Flightlines



Inside this edition;

South Leinster Champs Scale Nationals Kerry Glide-In





Up Close and Personal at the Kerry Glide-In

Contents

MACI Committee 2013	Page 2
Editorial	Page 3
AAA	Page 4
Kerry Glide-In	Page 6
Scale Nationals	Page 16
South Leinster Champs	Page 20

On the Cover: Joe O'Sullivan's Fokker D7 at the Scale Nats.

The next MACI Council Meeting will take place on Tuesday January 21st 2014 in the Maldron Hotel, Portlaoise, at 8:00pm.

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

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Editorial

So another year comes to an end, (in terms of producing Flightlines is concerned anyway). Compared to the last couple of years,

2013 has been a very good year, weather-wise, for us flyers to pursue our airborne activities.

As I write this, we seem to be just coming to the end of a mini 'Indian Summer', the leaves are only just starting to fall. This should help to make the Winter seem much shorter.

This is also the time of year when the MACI Annual General Meeting takes place. It will take place on Saturday the 30th of November at the Maldron Hotel, Portlaoise at 14.00 hours sharp, (Meal at 18.00 hours). It is important that all clubs affiliated to MACI are represented at the AGM. This is your opportunity to influence the future running of MACI, with issues like changes to the constitution and the election of officers for 2014. Please try to have someone representing your club at the meeting. Anyone attending the AGM is assured of a warm welcome, and your views and participation will be appreciated.

I would like to take this opportunity to thank everyone who made contributions to Flightlines over the past year. Please keep them coming in.

Here's to a safe and enjoyable 2014.

Chris Clarke

AAA 2013 Brinny, Co. Cork.

The AAA was hosted by the Cork Model Aero Club at its Brinny flying site on the 8th of September. The morning weather looked promising with slack winds and blues skies. There was nine entries the competition with six flying in Tier 1 and three flying in Tier 2. Niall O'Sullivan was the Contest Director on the day and he wasn't shy in keeping the flights moving and progressing through the day. Congratulations to to both Angus Balfour and Michael Blake for winning Tier 1 and 2 respectively.

The Cork Model aero Club would like to thank all of the entrants for travelling to the competition and judging. A special thanks to David Foley for travelling and being a standing judge for the competition. The club would also like to thank all those who helped with the preparation of the site and to all those who helped on the day including; Matt Quin, Niall O'Sullivan, Sean Hourigan, Shane Robinson and Richard O'Brien.

Tier 1

Place	Name	Round 1(N)	Round 2(N)	Round 3(N)	Total
1	Angus Balfour	1000	1000	1000	2000
2	Shane Robinson	976.1	992.02	983.9	1975.92
3	Niall O'Sullivan	966.14	936.13	969.82	1892.32
4	James Murphy	950.2	942.12	901.41	1892.32
5	Brian Carolan	938.25	924.15	937.63	1875.88
6	Ray Keane	884.46	866.27	939.64	1824.1

Tier 2

Place	Name	Round 1(N)	Round 2(N)	Round 3(N)	Total
1	Michael Blake	1000	990.7	1000	2000
2	Robert Telford	970.44	1000	952.27	1970.44
3	Paul Houlihan	963.05	986.05	942.72	1949.1





You are Cordially Invited to Attend the Model Aeronautics Council of Ireland AGM which will take place on Saturday 30th November at 2:00pm prompt in the Maldron Hotel Portlaoise.

The Hotel is offering a discounted room rate to anyone wanting to stay overnight.

Single Room: €69 B&B Double/Twin Room: €79 B&B

Anyone booking in advance should mention that they're attending the MACI AGM that day.





Kerry Glide-In 2013

As 2013 is the year of "The Gathering" in Ireland, I thought it a good year to kick off this "event". County Kerry where I live is blessed with particularly good slope soaring conditions (both terrain and lots of wind), so I thought it might be a good idea to invite people from both other parts of Ireland as well as anywhere else in the world to get together for a few days flying (and craic) in some stunning scenery and epic slope conditions... I have hosted groups from the UK and Finland here before, the idea is now to make this a regular annual event.

The format is an informal "fly what you brung", but, if anyone wants to bring timing gear and set up some racing, that would be great too (in 2010 we had a great day of F3F racing at Annascaul).



The "core" dates this year were 4 - 5 May. As some parties had commitments later in May. they arrived earlier. and others came for the full week after the "core" weekend. As a result I took 2 weeks leave from work. and ended up flying almost

every single day of those 2 weeks!

The Finnish contingent of Harri and Juha were the first to arrive on the 1st of May, and the three of us had some great flying in conditions ranging from light to good days of lift at Camp (Caher Conree), the "back slope" at Annascaul, and the windfarm just to the north of Tralee.



Every time Harri visits here he leaves me with a big case of "plane envy"! This time around demonstrated how efficient the 2 m Erwin 5 is: even in verv light conditions, that plane can rip! Most

impressive (or is it actually the pilot each time?!).

My house guests (Stuart Wallace - aka "Gromit" - , and Andy Burgoune, both from the UK) arrived the Friday evening. The Saturday saw the biggest crowd of the glide-in: I forgot to count, but there must have been 15-18 of us on the hill, including five Irish flyers (from Counties Clare and Cork). It was a long day and lift never failed!

I thought it a good idea to hand over the narrative to Gromit: he has written a great blog from the perspective of a "participant", so this is his story:

"My Kerry trip started with an afternoon drive 'Oop North' from my Surrey home to meet up with Andy in the Midlands (Shropshire). The Border crossing was open and the trip up was uneventful. On arrival Andy was putting the last of his gear in his car. He'd fitted a roof box especially but my first thoughts were that it was going to be a tight squeeze to get all my gear in too... After a bit of puzzle solving we got it all in, models inside and clothing etc. in the roofbox. An overnights B&B with Andy ensured that we'd set off in plenty of time to get the Swift ferriy to Dublin from Holyhead.

On the Friday morning we set off early as Andy was keen to stop off at his local first thing, no not the pub, The Long Mynd (slope site). I've only ever been to the Mynd once before which was about 20 yrs ago on the way back from a PSS Comp in North Wales. On that particular visit I didn't see a darn thing as it was shrouded in thick clag (mist) and rain. On this visit though we could see for miles and I look forward to visiting again for a few days flying. I've got a 5 mtr Ventus on the build (still) which would love those big hills.



Stop off no 2 on 11 r Journey was at RAF Vallev off the chance of seeing s o m e flying. We timed perfectly as a pair of Hawks slowly

taxied along close by in front of us with one of the co pilots giving us a wave at the end of the taxi way before lining up on the runway and taking off. I've always loved Hawks, back in the nineties I was well into all things PSS. I drew up plans and scratch built a number of WW2 aircraft and also a wide range of Jets including Hawks.

Rest of the journey to Holyhead went well and we arrived at the Port in good time.

Crossing time on the Swift Fast ferry was scheduled to be only a couple of hours. I always used to feel really ill on ferry crossings but having now done a number of trips on The Oldenberg' to Lundy island these past few years it doesn't bother me so much. Soon after leaving Holyhead though I started to feel rather queasy. It wasn't so much the movement / rolling of the Swift it was the swivel chairs around us that caused it! Any empty swivel chairs were slowly spinning round and round due to the ships movement and it really did make me feel unwell. A move to the comfy seats and a Tom and Jerry video made me feel much better...

On leaving the Ferry Port in Dublin we had a road trip of nearly 200 miles across Ireland before we finally got to Co. Kerry and to our host "Woodstock's" house. It was great to see Chris and his wife Lee again and we were made extremely welcome.

After some excellent Mr. and Mrs. Woodstock hospitality our first job was to unload all our gear from Andy's car and put into Chris's model workshop, garage Warehouse!

Forecast for day 1 of our trip was looking very nice, dry with plenty of wind. The direction (SW) meant we would be visiting the 'Wind farm slope'. I was looking forward to this one as on our last trip over we didn't visit this site. The next day Chris advised everyone on where we'd be flying and we set off keen to get flying. It didn't take us long to drive to the Wind farm slope from Chris's house. After driving up to the top of the hill we took a track which wound its way amongst the wind turbines leaving us with a short-ish walk to where we'd be flying from.

WOW, what a view greeted us, we could see for miles out over Tralee and the gorgeous Kerry countryside. It felt good to be back in Ireland again and I spent a while just admiring Ireland's beauty. The forecasters had got it right with some sunshine and loads of wind. The slope was excellent to fly on generating really good lift. It was, however, soon to prove a rather eventful day for me (more of that later)...

All of us were keen to get flying in the big clean air, and for the first couple of hours the sky was rarely empty of a model or three. Models of all types took to the skies, F3F and sports mouldies, foamies, crunchies and a pair of very nice looking PSS warbirds (I'll come back to the warbirds soon). Pilots were seen grinning from ear to ear and were experiencing one of those oh so rare 'Cracking days'. First model up for me was my trusty Breta Furio. I've had this model many years now and have always loved it: whether conditions are light or big, flying it full of ballast or empty my Furio has always been a joy to fly, and It didn't disappoint on that day either. Huge big aero's, speed runs, practice F3F and general fun flying was had before ending my first flight of 'The Kerry glide- in'.

After 30 minutes or so of chatting about all things glidery with others on the trip and watching the flying, I was now itching to get my next model up in the air. I'd brought along my Willow F3F to maiden. It had been ready to fly for ages but the opportunity to get it in the air before this trip just hadn't happened yet. I filled her full of ballast, checked all was working as it should and waited a few minutes until the skies were empty before getting Andy to launch her out into the big air.

Out she went smooth as can be, I flew her around for a few minutes making only a click or two of trim change till i was happy with her. Rolls were axial, turns were good, dive test was good and the C of G felt good too. Andy was at my shoulder and was asking me how it felt, I replied saying it felt very nice. About 5 minutes into the maiden I decided to bring her in for a few quick runs close in.

I did about 4 or 5 runs when on the next one on the left hand end there was a loud 'BANG'. I saw a dark Rook / crow sized shape tumbling through the air and a few other 'bits' too. I remember shouting "I've hit a bird". My Willow continued rapidly along the slope but was gyrating in all directions, I had no control over it at all. It disappeared around a slight curve in the hill face so nobody saw where it hit the deck. I was gutted, and kept saying I'd "hit a bird". I soon discovered that I had indeed hit a bird but not the sort I was thinking of. On looking around I saw another member of our party (Luke) holding his radio and looking as gutted as I was. It was then that I realised I'd had a mid air with one of the PSS warbirds.

In 20 odd years of flying this was only my second mid air. No matter how aware of other models and careful you are when flying you have to accept that the possibility of a mid air (however slight) is always there. I didn't see the PSS warbird at all so I had no chance of taking any avoiding action, I honestly thought I'd hit a bird ... A chat with Luke about the incident revealed his philosophy was the same as mine: it was an unfortunate accident that neither of us could have



a v o i d e d . H a n d s h a k e s were exchanged before we set off on our hunt for our models

I walked along the top of the ridge looking down the slope trying to spot anything when I came across one of my tailplanes.

Paint on the tailplane revealed that it must have been sheared clean off in the mid air and explained why I had no control after the impact. After about 30 minutes of searching the warbird pilots found my Willow for me about 2/3 down the face of the hill. I was full expecting that a 'bin bag' was going to be needed for all the bits, however I was to be remarkably surprised with how well it had survived which is testament to how strong and well designed the Willow is.

Repairs began that same night in Woodstock's well equipped workshop "Warehouse" and since returning home have been completed.

My 'Kerry Glide- in' trip hadn't begun as I'd planned. After returning my Willow to the car and giving it a good look over amazed at how lucky I was with the extent of the damage, I decided it was time for maiden number 2. I'd brought along my Erwin XL: it's a model I bought 2nd hand ages ago but never got round to flying due to having too many toys! With my misfortune for the week already over surely nothing could possibly go wrong?

So, maiden number 2: I filled the Erwin full of ballast and Andy launched her. Once again a good few minutes of flying around to get a feel for her and making the odd click or two of the trims to get her flying hands off and feeling nice. The dive test was good, rolls were nice, and she turned well and felt nicely responsive to all stick movements. As I was the only one flying at that time it was an ideal time to put her through her paces a bit. Some big aero's, speed runs and F3F runs were flown and I was well happy with my Erwin XL. At this point a couple of other models took to the sky. Not wanting to have a second mid air I decided to walk along the ridge and explore the slope further along by doing a bit of cross country. The slope at the Wind farm extends a long way and I was soon well away from where the other models were being flown. As well as the good slope lift, thermals were now coming through. A bit of reflex added saw her repeatedly rapidly climbing to good height. What goes up has to come down, so of course more speed runs were called for . After about 30 minutes I was well happy and the earlier Willow mid air had been put to the back of my mind. After checking out her response under crow braking I was happy to bring her round a couple of times for landing fly-throughs before committing to a landing proper. The fly-throughs were smooth without any rotor so I duly brought her round and landed nicely. The ground was very soft but had tussocky grass all over. On bending down to pick up the Erwin I noticed I'd stripped a gear on a flap servo and the flap hinge itself had partly detached. "B****r" I said, just my luck, I'd not be having any more flights that day with my Erwin that day...

Annoyed at my second misfortune of the day I took the Erwin straight back to the car without stopping to chat with everyone in the pits area, as I didn't really feel like chatting. I dismantled it, placed it safely on the ground and then unlocked the car and opened up the tailgate and stepped back slightly. What happened next was that I heard a sickening sound that made my stomach churn, my heart stop and a long string of uncontrollable expletives flow: 'CRUNCH!'.....

The rest of the day I flew my trusty Furio and Wowings Skua having great fun in the good conditions. Between us all the sky was seldom empty of a model or two and everybody enjoyed the day.

Next day was back to the Wind farm slope again. Wind strength and lift was much as the day before. Models I flew were my Skua, Skorpion F3b and my Jart. Flying highlight for me came from flying the Jart. Faaast runs, twinkle rolls, big aero's and above all 'Cracking' fun. It was the best air and lift i've ever flown her in, my misfortune of the previous day was soon forgotten.... Other highlights at the Wind farm were Andy flying his Stingray very impressively, huge big aero's looked sooo nice, Bears' Minivec was loving the big air , and "Harri the Fin"'s Erwin 5 was ripping around.

Everybody enjoyed their time at the Wind farm, we couldn't have dreamt of having 2 such awesome flying days to start off the 'Kerry Glide in'.

A change in wind direction (South) meant a visit to the slope at Annascaul next. The weather that day was warmer, being sunny with blue skies, the scenery on the drive to the slope and at the slope itself was stunning. The wind was a bit lighter that day and slowly eased more throughout the afternoon.. The lift however was very good with booming thermals regularly coming through. I flew my 1.9 Carbon Blade most that day and had a 'Cracking time' climbing up in the thermals to good height before diving down and enjoying using the speed and gathered momentum to perform big aeros and generally carve up the Irish skies. My Skua again got a fair bit of stick time. Lots of good flying was had by all, our host Woodstock impressed me flying his Pace F4. At the end of the day the breeze dropped off and Bear flew his Aroso (small Depron aerobat kit from a German manufacturer). I was well impressed with this models' performance and miffed that my own "maiden awaiting" Aroso was sitting in "Woodstocks Warehouse". I'd left it there as I didn't think the breeze was going to lighten enough to fly it...

About 10 minutes into one of my Skua flights Andy decided that I couldn't have all the fun in the great lift so he launched his foam Reaper. All was going great till he flew a safe controlled fast low pass. It was however just a little lower than planned and his Reaper 'landed earlier' than expected. No worries I thought, nice soft peaty ground, no damage would be done and the Reaper would be back in the air straight away. After some time had passed Andy re-appeared looking a little miffed and produced an undamaged wing and tail but something important (the bit that holds them all together) was missing, never to be found....

Our day on the slope at Annascaul was excellent, we had great weather, 'Cracking flying' and great fun in stunning Irish scenery.



The following day saw another slight shift in wind direction to SE. Most of Chris's usual slopes tend to be very gusty in this direction so Chris, Andy and myself went to try out a coastal spot that Chris had spotted on Google Earth. A nice drive through more Irish beauty and we made it to the sea side at Minard Beach (Dingle Peninsula again). The site itself was a confined small cliff in the grounds of a small ruined castle with a boulder strewn beach below. Chris showed us how it should be done by flying his Speedo along the cliff edge in the light conditions. I chickened out of flying there! Andy said he was keen to sample the coastal air, but in reality I think he just fancied a paddle.

Out his plane went and down she went clattering onto the boulders below, ooops... A scramble down the cliff face revealed no damage to his Foamie so he had another go. Out she went again, Ooooops. The tide managed to get the glider a bit wet, but no harm was done, and Andy got his day's exercise!

Next day again saw lots of wind. Not to be thwarted though we flew for a while on some low cliffs in the corner of Inch Beach. The wind speed is slightly less there as there is a backdrop of higher mountains. I think we all had a flight or two there before someone suggested it may be worth investigating some dune flying on the Inch Strand itself. We set off driving along the loooong flat beach with darkening skies rapidly approaching.

After some distance and several minutes of driving I realised that I had the window slightly open and Andy's car was rapidly filling up with sand, oops again! The sand was soon to become a bigger problem for Roger ("Bear"), his car nose dived somewhat into a softer patch and stopped dead. Luckily the car was able to drive on when Bear got out!

On reaching the dunes Andy tried some flying from the bottom of dunes. Unfortunately the glider was blown over the top, and that's when Andy discovered that the dune sides were sheer, vertical walls! It was a case of 2 steps forward, 1.5 steps backward (in the rain which had now reached us) before he eventually hauled himself over the top and retrieved the plane. After that there was only one thing to do, and we all retired to Sammy's Bar on Inch beach for a 'Cup of tea'.

Next day saw another change in wind direction back to NW and a trip to Camp. I'd been hoping all week that we'd have some time flying there as I thoroughly enjoyed flying there during our last trip to Ireland. This was another 'Cracking big air day' with good lift blue skies and stunning Irish scenery. My Jart got another good airing, its performance always impresses me. Big aero's, twinkle rolls, slooow 4 pointers or fast runs its quick and fun to fly. Andy enjoyed the same thrill flying his own Jart and Bear flew his Rodent most impressively. Chris impressed us with his aerobatic skills flying his L 213A Scalie in the strong wind.

I think Scram flew his Typhoon that day.



That was to be last session of flying during the 'Kerry Glide in 2013' and it was a 'Cracking' way for it to come to an end. As it was only Myself, Chris and Andy of the party left, and a dodgey forecast for our last day we decided to go head over to see some of Irelands true beauty in 'The ring of Kerry' . I did however

slip my Skua in Andy's car as it always pays to 'be prepared'.



The forecast rain in fact stayed away till mid afternoon and we were blessed with some magnifient views. Irelands natural beauty is truly stunning.

During our trip as well as the flying we had to of course have a few evenings out sampling the Guiness and a meal or two.

Chris and his Wife Lee made Andy and I extreemly welcome in their home and their hospitality was second to none. Lee's cooking was amazing during our stay, 'thank you again Lee'.

Thank you to Chris for arranging/planning a very successfull 'Kerry fly in 2013'.

It was good to meet everyone else from the BARCS Forum and i look forward to seeing them on a hill again somewhere

Our 200 mile return Journey back to the Port at Dublin was good, the crossing on the Sea cat was smooth despite the strong wind. A detour was made on our return trip to Andy's, we travelled up through the 'Mach Loop' to see for ourselves where the jets do there low level flying. Being a weekend there was of course no flying happening but it was great to see where it happens.

Special thanks to that 'Nasty Midlander' Andy b for doing all the driving, booking the ferry tickets and 'dropping me in it' with Mrs. Gromit LOL.

Scale Nationals 24.8.2013

The model county flying club held the scale nationals at their site in Enniscorthy, Co, Wexford for the second year running.

The morning had a damp feel to it with the sun trying to break through the clouds whilst Brian Carolin got underway as competition director.

Unfortunately only 9 competitors arrived.



Group Photo.

3 in F4C:

Paul Fetherstone - D-H Beaver Joe O'Sullivan - Fokker DVII - DLE 55 Paul Byrne - CAP 21 - ZENOAH 38

5 in Clubman:

Andy Ryan – YAK 55 – Goldwing – DA100 Graham Dwyer – YAK 55 – GB Models – Hacker Q80 Joe O'Sullivan – Piper Cub – Saito Brian Foran – Sbach – DLE 55 Robert Regan – Ultimate – Great Planes DLE50

1 in novice:

Paul Fitzgerald Junior - Pilatus PC9

Numbers were picked for the flying orders and judged for F4C, Tony Greene and Andy Ryan took their seats.

Joe O'Sullivan took to the sky first with his very nice balsa USA Fokker DVII, the fixtures and fittings are very impressive on this plane and it looks great in the sky.

Paul Byrne then took to the sky with his fantastic CAP21 which amazingly is 15 years old, no chance an ARTF is going to look that good after 15 years!!

Paul Featherstone then took the last slot with his D-H Beaver in the military guise looking very realistic. That completed the first round of F4C and then out came the sausages rolls for breakfast.

The first round of Clubman was then flown with the judges Paul Fetherson and Martin keeping an even score on things.



Paul Byrne's CAP 21

Graham Dwyer's GB Models YAK55 had an amazing pilot figure fitted, all the way from USA but without the accent! This plane flies on a hacker Q80 motor and 10 cell LIPO.



Perfect Flying Conditions

Brian Foran was flying his sbach powered by A DLE55 very smoothly, the IMAC flying helping both him and Graham.

Andy Ryan was flying his Goldwing yak 55 powered by a DA100 swinging A 3 blade prop, a very nice model indeed.

I was flying my great planes ultimate with a DLE 50cc engine.

Last but by no means least, Joe O'Sullivan was flying also in Clubman with his piper cub with a Saito glow engine, keeping himself busy with 2 x classes and calling for me. Thanks Joe!!

In novice class Paul Fitzgerald led from start to finish! Well done for competing Paul.

After each round of S4C and clubman the order was rotated to keep things active and after 1 x round each we settled for a BBQ lunch, prepared by Brain and Colette Carolan with Wexfords finest strawberries for dessert

A different flight line was now flown for the afternoon to accommodate the different wind direction and the remaining 2 rounds flown by all pilots. A very successful day with good weather, good flying, good food and great company.

Many thanks to the MCFC members and their loved ones for their assistance and help on the day.

Results

F4C

Name	Round 1	Round 2	Round 3	Flying Total	Static Total
Paul Byrne	1338	1375.5	1386	2761.5	1496 4257.5
Joe O'Sullivan	1209	1374	1422	2796	1449 4245
Paul Fetherstonhaugh	1245	1392	1347	2739	1195 3934

Clubman

Name	Round 1	Round 2	Round 3	Total
Brian Foran	1627.5	1785	1780.5	3565.5
Graham Dwyer	1708.5	1666	1747	3456
Rob Regan	1396	1619	1703.5	3323
Joe O'Sullivan	1503	1545	1681.5	3266.5
Andy Ryan	1497	1455	1671	3168

Novice

Name	Round 1	Round 2	Round 3	Total
Paul Fitzgerald	1467	1498	1356	2965

Robert Regan

MCFC

South Leinster Champs Hosted by; Model County Flying Club (Sept 21/22 Sept)

Saturday dawned misty and overcast but none the less by 9.00am there was a bustle of activity in the parking area.

Models were being checked, assembled and tested. Engines were being test run and fail-safes checked. There was an air of enthusiasm as this was the last event of the year having been postponed due to weather earlier in the year (There are normally one or two back up dates on the Aerobatics calendar). This was also the last comp to use the P13 & F15 schedules. This event was also going to decide the start list for Tier1 and Tier2 for 2014.

The flying site was well appointed with long smooth runways, painted box lines with box centre & end markers in place. There is a clubhouse c/w mains electricity and a permanent toilet. The car park is surrounded by 3M high safety netting.





The briefing was held at 9.30am and the flight order drawn. Unfortunately the mist was reluctant to clear and the start was delayed until after 11.00am.

Then all of a sudden we had mostly blue skies and a stiff breeze. Minutes later the judges were in their seats and the warm up flight was in progress. What followed was one of the closest and best contested competitions that we have had in years.

Tier1, Tier2 and Masters placing were all decided in the final round.

The standard of flying was high due to it being the last comp to use the schedules that had been in use for the last two years. Shane Robinson was setting the standard in Tier1 with a posse of others in close pursuit. Michael Blake was the man to catch in Tier2 with the rest again in close pursuit. Ger Kilbey and Dave Carr shared the early rounds in Masters which went to the wire. Dave was making a comeback after a long layoff.

The competition ran like a sewing machine thanks to a great effort by the club members.

All scores were ready minutes after each flight for the entire comp. The kettle was kept topped up all the way through with a great lunch coming of the BBQ just in time to coincide with breaks in the flying between rounds.



The round change-over were quick and efficient which helped to make up for lost time.

The usual mix of model types and power sources were in use. The talk was of that what would be appearing for the new schedules next year. The new talent is really starting to breath down the neck of the older hands who are trying to extend their finger nails in response.

There was also some talk about IMAC, which may get going here next year, with some people pointing out the possible synergies between MACI FAI and MACI IMAC

We are also hoping to have a team attend the European Champs next year. This is to be held in Lichtenstein, the home of Wolfgang Matt who is still competing at the very highest level.

Roll on 2014

Brian Carolin MCFC

Results

F3A Tier 1

Name	Round 1	Round 2	Round 3	Round 4	Total Pos.
Shane Robinson	1000	1000	1000	1000	3000 1st
Brian Carolan	940.33	974	997.96	985.74	2957.7 2nd
Niall O'Sullivan	985.6	968	979.55	991.85	2957 3rd
James Murphy	985.6	988	977.51	979.63	2953.23 4th
Ray Keane	927.98	894	914.11	951.12	2793.21 5th

F3A Tier 2

Name	Round 1	Round 2	Round 3	Round 4	Total Pos	s.
Michael Blake	1000	1000	1000	1000	3000 1s	st
Paul Houlihan	983.91	997.53	988.18	976.85	2969.62 2n	d
David Drummond	977.01	970.37	680.85	995.37	2942.75 3r	d

Masters

Name	Round 1	Round 2	Round 3	Round 4	Total	Pos
Ger Kilbey	876.22	1000	1000	1000	3000	1st
Dave Carr	1000	970.7	993.2	966.78	2963.9	2nd
Paddy Gavin	762.21	263.74	0	0	1025.95	3rd

Rising Sun Model Flying Club - Cork

Additional Vacancies for Insured Fliers October 2013 to February 2015

4 fliers at €165 per flier 6 fliers at €110 per flier (No waiting time to fly)

Contact: Dave O'Flaherty

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