DH Beaver, Piper Arrow, Trainer and Decathlons’s at the Leinster Scale Champs

Some assorted Aircraft ready to go at the Scale Fly-In
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*On the Cover:*

*Sam, (the King Charles Cavalier), keeping guard over Sean Monaghan’s Wilga at the Midland Model Flying Club*

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

As I am sure you are aware, the June edition of Flightlines did not materialize. Only having enough articles to fill about ten pages, the decision was taken not to go ahead with it. Instead, it was decided that with this year being the 70th Anniversary of MACI, this August edition would be made into a bumper one.

So, here it is. I would first like to thank everyone who has contributed to this edition, (please keep it up), and also to Michael McEvoy for ‘geeing up’ the club secretaries with a request for articles and photo’s.

As part of the commemoration of the 70th Anniversary, you will find enclosed some free aircraft decals.

Some of the contributions from the past certainly remind us of the so called ‘good old days’. When you think of both the prices of modern equipment and it’s reliability compared to those days we may look back in the future and see that these are the real ‘good old days’.

Reading through the competition reports, one common theme stands out, yes, it’s those adverse weather conditions again. Congratulations must go to both the Competition Directors for managing to get the events run at all and to the competitors themselves for making the effort to enter.

I hope you enjoy this bumper edition, and any contributions you can make to the next one will be much appreciated. The closing date to get them to me for the October issue is the 30th September.

Fly safely

Chris Clarke
Cork Model Aero Club Scale Fly-In

A strong and blustery wind greeted the early arrivals at the Cork model Aero Club’s second annual Scale Fly-in last Saturday (June 6th). Showers were forecast later in the day. All in all it was a typical Summer’s day, but it did not deter the hardy scale enthusiasts of the south. Twenty modellers arrived with many more models on display. Not all models would fly in the high wind but those who braved the elements pronounced themselves well satisfied with the day.

This scale fly-in is the brainchild of Tom Barry. Tom has carried the torch for all things scale in the Cork club for many a year and he was again the main organiser of this year’s event. His van arrived early in the morning laden down with copious amounts of sandwiches, cakes, assorted goodies, and models of course. His Storch is well known by now and a brand new Decathlon also appeared from the back of the van. Unfortunately the high wind would mean that these fine models would not take to the air.

Conditions did not deter club chairman David Reid who decided to test the sky with his 2m foam Parkzone Radion.. It cut through the wind with ease and handled the blustery conditions very well indeed. He followed this with a flight on his Super Skybolt, powered by a Saito 100 twin…a lovely combination. Not to be outdone Diarmuid O Mahoney prepared his E-Flite Sea Fury. This tidy model, powered by a 2000mh Lipo was soon scorching through the sky in a very impressive manner.

Federico Gilli had, once again brought along his air force and his Macchi was soon flying. It handled the conditions particularly well, and his very controlled approach and landing, in particularly trying conditions, was appreciated by all, drawing a well deserved round of applause. Federico’s electric powered Junkers 52 tri motor (see below) was a real gem, but the conditions meant that it stayed safely at base.
Your scribe arrived with a Tucano. This is the Overlander kit powered by the Axi 28/20/10. However as it was to be a first flight it was felt that discretion was safer than valour and the model stayed on the ground.

No such problems for Simon English and his large FW 190 (above). This impressive model stopped everyone and we were all treated to a scintillating display of excellent scale flying. A (very positive) running commentary from scale maestro Jack Kelleher added to the enjoyment of the assembled throng. All present showed their appreciation for this excellent display. This would be voted best scale flight at the end of the day. Not to be outdone Michael Durcan sent his large Cap 580 (below) into the air and put in an excellent flight.

Flying continued into the early afternoon. Some brave souls braved the conditions on a regular basis, while the rest of us were content to watch. Tea, coffee, sandwiches, cakes biscuits were available and all had a very enjoyable day.

The weather began to close in mid afternoon and proceedings began to wind down, but not before the end of day presentations and raffle. The event had been very kindly sponsored by Emerald Hobbies...local member Niall O Sullivan is one of their leading lights. All had their tickets at the ready; all were hoping to win the excellent Extra kit, a superb prize indeed. There could be only one winner however, Sally Nagle was asked to do the honours...and Simon English was the lucky modeller who took away the prize.
As is now traditional all present were asked to nominate their choice in various categories. Prizes were presented to Simon English for best scale flight, to Michael Durcan for best civilian model, and to Federico Gilli for best warbird.

Chairman David Reid thanked all who arrived and helped to make the day such a success, even allowing for the inclement conditions. Niall and Emerald Hobbies were also thanked. As always there was great appreciation for Tom Barry who had put in a huge amount of work to organise the day.

Scale flying is going from strength to strength in the Cork Club, there is talk of an informal scale day in September and the third annual Scale Fly-in will take place next year in June.

We are looking forward to it already.

Eoin O Callaghan
Henry Dagg

Henry Dagg, (after emigrating to Australia, Flavell), passed away in Mackay, Queensland, Australia on January 30th.

Henry was a long standing member of the Dublin Model Flying Club, Shankhill Radio Flying Club and MACI. He held office in both the MACI and DMFC.

An early Irish F3A Champion in the days of "tip-tip" radios, he later concentrated on building flying Scale models.

He participated in many MACI competitions around the country, well liked and full of humour and laughter.

Henry did participate as part of the Irish team at the Scale World Champs in Woodvale. He placed well with his flying, but the static points had been negatively effected because my German Sheppard and the Baldonnal Commanders Shepard dog put on a fight near our models on the runway and did some damage to Henry's model the weekend before the championship!

When I visited him in Mackay he still flew models. But, and I quote: "There is no challenge if the weather is nice and perfect for flying every day"

Henry never lost his love for the model flying, playing music and riding his motorbike.

I wish to send my sincere condolences to all his family and friends.

May he rest in peace.

Fred Harno
Leinster Scale Championships  
Saturday 20th June 2009

The weather held good for Saturday, unlike last year when it poured, although while dry the wind was fresh to moderate, something of a euphemism for gale force winds used by the met people when they make a balls of the forecast, cold in the morning and temperatures picked up in the afternoon.

There was a good selection of pilots for Clubman’s representing different airclass type from war bird to light civilian. Contest Director for the day was our own Steve Elster, who mastered all operations on the field from a start time (for him) of 7.45 am to finish at 6.30 pm, and a hearty thanks for all his hard work which ensured the smooth running of the competition. All rounds were completed in one day.

Andy Ryan contemplates before Leinster Scale Champs

Thanks also to Mrs Steve, Aoife, who came to a gas barbeque, placed strategically at the back of the clubhouse to avoid wind blow out, and who from this cooked heavenly burgers with varied accompaniments for a famished group of pilots. Much enjoyed.
The pilots in round 1 of Clubman’s were Mick Murphy with a typically gull winged Corsair, Steve Kirkpatrick a Cessna in blue and white colours, (thanks for coming down Steve), Paul Fitzgerald a red and white Decathalon, Seamus Lynch a dark blue Zlin50L, Kieran McEvoy a Subaru, Brian Foran his PC 9, and Steve his robust and reliable Piper Arrow. The results posted demonstrate the fine lines for first, second and third place.

F4c was populated by our chairman of the Irish Scale Association, our patriarch Eamonn Keenan, who dusted off his competitors with his Decathalon, followed in inevitably lower rank by Paul Fetherstonhaugh with a DH Beaver and Dave OTIaherty a Dart Kitten. Undoubtedly, there is room for more competitors in this class.

Master P. Fitzgerald, age 9 years (hope I'm right on this) took part in Look-a-Like with a trainer aircraft, and who mastered the flight schedule in very fresh winds, and there is no doubt his talented flying will shine through in future events.

Today's flying gave an opportunity to further enhance the training programme for newly qualified scale Judges who participated in the training seminar held in March of this year, and the marking system and methods for judging proved satisfactory. Thanks to Eamonn Keenan and Steve Quigley for their dedicated and continued work on this which is appreciated. Undoubtedly, further comparative studies and re-evaluation will filter through when Steve returns from the European F4C Championships in Norway.

Glorious weather is forecast for the next number of days, and as at time of posting this article such weather certainly prevails. Long may it last, as some compensation for the last two summers which were poor.
Joe O'Sullivan explains it all to Eamonn

**Leinster Scale Championships 2009 Results**

**F4C**

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<tr>
<th>Pilot</th>
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<th>Round 2</th>
<th>Round 3</th>
<th>Static</th>
<th>Total</th>
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<tbody>
<tr>
<td>E. Keenan</td>
<td>1639.5</td>
<td>1500.0</td>
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<td>2846.75</td>
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<td>P. Fetherstonhaugh</td>
<td>0.0</td>
<td>1199.0</td>
<td>0.0</td>
<td>128.0</td>
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<tr>
<td>D. O'Flaherty</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>1228.0</td>
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**Clubman**

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<tr>
<td>S. Lynch</td>
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<td>1627.0</td>
<td>1743.0</td>
<td>1685.00</td>
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<td>S. Elster</td>
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<td>1718.0</td>
<td>1640.0</td>
<td>1679.00</td>
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<td>K. McEvoy</td>
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<td>1705.5</td>
<td>1454.0</td>
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<tr>
<td>B. Foran</td>
<td>1439.0</td>
<td>1468.0</td>
<td>1609.0</td>
<td>1538.50</td>
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<tr>
<td>S. Kirkpatrick</td>
<td>1473.0</td>
<td>984.0</td>
<td>1201.5</td>
<td>1537.25</td>
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<tr>
<td>M. Murphy</td>
<td>1192.5</td>
<td>1476.0</td>
<td>0.0</td>
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<tr>
<td>P. Fitzgerald</td>
<td>1112.0</td>
<td>1162.0</td>
<td>1250.0</td>
<td>1206.00</td>
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**Look-a-Like**

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<th>Round 2</th>
<th>Round 3</th>
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</thead>
<tbody>
<tr>
<td>P. Fitzgerald Jnr.</td>
<td>948.5</td>
<td>0.0</td>
<td>0.0</td>
<td>474.25</td>
</tr>
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**Paul H. Fetherstonhaugh**
It's one thing to deal with critical acclaim, another matter entirely to dish it out, and so it was on the day of our Judges course held at the Maldron Hotel, Portlaoise.

The little you thought you knew, maybe just enough to get you by, was soon shot down by the wealth of knowledge in scale proffered by the veteran experts Steve Quigley and Eamonn Keenan.

Steve got the morning session off to a good start with an introduction regarding methods of judging, the art of closely watching the manoeuvre, the relationship between the model and the prototype, the engine sound and smoothness of flight. In broad terms, your competitor starts from a base score often, and your Judge docks a half or one point for errors from the time of call to completion. Sounds simple, but not so.
The skill is honed by your familiarity with all aspects of the manoeuvre - All. Not a snapshot of what you thought it might be or should be. Ideally, your Judge should also be familiar with how a particular manoeuvre is flown by the prototype. An example - Take Off, you push the throttle stick forward, aim into the wind and gain height rapidly. We see it everyday.

For Scale Judging, you note the engine sound, the call by the competitor of "now", the acceleration should be incremental and smooth in keeping with the prototype, maintain a straight line down the runway, and then ascending from the runway in a scale manner without sudden height gain or wing dip, climbing to a smooth 90 degrees turn and when the take off is then called as complete.

Steve took us through the mandatory flight sequences and options with a clarity that left us trainee Judges with a smug glow that we ostensibly knew it all, beaming like the proverbial Cheshire cat and followed by Edmonn, who took us through the labyrinth of static judging. In regard to this class, attention to detail and accurate replication by the competitor is paramount. The entrant to such competition will be aware of the requirements for photographic evidence, provision of scale drawings, proof of colour and competitors declaration. We were left much the wiser after Eamonn's presentation, which shone a light on what some might consider the dark side of rules and regulations.

After lunch, we set off to the Laois MAC field, Clondouglas, where we were greeted by our two flight volunteers Brian Foran and Fergus O frilly who under the instruction of Steve duly rendered their assigned manoeuvres. The newly trained Judges were then asked to mark their score, and after a flight schedule were queried individually and together as to the awarded marks and reason for deduction of any mark or half fraction on each manoeuvre.

This was a comprehensive training course, and enjoyed by all as to complexity and discipline of scale flying, and the inherent fairness of tried and tested procedures.

A big thanks to Brian and Fergus for doing the honours, and their participation was much appreciated. Without doubt, the effort made to train as a scale judge is worthwhile, and a unique perspective into the salient features of all manoeuvres is of benefit to the aspiring competitor who now knows what the Judges really want.

As MACI Scale Secretary, I wish to express my sincere thanks to Steve and Eamonn for their clarity of demonstration, giving us their time - it was the full day, and lastly for imparting to us all their abundance of cutting edge information in all matters scale.

Paul H. Fetherstonhaugh
The Irish R/C Nationals

as seen by
Ed. Johnson

Held at Farranfore Airfield in County Kerry in the south east of Ireland, midway between Tralee (Rose oil) and Killarney (Lakes oil), on September 12, 13 the Irish R/C Nats. had events for single surface and intermediate on the Saturday and F.A.I. multi on Sunday.

Most intermediate models were shouldering wing with trike undercarriage and they performed the F.A.I. schedule without the ‘Rolling’ manoeuvres, the best of them executing perfect inside and outside loops as well as straight and level inverted flight. Engines varied between 19s and 60s. It’s a very popular class in Ireland and one that we would do well to encourage here. Some of the competitors were still using reed equipment with no marked difference in flying performance, and most were flying their ‘fly for fun’ models.

On Saturday it was windy - but no rain - but Sunday - for the multi - was a very different day. With winds gusting 25-35 mph and occasional rain it looked as if we would never start on round one let alone get through the flights per competitor that were planned.

The appearance of completely waterproofed Irishmen with large wellington boots soon dispelled any hopes that we might have of spending all the day in the Aero Bar - two of them got models airborne in spite of the weather and put on a most impressive demonstration including a touch and go. There were 16 multi entries and most completed the schedule, though much time was taken getting back up wind. Several competitors had to fly during rainstorms, and, of course, the judges had to stick it out throughout all the flights. My own flight went reasonably well, the judges preferred a shallow take off and this was accomplished in spite of the wind. Fortunately, I had taken a light Bar Fli with a powerful (Webra 61) motor which is too fast in calm weather but was one of the few planes there fast enough to get back up wind to do several of the manoeuvres downwind to get some sort of shape into them. The flight ended with a landing right in the centre circle following an approach on almost full power until very near touch down.

A break for food and drink (and drink and drink) was taken after round one during a period of torrential rain about 2 p.m. followed by a meeting of officials, competitors and judges to vote on whether the competition should be abandoned and round one results used to determine the winner – Peter Gardner and myself and team manager Big John Miller abstained as I was in the lead with Peter second - but the others were unanimous in their decision to abandon the contest.

Needless to say the weather improved half an hour later and by 5 p.m. several models were demonstrating including the new Aviette Eindecker.

A pity about the weather, but a memorable weekend thanks to the kindness and hospitality of our Irish hosts and the co-operation of the airport manager.

<table>
<thead>
<tr>
<th>Results</th>
<th>Single Channel</th>
<th>Multi</th>
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<tr>
<td>1st R. Morrow</td>
<td>680 pts.</td>
<td>1st E. Johnson</td>
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<tr>
<td>2nd H. Menary</td>
<td>220</td>
<td>2nd P. Gardner</td>
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<tr>
<td>3rd G. Adams</td>
<td>190</td>
<td>3rd H. Menary</td>
</tr>
<tr>
<td>4th G. Flaherty</td>
<td>50</td>
<td>4th R. Hampshire</td>
</tr>
<tr>
<td>W. Gravne did not fly</td>
<td></td>
<td>5th H. Dagg</td>
</tr>
<tr>
<td></td>
<td></td>
<td>6th J. Carroll</td>
</tr>
<tr>
<td></td>
<td></td>
<td>7th F. Buick</td>
</tr>
<tr>
<td>Intermediate</td>
<td></td>
<td>Joint 8th J. Beasley</td>
</tr>
<tr>
<td>1st J. Carroll</td>
<td>2004 pts.</td>
<td>D. Woods</td>
</tr>
<tr>
<td>2nd R. Hampshire</td>
<td>1572</td>
<td>10th P. Brennan</td>
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<tr>
<td>3rd R. Orr</td>
<td>1572</td>
<td>11th B. Barrett</td>
</tr>
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<td>4th E. Johnson</td>
<td>1394</td>
<td>12th W. Grabbe</td>
</tr>
<tr>
<td>5th P. Gardner</td>
<td>1295</td>
<td>13th R. Orr</td>
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<tr>
<td>6th R. Kemp</td>
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<td>14th J. Dibble</td>
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<tr>
<td>7th S. Cusson</td>
<td>1207</td>
<td></td>
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<td>8th J. Armstrong</td>
<td>975</td>
<td></td>
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<tr>
<td></td>
<td>F. Buick withdrew</td>
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L. Blair and S. Cusson did not fly.
Tipperary Championships 2009.

The Aerobatic Competition season got under way early this year with the first event being hosted by the “Carron Model Flying Club” at Limerick Junction. The reason for an April start was to allow for better spacing of events and leaving one free weekend that may be used by a club who may have lost out to the weather. The week prior to the event was almost wall to wall rain and showed in the lower field, with many cars needing to be towed out of the mud. Many thanks to Niall and Dave with the 4 x 4 kit, not bad at a fiver a pull.

Saturday Day one.

After a pilots briefing in the club house with the rain still coming down it was decided to review the weather at 1-30. To fill out the time some went to the pub and some of us went to Gordon’s where we had tea, biscuits and watched flying videos from the lower shelf. We all meet up for lunch and decided to call it a day based on the visible sky line and weather report, sure enough 1 hour later the weather improved no end, to late to call a round and haul everybody back through the mud.

An enjoyable evening meal in the local hotel was to see more eating than flying.

Sunday Day two.

Sunday was to prove much better with the planes getting to the air on time after a demo flight by Angus for the judges. After round1 of tier1 first place was to see a draw between Shane and Ray with very little to separate the entire tier.
Judging was to be a cold station for all on the day. Several layers needed to keep even mildly warm. Tier 2 with only 5 entrants were next up, Angus was to be a clear winner here.

A second round of tier 1 got through just before rain set in. Shane was to take the 1000 with Niall putting in a very strong second flight. Lunch from the Bar - B- Q was a must at this stage and many thanks to Johnny and Ita for the cooking and Sylvia for the food preparation. The weather did not know what it wanted to do with it spitting on and off.

Ray flew a demo round of F-09, it had been hoped to fly a round if the weather allowed.

After a bit of a wait, round 2 of tier 2 was launched once again, Angus a convincing winner and this now releases him from the shackles of tier 2 and he will carve his way up through tier 1. Nice to see fuel power cdi’s win both tiers in an electric world I think you will agree Gordon.

The weather once again was to play a hand in events and it was decided to call it a day.

Many thanks to all who entered, helped, judged, cooked and to Luke and Libby for their help with the scoring.

Tier 1 winner Shane

Tier 2 winner Angus.

Happy campers waiting to be fed.

Leslie Cowpar IRL 2200
<table>
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<tr>
<th>Rank</th>
<th>Pilot</th>
<th>Total Normalised Raw Score</th>
<th>Normalised Raw Score</th>
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<tr>
<td>1</td>
<td>Shane Robinson</td>
<td>1000.0</td>
<td>1000.0</td>
</tr>
<tr>
<td>2</td>
<td>Ray Keane</td>
<td>956.7</td>
<td>956.7</td>
</tr>
<tr>
<td>3</td>
<td>Niall O'Sullivan</td>
<td>925.5</td>
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<tr>
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<td>John Martin</td>
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<td>Gordan James</td>
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<td>Brian Carolan</td>
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<td>Paul Houlihan</td>
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<td>8</td>
<td>Noel Barrett</td>
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LEINSTER AEROBATIC CHAMPS

Due to the decreasing number of Clubs interested in running comps we at the Model County Flying Club were asked to run this comp in addition to our usual one.

We, after considerable debate about losing the field for club activity and the extra work load, decided to go ahead and run this comp. We also owe the Cork Model Flying Club a 'thank you' for facilitating us re the dates.

The forecast was for a windy/showery Sat morn and then an improvement. This is what we got.

We had time, allowing for one long weather break, to run a complete comp with all rounds being flown.

For the first time in Ireland there was an 'F' round flown.

This is the schedule flown by the top 30% at the World Champs in the Semi Finals and the Final. This is a more difficult schedule with manoeuvres like a loop with reversed integrated rolls, knife edge loop and 1&1/2 snap rolls from knife edge to opposite knife edge.

There was a good turn-out for F3A Tier1 and Tier2.

Both of these classes were very closely fought affairs with a good standard of flying in both. It was great to see Paddy Gavin return to Masters which he won in style.
We had no Sports Class entry, perhaps because it was so early in the year. We would like to see and would welcome some renewed interest in this. So if you think you can fly a model aeroplane why not come along and have a go.

There was a social get together on Sat, evening which was well attended and enjoyed by all.

There was food and refreshments available all day Sat, and Sun, mostly off the BBQ. The food available included homemade buns, strawberries and cream as treats for the guests and helpers.

*Brian Carolan CD*
### F3A Tier 1

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A Blast from the past

Below are some pictures, one from days long gone by. This was taken at Coonagh airfield circa 1979. The models in this picture are somewhat different from today.

The second picture is of Tony Darcy taken at Spanish Point Flying Club in may of 2009, a difference of thirty years between both of them.

George Loftus
EI-1377
Longford Model Aero Club

A Brief History of our club

Longford Model Aero Club began its existence circa. 1994, with the grand total of six members. The founding committee consisted of Ray Fenelon, John Etherton, Liam Farrelly and Dave Furneaux, later on to include such long standing current members such as Dave Foley, Colm Kelly and others.

Finding a suitable flying site is challenging at the best of times and we tried various locations until we eventually found a suitable place within 2-3 miles of Longford Town (ironically our best flying sites have been within a similar distance from the town).

The typical club training models at that time were the famous Yamamoto’s, Mascot’s etc. Also Aircore 40’s, many will remember the Aircores, as they were certainly not for the “purist”. They are manufactured from corrugated plastic which was quite heavy, but extremely durable.

The Aerobatic aircraft consisted of Acro Wots, Limbo Dancers etc. John Etherton was one of the clubs most prolific builders, as John would often tear into a pile of balsa at any time of the day or night and before we knew it he would arrive the field with one of his latest creations, such as a Zac or a Limbo Dancer. Indeed Dave Foley is another with a keen appetite for building, however most of us just did the minimum of building and craved for the day of good quality ARTF models, which thankfully eventually arrived.

We have done some charity events over the years including a 3 hour “non” stop flight with a Flair Cub for People in need, for which we raised almost €1200.00 We have attended many of the shows such as the Abbeyshrule Air display (which sadly is a distant memory), we also attended Vintage Fairs etc. on a regular basis.

Our club membership numbers have ebbed and flowed over the years from a high of around 30 and back down to 6 members at one point!
Even though we had a great rapport with the landowners of the flying sites where we flew for several years, we have always set our sights on owning our own permanent site. This became a priority when we had some disabled members and found that they had difficulty with access and mobility of wheelchairs in wet ground conditions.

We decided to approach Bord Na Mona with a view to acquiring a suitable flying site and we eventually found a suitable site. After several years we purchased the site and have had the site developed to our needs, with a lot of effort from the members and kind help from several organizations.

We were on “cloud nine” so to speak, however a farmer that has land in our area decided that he was going to put a stop to the flying (for no genuine reason other than he did not like to see us enjoying ourselves!).

Unfortunately, due to the farmers antics we have been faced with refusal of planning and also the loss of an appeal to An Bord Pleanala, mainly due to the roadway issues, even though the amount of vehicle using the laneway was minimal.

Naturally all of this has had a negative impact on our club, however we started to do some indoor flying at Newtownforbes Sports Complex last winter, which has been great fun to say the least.

We also have located another suitable location to flying site, so things are certainly looking up for us once again.

Fortunately, we have had a very strong core of members over the last few years and we are delighted to see that the club is in such a healthy state, in spite of the negatives.

All I can say at this point is “Long live Longford Model Aero Club”!

Dave Furneaux,
IRL-1681)
Getting Started

Having had a keen interest in all things aeronautical, I decided to invest in my first glow powered model airplane about 15 years ago. So I'm off to Eason's to get a magazine on model flying. As luck would have it, I picked up R/C Model Flying World and looking wide eyed at all the Spitfire's, Mustang's and other warbirds, I thought this model flying game is for me.

The next hurdle was where to buy, how much will it cost and who to ask. I saw an ad for Kilkenny model supplies and a phone number; enter one Peter Bull to the scene. Yes indeed he said, I can supply you any model at any price just call and see me.

So off with me and my dad to see Mr Bull, sadly he is now gone to his eternal reward, who showed us a simple trainer which was a very early ARTF. Baffled by dihedral angles, C of G positions, nicads etc. we made our escape and headed for Kilkenny to chew on it over lunch.

When passing by a computer shop I noticed a Commodore 64 in the window which was a big step up from my humble Sinclair zx spectrum, so with model airplane money in hand I arrived home to Tipp, the proud owner of a Commodore 64, with model flying a distant memory.
‘Fast forward a few years’; in Eason's again browsing the computer mags I came across RCM&E and was once again bitten by the magnificent scale Spitfire on the glossy cover. While reading through the magazine on the way home, I came across an advert for an unbreakable trainer, the US Aircore 40. ‘This was the one I was waiting for’. Now where would I get it? An advert on the back of my magazine for Longford models stood out so I phoned them up. Have you ever heard of the Aircore 40 I asked? Indeed I have, how many do you want was the reply. I explained to him that I was new to the modelling scene and wanted a good starter. With that he told me he had just the job, a shop demo ready to fly.

So on the road again, just like the song, Longford was the next stop. Within minutes the deal was done and now for that very welcome after sales advice, ‘don’t try and go it alone’, it will be costly and frustrating, advice I was very grateful for. This followed with the name of a gentleman in the Tipperary Model Flying Club, Liam Gleeson.

So the following Sunday, armed with my trainer, I met Liam and followed him to Littleton bog flying site where I nervously introduced myself to the couple of lads that were getting their models ready for a day’s flying. Immediately I knew, this was home from home as one Matt Ryan approached me and questioned, had I got my flask and if I had any apple tart with me. Matt’s advice, whatever about forgetting the wings, don’t forget the flask. So I was off to a very welcoming start.

After a few weeks training I flew my first solo with my trusty Aircore 40 and through many arrivals back to the strip, not landings as we know them, finally got there with the help of my patient colleagues and their buddy box.

As for the Aircore 40, I still have it to this day, although not flying. It is hanging from the rafters of the garage like an old friend who seems to wink every Sunday when the hangar queens are heading for the strip.

So as MACI is heading for its 70th I’m heading for my 15th with TMFC. To MACI, thank you for the years and your promotion of model flying in Ireland, long may you continue.

To my dear friends and colleagues in the Tipperary Model Flying Club, thank you also for your friendship and help through the years.

Yours in Flying,

**Gary Brahan** IRL 3172
John Byrne with his Christen Eagle

Chock’s Away Chap’s
TAKE MY ADVICE...
if you’re going in for petrol or diesel models, do as I did, and start with a Keil Kraft Kit —

Keil Kraft power models are so easy to build, thanks to their really super clear plans, instruction leaflets on building and flying, and modern simplified construction methods. The newcomer to power flying just can’t go wrong if he builds his first power job from one of the many fine Keil Kraft Kits.

In rubber duration models and gliders, too, Keil Kraft offer a range to suit both the beginner and the expert. See these super Kits at your hobby shop.

KEIL KRAFT KITS

MANUFACTURED BY E. KEIL & CO. LTD., LONDON, E.2
1949, we hope, will be a year of successful flying and bring with it satisfaction and enjoyment.

In conveying our wishes, we are sure that the recently widened range of Mills Diesels can help you directly towards achieving your aims, for now you can select the perfect engine for practically every type of power model.

- Mills Diesels are famous the world over for uncompromising workmanship. In everyday practice this fact guarantees you an engine reliable for power and performance under all conditions; and beyond that, it gives you the satisfaction of possessing an engine of distinction.

\[
\begin{align*}
0.75 \text{ c.c.} & \quad - \quad £3 \quad 7 \quad 6 \\
1.3 \text{ c.c.} & \quad - \quad £4 \quad 15 \quad 0 \\
2.4 \text{ c.c.} & \quad - \quad £5 \quad 17 \quad 6
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\]

MILLS BROS. (MODEL ENGINEERS) LTD., LONDON, W.C.1
EDITORIAL by Denis O'Hara

Here we are, in a new year. How things have changed! What is 27 mHz? What is an unsilenced engine? What is a recognised flying site? Where are the world championships this year? Who’s secretary of the M.A.C.I.? What’s the I.A.C. Do two F3A competitions make an F6B? Will Club 20 racing take off in 1981? Who is Flight Lines editor this year? Dammit — I am — nothing’s changed!!

Seriously, some of the items described above will exercise all our thoughts in the coming year so watch this spot! Good flying and happy landings!

Hon. Secretary: John J. Carroll, 34 Seafield Rd, Blackrock, Dublin. Tel. 01 692174
Flight Lines Editor: Denis O’Hara, 43 Osborne Park, Belfast 9. Tel. 662096

The views expressed in Flight Lines are not necessarily those of the Editor or MACI

M.A.C.I. ANNUAL GENERAL MEETING – 21 November 1980

The attendance was, in general, poor. In his report, Chairman Chay Murphy noted with pleasure some of the good points of the past year. He drew particular attention to the improvement in communications between M.A.C.I. council, the M.A.C.I. affiliated clubs and the ordinary M.A.C.I. member due to the excellent efforts of M.A.C.I. Secretary — John Carroll, M.A.C.I. Treasurer — Finbar Constant and Flight Lines Editor — Denis O’Hara. However, it seemed that this improvement had resulted in relatively poor attendances at M.A.C.I. council. He hoped that in 1981 club delegates and officials would do better! He thanked the Irish Radio Control Aerobatics Association for their help with judging at the several F3A competitions held throughout the country. Ending his report he drew the attention of everyone in M.A.C.I. to Joe McCollum’s achievement in placing fourth in the world at the Scale World Championships in Ottawa, and recommended to everyone Joe’s patience, diligence, hard work and dedication to the sport — this after all being the name of the game.

Secretary, John Carroll, in a factual report detailed the meetings of council in 1980. He noted that of the six held, one had not been held, since a quorum had not appeared. Needless to say, he deplored such a state of affairs. He noted with satisfaction that the 27/35 mHz radio saga seemed to be coming to a satisfactory conclusion with only a few ‘Is to be dotted and t’s crossed. The Irish Aviation Club has grumbled along and had not seemed to crown the year with glory, this due to indifferent efforts from some of the key officials. Nevertheless, Faireyhouse had been a resounding success and it was hoped to repeat the show in 1981. Sub-committees were convened to report on a) the feasibility of F3A (Multi) World Championships in Ireland in 1983 and b) to advise on the problem of “approved flying sites” for insurance purposes.

Finbar Constant, the treasurer showed in his accounts a balance of £948.83, a drop of £65.65 from the previous year. There was a membership of 386, of which 32 were juniors. 275 persons were insured (many clubs in Northern Ireland effect their own insurance policies – Editor) and there were 19 clubs. He, naturally, cautioned, that in an inflationary situation, subscriptions would need to rise in 1981, if only to keep the balance static. New rates were approved (see separate note).
The somewhat precarious financial situation, had, reported Denis O’Hara, Flight Lines Editor, resulted in the production of five issues rather than the hoped for six. He thanked all contributors, apologised to those who had sent material, which had not been included due to lack of space, but in particular thanked Finbar Constant, for his accurate address lists and Terence Aston of Belfast Litho Printers for help in production and distribution.

There was no Free Flight report.

Control line Secretary Robin Kane reported on a good year marred by atrocious weather with good attendances at competitions in Ireland. The radio control Secretary Sam McCollum, similarly indicated an “average” year for this branch of the sport, the notable highlight of course being Joe McCollum’s world championship place.

Officers were elected as shown below

- President/C.I.A.M. rep. Joe Dible – unanimous
- Chairman Trevor Hutchinson – unanimous
- Secretary John Carroll – unanimous
- Treasurer Finbar Constant – unanimous
- Flight Lines Editor Denis O’Hara – unanimous
- F/F Sec. Denis McNeill – unanimous
- R/C Sec. Ken Townsend – unanimous
- C/L Sec. Robin Kane – unanimous
- I.A.C. Delegates John Carroll / Shay Murphy

Then followed discussion and voting on changes to constitution and Flying Rules. The major change accepted was to adopt after the 1981 A.G.M., the new draft Constitution as printed in the November 1980 Flight Lines, plus, any amendments felt necessary in the light of nearly one years’ perusal by clubs and members and suitably proposed by the constitutional sub-committee duly authorised by M.A.C.I. to that end.

The proposal introducing R/C aerobatic Class I (essentially F.A.I. F3A) and Class II was adopted and the Intermediate class will cease to exist. It was also agreed to accept the proposal that in Class II, retractable undercarriage and tuned pipes are not permitted.

Later that evening Dinner followed by prize giving was enjoyed by nearly forty members, wives and friends.

**IMPORTANT NOTICE**

As agreed at the 1980 A.G.M. the M.A.C.I. fees for 1981 will be as follows and payable to treasurer Finbar Constant, 20 Melbourne Road, Bishopstown, Cork.

- Senior Affiliation/Associate Fee .............................................. £5.50
- Junior ” ” ” ” ................................................................. £2.50
- Club Affiliation Fee ............................................................ £10.00
- * Late Fee (After 31. 3. 81) ..................................................... £1.00
- * Insurance (Possibly partial) ................................................ £1.50

All fees payable in Irish Pounds.

* The late fee (additional to the affiliation fee of £5.50) becomes due if any rejoining member fails to be affiliated by his club treasurer by 31.3.81. It does not apply to “genuine” new members.
There exists the possibility of a substantial rise in the insurance premium payable by M.A.C.I. in June. If this should happen, then M.A.C.I. must reserve the right to ask for an additional amount to be paid by members requiring a full years insurance. Note, this does not apply to many members in Northern Ireland whose clubs have their own insurance policies - please check with your club officials if in doubt.


much important business was undertaken itemised as follows:-

1. A letter (see copy) has been received from the Department of Posts and Telegraphs indicating that permits will be issued on 35 mhz. It is reproduced for your advice. (Members in Northern Ireland should note that from 1.1.81 35 mhz will be permitted using narrow band F.M. equipment from 35.01 – 35.20 mhz and that wide band AM frequencies will not be legalised). The M.A.C.I. Secretary still wishes to clarify the point in the second paragraph concerning the holding of two permits, and in the fourth paragraph about the wide band frequencies. A sample application form is included for your interest. With regard to question 4 about precise frequency, it is suggested that you insert your “favourite” frequency and don’t confuse officialdom by giving details of your crystals!

2. The Free Flight World Championships are to be held in Burgos, Spain on 7th – 13th August, 1981. Anyone interested should contact the M.A.C.I. Secretary for details. The F3A world championships is to be in Guadalajara, Mexico later in the year (See separate note).

3. Finance/Membership. 391 members, balance £1176.68 (rapidly to be depleted!) Payment of Affiliation fees was requested. (See separate note).

4. Flight Lines. It is hoped to produce six issues towards the end of the odd month (i.e. January, March, May, July, September, November) Copy should be to hand two to three weeks in advance. Club officials should carefully study competition dates / etc since inclusion of a date ahead of the event really needs 2 to 3 months advance notice. Articles and especially photographs were solicited! The advertising rate was decided as £20 per page, £12 per half page, and £7 per ¼ page.

5. The Cork club kindly offered, with anticipated help from the IRCAA, to provide site and facilities for the Triple Crown Event to coincide with the Munster Championships.

6. The report of the “Approved Flying Site” sub-committee was adopted in its entirety to take effect from distribution of this newsheet. (See separate note).

7. A Competition Calendar was drawn up. Many dates/venues remain provisional and members are advised to check in advance. Decisions were taken on Class I/Class II multi q.v.
The “Tipperary Model Flying Cub” was formed in October 1975 with the minimum of six members and today, 34 years later, we can boast of a very active club of 30 members. Among our members of very young and not so young are two dedicated young members, Siné Fleming and John Marnane. Siné is the only female member of the club and watched over by dad, Willie, while John, who recently had his first solo flight of a Ready 2 aircraft is the son of our current treasurer, Pat.

Current officers of the club are as follows:
Chairman, Brian Johnson, Shanbally, Cloheen.
Secretary, Maurice Walsh, Castlecourt, Carrick-On-Suir.
Treasurer, Pat Marnane, Woodenstown, Cahir.

As mentioned earlier, the club was formed in 1975 and affiliated to the “Model Aeronautics Council of Ireland” in 1976. In the early days we operated from a flying site in Roscrea, courtesy of the Roe family in Killavilla. For many years our models could be seen in the skies over Killavilla and were always a welcome sight. Although the field was shared with a herd of Friesians, it presented no problem, and once their curiosity was satisfied they ambled away to allow us get on with our business of flying or crashing. Yes, single channel bang bang with no elevator wasn’t the best way to get a model down especially when one had to contend with 60 foot high beech trees. However, thankfully, we have progressed from those early days and now have the sophistication of computerised radio sets with mind boggling technology.

John with his Ready 2
The earlier days again remind me of the free flight models which were powered by several metres of 5mm wide rubber or a small diesel stuck on the nose which we chased over ditches from field to field hoping to get it back intact. The excuse for cigarette smoking then was the need to light the fuse through the rubber band holding the tail down.

In 1979 and early 1980s “Tipperary Model Flying Club” hosted the “Midland Model Flying Championships” which were held in Birr Airfield, Co. Offaly, courtesy of the owners, the Corboy family, the Midland Flying Club and later the Ormond Flying Club, whose members resorted to cross country flying for the week-end to allow us get on with our competitions. The author was a founder member of the Ormond Flying Club and in 1980 had a first solo flight in a Rally Morane 100.

The competitions we ran covered all disciplines of our hobby with of course the absence of helicopters. Sadly, due to our small membership then, we were forced to discontinue with these championships and concentrate on taking part in the other national run events.

As there is now a good Midland Model Flying Club operating on a bog site in Boora, who knows, maybe we will someday see the resurrection of the Midland Championships?

As our membership started to grow and extend throughout the long County of Tipp, it was time to search for a second flying site and the by-roads of mid Tipp were travelled in our search. Once again, courtesy of the Mockler family on the North West side of Thurles, we were facilitated and again shared our site with a herd of curious cattle. A good shovel was always in demand and an important part of the check-list before leaving home.
As time went on and as the Southern numbers started to increase, it was
time to search again and having spent some time in Thurles racecourse, we finally
settled on a Littleton bog site owned by the Quirke family who extended a ‘Cead
Mile Failte’ and put at our disposal a section of bog which is now developed and
fenced and is probably among the safest flying sites in the country. We also have
in situ a portacabin which is used for meetings, gossip and of course the
mandatory cuppa.

Ten years plus have now gone by since we arrived in Littleton and
whereas 34 years ago, 50% of our members came from North Tipp, this is now at
20%. What a turnaround!

During the summer months, flying will take place two or three evenings
per week and on most Sundays throughout the year, weather permitting. On a
fine Sunday one can see a good mix of trainers, scale models, gliders and
helicopters and not forgetting Tommy with his r/c buggy.

New members are always welcome in our club where they are first
introduced to our Club’s Constitution, Flying and Safety rules. Complimentary
training facilities are available which eliminates the frustration of repairs and
replacements which sometimes can have a negative effect on a young person
going involved in aeromodelling.

Our annual trip to the BMFA Nationals takes place again this year at the
end of August when the fun starts with “who sleeps with who”. Yes, we share,
room and separate beds of course.
On a personal note, when I look back on the past 34 years since the formation of our club, all six founding members are still with us, thank God. Five of us are still active flyers and hopefully will carry on for some time to come. Forgive me if I sound a little biased if I refer to our club as one of the finest in the country. The camaraderie among the members is wonderful and the craic and bantering is great. Long may it continue?

Our club, and I am sure all others, should be very grateful to the landowners who facilitated us over the years. Without these people our sport and our hobby would be almost non-existent.

As we now celebrate the 70th anniversary of the “Model Aeronautics Council of Ireland” we wish the association continued success in promoting this wonderful sport and we pay tribute to those who were responsible for its formation and continued success throughout the years.

Thank you and well done!

Michael McEvoy
IRL – 709
Tipperary Model Flying Club. mmacabhui@gmail.com

Our website can be found @ www.roscreaonline.com or link from www.mac.ie
On the 6th of June last we held the 2009 Scale Gala. We modelers never seem to catch a break with the weather and considering the previous weekend, we could not have been more unlucky. Either way we and our competitors battled on bravely and an enjoyable and jovial event was held.

Modelers traveled from as far as Cavan in their mobile house!?!?! starting out as early as five o’clock in the morning to get to the competition. It was a pity that more competitors did not attend but that is their loss and ours. These events are supposed to be about competing and a gathering of like minded individuals for a day of banter and enjoyment.

*Chocks Away*

*Here we go*
With Eamonn Keenan competing in F4C I was witnessing flying as good as any I have seen from Eamonn especially considering the windy conditions. Even with no competition in this class he gave a great display and was in spirited good humour as always throughout the day, keeping us all amused with his anecdotes and stories, thanks Eamonn.

In Clubman there was tough competition for the top spot with Liam butler with his YAK 54 just beating our own Andy Ryan flying a Cub. The conditions made it very difficult to fly a high wing plane such as the Cub with great precision and grace, but great efforts were made by Andy.

But in NOVICE there was James Murphy who would have given anyone in Clubman a run for their money with his PC9 which seemed to be flying in calm conditions. I hope that James will attend the Nationals and possibly enter Clubman. If he does, watch out as he is a rising star.

Overall a good day was had and plenty of food on the Barbeque all day. The competition basically ran itself as all knew what to do. Many thanks to our competitors and Judges especially Steve Quigley. Also many thanks to our club, and members, for allowing us to run this event and others. There appears to be very few clubs willing to do this, I wonder why? Yes there is quite a lot of work involved but I for one, will be there again helping, if we host another scale event next year. So maybe make the effort and travel to an event this year before it’s too late.
### Winners All

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<tr>
<th>NAME</th>
<th>CLASS</th>
<th>Round 1</th>
<th>Round 2</th>
<th>Round 3</th>
<th>Final Score</th>
<th>Place</th>
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<td>F4C</td>
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<td>1417</td>
<td>------</td>
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</tr>
<tr>
<td>Liam Butler</td>
<td>Clubman</td>
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<td>1664</td>
<td>------</td>
<td>1567.25</td>
<td>1st</td>
</tr>
<tr>
<td>Andy Ryan</td>
<td>Clubman</td>
<td>1326</td>
<td>1359.5</td>
<td>------</td>
<td>1342.75</td>
<td>2nd</td>
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<tr>
<td>James Murphy</td>
<td>Novice</td>
<td>1511</td>
<td>1360</td>
<td>------</td>
<td>1435.5</td>
<td>1st</td>
</tr>
</tbody>
</table>

**Dessie Owens**

IRL-4503
Thunderstorms, lightning, flash flooding and so called heavy showers merging to more prolonged periods of rain with sunny spells predominated in the days preceding the Scale Fly In hosted by Laois Mac for the Scale Model Flying Association. A particularly wicked mix.

A contingent of our usual attending pilots were put off by the bad omens for weather conditions predicted by Met Eireann and didn't turn up. As with everything the devil is in the detail, and luckily the morning held well with sunny spells and light south easterly winds, which extended into the early afternoon when showers and then heavier rain became the feature of the day.

Good flying was there in the morning for those who made it early, and flying between the showers for those who came later.

Joe 0'Sullivan flew a Pitts biplane with style, putting the aircraft through a varied menu of manoeuvres, as did Eamonn Keenan with his Harmon Rocket. Eamonn has a clipped wing Piper Cub on his building board and almost complete. The Scale boffins eagerly await it's arrival.
Mick Murphy who is currently working on further improvements for his Curtiss P40E war hawk, flew his robust Corsair with gusto, as did Martin Sweeney his smart Cessna. Of interest, Martin has completed the fitting out of a large scale Cap with 50cc petrol engine, and Spitfire powered by a four stroke 120 from the SC stable, and the arrival of both machines are awaited.

Steve who flew his legendary Piper Arrow, has almost completed construction of his Spitfire from RCME plans and design by Tony Nuijhus, the first flight looms very soon. A brace of Spitfires in Laois will certainly raise the bar for other pilots.

Denis got his Extra 3 SOL sorted, some fine engine tuning did the trick, and devoured the sky with nail biting manoeuvres. Paul Fetherstonhaugh flew his usual Spacewalker, which putters along nicely. Kieran McEvoy came for a part of the day, and offered advice where needed to distressed pilots. Kieran is working on a PC 9 for those prevalent windy days.

Good chat, banter and high spirits lifted the afternoon grey, and those who came enjoyed the day. Thanks to Joe and Eamonn for making it down for the day despite the dire forecast.

Paul H. Fetherstonhaugh
Laois Scale Championships
Saturday 25th July 2009

As a tribute to the first flight across the English channel by Louis Bleriot on 25th July 1909, it was appropriate and timely that Laois MAC should hold their Scale Championship some 100 years later to the day. A commemorative painting was commissioned by the Club to mark this day and completed by renowned artist and sculptor Eamonn Keenan.

Although July has been a thoroughly wet and windy month, Laois MAC struck gold again, when the only good day as forecasted by Met Eireann held true, with calm conditions and pleasant sunshine. Regrettably, the wind got up as the day wore on, but nevertheless the day held well overall.

The number of entrants was a tad disappointing, but those who came were rewarded with a relaxed and good humoured day. The committed flyer is the enthusiast who brings out the best of what is good about scale flying, and is always eager to share new ideas and projects.

The F4C pilots were first off the block with Dave who flew his Dart Kitten, and although an early engine glitch spoiled the first take off, it was in double quick time that Dave overcame this and flew to success. The Dart Kitten in red and silver colours has a perfect scale speed and the flying by Dave was impressive and deft.

Paul flew his De Havilland Beaver, powered by an OS 48 four stroke, which while steadfast in early calm conditions, was thrown about in the later wind. Turbulence on approach and landing was a challenge for lightly loaded models.
Eamonn the wise flew his Decathalon to his enviable high standard, a plane which penetrated the later wind with ease. This high standard is hard to match.

In MACI Scale came Walter Reno with his excellent Storch built to a high and exact standard. Nothing less for Walter will do. This was Walters first outing in scale competition, and his flying skills matched his building capabilities, both well performed and measured. It has been said before - watch out for Walter.

Clubman’s is the class of hot contest, and this event didn't disappoint. First was Steve with his Piper Arrow who narrowly pipped Kieran to second place. Kieran flew his new Seagull PC9, after a recent recovery from an out landing in dense adjoining woodland, a result of dreaded dead stick and power glow failure. Martin flew to the delight of all his newly acquired Spitfire, a marvellous sight to behold with a convincing scale engine note.

In the bigger class of scale, a clipped wing Piper Cub was flown by Andy which captured the attention of all, and a superb sight on low pass and wing bank manoeuvres showing off it's blue and white sunburst pattern.

All three rounds were flown, the day much enjoyed, and a special thanks to all those who came, and to our perpetual workers, Steve-CD, Aoife-Champion Cook, Denis-number cruncWer and our Judges.

Paul H. Fetherstohaugh
TIPPERARY R/C CHAMPIONSHIPS  By Michael McEvoy.

The Tipperary R/C Championships were held at Birr Airfield on 21st & 22nd of July.

Although the numbers were down on last year the weather was considerably better. There were 21 entries in all. Multi, 9 Scale, 4 Intermediate 8.

Flying got under way at 11.15 hrs. Saturday with 2 Rounds Intermediate. A break for lunch and straight into 2 rounds A & B Multi followed after a short break with 1 Round Scale.

Sunday 10.45 hrs. We were away again with final Round of Intermediate followed by one Round of Multi A. Break for lunch and final Round of Multi was flown schedule. Followed by a final Round of Scale.

Scores were counted by Matt and Liam Ryan in The Midland Flying Club Bus while Noel O'Meara kept very tight control on the Transmitter pound which resulted in an interference free week-end.

We had some full size aircraft to contend with but this proved no problem as we had constant ground to air Radio contact courtesy of the Midland Flying Club.

The two full size Clubs using the field, the Midland Flying Club and The Ormond Flying Club kindly refrained from circuit flying over the week-end.

Before prizinggiving our chairman Joss Carroll in his summing up thanked Mr. Paddy Corby owned of the airfield, The Midland Flying Club for their help and co-operation, the Ormond Flying Club and the Judges, Joe Dible, Jim McCarthy, Shay Murphy (Multi and Scale Judges) John Greene, Kevin Doherty, Fred Burke, Harold Stewart and Trevor Hutchinson (Intermediate Judges)


It is our intention now to make this competition an Annual July Event and may register for I.A.C. points.

Our thanks again to Mr. Paddy Corby, The Midland Flying Club and to our Judges, one of whom as a grand finale demonstrated his skills behind the controls of a full size champ.

Until next July “Happy Flying”

SHANKILL RADIO FLYING CLUB.

Following the successfully run scale symposium earlier in the year a scale day will be held at Gallery Flying Field (beside the Sugar Leaf) on Sunday September 30th with flying from 2 O’Clock. This is open to any M.A.C.I. member with a Class 2 model. The object is to encourage as many scale models as possible to be flown and therefore proxy flying will be allowed. It is not a contest as such and there will be no static judging, but awards will be made on the general appearance in the air e.g. realism in flight, etc. Nor will there be any formal sequence of maneuvers to be performed. A Tranny pound will be in operation, but provided the frequency is free, the pilot may fly as often as he wishes. It is hoped to make this an annual event with a relaxed atmosphere and a chance for scale flyers to get together and enjoy themselves. There will be no entry fee and anyone with queries can phone B. Hewson Home - 01 - 980815.
TIPPERARY R/C CHAMPIONSHIPS
Photos Joe Carroll.
MUNSTER R/C CHAMPS
FARRANFORE
MAY 1979.

D. O’Hara with
M.K. Atlas,
Futaba F.M.
O.S. 60 F.S.R.
Rhom Air
Retracts
Drag Flaps
Fiberglass
Fuselage
J. Beasley,
Webra Champion
Perry Pump.
Multiplex F. M.
R.C. Gear.

Paul Brennan’s
Model features
flaps and
Tuned Pipe.

Robert Kemp
with model
at Farranfore.

Do we have
ignition,
Take off at
Farranfore,
J. Clarkes
Tiger Moth.
MUNSTER R/C CHAMPS  
FARRANFORE  
MAY 1979.

J. Duggan with model "Fury" at 
Farranfore, 
Features O.S. 
Goldhead, enf 
Simprop Radio. 
Assisting John is 
Larry Murray 
L.M.F.C. 
For a good deal 
in New or 
second hand 
gears contact Larry 
at Galvone P.O. 
Limerick.

Paddy Bulger 
preparing to fly 
his Comper Swift 
at Farranfore 1979.

"Well that Editor 
 fellow seems 
to have got off 
his butt this time"! 
Joe Dible Judging 
at Farranfore 1979

Jim Clark's Tiger 
Moth in Flight.
SOUTH LEINSTER CHAMPS 2009

Well yet again the recent run of weather was not all that encouraging. However here in the 'Sunny South East' we always remain hopeful as weather wise we get our fair share of the good stuff. Sure enough it turned out perfect for a comp, being a bit windy on Saturday and with really nice air on Sunday.

We were not expecting a huge turnout due to the bad run of weather and we were pleasantly surprised to have an entry of 14 or 15 pilots.

This entry included 4 for Masters, which was great to see as this class has been struggling for the last few years.

The event ran in a relaxed, but efficient, manner with everybody enjoying the two days of competition, chat & banter, BBQ and a social night on Saturday.

F3A was competitive as is usual now with rounds being shared in Tier 1 and Noel dominating in T 2.

We are now well into the 2nd season of P09 and the standard is reflecting this. Make a mistake and you slip down the order quickly. Angus flew an 'F' schedule on Sunday which was truly 'world class'. Ray and John also flew high quality F schedules.

The other highlight of the comp, was the competitive Masters class with Paddy Gavin and James Murphy duelling for first and second places while Dessie was being hounded and harassed by Dominic who tried every trick in the book to shake 3rd from Dessie's grasp.

K. Murphy landing

Let go Angus
James took a worthy 1st in the end while Dessie held on to third in spite of Dominic's barnstorming of the judges in an attempt at intimidation, which for a while seemed to be working if the look on Ray Keane's face was anything to go by.

On the hospitality front the competitors were greeted with a cuppa with homemade buns each morning, a large variety from the BBQ/Salad table all day each day and the now usual strawberries and cream.

On Saturday night we all went out to dinner which went down well and then most of us went further a field for a few beers and a game of pool.

For the prize giving, we had the now usual framed certificates for all classes. The members of the IMAAA decided some time ago the spend at our comps should mostly be on hospitality and facilities rather than spending our meagre budgets on shiny plastic and cheap 'crystal'. This way all who attend share in the spend for the most part rather than the 'usual suspects' walking off with all the spoils. All of the prizes were graciously accepted by the prize-winners.
I would like to thank the club members for making the site available and ready as well as all those who attended. A special thanks to those who helped out and to Daphne and Collette.

See you all again next year and maybe some new faces should any of the other 'pilots' fancy a go.

RESULTS SOUTH LEINSTER CHAMPS 2009

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<th>GROUP</th>
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<td>Angus Balfour</td>
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<td>Noel Barett</td>
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<td>MASTERS</td>
<td>1</td>
<td>James Murphy</td>
<td>3000</td>
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<tr>
<td>MASTERS</td>
<td>2</td>
<td>Paddy Gavin</td>
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<tr>
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<td>3</td>
<td>Dessie Owens</td>
<td>2299</td>
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<tr>
<td>MASTERS</td>
<td>4</td>
<td>Dominick Ryan</td>
<td>1802</td>
</tr>
</tbody>
</table>

Brian Carolan  
Comp. Director
HOME INTERNATIONAL CONTROL LINE AEROBATICS 2009
TOMMY PATTON PARK, BELFAST 23/24 MAY

For the twenty fourth time, England, Ireland, Scotland and Wales were all represented at this unique event and were warmly welcomed by Belfast MFC as hosts. The Belfast City Council sponsored the event with a Reception on Friday evening, and for this facilitated the use of the local Sydenham Bowling Club hall, behind the site, as the City Hall is being renovated and is not available. The local Councillor, Jim Rogers, who has a particular interest in Sport, made everyone welcome, and came along to see the flying on Saturday. The site at Tommy Patton Park is also provided by the Council and has tarmac and grass circles which are very much used and appreciated by the Belfast Club. Kevin Barry, who flew in the Irish Team, is also President of the Model Aeronautics Council of Ireland, who contributed to the finances of the event.

Saturday morning saw the event under way. The English Team was Bill Draper, Barry Robinson and Eddie Sharp, with Dave Roberts, Ray Lloyd and John Allcock for Wales. Ian Galt and Peter Miller represented Scotland, and the Irish team was Peter Bradshaw, Maurice Doyle and Kevin Barry. The English Judge was John Bonner, the Welsh Judge Dave Copeland, and Mitchell Shaw and John Black from the local Club completed the Judging panel. All the fliers and the organisers are indebted to these four, who gave their time and endured very inclement conditions to allow the event to proceed.
The weather forecast was to be wet and windy on Saturday am, but to clear and calm somewhat after lunch. Sunday was to be similar to Saturday pm. Unfortunately, the first part was accurate, but the improvement was not sustained. The first Round was flown in marginal conditions, but the turbulent wind was a problem. The light rain ceased. After the Lunch break, the wind became more unpredictable, and the second Round was abandoned when some fliers had difficulties. The site has trees about 6m high on three sides, with some gaps between, and the wind direction was causing turbulence over the trees and through the gaps. It was hoped that by the start of the third Round the forecast reduction in wind speed would make flying more predictable, and so it proved, but not by as much as we had hoped.

Flying in his first Home International, John Allcock was a victim of circumstances in the third round when a stray dog somehow got through the fence (newly mended by the Council) and into the circle. After a short time, it was persuaded out of the way, and John resumed his schedule. As an experienced Team Racing flier, John has applies his knowledge of engines to achieving the perfect Aerobatics run. His four stroke ran very sweetly throughout the event, and he was very willing to share his expertise with other fliers. Most fliers used tried and tested models and motors, since success in Aerobatics is aided by reliability, and nearly all schedules were completed inside the seven minutes.

The most popular motor was probably Super Tigre, with Bill Draper, Peter Bradshaw and Ian Galt using ST51s, and Kevin Barry and Maurice Doyle ST60s. Peter Miller used an Enya, which used to be Bill Draper’s choice, Barry Robinson and Eddie Sharp used Retros with tuned pipes, and Ray Lloyd a Rustler Merco.
The models were even more diverse, showing that there is no fixed formula to win in Aerobatics. Bill Draper had his Super Hawk, no 35, Barry Robinson a Dago Red, Eddie Sharp a Super Staris, Dave Roberts a Cobra in National colours, Ray Lloyd his Pendle Witch, John Alcock a Cappicat, Ian Galt a Joelle(?), Peter Millar an enlarged Spectre, Peter Bradshaw a new Blue Pearl, Kevin Barry a Trivial Pursuit variant, and Maurice Doyle his Aguila.

From the start, the English team set the pace, closely followed by Wales, and they were even more closely followed by Ireland. In the third round, many fliers showed remarkable consistency in their scores, as did the team totals. The team totals for each round were within about 90 points of each other, with the exception of the Scots, who raised their score by nearly 500 points in the third round, thanks to the mysterious A N Other. Ireland raised their score slightly, but not enough to catch Wales. The relative positions therefore remained the same, so the order was England first, Wales second, Ireland third and Scotland fourth.

Two rounds were therefore safely on the board as everyone set off to Bangor on Saturday evening for a well earned meal in agreeable surroundings. The evening was very settled and the indications were good for Sunday. Unfortunately, the morning was fine but at least as windy as on Saturday, and the fourth Round was abandoned after some major problems were caused by the swirling wind.
It was again hoped that the wind would slacken, but it was still stretching the windsock literally to breaking point when it was decided to abandon the fifth Round. The event was decided on the two Rounds flown on Saturday, a big disappointment for everyone, but dictated by circumstances outside our control.

The prize-giving was held in the hall at nearby Blanchflower Park, again courtesy of the Council, and the location of our previous flying site (before it was submerged below a dual carriageway! You should see what that did to the (relatively) flat circle!). This event started here in 1986, so this was its twenty fourth year, and John Hamilton, who started it off, was present to see the event continue and prosper. The Belfast Club were very pleased to see the strong support, and appreciate the effort made by all present. To the visitors in particular for travelling to the event, to arrange accommodation, organise the Reception and meals, run the competition, Judge and tabulate the results, Thank You to everyone. After some welcome refreshment, the Cool Products Cup was once again presented to England, so congratulations to them, with Wales second (for the first time?), Ireland third and Scotland fourth.
This Report will be published in Aviation Modeler International, which will likely have more Photos’.

Photographs Kevin Barry (most) and Maurice Doyle

### RESULTS

<table>
<thead>
<tr>
<th></th>
<th>Round 1</th>
<th>Round 2</th>
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*Maurice Doyle*
Photo’s from Sean Turner
2009 MACI Competition Dates

For all the latest information visit -------www.maci.ie

Date: Competition: Venue:

F3A Aerobatics

Aug 18th to 30th 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)

Scale

Sept 13 Scale fly in Roundwood
Sept 19/20 Scale Nationals Portlaoise.

Contact Paul Fetherstonhaugh 087-1331736

Sept 27 Scale Fly in Curragh

Helicopter

Sept 19/20 Heli Nationals Carron
**Control Line**
Sept 19/20  Control line Nationals  TBA

**Glider**
Sept 12/13  ISR Glide In  Mt. Leinster

**Bring & Buy sale**
October 31  Royal County Aeromodellers Bring & Buy Sale  T.B.A.