

Flightlines



Inside this edition;

**IMAC A Beginners Perspective
PSS Over Ireland
Electric Indoor Masters
The Italian Job**



Issue 2 - 2014



Hanger9 Inverza EP flown by Mikey in beautiful Skies...stunning machine in the air. (See IMAC article)



Start your Engines....great lineup of IMAC type aircraft. (See IMAC article)

Contents

MACI Committee 2014	Page 2
Editorial	Page 3
The Italian Job	Page 4
Leinster Championships	Page 13
Electric Indoor Masters 2014	Page 16
F3N Round 1	Page 20
ISR Slope Fest 2014	Page 123
F3n round 2	Page 25
IMAC—A Beginners Perspective	Page 28
PSS Over Ireland	Page 32
MACI Contest Calendar	Page 35

On the Cover: Tony Greene with his B25

*The next MACI Council Meeting will take place on Tuesday
September 30th 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

I am now aware of three people who have had heart attacks while flying alone at their club site. Thankfully all three have survived what could have been a disastrous event.

This raises a few issues which I believe can be addressed without too much effort.

The first is to try and arrange for a friend or relative to accompany you if you normally fly alone., even if they have nothing to do with flying models. It is not just heart problems that can put you in a dangerous situation. Injuries caused by models can put you into shock, making it difficult to raise help.

The second issue is, do you know the **exact** location of your flying site? This is important if you need to guide emergency services to yourself or fellow fliers.

Thirdly. how many members of your club have any basic knowledge of First Aid? I'm sure that it could be arranged, at club level, to arrange for the basics. There is a web-site that offers free online training. You can find it at www.firstaidforfree.com

If anyone has any proposals for changes to the MACI Constitution, they have to be with me before the deadline for the next issue, which is September 30th.

Safe Flying.

Chris Clarke

The Italian Job: Graecalis aerobatic glider

I am a lucky recipient of the first "craft kit" of this quite unique slope aerobatic glider model to be built and flown outside of Italy, so I thought a build log on this unique model may be of interest.



Kobuz 3

First, some background: a group of Italian enthusiasts who live in and around Fermo, a historical town near the Adriatic Sea decided to design and build a new aerobatic

machine with a wingspan of just under 4 m. Giammarco, Stefano, Michele and Gianni decided that their self-imposed design brief was to achieve a look that was exclusive and a bit different to current models. Great performance on the slopes and for aerotow was of course the main goal.

The basic concept is a large-bodied somewhat scale-looking aerobatic glider with relatively low-aspect ratio wings (for a glider). This line of design thinking has a lineage that probably started in full sized gliders with the 1961 SZD-21 KOBUZ, followed by the Swift S-1, the MDM1 Fox, and then the Stingray (the latter being a design study only produced by students at a Polish University, and has not been produced as a full-size glider – yet!).



MDM 1 Fox



Stingray. Photo: WingsandMore

In Italy there seems to be a particular passion for the “Stingray style” of aerobatic glider. Guiseppe “Beppe” Ghisleri designed the first flying RC model version of the Stingray concept. He also went on to design the larger Lolloray, as well as the Manta Ray (the latter has distinctive forward-swept wings).

Gulio Cornia who is well known for his timber scale glider kits (see: <http://www.corniaaeromodelli.com/>) has brought out his own design “Byphon” glider which is very much in a similar mould.

Beppe designed the first model version of the Stingray at around 3.3 m wingspan and he estimates that around 50 versions were built by enthusiasts in Italy from glass fuselages and foam cores provided by the legendary Eilo Fornaciari. WingandMore in Germany

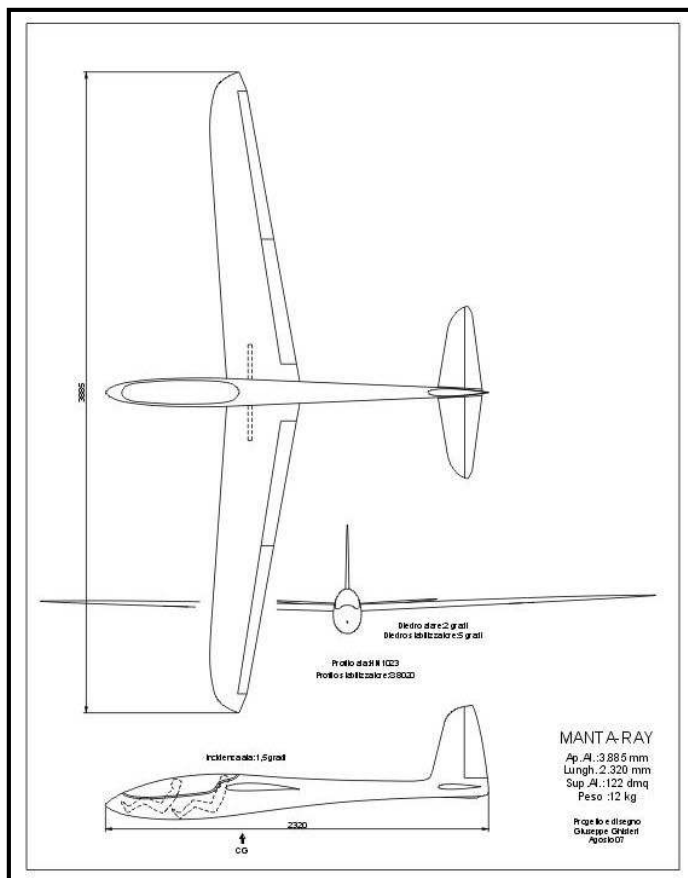


Lolloray



Manta Ray

then kitted this model as a fully-moulded kit at the same size, using a very exotic layup of high-modulus carbon fabrics (and a price to match!). X-models in Italy then kitted a fully moulded 2.9 m wingspan version. This has been made available in various layups, and these are in fact still constantly evolving.



3-view: Manta Ray

(or wings set back a lot!), and the spectacular canopy that goes all the way back over the wings to the wing joiner position.

I have been lucky enough to own one of the first WingsandMore Stingrays, and currently have a hybrid layup X-models version with super-hard wings. As you can tell, I love these models!

And then of course there was the Graecalis (“Graecalis” is the name of a north-west wind in Italy). The distinguishing design features of the Graecalis are the straight trailing edge of the wings (with the leading edges swept back), the very long nose

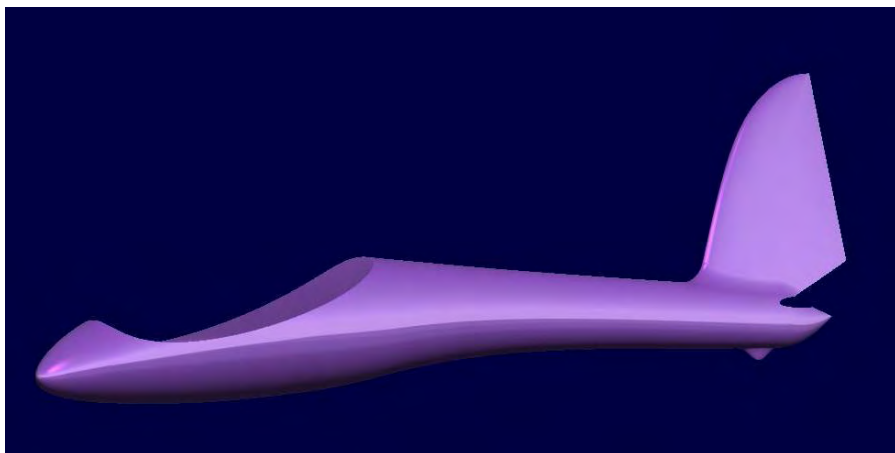


Giulio Cornia and his Byphon design



CAD design graphic of Graecalis

I fell in love with the design of particularly the fuse on the Graecalis, as it has a graceful, much curved underside and of course that huge canopy.



CAD design graphic of fuse

The tailfeathers are also a bit different to the norm in that, instead of the rather ubiquitous all-moving elevator with a cut-out for the rudder, the bottom of the curvy rudder is instead given a prominent cut out to allow for elevator movement on the fixed tailplane. More curves there than Sophia Loren (am I showing my age?)!

The airfoil is where the true performance lies, and to this end, a dedicated airfoil was designed for this project by Claudio Becchetti; he calls this foil "BEX 1809". Even though I'm no expert on foil design, I do know that the foil is key to a glider's performance. Claudio emailed me his explanation of the profile: *"an evolution of the famous RG15. Camber 1.8 to 48%, and thickness 9% to 28%. The RG has the least resistance to the natural profile but worsens with negative flap. The profile that I obtained, as well as more efficient RG, has a better performance in inverted flight, with the advantage of being able to decrease the resistance with very -2 ° of flaps allowing an acceleration that the RG does not have."* Anything that starts off from the famous RG15 is a good start in my books. This is an aerobatic plane, so good inverted performance is however very important. Claudio's explanation was enough to convince me to go for this model!

The specs of the Graecalis are:

Wingspan: 380cm

Fuselage length: 209cm

Weight: 8,5 - 9kg

Wing loading: $\pm 90\text{g/dm}^2$

Dihedral: zero.

Wing profile: BEX 1809



One of the first three Graecali!

The initial steps of the manufacturing my model in Italy (and more background) can be seen here: <http://www.rcgroups.com/forums/showt...light=greacali>. For even more background, have a look here: <http://www.voloinpendio.it/> . Here are some photos from the Italian workshops:



One half a fuselage in the mould.



Complete fuselage out of the mould.



Wing core with main spar, joiner box and servo runs.



Wing skin with carbon cloth reinforcement over spar area.



Wings completed: skinned with hardwood veneer.



Leading edge of wings



Wing tip with carbon reinforcing



Giammarco with a completed tailplane

Next instalment: The big box arrives in Ireland!

Chris Van Schoor

Leinster Championships

The Model County Flying Club held the Leinster Champs on Saturday 21st June,

This actually resulted in being the first F3A competition of the year due to poor weather cancelling both Cork and Tipperary. This then was the first comp for the new 2014-2015 schedules.

Only 9 pilots participated due to other commitments for some other regulars these were:

Tier 1: James Murphy, Mickey Blake, Ray Keane and Nial O'Sullivan

Tier 2: Paul Houlihan and David Drummond

Masters: Dave Carr, Paddy Gavin and Robert Regan.

The pilot briefing took place at 9.30 to all assembled pilots and numbers were drawn for flight position, which was then rotated after each round. Mickey Blake took to the sky for the judges demo flight with a strong blow in to the pilots.

The first round of Tier 1 had the blow in for each pilot but James Murphys dedication and practice paid off as he won the first round.

Both Ray Keane and Mickey Blake were flying new models both from BJ Craft, Rays plane is the Bi Side which is a bi plane and Mickey had the Episode, both very attractive and very competitive in there hands.

In Tier 2 David Drummond had gelled with his Toxylen by Gehard Mayr flying the model nice and slow. Paul Houlihan was snapping at his heels with another BJ Craft Episode.

Onto Masters and whilst chatting with Dave Carr he then informed me that today was the first chance that he had gotten to fly the new schedule! Brave or crazy....

In fairness to him he did very well.

This was my first comp with my new second had Carf Integral and lady luck was on my side as I won the first round, would the luck continue...

Another round was then flown by each pilot. Except for me when lady luck disappeared and my receiver failed mid flight, luckily the plane came down ok.

Andrew Ryan and Collete Carolin had been busy during the flying getting a bbq lunch with plenty of trimmings ready for everyone, which was much appreciated. Andy had to “fly” off somewhere so our substitute cook Alfie Travers stepped up to the mark.

The food was greatly appreciated by all.

Luckily the wind had now settled into a slight breeze down the North runway perfect for everyone now. The remaining 2 rounds of Tier 1 were flown with Nial O’Sullivan putting the pressure on with his Bi plane “Acuracy” controlled via Futaba S-Bus servos and minimal wiring due to the fact that its bi directional cabling, less servo leads/smaller receiver = less weight.

Tier 2 and Masters flew there respective rounds and the results show it all!!

Ray and Mickey then flew a round of the new F schedule which looks challenging to say the least, the knife edge flat triangle with integrated roles especially! Similar to an F3p indoor manoeuvre.

Congratulations to all pilots and the best of luck to James Murpy, Nial O’Sullivan and Gordan James representing Ireland at the European championships in Liechtenstein between July 10-19.

Many thanks to available members from the MCFC and Especially Collete!!

Results

Masters;

Name & Pos.	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Total
1. Dave Carr	813.73	1000	1000	1000	3000
2. Paddy Gavin	794.12	849.06	771.33	798.63	2441.81
3. Rob Regan	1000	132.08	0	0	1132.08

Tier 1;

Name & Pos.	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Total
1. Niall O'Sullivan	984.02	1000	1000	1000	3000
2. James Murphey	1000	943.16	980.85	951.48	2932.33
3. Michael Blake	979.45	934.74	944.68	947.26	2871.39
4. Ray Keane	874.43	920	965.96	951.48	2837.44

Tier 2:

Name & Pos.	Rnd 1	Rnd 2	Rnd 3	Total
1. David Drummond	1000	1000	1000	2000
2. Paul Houlihan	969.56	993.14	972.91	1966.05

Robert Regan

Club Secretary MCFC

Electri Indoor Masters 2014

The Electric Indoor Masters is an international indoor flying competition under the British model flying association and the GBRCAA. Founded in 2007 it is currently run by both Matt and Ashley Hoyland and also Andy Whitehead respectively. This year a change in venue saw the EIM be brought to Barnsley, Yorkshire. This competition attracts pilots from all over Europe who flew and drove from countries such as Slovenia, Switzerland, Germany, France, Holland and the British Isles. The models are designed to fly within the confined space of a basket ball court size area. Despite being 1m X 1m dimensions the all up weight was between 82g-95g ready to fly.

Competition and Judging:

The EIM is divided into 6 different classes. A,B and C classes are detonated precision flying classes. C being novice level and A being FAI class, flying Primarily and Final sequences. Judging is very similar to judging precision flying in F3A and IMAC which is all about accuracy and consistency.

Aeromusical or AM is a 2min flight to music which is rehearsed pre competition. The pilot selects a piece or edits music which creates a theme to their flight. This music can be of any type or genre and is completely left up to the pilot. Usually most pilots start with a slower piece of music such as a choir

piece or anthem and builds up to a fast tempo piece to finish off they're flight. Flight Chorography to music, music choice, precision and over all flight are Judged in Am.



The Elanor was a popular model.

Freestyle and Team Freestyle is all about fun. A pilot selects a song at random on the spot and has to fly for 2-3mins completely unrehearsed. The song this year ranged from Crazy Frog to Barbie Girl. The pilot with the best chorizema, style and ability to win over the crowd wins. This can include hugging the ceiling beams, scaling the walls, tailing touching the floor and fancy dress always helps get the crowd behind you. Liam Clayton from the UK won Freestyle this year flying his model while riding a unicycle. Now that is skill!!!



Armonia and me

Team freestyle is a similar affair but teams of 3 to 4 pilots fly the freestyle in formation throughout the hall which can call for some usually flight envelopes and extreme fun times. I myself was on Team UN this year which consisted of Simon O'Neill from Northern Ireland and Mark Barnes from Wales.

Aircraft and Technology:

It would be safe to say that F3P is one of the fastest developing modelling sports at the moment. There is a huge emphasis of reducing weight and adding drag. Technology has improved greatly over the years from Airframe construction to batteries. One of the most noticeable things this year was the amount of mylar cover airframe to reduce weight. The skeleton airframe is covered in a .3micron printed mylar covering which can easily save up to 10g in weight. This along with 30metres of between 1.0mm and 0.5mm carbon rod reinforcement produces a very strong and light airframe. One of such model was the very popular Elanor designed by Alan Goljevscek of Slovenia which attended the competition this year. 3-4g Digital servos with stripped ESC and receivers also helped with weight reduction.



RT Eraser In action during Aeromusical

There is also a huge development in power plants. This year there was a divide between single prop and contra rotating propellers. The 16.5g L an s t o v contra rotating system was proved popular

between lots of pilots. This unit consisted of a single motor unit driving two separated drive shafts in opposite directions through an extremely simple friction drive gearing system.

The 12g Glavak system was also a popular choice. A single 40w low KV motor swings a modified 11x3.8 SG carbon prop. This unit is extremely light and provides very good breaking on down lines but will not eliminate the torque effect like the contra units will. Glavak have a new Contra system to be released soon. It consists of two 11" carbon propellers through a reduction drive with a single high KV motor. This unit is a work of art and is 14.6g in weight, estimated at 24 euro per gram.....!!!!!!

My own F3P setup I flew an Armonia designed by Italian pilot Filippo Materazzi, Hacker motor with Eflite 2.5g digital servos. My AM/Freestyle model was an Eraser Five designed by F3A star Robin Trumpp, equipped with Nicolas Piétu Energia motor and New power servos. Both models have Spektrum guidance, using 2g PT Carbon props and Optipower Batteries.

The Competition@

Spending the Day travelling to the practice session on the Friday, Dad and I finally arrived at Barnsley around 4:30pm for practice at 6pm. On arrival to the hall there was already a large amount of pilots awaiting their turn for the flight line and sussing out the competition. Everyone was very welcoming and talkative and made us feel right at home. The queue for the flight line was 1 hour 30mins long so there was plenty of time to examine other pilot's planes, setups and flying styles.

Competition day proved to be very competitive in my class, B and throughout the C and A class especially. Incredible flying was performed which needed to be witnessed to be appreciated. Demo flights by guest pilots were performed during the day which included both planes and helicopters. One round of aeromusical was performed to close the day off with many pilots crashing out struggling with the dimensions of the hall. After day one I was in 2nd place F3P and 9th AM winning one round of the F3P-B, very pleased with that result.

After attending a pilot's dinner in the local curry house on Saturday night, a few pilots including myself were feeling the effects the next morning (Very Hot and Spicy). On Sunday morning, final rounds of F3P and AM were performed ahead of Freestyle. My final position was 3rd in F3P and 10th in AM. I was extremely happy for my first indoor competition.

Freestyle really heated up and some crazy aerobatics were performed. It was the Swizz Christian Opplinger taking top prize with his own design VVPPP Sukhoi 29 Xtreme with Mamo upside down system. The level of skill from Christian using this system was superb.

Once again Derk Van der Vecht from the Netherlands took 1st place in F3P -A followed closely by Alan Goljevšek of Slovenia and Connor Stephenson of Team GB.

The Event was capped off with Team Freestyle and some extremely well choreography pieces were performed from The Godfathers (Team Netherlands) and Flying Dog Rc, Using both smoke machines and streamers to attract the crowd's attention.

Price Giving and a large raffle concluded an exceptionally well run event. Big thanks to Matt, Ashley and Andrew for running a fantastic event. I am already looking forward to the EIM 2015 and I hope to see more Irish pilots there in the future.

I would like to thank my Dad for his support and judging expertise and my Sponsors Mark and Liam from Modelheliservices for their continued guidance.

Michael Blake

F3N Round 1

W.M.F.C. Waterford Model Flying Club hosted this year's first round of F3N on Sunday April the 13th. The Weather held up well with low winds for the competition, the field was in great shape as per usual thanks to Mossy.

C.D. for the day was the very capable Declan Heneghan .

All pilots arrived early at around 9 a.m. and set up their helicopters. The C.D. gave his pilot's briefing and the flying order was drawn from a hat. 9 pilots flew in 3 categories: F3N, F3N Intermediate, and F3N Novice. Judges for the day were: Liam Broderick, Philip Walsh (W.M.F.C.), Rob Norton(W.M.F.C.), George Ryan, Noel Campion, Barry Kennedy, Sean Hourigan and Jamie Hourigan.



Declan at pilot's briefing



: Pilots Jamie Hourigan, Noel Campion, George Ryan, Declan Heneghan (C.D.), Barry Kennedy, Chris Tumelty, Sean Arrow, Cielan Arrow, David Arrow, David Higgins. Missing from the photo is Kim Delcampo.



Thanks to all for making the event a success to those involved in the event preparation, field preparation, CD, Pilots, Judges, Food and Scorekeeping.

Results and presentation of Medals was given by Club Chairman Richie and flying off the peg continued for the evening.

Results:

F3N:

Place	Pilot	Set Manoeuvres	Free Style	Music	Total
1st.	Noel Campion	1000	1000	1000	3000
2nd.	Barry Kennedy	811	937	882	2629
3rd.	George Ryan	793	838	854	2485
4th.	Kim Delcampo	0	0	0	0

F3N Intermediate

Place	Pilot	Set Manoeuvres	Free Style	Total
1st.	Jamie Hourigan	1000	1000	2000
2nd.	David Higgins	986	990	1976

F3N Novice:

Place	Pilot	Set Manoeuvres	Free Style	Total
1st.	Cielan Arrow	1000	1000	2000
2nd.	Chris Tumelty	981	875	1857
3rd.	Sean Arrow	363	743	1106

George Ryan

ISR Slope Fest 2014 – Slope and BBQ!

The 12th and 13th of April, was our traditional Island Slope Rebels Slope Fest, where a group of grown up men gather on top of a cold mountain (Mount Leinster in Co Wexford) to throw powerless flying machines off it, while enjoying some hotdogs and the usual craic.



Ralph McCarthy from Cork Aemacchi MB339 PSS waiting for its first flight

And by the look of it, a lot of us enjoy these activities! Despite a few of the “usual suspect” being missing for various reasons, a tad over 30 pilots in total gathered over the 2 days (18 on the Saturday, 16 on the Sunday) with a few new faces! Once again, flyers from all over the country travelled to the event. A big thank you to all of them to make the event an EVENT!

Helped by the near perfect weather wind wise we had over the 2 days, we regularly counted more than half a dozen flying at a time resulting in a great variety of models that were put through their paces.



Happy Faces

Good strong Westerlies, produced more than enough lift for all types and size of models.

Large classic scale gliders seemed to be the models of choice, along with a couple of PSS, fast gliders and combat from the SRFC guys along some old favourites (flying wings, Phase 6s, EasyGlidersetc). Unfortunately, I can't name them all, but we saw about 40 or 50 gliders of all sorts at the slope, and that is without counting what was left in the cars! They don't travel light for sure!

Again, something we can be proud to call a success, and at the time of writing, we are all looking forward to do it all over again at the Cork Glide-in in the first week end of May. Why not join us? The worse that can happen, is to get addicted!



Joe and his Spitfire PSS

Now, where's my charger?

Fred Marie

F3N Helicopter Championship 2Nd Round

Midland Model Flying Club Boora.

May 11th

Watching all the weather forecasting outlets I made the final decision on the Friday before to go ahead with the Competition. So the trusty crew were out all day Saturday getting site lined out and the general area all ship shape.

Sunday morning at 6.00 AM and weather was a little worse than forecast but too late at this stage, as no more than me, people from all over were already on the road.



Donal Culliton 1st Prize F3N Novice

Got to Boora about 8.30 AM and Mel already had the kettle boiling so a cup of tea just hit the spot followed by some rashers and sausages and we were prepared for anything. Contestants and judges started arriving and partook in the remainder of the fry up.

The three judges for F3N on the day were Philip Walsh Liam Broderick and Shaun Hourigan and sincere compliments to these guys, as they don't usually get a

chance to fly at these events.

Brief over at ten and on to the flying, we decided to run off as much of the competition as we could without taking a break in case of rain. We did have an occasional shower, which in fact gave everybody a chance to have a well-deserved cup of tea.

The day had taken its toll regarding contestants as numbers were down and the weather was definitely to blame and of course a good day makes all the difference, but even with the wind gusting to about twenty Km/h these big electric 700's can handle it admirably in the right hands, the smaller 600's are to say the least somewhat more prone to windy conditions.



***Jamie Hourigan 1st Prize
F3N Intermediate***

One thirty wasn't long about coming and a meal of Boora burgers hot dogs salad and chips went down a treat followed by some buns biscuits and coffee. A heavy shower of rain came and of course everyone packed into the Porta cabin was just the recipe for some great banter and slagging on an incident that had happened earlier. It's at this stage gone viral but lets just call it, like the song "The Lonesome Boatman".

Right, back to the job in hand and Barry Kennedy was giving Noel Campion a run for his money followed by George Ryan in F3N. Jamie Hourigan was displaying some fine moves in Intermediate and will be in the near future a great contender in F3N, and our own Donal Cullition was enjoying himself in his first ever competition in the novice category. Only F3N to music was to follow and after some technical problems we got that ran off, and all to do now was let the computer tally the scores.



George Ryan 3rd Prize F3N



Barry Kennedy 2nd Prize F3N

A special thanks to Diarmuid O'Mahony who kept a good eye on our new score keeper Mike" The Dude" Halpin using Diarmnids software for the first time and getting through the job in hand. It was nice to see Anthony (Feelers) Phelan dropping in for a fly in the afternoon.

A great word of thanks to all our own crew who without these people these events would not be run, but like contestants we need more of ye to come and lend a hand, it is at the end of the day a Club event.

To the people that travelled long distances like competitors but especially the judges that sat there all day long in wind and some rain without even as much as a slag or a crib (Jesus I'm a fantastic liar) but seriously, a fantastic thank you from all the members at Boora.



Noel Campion 1st Prize F3N

Don't forget the Largest Bring and buy Fun Fly in the Country with overnight camping on 13/14/15 June 2014

F3N

- 1st Place : Noel Campion.
- 2nd Place : Barry Kennedy.
- 3rd Place : George Ryan.

Intermeddle

- 1st Place : Jamie Hourigan.

Novice

- 1st Place : Donal Culliton.

Declan Heneghan.

IRL-4391

IMAC – A Beginners Perspective

Training Day at Boora with IMAC Ireland

IMAC or International Miniature Aerobatics Club is a relatively new flying style and competition in Ireland. My first introduction to it was only in 2013



IMAC planes are always ready to take off.....next please. Pilot rc extra, h9 inverza, Carden Yak and Carden Extra 300

whilst helping out at an event in the Laois Model Club. Since then I have become a firm addict of IMAC and have moved from seeing it as an elusive discipline that I couldn't afford to be part of to seeing it now as a scene and discipline I can't live without. Here is how I moved from serving chicken curry at

an IMAC training day in 2013 to competing and training to be an IMAC judge in just a year.

I was asked by the Laois club to look after the hot food end of an IMAC training day back in early 2013. I arrived around 1pm to a packed field of flyers and onlookers. Parking was at a premium but because I had the curry and they were hungry, I got VIP parking beside the flight line. Having surveyed the flight line, I realised that this was something different to the usual interest was the beautiful planes on display along with the clean lines and manoeuvres flown in the demos that day.



Anthony Phelan in a H9 Sukoi

If the truth be told, I also had a seagull p51 mustang on a 46 2 stroke in the boot but was so blown away by the skill and beauty of the flying that I couldn't bring it out. I left that field in two minds really...I loved what I saw but felt like I couldn't possibly do IMAC but the impression the large manoeuvres made on me, resulted in a lot of thought that and subsequent evenings.

I continued to watch Brian Foran of the Laois club practicing week in and out at the field and eventually asked him about the manoeuvres and plane required. He showed me some websites like IMAC Northern Ireland and from there I got links to YouTube and Matthew Pootes and to the Aresti Flight System which I'll address later. I practiced a few of the manoeuvres in a seagull pc9 but I knew I'd have to get more powerful machine to progress even though a pc9 or similar would allow one to get started at the basic level. The guys involved in IMAC in Ireland are very helpful. Mikey Blake sent me link to a basic level routine and from there I learned off the ten manoeuvres required. It is very additive from the point that the sequences are easy to remember but challenging to get perfect. An IMAC training day was organised by IMAC Ireland on the last weekend of April this year. It was going to be my first IMAC event in Ireland and it more than lived up to my expectations. That day went like so.....



Pilots line up for a group photo to mark the special day..serious machinery

Boora was the venue for the first IMAC Ireland training day. I must firstly congratulate Declan Hennigan and the gang in Boora for the hospitality shown and the craic that was had throughout the day. The warm sultry weather helped us along as we partook in judging training, flight demos and scored flights for the day.

All the pilots lined up their craft for the 9.30 kick off. This was followed by a pilot briefing by Brian and then proceeded to the clubhouse for an explanation of the Aresti flying system by Mikey Blake. The aresti system is basically a drawn aid and symbols attached to tell a pilot how to fly a manoeuvre. I was struggling to understand these symbols from online study, but Mikey expertly explained their meaning so we were all comfortable with them. We also studied the marking system for the IMAC manoeuvres and had a chance later to practice marking on the flight line..... Fantastic.



Mikey Blake instruction on the Judges Course

After a quick lunch, flights were demonstrated to us by amazing pilots... Ger Kilbey and Mikey Blake of the Model Heli Services Flight Team. I think a



Instruction on the Flight Line..is it a bird? Is it a.....ohhhh it is!

special mention must also be given to Mark and Liam Broderick who attended, participated and provided excellent technical assistance on the day and when I was buying an IMAC Extra 300 to get rigged out for the flying. These demo flights showed crucial things like the style, size and speed of the IMAC style flying. I was dying to give it a go now knowing the manoeuvres better.

All basic group pilots had two scored rounds of flying and in between were given help by Mikey to improve in the next round, which we did. To finish off we had a debriefing by Brian and Mikey of IMAC Ireland as to how things went and what events were on the horizon. At the end of the day with the sun still shining, some fast flying was had by flyers and a beautiful Hurricane on a 20cc petrol engine graced the sky to end a most memorable day. Thanks to Mikey and Brian for all their efforts and to all pilots and visitors alike who attended.

So from here it's onwards and upwards with loads of practice and



competitions to sharpen those new skills. I d urge anyone who wants to improve their flying to take up IMAC along with the fantastic scale flying comps around Ireland as they help each other out immensely.

Mikey Blake tows his plane....should have gone with an IC.....

IMAC Ireland are on Facebook
Contact IMAC Ireland through:
Brian Foran 086-2578228

<https://www.facebook.com/ImacIreland> or

or Mikey Blake 087-6779787

Dermot Gannon

PSS Over Ireland 2014

PSS? Yes, PSS! That stand for Power Scale Soaring, and basically, consist of flying scale model gliders of full size powered aircraft (jets, WWII planes etc. Etc.) at the slope.



This year, on the 8 and 9th of March, was our now traditional “PSS Over Ireland” meeting, held at Mount Leinster in Co. Wexford.

The wind Gods did not smile at us this week end! The Saturday saw winds of up to 100Km/h, tailing off to almost dead calm on the Sunday! Add a few low clouds in the middle and you will get what looked like a very poor week end at the slope! This was of course, without counting



on the slope flyers, who against all odds, travel from all over the country to participate to this opening season event! We had a total of 31 pilots over the 2 days, and most of them, coming despite the poor conditions, just to have a chat, coffee, and a good banter! Now that’s the spirit, and again, a big thanks to all the pilots.



So, coffees, cakes, chats, laughs... And the flying? Well, we had a few of them I have to say! Talk about a brave bunch of guys! Launching a small scale



ME109 in 100Km/h winds was quite a challenge, promptly accepted, and greatly executed! A bit of scary moments at time because of the massive turbulences, but at the end of the day, nothing broken! We even had a “flying body” contest on top of the slope, where jumping into the wind, your coat wide open, will push you back a few metres! Kids!

A nice Me262 (John Pearson from NI) was also present, so as a Aermacchi mb339, (Ralph McCarthy from Cork), for the jets, both having to wait better days to perform their first flights. I did a launch with my Mb339 (smaller than Ralph's one) but with the lack of wind on the Saturday, we were just getting nowhere.

We had to admit defeat, and flew more "conventional" gliders for the rest of the day, and some lost souls even flew a few electric planes and gliders (now, that's cheating!)

All in all, another great event, this time not for the weather or the amount of flying done, but by the general atmosphere during these 2 days, a bit like a family reunion after a long winter.

Fred Marie



2014 Contest Calendar

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



Scale

Please note

All Scale Championships, except the Scale Nationals, will be held on a Saturday. In the event of a large number of competitors or bad weather on the Saturday, then the Sunday will be utilised. Please check with the contact below, or visit the MACI web-site, on the Friday that the competition is going ahead.

August 10

Scale Fly-In

Laois MAC

Paul Fetherstonhaugh 087 1331736 scale@maci.ie

August 23-24

Scale Nationals

TBA

September 14

Scale Fly In

Midland MFC

Declan Henegan 087 2625868 declan.h@unison.ie

F3A

Aug 2-4	Aerobatic Nationals/Team Trials Rd. 1 Carron, Cork <i>Gordon James 0868269840 gordonjames03@gmail.com</i>	
Aug 16-17	Back up date	TBA
Aug 30-31	Leinster Championships Model County MFC <i>Brian Carolan 087 6509848 brianccarolan13@gmail.com</i>	
Sept. 13-14	Triple Crown	Hurley, England
September 27-28	Autumn Aerobatic Champs/Team Trial, Leg 2 Brinny, Cork <i>Noel Barrett 0872237330 nbarrett@indigo.ie</i>	
Oct. 4-5	Back up date for Team Trials	TBA

Helicopter

August 16-187	Heli Nationals	Carron Tipperary <i>George Ryan 087-6455951 helicopter@maci.ie</i>
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Gliding

September 27-28	ISR Glide-In & BBQ	Mt. Leinster, Wexford <i>Fred Marie fred@gliderireland.net</i>
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First flight of Fred Marie's 1/3 Scale Ka8b



The “Gang of Four”: the proud “parents” of the Graecalis