequency clashes. The pilots briefing is deemed to have commenced once the competitors have assembled and the CD has initiated the briefing. Any competitors not in attendance at this stage will forfeit their first competition flight for that given day. Where competitions are two day events, a briefing will also take place on the second day (normally 9:30 am, but is at the discretion of the CD) with the same attendance criteria to apply. In the event that no competition rounds are flown on the first day of the competition, a competitor who is not in attendance for the first pilot briefing but who is registered and in attendance for the second pilot briefing, will not be penalised by means of forfeiting their first round of the competition for that given competition day.

Subsection 4.2.11

flightlines

TIER 1 A minimum of five judges required for the running of F3A Tier1 team trials where possible. At such events a high/low system will apply (highest and lowest judge score per manoeuvre will be dropped). A minimum of four judges at non team trial provincial events.

(Highest and lowest judge score per manoeuvre will be dropped).

TIER 2 A minimum of four judges required for the running of F3A Tier2

Nationals and provincial events where possible (highest and lowest judge score per manoeuvre will be dropped).

MASTERS AND SPORTS

A minimum of two judge is required for the running of these events.

Subsection 4.2.12

The MACI council shall recognise or seek the view of the IMAAA with regard to the running of MACI Aerobatic competitions

* Proposer ; Dave Foley

* Seconded ; Paul Houlihan

flightlines

Proposed change to section 4.2.1 Radio Controlled Aerobatic Events

Replace section 4.2.1 with the following ; Radio Controlled Aerobatic flying shall conform to one of three MACI classes, namely MACI FAI Tier 1 and Tier 2, MACI Masters and MACI Sports class.

* Proposer ; Dave Foley

* Seconded ; Paul Houlihan

flightlines

To replace the existing content of section 4.1.9 of the competition rules with the following;

Each competition Secretary shall keep a list of recognised and approved judges who shall be the only people to judge MACI contests.

For MACI FAI Aerobatic events at least one MACI approved judging course will be run,pre-season,each time a new set of scheduals is introduced by the FAI.

Proposed by

Brian Carolan IRL 1834

Seconded by

Niall O'Sullivan IRL 2317

flightlines

To replace the existing content of section 4.1.10 of the competition rules with the following;

J

judges for MACI FAI class are to be provided by, besides any standing judges that might exist, a flyer/judge scheme.

This scheme is to consist of a two tier MACI FAI class. The rules for this scheme will be detailed and maintained as appendix 2T to these rules. The operation of the scheme is to be overseen by a MACI sub committee made up by members of the Irish Model Aerobatic Aircraft Association.

Proposed by

Brian Carolan IRL 1834

Seconded by

Niall O'Sullivan IRL 2317

Appendix 2T
TWO-TIER F3A SYSTEM

The community of F3A pilots are to be split into 2 groups. The number of pilots in these two groups is to be decided by review. This review is to be conducted twice a year ,once preseason and again after 3 events, by the committee of the IMAAA. The following parameters are to be used for this review process ;

- The Intent list (Intent being currently qualified to judge F3A)
- The Active list (Inactive being a pilot who misses 4 consecutive events)
- The number of standing judges and the number of events they will judge.

This will provide two completely separate competitor-judging groups. At any given competition the F3A entrants on the day are to be split, based on group of origin. Judging is to be arranged so that the split pilots from one group judge the pilots from the other group. A simple ranking system is to be used to establish order for pilot group determination.

Ranking to work as follows:

- A pilot who betters 1 or more higher ranked pilots will have their rank adjusted lower by 1 for first pilot bettered and -1/2 a point per additional pilot bettered on the day.
- A pilot who is beaten by a lower ranked pilot will have their rank adjusted by +1/2 per pilot who beats them.
- Winner of group 2 at any event will have their rank adjusted by -1. A lower ranked pilot who happens to win group 2 on a given day still has their rank adjusted by -1, even if they have not beaten a higher ranked pilot.
- If the highest ranked pilot in group 2 has a rank less than (not equal to) the lowest ranked pilot in group 1, then the two pilots will exchange from group to group.
- Pilots can have the same rank score but not the same rank. If more than one pilot has the same rank score then rank order is determined by the pilot who was highest to lowest before the last rank score adjustment.
- New people to F3A automatically go into Group 2.
- All new pilots entering group 2 start with a rank equal to the lowest active rank. Their performance will determine their rank there afterwards.
- Pilots ranked 1 in group 1 who win have no rank adjustment.
- Pilots who are ranked last in group 1 and come last have a rank adjustment of +1/2
- Pilots who have the bottom rank and rank score in group 2 can not continue to lose ranking points.
- Each event a pilot misses per season their rank is adjusted by 1 point.

flightlines

- A lower ranked pilot who finish's at or above a "No Show" pilot is deemed to have beaten the "No Show" pilot and has their rank score adjusted by $-1/2$
- Events used as team trials e.g. The Nationals, are also to be used as rank adjusting events.
- Reset rank score to original rank score based on new rank position after every event.
- A master list as outlined above is to be set up and supervised by the RC Aerobatics Secretary. The master list will be published on the MACI website, in the aerobatics section.
- The CD for each event will have a copy of the latest ranking table and will confirm the pilots rank at registration. It is the pilot's responsibility to ensure that the rank as published is the correct rank.
- At any given event the two pilot group's scores must be scored as separate classes.
- If the top ranked pilot in Tier 2 wins Tier 2 but is not promoted mathematically then Tier 1 is increased by 1 pilot to allow this pilot compete in Tier 1. If this pilot does not improve their rank at the next competition they will be put back in Tier 2 at their current rank.
- When there is an extra pilot in Tier 1 and that extra pilot comes last there will be no rank score adjustment. i.e no $1/2$ point for coming last as is the case when there are the normal amount of pilots in Tier 1.
- When Tier 1 has an extra pilot, no promotion from Tier 2 can occur for that competition.

Proposed by

Brian Carolan IRL 1834

Seconded by

Niall O'Sullivan IRL 2317

Heli Challenge Trophy – Round 2

Round 2 of HCT 2008 was held at Midlands MFC on August 30th. This date had been arrived at after two postponements due to the terrible weather that all fliers are only too aware of.

A lot of the competitors and judges were only just getting over the jet-lag after their trip to the largest Heli-Funfly in the world, namely IRCHA in the AMA headquarters in Muncie, Indiana. And before that the 3D masters in the UK, where our own John O'Rourke came in 3rd in his class and did the country proud – roll on Masters 09 !

Taking this into account we were fortunate to have enough competitors to run both Novice and Sportsman. The 08 format for HCT is more relaxed and inviting than previous years in that it allows attendees to do A/B Certs in the morning along with a 'Heli Clinic' and the competition proper only gets going after this, with one round of competitive flying.

Mike Halpin from midlands dominated in the novice, he decided to fly in the novice, which he was entitled to do, because he has never really flown in the competition up to this event – though there were some raised brows as he is obviously a very capable 3D flyer, Sportsman next time Mike !

Patrick Dorney from Kilkenny had a problem with his main machine and this left him having to fly his No.2 machine which he had not really had time to prepare and this hampered his flights. However Patrick bravely fought on to a solid 2nd place.

Sylvester had a very solid Set Manoeuvres but unfortunately had a governor problem in his free-style flight which forced an awkward auto-rotation. His machine came safely to a rest but just over the flight-line which means a big fat zero on the score sheet.

John Kelly was acting Contest Director for the day. John also flew in Sportsman., Like Sylvester, John was placed second after the set manoeuvres but following a technical problem during freestyle he was beaten into 3rd overall.



Mike Halpin - 1st. Novice

flightlines

PJ Harte put in his usual consistent effort, placing 2nd overall with his set and freestyle only differing by 18 points. His Mikado Logo electric heli uses the latest Virtual Flybar system, which replaces the usual intricate system of head linkages with a couple of electronic sensors and an electronic brain. The result is a very efficient machine which flies with no interaction in any of the swash controls.



Shane Power - 1st Sportsman

Honours in the Sportsman category went to a very deserving Shane Power. Shane always seems to give 100% commitment and really had his T-Rex 600N on the edge. Shane is another to watch for on the competition scene in the UK in the next couple of years.

John O'Rourke gave a great display after the competition with both T-Rex 600N and 700.

Thanks to all that helped out - Philip, John Kelly, John O'Rourke and PJ.

Results:

Novice

Name	Set	Free	Total	Place
Mike Halpin	176	224	400	1st.
Patrick Dorney	116	104	220	2nd.
Sylvester	165	0	165	3rd.

Sportsman

Name	Set	Free	Total	Place
Shane Power	211	225	436	1st.
P.J.Harte	182	200	382	2nd.
John Kelly	188	76	264	3rd.

Irish National Aerobatic Championships

For the first time ever (as far as I am aware) an Aerobatic competition came to the west of Ireland or more specifically the Galway Model Flying Club. This wasn't just any competition but the Nationals and also the second leg of the acrobatic team trial which decides team selection for 2009.

The weather forecast wasn't particularly great for Saturday and Sunday but Friday was extremely good and some fliers took advantage to arrive early to practise. Unfortunately we were unprepared for the deluge on Friday night which made it impossible to get into the field much to my horror. But the day was saved with a bale of straw from our farmer (thanks to Brian Carolan) and we got all the cars into the field eventually.

Because of low cloud/rain for most of the day we only managed to get two thirds of a round complete by 6.30, when we called it a day. We had a meal organised in a Chinese restaurant in Claregalway which was attended by 24 fliers and family and hoped for a nicer day on Sunday.

Sunday morning dawned bright and breezy so I managed to get the briefing done on time and had the first plane in the air for 9.45. We were off at last. Needless to say the weather closed in again later in the day but we did manage to get three full rounds in by the end of the day in between the showers. The flying was finally finished for 6.30.

The results as posted are best 2 from 3 rounds. Shane Robinson won F3A tier 1 with Niall O'Sullivan in second and Ray Keane in third. Noel Barrett won F3ATier2 with Les Cowper second and Jim Howard third. Sports class was won by local man Colin Gibbons with Dessie Owens second.

I must congratulate the club members who helped organise and control the site preparation, the food preparation /cooking and the general running to and fro with score sheets and tea etc. all day. It made my CD job so much easier for the 2 days so once again thank you all very much.

Lastly I would like to thank all the fliers who travelled to Galway from all over Ireland, who not only flew aeroplanes but helped with judging other classes and setting up the computer for recording of results etc. Thank you to the other IMAAA committee members without whom it would be more difficult to run an efficient competition.

Paul Houlihan

Irish National Aerobic Championships Results

F3A Tier 1

Name	Round 1	Round 2	Round 3	Total	Place
Shane Robinson	1000	1000	1000	2000	1st.
Niall O'Sullivan	994	960	950	1954	2nd.
Ray Keane	962	945	916	1907	3rd.
John Martin	946	926	948	1894	4th.
Brian Buckley	912	883	927	1839	5th.
Conor Buckley	875	850	907	1782	6th.
Gordon James	0	899	880	1779	7th.
Paul Houlihan	840	884	875	1759	8th.
Brian Carolan	869	844	845	1714	9th

F3A Tier 2

Name	Round 1	Round 2	Round 3	Total	Place
Noel Barrett	967	1000	1000	2000	1st.
Les Cowpar	1000	961	861	1961	2nd.
Jim Howard	854	853	0	1707	3rd.
Kevin Murphy	792	829	744	1621	4th.
dave King	823	737	725	1560	5th.
James Burke	761	736	699	1497	6th.
Stu Holland	273	0	0	273	7th.

Sports

Name	Round 1	Round 2	Round 3	Total	Place
Colin Gibbons	342	334	359	701	1st.
Dessie Owens	319	0	0	319	2nd.

flightlines



Model Aeronautics Council of Ireland

Website: www.maci.ie e-mail: council@maci.ie

ANNUAL GENERAL MEETING 2008

Saturday 29th November 2008

2:00 p.m. Prompt

**Killeshin Hotel
Portlaoise**

Dinner afterwards at 8.15 p.m.

All MACI members are invited to attend.

Further details are available from Liam Butler 0872451524

flightlines

Rising Sun Model Flying Club Cork

**Have Vacancies for 6 Members
January 2009 - 2010**

**Contact D O Flaherty
021 4891718
087 7714874**

For Sale

**SC .60 Engine 10cc
Very Little Used (12 Flights)
€80**

**Contact D O Flaherty
021 4891718
087 7714874**

flightlines

Events Calendar 2008

For latest information go to www.maci.ie



*The next MACI meeting will be the AGM on
Saturday 29th November to be held in the Killeshin Hotel,
Portlaoise at 2:00 pm prompt.
Contact Liam Butler 0872451524*

flightlines



Scale Nationals 2008 F4C Winner Eamon Keenan



Gerard Feeney is enjoying flying the SIG Four-Star 60 more and more³⁰ these days.

flightlines

