

flightlines

FlightLines



Featuring:
Nostalgia Corner
This and That
3DX Ireland



February 2009

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The demo's were exciting to watch.

*Photo's from
3DX Ireland
See Page 4*



That's what I call cutting the grass.



Phew....



Abyyn's Synergy caught during Set Manoeuvres.

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Contents

| | |
|---|----------------|
| MACI Committee 2009 | Page 4 |
| Editorial | Page 5 |
| 3DX Ireland | Page 6 |
| South Leinster Champs | Page 12 |
| Roundwood - An Appraisal | Page 14 |
| Scale Secretary - An Introduction | Page 16 |
| Nostalgia Corner | Page 20 |
| This and That | Page 22 |
| Message From the Secretary | Page 31 |
| Changes to Competition Rules and By-Laws | Page 33 |
| 2009 Competition Dates | Page 37 |

**On the Cover: James Burke - Masters Winner at the South
Leinster Champs.**

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

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M.A.C.I. Committee 2009

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Editorial



Welcome to the first edition of Flightlines for 2009. One thing you may have noticed is the addition of two new members to the MACI Committee. First up is Sylvester Lenihan who takes over the responsibility of Treasurer from Liam Butler. Second is Paul Fetherstonhaugh who takes over from Stephen Elster as Scale Secretary.

I would like to wish them both every success in their new roles. Once again we are fortunate to have members who are willing to come forward and give up some of their time to help in the running of MACI.

At the moment the MACI web site is undergoing a complete make-over. Included on the new site will be an electronic version of Flightlines. If you let your mouse take you to www.ioc.ie/PRACTICE/MACI/ you can see a test version of the new site, which includes all of the 2008 editions of Flightlines.

At this time of year there is a sense of anticipation for the coming flying season. With our hobby being so dependant on the weather being kind, let's hope for a better summer than last year. During the winter a number of our club members, (Wexford Model Flying Club), have managed to beat the weather, and keep their stick fingers supple, by engaging in some indoor flying.

One night each week sees them in a local sports hall, (two tennis court size), complete with a variety of aircraft. These range from shock flyers and helicopters through to scale(ish) models. By far the most popular aircraft flown is the range from Kyosho, for example the Minium and Fly Baby. These come ready to fly, complete with 2.4ghz controls.

To be able to fly when there are gale force winds, or even snow storms, really is an advantage in keeping those flying skills honed. Why not organise some of these events for your club, it's still not too late.

Can I once again make my annual plea for articles, and in particular, photographs, for inclusion in Flightlines.

Fly well, fly safely.

Chris Clarke

3DX Ireland

Great company, great hospitality and great competition

Author/photos: Jon Tanner

The 3DX Ireland 2008 took place over the weekend of 31st May and 1st June and I was lucky enough to be invited, and having heard of how good the 2007 competition was, it would have been rude to say 'no'! The event was held at the Carron MFC flying site close to Tipperary (we resisted saying it was a long way...) and about an hour drive from Shannon airport where PJ Harte was kind enough to pick me up. I arrived on the Friday to find the flying site already set-up with plenty of off the peg flying taking place that included some contestants practising hard. The club has great facilities with a large clubhouse complete with mains electricity, so those flying electric models could easily recharge their LiPos and the flying area is excellent.



Medals for all entrants and judges, with very nice trophies for the top 3.

The organisers had worked hard to bring together world-class demonstration pilots Lukas Riva, Duncan Osbourn, Steven Gerrard, David Nolan and last year's winner John O'Rourke and they were already enjoying the great weather and very relaxed atmosphere. Lukas, Duncan and Steven had their pre-production T-Rex 700s with them and it was a good opportunity to examine the new machine and see them flown to the limits.

The Friday 'fly-in' continued into the early evening when it was time to head to the accommodation. These were very nice lodges overlooking a valley and range of mountains, (OK hills!), that were soon christened the Irish Alps in an attempt to remind Lukas of his home Alps in Switzerland... The socialising continued with good food, good beer and good wine with some heli flying thrown in where the rotor blades came back splattered black with bugs!

SATURDAY

We arrived at the field to find competitors and spectators already there and soon heard that Alwyn Clarke, who was on the short-list to win, had already burnt a couple of gallons of fuel and crashed his No. 1 Synergy... The competition opened somewhat late with a demo flight by the 2007 3DX Ireland winner, John O'Rourke with his T-Rex 600N. John wasn't competing this year as his win had helped him enter the 3D Masters 2008.



Looks like an "it wasn't my fault" moment!

The weather was glorious and the judges, David Nolan, Steven Gerrard, Lukas Riva, Duncan Osbourn and Chris Walton (that is some line-up of talent to be judged by...) were soon sat in their chairs and basking in the sunshine. This was the set manoeuvres round where the contestants choose 5 manoeuvres from the 30 official 3DX manoeuvres, which are the same as those flown in the 3D Masters.



Alwyn Clarke returning after his set manoeuvres - just the Freestyle to go!

Patrick Dorney with his T-Rex 600N was first up; he is 14 years old and had only been flying some 3 months and here he was! PJ Harte took time out from organising the event and PA to compete after Brian Keating. PJ was flying a Logo 600 and looked a bit stressed... David Drummond was the first to fly a larger machine with his Raptor 60 powered by a Thunder Tiger 70, this machine was less nimble than the others flown and his flying style reflected this with slower and smoother manoeuvres, which were better centred than others.

John 'The Hammer' Kelly changed machines at the last moment and flew another T-Rex 600N to good effect – he looked to be a frontrunner at this early stage. Alwyn Clarke followed with his No. 2 Synergy N9, his flying was good but there seemed to be a bit of a mix up with the calling, which will have cost him points. The last entrant, Shane Power flew yet another T-Rex 600N and his competent flight finished the first round.



Five great demo pilots who also judged the competition

A dual demo by Lukas Riva and Steve Gerrard with their new T-Rex 700s followed, which was hugely entertaining with synchronised flying. Many close calls including Lukas's model touching the ground but not causing damage and he continued

and he continued flying. Lukas and Steve continued their synchronisation right to the end with both engines quitting due to fuel starvation!

Duncan was next up flying to music and provided spectators with a fine display of flying to music in a smooth and graceful style. It was Dave Nolan's turn next with his X-Cell Stratus and he put on a spirited and complex flight. After the lunch break, there was some off the peg flying, and after a short shower of rain it was time for the Freestyle round.

The flying order was the same as the set manoeuvres, so Patrick Dorney stepped up to the task, but was unlucky as his model succumbed to a possible radio problem. Brian Keating put on a good flight with a good mix of manoeuvres. The Freestyle round continued with everyone trying their best, although there were a few challenges with different models being flown, including a borrowed one, engines sounding as if they were about to give up and plenty of nerves!



That looks like P. J's Logo...

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With the end of the day's competition, there was plenty of time for more flying and it was well used! Saturday evening entertainment was by way of an excellent meal at the Aherlow House Hotel adjacent to the lodges and it being close enough to walk to, meant more of the Irish spirit was consumed and a very good time was had by all!



Clifford Wallis flew his Raptor 60 to good effect

SUNDAY

Sunday dawned with perfect flying conditions and everyone was at the field, albeit a bit later than intended! The flying started with an excellent demo flight by last year's winner John O'Rourke and then it was time for the second round where the top 5 from the 1st round went through. These were, Clifford Wallis, PJ Harte, George Ryan, Shane Power and Alwyn Clarke. They flew their set manoeuvres round in this order and you could see the level of concentration as they upped their game for the final test.



Having finished a flight, P.J was in the thick of the organising

The 5 flights did not take long to complete and were followed by more demo flights through lunchtime. The final Freestyle flights followed and this was the last chance for the 5 competitors to raise the tempo and hopefully their positions. You could see the effort being made and in a couple of cases a bit too much effort was applied resulting in a few manoeuvres being out of place and a bit erratic. However, all 5 pilots put in excellent flights that were appreciated by everyone. This saw

the end of the competition flying and the field was opened to fun flying.



Third placed P J Harte receiving his trophy from Jeff Barringer

scheduled for 3 pm. All entrants were presented with medals, as were the judges who also received certificates. The top 3 flyers received very nice glass trophies (sponsored by www.curtisyoungblood.com) that were engraved '3DX Ireland'. Once the presentations were made, it was time for the terrific raffle that boasted many excellent and worthwhile prizes – many thanks to all the sponsors!



Second placed Shane Power very pleased with his result



Winner Alwyn Clarke is also guaranteed a place in 3D Masters 2009

And thus came to an end the 3DX Ireland 2008, which was a great success in all respects. The competition was keenly fought and yet remained very amicable with everyone helping each other throughout. The demo flights were fantastic and having these world-class pilots as judges was a real bonus. The organisation was faultless and the hospitality would be hard to beat making the whole event hugely enjoyable and successful as it should have produced an entrant for the 2009 3D Masters in the form of Alwyn Clarke – see you there!

3DX Sponsors; Fast-lad Performance, FlightPower UK, Mikado Helicopters, Curtis Youngblood, Beam Heli, Miniature Aircraft, Gaii, Bantam tec, V-Blades, Scorpion Motors, SAB, Phoenix, CSM, Spektrum RC, Motors & Rotors, Align, NHP Blades, Revolution Models, I want one.ie

Thanks go to Model Helicopter World for allowing this reproduction, Ed.)

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Leinster Championships



Hosted by:
The Model County Flying Club

Saturday 23RD & Sunday 24th of May 2009

COMPETITION

(This is a M.A.C.I. sanctioned competition.)

Competition Classes:

F3A

MASTERS

NOVICE

Pilots briefing: 9:30am

Food available on site all day.
Just bring appetite.

Competition Entry: €25 for F3A, 20 for Masters and Novice
Food Included

Contact: Brian Carolan 087 6501284

See directions to new flying site on page 17 &
www.modelcountyyflyingclub.com

SOUTH LEINSTER CHAMPS

The Forecast was not great but the stage was set. On Friday evening we contacted all the competitors to arrange a delayed start for Saturday morning.



Naill O'Sullivan, Tier 1 Winner

There was the usual BBQ, food and refreshments.

Again this year there were some beautiful models been flown, and the competition was of the highest standard.

In masters Jamsey Burke put in a very fine performance winning all four rounds. There was then a close run battle between Luke and Paddy for 2nd and 3rd.

In F3A Tier 2 Paul and Noel fought it out for 1st place with Paul winning out on the day.

Saturday dawned overcast and damp but this soon cleared to something best described as a threat of showers which never really happened. The wind all but died out.

As is now the norm there was a good entry to F3A, though we had a few notable absentees.

All in all we had a nice relaxed weekends flying with all rounds flown.



Paul Houlihan, Tier 2 Winner

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The situation for 3rd place involved another well fought duel between Les and Stu with Les prevailing in the end.

In F3A Tier 1 Niall had no real difficulty taking the championship.

My thanks must go to all the club members for their efforts, to the flyers who turned up to compete and to the Judges without who there can be no comp.

| RANK | PILOTS NAMES | TOTAL | ROUND 1 | ROUND 2 | ROUND 3 | Round 4 |
|------|---------------|---------|---------|---------|---------|---------|
| 1 | Paul Houlihan | 3000.00 | 1000.00 | 1000.00 | 1000.00 | 956.31 |
| 2 | Noel Barrett | 2849.96 | 927.33 | 943.81 | 978.83 | 1000.00 |
| 3 | Les Cowpar | 2687.92 | 882.00 | 856.47 | 949.45 | 946.68 |
| 4 | Stu Holland | 2621.27 | 800.00 | 897.09 | 924.18 | 895.77 |
| 5 | Dave King | 2261.08 | 740.00 | 703.45 | 817.62 | 659.10 |
| 6 | Kevin Murphy | 1984.82 | 643.33 | 696.68 | 644.81 | 660.47 |

| RANK | PILOTS NAMES | TOTAL | ROUND 1 | ROUND 2 | Round 3 | Round 4 |
|------|-------------------|---------|---------|---------|---------|---------|
| 1 | Niall O' Sullivan | 3000.00 | 1000 | 1000 | 1000 | 1000 |
| 2 | Gordon James | 2795.00 | 927 | 880 | 911 | 955 |
| 3 | Brian Carolan | 2690.00 | 876 | 870 | 904 | 909 |

| Rank | Name | Total | R1 | R2 | R3 | R4 |
|------|-------------|-------|------|------|------|------|
| 1 | James Burke | 3000 | 1000 | 1000 | 1000 | 1000 |
| 2 | Luke Cully | 2508 | 732 | 0 | 920 | 856 |
| 3 | Paddy Gavin | 2425 | 345 | 801 | 786 | 838 |

Brian Carolan CD.

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Roundwood - An Appraisal.

The Irish Scale Association hosted a Fly-In at the Wicklow venue of Roundwood Model Air Club, and while our summer was a washout, the clouds cleared for a sunny but strangely liquid warm day on Saturday the 13th September 2008.

Having made up my mind to travel to other clubs around the country, I set up my sat nav and headed for Roundwood via the Sally Gap. What a trip and some magnificent views en route.



View of Flightline and Club House

Roundwood Club was well signposted, and I took the lane through woods leading to a smart clubhouse and adequate parking area. For any enthusiastic propeller head, it is always good to see a meeting of like minded heads well attended, and Roundwood didn't disappoint.

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A friendly reception awaited, and after one or two flights, I got down to the business of- “check it out”. Worthy of mention is the clubhouse fabricated from two containers fused together, giving comfortable space for a table, chairs and refresh zone while maintaining a direct view of the flight line.

What really stood out was the level of thought and design harnessed into creature comforts, electric supply generated front solar panels \with battery storage systems, workshop area for needy repairs and full berth of chargers for nicads, li-po and other electrical sources. There is no excuse for not getting out your aircraft, and while you mull over flying it, get a cup of coffee or tea, take a seat and watch how the other RC Pilots are getting on.

Attention to detail was evident, neatly trimmed pits area, well presented frequency board and safety net to the rear of an impressive flight line. Sorry if this reads like a restaurant review. My only gripe and debatable as to mention at all, was the proximity of the same said flight line which runs parallel to the clubhouse not far behind. For a new boy flyer in town this might be to the forefront, and certainly to my mind when taking up the landing approach. A number of metres out to the wrong side might lead to a chorus of hollers and guffaws - “Hey, watch out bro, where you going, you nearly wrecked the clubhouse” or “Nerd, you smashed into Mr Happy and his Waco”. In real terms, you’d want to be many metres out and probably book in with your optician for bigger jam jar glasses.

The flying view is impressive, set amongst the Wicklow hills and surrounding woodland, and one shouldn’t overlook the pond for boat enthusiasts and float type aircraft. Yip, they have it all in Roundwood. I didn’t get around to ask whether you can fish from the pond, but I suppose casting a line mightn’t go down well in these parts.

I enjoyed my day, and reckon the facilities there are a benchmark for other clubs to follow. Hopefully, some further scale events will take off there in 2009. Thanks Mr Roundwood for hosting this scale event and your hospitality on the day.

Paul Fetherstonhaugh.

Scale Secretary.

Scale Secretary - An Introduction

It is probably certain that the majority of those reading this don't know me from Adam, or I you, but to those of you whom I don't know I hope to get to know, and to all the knows and don't knows may I wish all and each of you a merry Christmas and a top class new year. It probably will be the New Year by the time you get this, unless you have browsed the web page for MACI.

Let me tell you something about myself and why this greeting to you all. I have the honour of taking on board the role of RC Scale Secretary, and yes I am still trying to figure how this came about and why. There are many more and better qualified candidates than I, those who are highly skilled in the construction, knowledge and flying of scale craft, and some of whom are also familiar with the ropes and tedium of MACI politics. I have a modicum of those talents. I will be calling on all of you for help during the year.

Having noted the usual words of caution, I will say this. We have a problem. We are addicted, not to booze, drugs, gambling or sex, but to flying model aircraft and sadly some to all of these vices. What to do about it, what we have always done, get out and fly. Is spending your quality time, what you have of it, building from scratch a scale masterpiece over many winter hours, peering out your window in the hope of good weather to come, making the final touches, the checking of nicads, motor and gear, and then holy cow the day arrives. Is this worth it? You are out on the field with your world class scale machine drawing soothing admiration from like minded club members when terror strikes. I forgot the tranny.

But worse than this you don't and fire up your engine, taxi down the runway, and then at last, after all those hours on the building board the moment has come. You pull back the stick and holler - "Take off". Preceded by a passage of wind, the master aircraft trundles smartly down the runway, and slowly ascends the grey sky banking to the right, something which you didn't intend, a further passage of wind follows and the bank becomes steeper and then acute. You are going down, and it's all over in a few seconds. The pieces are picked up, and while the fuselage and wings are a write off, it's not so bad, the engine looks fine and should do the aircraft you plan to start next winter. Life is good on the old model aero circuit.

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And it gets better. We all thoroughly enjoy it. It is a challenge, but hell isn't day to day living with the predictable that we all yearn something of a big yawn, so get on with it and get out and do what we are programmed to do with style - flying aircraft which catch the eye, which replicate what was and in many cases what is no more. A scale SE5A on a low pass is beholden to what was in 1917, and how many true scale flying examples are there ? Probably very few, and thus your long hours replicating such a machine are well worthwhile, as not only does it give you enormous pleasure in the building and flying of scale, but also to your club and extended flying family who come to watch and catch the moment.

Scale is not confined to the building board, and thankfully many very fine ARTF's are out there to get you out and about, whether your passion is for a scale schedule suitable for a particular aircraft type, or simply whizzing around the sky at astonishing speeds and doing your own thing.

Should you have read this far, then you are keen or truly mad, and I hope you will do your best to join club events this year, scale fly events, competitions or just come along. The true ingredient of what makes it happen is you. So please, do charge your gear, stick the plane in the car and join in. Your coming to an event is appreciated, and you will appreciate meeting up with like minded folks and this whether you fly or not. The choice is yours and I hope you make it. I hope to get around to as many events as I can, support our hobby and try to make 2009 a good one for scale flying.

Now back to that building board.

Paul Fetherstonhaugh.

Scale Secretary.

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Model County Scale Gala



Hosted by:

The Model County Flying Club

Saturday 6th June 2009

COMPETITION

(This is a M.A.C.I. sanctioned competition.)

Competition Classes:

F4C

Clubmans Scale

M.A.C.I. Scale

Starting time: 9am

Food available on site all day.

Just bring appetite.

Competition Entry: €20

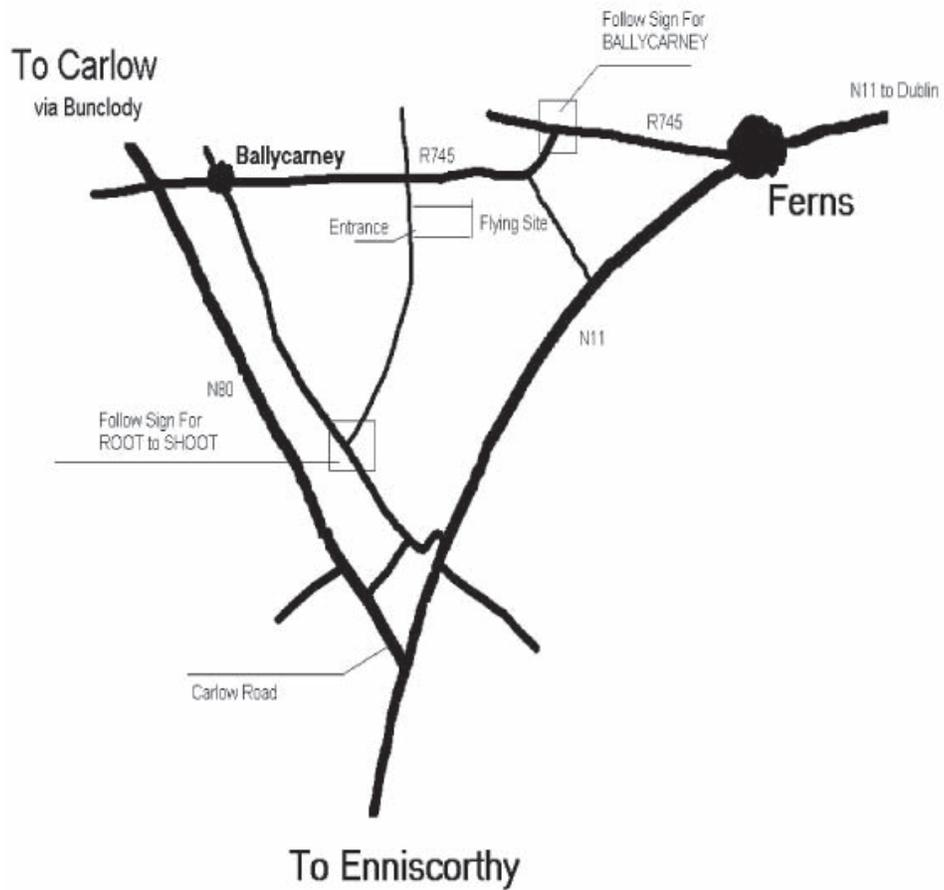
Food Included

Contact: Dessie Owens 087 2220824 mail@aimtechltd.net

See directions to new flying site on opposite page.

This will be a great Event and flying will continue OFF THE PEG until sunset with food/Barbaque all day so bring along a model compete/watch and fly.

Model County Flying Club Site





FAIRYHOUSE 1976 LEINSTER CHAMPS for R/C MODEL AIRCRAFT

A brief look at the Leinster R/C Championships 1976 for the majority of competitors the weekend commenced on Friday, with their arrival at Fairyhouse. Tents and caravans gradually filled up the space allotted to them and the population of the "Fairyhouse Village" was further increased by the dormitory inmates. Practice flying got under way on Friday afternoon and produced the first fatality of the meeting, when Paul Brennan No. 1 plane went in. In spite of this dampner the scene looked set fair for a good weekend flying, with perfect weather and a good entry. Later in the evening a film show was organized, through the good officers of Con Carroll, and was enjoyed by all. Gradually as the village inhabitants bedded down in preparation for the mornings early start, silence descended on Fairyhouse only to be shattered at 3 a.m. by the arrival of Tom Menary.

Saturday started off dull enough, but by 9 a.m. and the briefing call, the sun was already beginning to fulfil its promise. Intermediate got under way at 10.03 on two flight lines. A large entry was quickly processed and by noon round 2 was under way. The end of this round showed Paul Brennan well in the lead, with Ray Jennings and Noel Barrett showing well in 2nd and 3rd place with very little delay Multi commenced, again on two flight lines. Luck again deserted Paul Brennan when he had an engine cut during the outside loops, however a good flight in Round two put him back in contention. Round 2 saw an improvement in the flights of all the top six with the exception of D. O'Hara who had engine problems, and Multi finished for the day with J. Beasley on top followed by H. Menary, R. Jennings and P. Brennan. Static scale judging was by non complete and the first scale flying round was commenced. Joe McCollum put up the best flight score, flying his beautiful Ryan, but the end of the round saw T. Shortt on top with Joe in 2nd place followed closely by H. Dagg. It was now 20.00 hours and competition concluded for the day.

Dinner at Fairyhouse commenced at 20.30 hours and was attended by 130 people. Many more joined in later to dance to the excellent music provided by Brian Hewson and his trio. (Brian is a member of the Shankhill R.F.C.) At midnight films were shown again and John Carroll recounted his swedish experience with an excellent selection of slides.

10 a.m. Sunday morning saw action on both flight lines with the concluding round of intermediate. Denis O'Hara put up a very good flight, but just failed to oust Paul Brennan who took top honours. The final round of Multi commenced at 13.00 hours on one flight line only. Also at this time the public were arriving and in innovation this year was the showing of the judges scores to the audience by means of shapely "dolly birds", who held up numbered cards. The end of the contest saw Paul Brennan victorious having put a very good flight indeed and John Beasley had to be content with second place, Unfortunately in this round were L. Cooper and Noel Barrett, the former having thrown a prop. blade, the resulting vibration deguttled the front end of his Clipper 111 and the latter putting down his "Dirty Birdie" rather hard in front of the judges.

The 2nd flying round of Seal now commenced but this round failed to

Nostalgia Corner

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A Snippet from a 1976 Edition of Flightlines

change the placings of the first two. Tommy Shortt remained a clear and popular winner with only 2 marks separating Joe McCollum 2nd place and Henry Dagg 3rd place.

All in all, a very enjoyable weekend competition flying, with the social aspect of the meeting the talking point of the day.

Liam F. Ward.

INTERMEDIATE :

1. P. Brennan; 2. D. O'Hara, 3. R. Jennings; 4. L. Cooper; 5. N. Barrett
6. J. Carroll; 7. S. McCollum; 8. J. Clarke; 9. R. Walker; 10. W. Taylor;
11. W. Thompson; 12. P. McDonald; 13. J. Greene; 14. J. McGonagle;
15. R. Kemp, C. Hill, 17. M. McEvoy; 18. T. Boggan; 19. T. Costello.

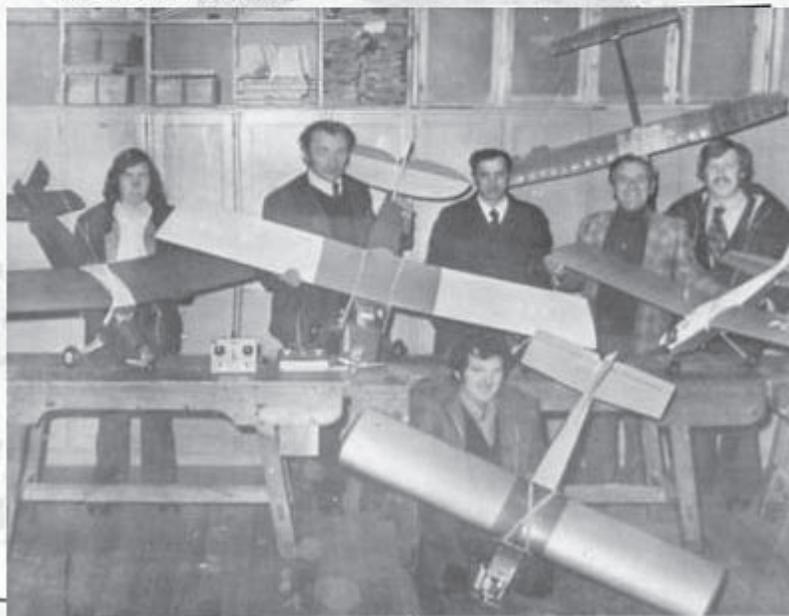
MULTI :

1. P. Brennan; 2. J. Beasley; 3. H. Menary; 4. R. Jennings; 5. L. Ward;
6. L. Cooper; 7. D. O'Hara; 8. R. Kemp; 9. H. Sydner; 10. H. Dagg;
11. J. McGonagle; 12. N. Barrett; 13. J. Carroll.

SCALE CLASS 11 :

1. T. Shortt; 2. J. McCollum; 3. H. Dagg; 4. F. Harno; 5. D. O'Hara;
6. J. Carroll; 7. J. Lambkin; 8. R. Jennings; 9. L. Cooper;
10. T. Costello; 11. J. McGonagle; 12. P. Schweppe; 13. J. Clarke;
14. I Yeomans; 15. W. Thompson; 16. P. McCrossan.

(From (11) onwards the positions are complicated by the fact that some of the places are gained on static marks only and I don't know whether this is allowed).



Tipperary MFC 1976

FEENEY'S FLIGHT FILE

THIS AND THAT!

MORE R/C AEROMODELLING MELODRAMA FROM GERARD FEENEY

The problem once more presents itself – what do I write about? Well, let's kick off with this little lot...

NUTTY PROFESSOR!

It's hard to get overly excited about the nuts and bolts that play such a crucial part in holding the various important bits of our flying R/C model aircraft airframes together. But, precisely for that reason, because they are so mundane and yet so relied-upon, these items should be properly tightened up in all 'holding-together' situations. With that in mind, Leeds aeromodeller and Period re-enactor Malcolm Fisher has been sharing his wisdom on the matter with me, showing that adept nut and bolt fettling takes both thought and preparation.

“The nut on the back-end of a silencer is a 'lock-nut' as it's used to lock the bolt which is threaded through the silencer from the front. It isn't the same as a 'self-locking nut' which can take a number of forms. Some have an insert, often nylon, at the top of the nut. Some have an insert, again nylon or fibre, part-way down the threads. Others have a sort of 'split-ring', again at the top of the nut. Using these will supposedly not allow them to come loose like an ordinary nut, and they don't require a second nut.



Get your nuts and bolts sorted as described in the text.

'Proper' lock-nuts are the same as normal nuts, but usually thinner. The two nuts are screwed onto a bolt, and then one is held while the other is turned tightly against it. The original recommended procedure was to put the lock-nut on first and then the normal nut. They were tightened down together and then the ordinary nut was held while the thinner lock-nut was turned *back* against it.

Most people use two normal nuts, tighten the first and then follow it with a second and tighten that while holding the first one still. Both methods work. Self-locking nuts are easier and quicker.”

I can honestly say that I have not read such a detailed account of how nuts and bolts form an intimate and hopefully long-lasting relationship before, and this information will be very handy to refer to in future. Many thanks, Malcolm.

BROKE-BOLT MOUNTING

Still on this unbearably exciting theme, lemme tell you how I fixed a particularly tricky bolt-related problem after really ‘screwing up’ the situation.

There I was, happily tightening the four 4BA anchor bolts that held the hard-plastic engine mount to the firewall on my latest model. Three had been tightened fine and I was almost finished tightening the fourth, when suddenly all ‘screwing-purchase’ disappeared! Incredibly, the bolt had broken in two, leaving part of its shaft still stuck in the firewall captive nut!

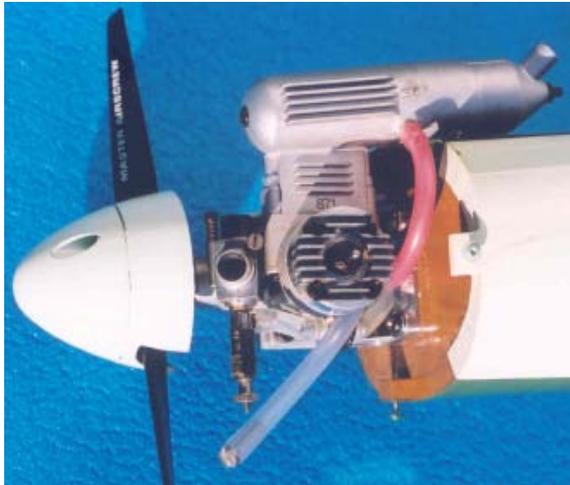


The broken engine mount bolt situation on the SIG Four-Star 60 was solved in a simple but effective manner.

With the engine mount removed, it was a very awkward situation to behold. I couldn't gain access to the bolt rear through the tank bay and, at the front, only about $\frac{1}{16}$ " or less of the broken bolt shaft projected into the engine bay. I didn't want to hammer-tap the broken bolt and captive nut rearwards out of the firewall, if possible, as the captive nut had been securely glued in place, and it would be next to impossible to get the captive nut back in position again.

After much fiddling with needle-nose pliers and tweezers through the now vacated engine bay, I was getting nowhere and feeling more than a little aggravated! I could barely grip the broken bolt and, when I did, it wouldn't rotate. Then, I thought of a very simple rescue plan – but, would it work?

I cut off a short length of silicone fuel tubing and, very gently but firmly, slipped it through the engine bay and onto the small bit of projecting bolt shaft. It gripped okay, but could it be used for ‘unscrewing purposes’ as I had suddenly envisioned only moments before?



Peter Miller also contributes some useful ideas for stuck engine cylinder head bolt dislodging in these 'ere pages!

I was exceedingly careful this time not to over-tighten all four bolts, while still ensuring that they were fully screwed down.

This broken bolt incident was a freak occurrence for me'—I have never had it happen before and hopefully it'll never happen again. I suspect that the kit bolts I was using were a tad dodgy, as they seemed to be made from soft alloy. Also, some bolt' 'screwing-resistance' had been encountered, as a chunk of rigid packing foam inside the tank bay was obstructing its penetration. Nevertheless, the bolt shouldn't have snapped and from now on I will only use better quality, independently-purchased, 4BA anchor bolts to attach kit-model engine mounts to firewalls.

HEAD CASE

We're still not finished with bothersome bolts! Like many modellers, I have been frustrated when trying to unscrew engine cylinder head bolts which are gummed-up by ancient 'heat-welded' castor oil deposits. Luckily, Peter Miller has some answers, so let's hear what he has to say...

"First, soak the engine cylinder head in paraffin or WD40 for a time. Either of these oils should penetrate down the bolts. For Philips-head bolts there are several things you can now do. But first, make sure that the bolts' head-slots are perfectly clean.

Place the correct size of screwdriver in the bolt's head-slot and hit it with a hammer, straight down with a good sharp blow. This will often break the gummed-up oil seal and loosen the bolt. Some heat applied to the cylinder head can also help, followed by the aforementioned sharp hammer bolt-blow.

The fantastic news was that it would unwind out the broken bolt! By simply finger-rotating the fuel tube in an anti-clockwise manner, it dutifully unscrewed the tentatively-attached bolt fragment with amazing efficiency. What surprised me was just how easily the damaged bolt shaft unwound, in comparison to trying to unscrew it with the pliers!

The engine mount was now re-attached, using the three original bolts and one new 4BA replacement. I was

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If this fails, hold the engine securely, preferably in a vice, so that it can't turn. There's no need to clamp it too tightly, just hold it steady in the vice. Place the screwdriver in the bolt head-slot and hold the screwdriver with pliers. Next, turn the screwdriver very slightly in the 'undoing direction', only just enough to start it rising in the slot. Hold firmly with the pliers and hit the screwdriver with the hammer. This action can often start the stuck bolt turning. It is the same principle as the 'impact screwdriver'.

Use the same dislodging techniques on all the stuck Philips-head bolts.

If these ideas don't work, you may have to drill the bolt heads off and remove the cylinder head that way. The 'circumcised' bolt stubs will then come out with the aid of pliers, and new bolts can be fitted.

Allen-head bolt removal is more problematic. The straight-down hammer blows may work but the 'turning-and-hitting' won't because there is no cam action with an Allen-head bolt."

Thank you, Peter. I sometimes have sawn a slot through 'fused' Allen-head engine bolts in-situ and then used a straight-blade screwdriver to unscrew them. Of course, that only works if a Junior hacksaw blade can gain 'elbow-room' to cut across the bolt head(s) in the first place.

Access is okay on backplate-retaining bolts but not generally workable on cylinder head-retaining bolts. Actually, sometimes it is at the corners, depending on the cylinder head 'finning' layout and the way you align the hacksaw blade.



Gerard's Solartrim designs now hold on even more firmly'– see text.

TEXTBOOK EXAMPLE

Sticky-back Solartrim is fabulous for beautifying Solarfilm-covered models in both simple and elaborate trim patterns. However, Solartrim becomes considerably less self-adhesive with age, and trim pattern edges can lift when exposed to airflow and engine exhaust goo no matter how well they're initially stuck down. So, keep those stuck-on Solartrim designs in position for longer using the following simple trick...

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Thoroughly clean the trim pattern(s) and the surrounding base film with meths and kitchen towel. Be careful not to aggravate the edge-lifting any further by gently tissue-rubbing in directions that keep the raised edges flat. When the trim patterns and adjacent areas are sparkling clean, re-seal the 'iffy edges' with a modeller's warm mini tacking iron.

Now, using a sharp Number 11 scalpel and straight-edge, cut up custom-sized pieces of clear self-adhesive schoolbook-covering film (available in rolls in almost all newsagents) and overlay these bits of clear film on top and to each side of the lifting trim shape edges. Normally, it's just the forward-facing edges and tips of trim embellishments that lift, so you don't have to do much 'laminating'.

If your Solartrim is old and a bit 'stickless' to begin with, apply the clear self-adhesive schoolbook-covering film over suspect edges when you first cover and trim the airframe so that the exhaust gunk doesn't have a chance to 'get under your skin'.



Prevent possible gel-cell battery short-circuits by sheathing the terminals with silicone fuel tube.

Of course, the most sensible action is to purchase brand-new Solarfilm and Solartrim for your model-finishing job – that way everything should bond together firmly from the outset.

'TERMINAL' CONDITION

Avoid possible dangerous 'short-out' accidents with your two- and twelve-volt gel cell batteries by sheathing their positive and negative terminals with a piece of silicone fuel tube when not in use. By just slipping the fuel tube over both terminals, they are simply but effectively insulated whilst in the flight box or in storage. The two-volt gel cell glow plug battery particularly benefits from this short-out protection, as it's not unknown for a metallic object in one's flight box to fall onto the battery terminals when the box is being carried to and from the flying site. The twelve-volt battery is, naturally, always connected up in the flight box if one has a 'power panel' arrangement, but accidents can still happen if it has been removed or if you have a spare twelve-volt battery lying about in the workshop.

BOXING MATCH

Talking of flight boxes, can you believe that mine is thirty years old in 2009? Yes, it's true – I built my one and only flight box from a 'Pilot' kit way back in 1979, when I was a young and foolish teenager of nineteen! Now, three decades later, I'm still foolish and the box is encrusted with grime, has a dodgy bottom that keeps giving away, and looks decidedly shabby and old – a bit like its owner, really!

I prefer my flight boxes like my swimwear – as small as possible, while still accommodating all my important bits'n' pieces inside! In this respect the Pilot flight box is my kind of design, because it's not overly large while still being able to hold all the items I need for my 'field trips'. Its 'enclosed-box' design features a bolt-locked carrying-handle that doubles as a model engine-starting stand with the top hinged-lid closed. I rarely use that 'model-starting support' feature, preferring to leave the box's hinged-lid open. I can then easily rummage through the various internal compartments on the rare occasions that I need to fiddle with the model during a flying session.

In the past my box contained a twelve-volt gel cell battery and power panel, but that stuff has long since gone as it was too heavy and unnecessary. Now I just carry a two-volt gel cell, glow plug connector lead and 'chicken-stick' for engine starting, plus a minimalistic inventory of other knick-knacks.

I subscribe to the 'non-electric starter/non-power panel' school of R/C glow-engine model operation. In other words, I prefer to use old-fashioned 'touchy-feely' engine-starting techniques, which have faithfully served to flick-start all engine sizes in my R/C aeromodelling career so far. I most certainly don't believe in giving myself a hernia lugging around a half-ton nuclear-powered 'Start-up Station' equipped with an industrial-grade electric starter and flashing power panel displays, worthy of the Starship Enterprise Bridge, just to fire up sports models. In my opinion, that burly flight box approach is only necessary if you operate quarter-scale gas turbine-powered B-52s! But, it seems to indicate a lack of starting technique, wrapped up in overkill, when used with 'ordinary' glow engine-powered R/C sports models of up to 100"-span, in my view.



It's looking old and partially falling apart (like himself!) but Gerard's wooden flight box continues to give sterling service.

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As with the traditional/ARTF aeromodelling scene, I think that flight boxes can fall into the ‘charming’ and ‘garish’ categories. For me, a beautifully-constructed wooden flight box, not too big, nicely finished in varnish or fuel-proof paint, and with tastefully-applied decals, is a joy to behold. If said type of flight box then contains all the important items neatly, whilst still remaining light enough to easily carry around, it’s worthy of being called a ‘model’ flight box – in every sense of the word.

On the other hand, the various large plastic/metal ‘tool-boxes’ and similar massive receptacles (sometimes fitted with wheels to allow their enormous bulk to be dragged more easily across the bumpy ground), whilst undoubtedly capable of great carrying-capacity, are quite unsexy in my eyes. I acknowledge that large-scale, jet and multi-engine R/C models require such bulky paraphernalia-carrying ‘coffins’, but how many of those exotic aircraft do you come across at the average rough-pasture flying site?

In my experience, the starting and field equipment needed for my R/C models could fit into a container half the size of my long-serving Pilot flight box. Are you completely sure that all the gear you drag to and from the flying field every weekend is absolutely necessary? (In case you’re wondering, my current model is a SIG ‘Four-Star 60’ of 71”-span and powered by an O.S. 61FX.)

When my trusty old flight box finally dies (that won’t be for a long time yet, as I keep mending its rotting floor!) I won’t buy any of the wooden or plastic/metal flight boxes on the market for two reasons: First, the wooden designs are too big, bulky and heavy, and the main central storage areas can’t be covered by a lid if it rains. Second, I don’t fancy the plastic/metal flight boxes for some deep-seated personal reason. Like ARTF models, I feel that these containers have no character or personal input, but of course that doesn’t stop them from being capable of holding far too many non-essential items to strain your back on the way to the patch...



Gerard's highly-recommended hand-cranked fuel pump.

My next flight box, if and when it’s needed, will instead be an own-design timber item, made from high-quality ply and lovingly sanded and clear-varnished. Its design parameters will be thus: It must hold a half-gallon of fuel, a hand-cranked fuel pump, a two-volt glow battery, glow plug connector lead and chicken-stick, some glow plugs, a plug spanner, a few props, various pliers and small spanners, plus a roll of kitchen towel.

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When that design concept can be enclosed neatly within a hinged-lid carrying-handle-equipped box, in as small a space as possible, I will be happy!

A final thought: Padraic Cryan uses a large plastic bag to carry his R/C model aircraft starting accessories about and it works fine. However, I think that his choice of ‘flight box’ is almost as repugnant as the plastic/metal monstrosities – not least because I don’t believe in free advertising for a large supermarket chain every time I visit the flying site!



Padraic’s low-tech ‘flight box’ approach works remarkably well so far.

‘CRANKY’ MODELLER!

I can highly recommend one item in my geriatric low-tech flight box – namely, the hand-cranked fuel pump. What a wonderful device this is! It’s light, reliable, efficient and non-reliant on electric current to get the fuel flowing. When screwed to the box exterior and connected with silicone fuel tube to the fuel-carrying container, I crank the handle clockwise to fill the tank and anti-clockwise to empty it. I’ve used mine for years without a hitch, and it’s one of the few R/C aeromodelling accessories that I would confidently endorse as being a darned good buy!

INSTANT MESSAGE

Before I go, I must quote Malcolm Fisher’s short and to-the-point comment regarding ARTF models...

“ARTFs have their place, but to me they are not ‘proper’ modelling, just an assembly of ready-made components to which are added an engine and radio.”

Whatdya you think? Feel free to get in touch at:- feeneyzone@eircom.net with any comments you may have.

Gerard Feeney

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South Leinster Championships



Hosted by:

The Model County Flying Club
Saturday 18th & Sunday 19th of July 2009

COMPETITION

(This is a M.A.C.I. sanctioned competition.)

Competition Classes:

F3A

MASTERS

NOVICE

PILOTS BRIEFING: 9:30am

Food available on site all day.
Just bring appetite.

Competition Entry: €25 for F3A €20 for Masters and Novice
Food Included

Contact: Brian Carolan 087 6501284

See directions to new flying site on page 17 &
www.modelcountyflyingclub.com

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Message from the Secretary to all members.

If you wish to receive notice of meetings and other correspondence electronically, please send me your e-mail address so I may update my distribution list.

Michael McEvoy

General Secretary

mmacabhui@gmail.com

Do we have your email address ?

MACI have the facility to notify members of urgent matters by email. We do not currently send Flight Lines by email and we do not intend doing this without the approval of members, however for urgent communications, it could be very useful if we had your email address on our computer records.

If you wish to have your address included, please email your Name, IRL Number and email address to maci@esatclear.ie. If you wish to update any other details, such a telephone or mobile numbers, address etc, please do so at the same time.

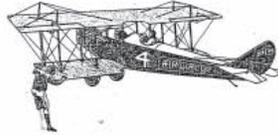
Note MACI do not under any circumstances give their membership records to any other organisations for marketing purposes, nor do we share it with any other associations,

Finbar Constant

Membership Secretary

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**LEINSTER SCALE CHAMPIONSHIPS
2009**



**The Laois & District Model Aero Club
Clondouglas, Portlaoise**

Saturday and Sunday, 20th and 21st June 2009

**F4c Scale
M.A.C.I. Scale
Clubmans Scale
"Look a Like"**

Contest Director : Fergus O'Reilly/Steve Elster

Pilots' Briefing : 9.00 am First Flight : 9.30 am

M.A.C.I. Insurance and Large Model Registration must be shown on the day

Complimentary sandwiches, tea and coffee available all day !



Entry Fee : €20.00

**Further details from Fergus O'Reilly (087 288352) or
Steve Elster (086 4061822)**

**Please contact the Contest Director if the weather forecast threatens to
force a cancellation - a decision will be made by 8 pm on the 19th June.**

Changes to Competition rules and by-laws

Following the recommendation made at the annual general meeting in November, the Council made amendments the competition rules (Section 4.2 Radio Control Aerobatics) and have added a new by-law (Appendix E1) at their meeting on January 20. These come into force 30 days from the publication of this issue of Flight Lines:

Rules 4.2 Radio Control Aerobatic Events have been replaced by the following:

4.2 RADIO CONTROL AEROBATIC EVENTS

- 4.2.1 Radio Control Aerobatic contest flying shall conform to one of three MACI classes, namely, MACI FAI aerobatics, MACI Masters Aerobatics and MACI Sports Class.
- 4.2.2 A competitor may enter only one of these three classes in aerobatic events at a contest.
- 4.2.3 MACI FAI and MACI Masters classes shall be run to FAI rules for FAI Class F3A for the time being.
- 4.2.4 MACI Sports Class shall be run to MACI general rules. There shall be no limitations on the type of model or radio used in this class. The only restriction shall be that the pilot must be a novice flyer.
- 4.2.5 The schedule of manoeuvres in MACI FAI Class shall be the current FAI F3A schedule. The schedules of manoeuvres in Masters and Sports classes shall be set by the Council at least two months in advance of the contest season and appended as Appendix F to these rules.
- 4.2.6 The definition of a sports flier shall be any person other than those who have competed in MACI FAI or MACI Masters aerobatic class (or past equivalent classes) or placed first, second or third in any MACI Scale class at a National or Regional Championships or other MACI designated contest in the preceding two contest seasons, (other than any scale placing during a competitor's first contest season).
- 4.2.7 Any person who places first or second on four or more occasions in Sports Class at National or Regional Championships or other MACI designated contest may not enter Sports Class for the duration of the following two contest seasons.
- 4.2.8 GENERAL NOTE: The above three classes are intended to replace old MACI Classes referred to as Class 1, Class 2 and Class 3 Aerobatics and previously as Multi (Class C), Intermediate (Class B) and Novice. Mention of these old classes or any other old classes on trophies, in rules or elsewhere shall be deemed to refer to the new classes and the use of such trophies or the meaning of such rules shall be deemed to be modified accordingly.

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- 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.
- 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.
- 4.2.11 TIER 1 A minimum of five judges required for the running of F3A Tier 1 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 Tier 2 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.
- 4.2.12 The MACI council shall recognise the Irish Model Aerobatic Aircraft Association as the body that represents the views of aerobatic competitors.

A new Appendix E1 has been added as follows:

FUNDING FOR REPRESENTATING IRELAND

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 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 1.5% 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. Only one subvention can be paid to any person in any one year.
7. 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.

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.

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For Sale

**I have the following engine for sale, new in box - unrun G2300
Aero IC Engine from Super Tigre**

Displacement: 1.40 cu in (23 cc)

Bore: 1.280 in (32.5 mm)

Stroke: 1.102 in (28 mm)

Output: 3.7 bhp @ 12,600 rpm

Weight: 30.77 oz (877 g)

Includes: muffler

Recommended Props: 18x6, 18x8, 18x10 (w/inc. muffler)

€100

Contact Tom on 087 2864457

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For the latest information visit

www.maci.ie

2009 Competition Dates

| Date: | Competition: | Venue: |
|--|--|---------------|
| <u>F3A Aerobatics</u> | | |
| April 25/26 | Tipperary Championships | Carron |
| May 23/24 | Leinster Championships | Model County |
| June 20/21 | Munster Championships | Cork MAC |
| July 4/5 | Triple Crown | Scotland |
| July 18/19 | South Leinster Championship | Model County |
| Aug 1/2/3 | F3A Nationals (team trial) | Carron |
| Aug 8/9 | F3A Nationals (alternative date) | |
| Aug 18 th to 30 th | World F3A Championships | Portugal |
| Sept 5/6 | Standby Aerobatics date | |
| Sept 19/20 | Autumn Aerobatic Activity (team trial) | Cork MAC |
| Sept 26/27 | Autumn aerobatic Activity (alternative date) | |
| <u>Scale</u> | | |
| May 3 | Scale Fly in | Curragh |
| June 6 | Scale Gala | Model County |
| June 7 | Scale Fly in | Model County |
| June 20/21 | Leinster Championships | Portlaoise |
| July 25/26 | Laois Scale Championships | Portlaoise |
| Sept 13 | Scale fly in | Roundwood |
| Sept 19/20 | Scale Nationals | T.B.A. |
| Sept 27 | Scale Fly in | Curragh |

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Helicopter

| | | | |
|------------|----------------|---------|-------------|
| April 4 | Heli Challenge | Round 1 | Shankill |
| June 6 | Heli Challenge | Round 2 | Athlone MFC |
| Aug 22 | Heli Challenge | Round 3 | Cork MAC |
| Sept 19/20 | Heli Nationals | | Carron |

Control Line

| | | |
|-------------------------|------------------------|--------|
| As Scale Nationals date | Control line Nationals | T.B.A. |
|-------------------------|------------------------|--------|

Glider

| | | |
|------------|-----------------|---------------------|
| May 16/17 | ISR Glide-In | Mt. Leinster |
| June 13/14 | MACI Glide-in | Tountinna(Killaloe) |
| July 10-13 | Retroplane 2009 | Mt. Leinster |
| Sept 12/13 | ISR Glide In | Mt. Leinster |

Bring & Buy sale

| | | |
|------------|---|--------|
| March 28 | Royal County Aeromodellers Bring & Buy Sale | T.B.A. |
| October 31 | Royal County Aeromodellers Bring & Buy Sale | T.B.A. |

Other

| | | |
|----------|-----------------------------------|---|
| April 19 | Grant Capel Memorial Fly-in & BBQ | Letterkenny MFC www.letterkennymodelflyingclub.com |
| Aug 16 | Autumn Fly-In | Letterkenny MFC www.letterkennymodelflyingclub.com |

***The next MACI Council meeting will take place on Tuesday
March 24th in the Killeshin Hotel, Portlaoise at 8:00 pm prompt.***

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Decathlon over Wicklow Woods



Warbird Flies In Low at Roundwood

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The Entrants at 3DX Ireland