

# Flightlines



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**2014 BMFA UK Nationals**  
**Fun, Fog & Flying**  
**Stu Holland**



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Issue 3 - 2014



*Some Beautiful Scale Models at the BMFA Nats*



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<b>On the Cover: Taken at the UK Nats, these models are powered by Microlight engines</b>	

***The next MACI Council Meeting will take place on Tuesday  
January 27th 2015 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.***

# M.A.C.I. Executive Council and Officers 2014

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# Editorial

Another year of producing Flightlines has, once again, gone by in what seems like moments. This year has been a disappointing one for your editor, with only three issues being produced.

Last year the Council decided to cut the number of issues from five per year down to four as a cost cutting exercise. Not having enough content to produce what should have been issue two this year, led to it being combined with what should have been issue three.

As you can see, what is now issue three is a quite sparse issue. I know that I am always asking for articles and photographs to be submitted, but the situation is now starting to get a bit desperate. Can I ask you please to get out the pen and paper, keyboard and camera, and get something to me.

I would like to take this opportunity to thank all those who have contributed this year.

The MACI AGM is once again almost upon us, details on page eight. All MACI members are welcome to attend. There is a subsidised meal afterwards at 6:00pm, and accommodation is available if required. Everyone will be made welcome..

Safe Flying.

***Chris Clarke***

# 2014 BMFA UK Nationals

I attended the UK Nationals this year and took some photos which may be of interest to Flightlines readers. It takes place over the last bank-holiday (UK) in August. The venue was RAF Barkston Heath which is probably bigger than Baldonnell. See a map of the flightlines enclosed. It is the biggest model flying event in Europe and caters for all the RC classes except silent flight (electric gliders) and all the control-line classes. I enclose a page from the programme listing all the events. It also caters for free-flight scale. Running alongside the competitions is a large model-flying air show. There is a huge trade village and on Sunday morning the biggest swap meet you could imagine.









***Dermot O'Flynn***  
Shannon MFC



# Proposed change to the MACI Constitution

I propose to change the current first paragraph in Section 11 of the Constitution.

It currently reads as follows ;

' The officers elected at the AGM shall consist of Chairman, Honorary President, Secretary General, Treasurer, and *FlightLines* Editor and up to ten other officers who shall fill such other positions as decided at the AGM (e.g. Radio Control or Control Line Secretary, PRO etc.). No one person may fill more than two posts.'

I propose to change it to read as follows ;

' The officers elected at the AGM shall consist of Chairman, Honorary President, Secretary General, Treasurer, Competition Secretaries for all sanctioned competition disciplines, and *FlightLines* Editor and up to six other officers who shall fill such other positions as decided at the AGM (e.g. National Aero Club delegates, Membership Secretary, PRO etc.). No one person may fill more than two posts. '

Proposed by ;Brian Carolan IRL1834

Seconded by Niall O'Sullivan IRL2317

Reason ;

The current wording does not reflect, at all, the current practice of having multiple single discipline competition secretaries.



**You are Cordially Invited to Attend the  
Model Aeronautics Council of Ireland AGM  
which will take place on  
Saturday 29th 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.



# Stu Holland

I was at the UK nationals this year and met two control-line colleagues there. Stu Holland and Eanna Healy were both completing in the combat events. While chatting I discovered that Stu was competing in the UK Nationals for over 50 years. This has to be a first for a MACI member and I feel therefore that it should be mentioned in Flightlines.

Stu's first time competing in C/L Combat at the Nats at Barkston Heath was as a 17 year old in 1961. He had joined the Northwood Combat Team by 62 with an improvement in results culminating in a win in 1964 using the Flingel Bunt design later published in Aeromodeller. His opponent in the final was none other than Neil Tidey later of Laser engine fame. He moved to Ireland and got married in 1967 and spent some time sussing out the local scene before his next visit to the Nats in 1971, losing the semi final to eventual winner Steve Jones.

The mid 70s saw big changes in technology with larger foam, glow powered models replacing the Oliver Tiger diesel powered models. The leap in performance levels were astonishing as was the



carnage. Stu returned to the Nats, again at Barkston in '77 with a fleet of glow powered foam based models. He thinks he reached the quarter or possibly semi final. This was a good warm up for the first W/C Combat event at Woodvale in '78. Flying with the Irish team he reached the quarter final going out to eventual winner Mick Tiernan of the UK

A number of visits to the Nats were made in the 80s. Highlight a win in half A (1.5cc diesels) in 83. His next venture over to the Nats was '91, this time at Fairford. Weather poor forced the cancellation of F2D which turned out the last time he entered this event. A new event had been running for a couple of years, Vintage Combat, this was restricted to model designs up to 1970 powered by the appropriate engines from the time. He was instantly at home in this event, only losing in the final to Steve Malone flying an identical PAW 2.5 powered Warlord.

Now settled into fairly regular visits to Barkston in the 90s mainly flying the Vintage event with odd forays into other events to use up old foam models. He teamed up with flyers from the South Bristol club who had been tempted back to Combat flying by the Vintage event. Highlight reaching the final in '98 but got hammered after having to borrow a model. L

The last ten years have turned out the most successful for him, rule tweaking has allowed slightly larger models and more powerful easier handling engines making for a popular very competitive event, there were 40 entries this year. At the same time Oliver Tiger Vintage has been introduced, this is basically the same rules but powered by Oliver 2.5s or clones. This is closest to what was flown in 60s and early 70s as they are slower than the PAW TBR 19s used in Vintage. He finally recorded his first win in Vintage in 2007, followed by wins in Oliver Tiger Vintage in 2008 and 2012.

This brings us to 2014, could he post a win 50 years after his first? A bout of ill health earlier this year threatened to scupper that ambition, but supported by Eanna Healy he made it to Barkston good to go. Lost to Mick Lewis 3 cuts to 2 in semi of Oliver Vintage but won 3rd place fly off, so not a bad try. Next the last 8 in Vintage, typical Barkston weather, cold wet and windy on the Monday, after a glorious Saturday and Sunday. He won the quarter final, won semi after a re-fly due to a tie, then into final against Richard Evans. Four minutes flat out Combat, fantastic. He conceded one tiny cut so no 50th anniversary win but so so close, still, two podiums was excellent.

Rumour has it 2014 could be the last Barkston Nats so maybe he will listen to what his knees are telling him and quit or maybe he will be back to the Blasted Heath one more time. Well done Stu, all your colleagues in MACI applaud you.

***Dermot O'Flynn***

# Aeromodellers!

Those of you who are familiar with the TV series Fawlty Towers will doubtless remember the episode in which a visiting psychiatrist, having observed Basil's antics for some time comments to his wife that, "There's enough material there for an entire conference". There are those who firmly believe that were the good doctor to spend some time with a group of Aeromodellers he would very quickly come to the same conclusion.

He would find himself surrounded by a group afflicted with what can best be described as a form of mental malaria. Mental because only a madman would spend tens of hours and probably hundreds of Euro constructing a machine which he then launches into the sky in the knowledge that there are equal chances that it will fly perfectly as designed and return safely to earth, fly away and be lost forever, or come crashing to the ground, reducing itself in the process to a pile of small pieces of wood and foam. Malaria because once bitten by the bug there is no known cure and although the sufferer may enjoy long periods of remission, lasting for years or even decades, without any modelling activity it is certain that at some point he will suffer a relapse and seek out the nearest Model Shop and flying site.

You all will have seen evidence of this. The innocent onlooker who turns up at the flying field and, when engaged in conversation will, after the initial pleasantries, confess that he once started to build a Tomboy and ask if Keil Kraft kits can still be bought. You can be certain that he will soon return with his membership fees in one hand and at least an ARTF in the other.

There is also undoubtedly a certain Social Stigma attached to the Aeromodelling hobby. Who in an interview when the dream job is almost theirs on being asked the question, "do you have any hobbies" which we all know is code for "will you be able to represent the company on the Golf Course, Rugby Field etc." will proudly admit, "yes I build and fly model aeroplanes" in the full knowledge that this answer will probably relegate their application a folder marked "For Shredding".

The love life of the modeller is also fraught. Having convinced the love of his life that the state of his fingers, scarred by propellers and mottled with peeling lumps of SuperGlue, is not a result of a genetic skin disorder he is then marched up the garden path so that her parents can interview the potential father of their grand children. As modellers are in general reasonably articulate and presentable, but there are exceptions as we all know, things go reasonably well until Dad, a man whose idea of a healthy hobby is lying on the couch and shouting abuse and encouragement in turn at twenty two pampered millionaires as they chase a ball around a field, asks the modeller what team he supports. "Oh", exclaims the love of our hero's life proudly, "he's not interested in football, he builds model aeroplanes". This piece of news is greeted with silence from Mother, as mothers do, and a whispered "mudder of devine" from Dad.



The honest answer to his inevitable question when it comes; “and do dey ever crash?” convinces him that his daughter has hooked up with a seriously dysfunctional individual. At the same time mother realises that the Bragging Points at the Bridge Club for “my Claire’s boyfriend builds model aeroplanes” are at best limited and very unlikely to gain her a seat at the top table for the Christmas party. They then both spend a sleepless night wondering whatever happened to that nice Neo Nazi lad with the tattoos she used to go out with. As least you know where you are with Neo Nazis.

The one positive, if you consider it a positive, to our hobby is the fact that it is the ultimate social leveller. If you take a look at most club car parks you will probably find a balanced mix of new high end German SUVs and old low end Japanese saloons. This socialism transfers to the flight line where senior barristers will seek advice on CG location from apprentice mechanics and bus drivers discuss electric set up with consultant surgeons. Members of the medical profession it should be noted are always welcomed as members as they are a ready source of scalpels and ether although its always advisable to give the scalpels a good rinse under the tap before using them.

The Aeromodeller is fortunately blessed with the stoicism of the chronically afflicted. The sight of a significant investment of time and money plunging into the ground and the resultant lonely walk, bin liner in hand, will usually elicit only a “what happened there?” Contrast this with the Golfer who misses a putt or the footballer, who misses a penalty, they will be distraught and inconsolable to say the least. Why? The golfer can have another putt at the next hole and he doesn’t have to build a new set of clubs from a pile of wood first.

The Aeromodeller unfortunately will always be short changed when it comes to comparison with other hobbyists. The model railway fanatic is viewed benignly by all with just a hint of guilty envy. Model boat enthusiasts are considered to be craftsmen of the first order with direct links to our seafaring ancestors and are respected as such. Everyone agrees however that the model car followers are best left alone!

Life then is unfair on many levels to those asocial, lonely and unemployable individuals who choose to pass their time trying to assemble the perfect miniature flying machine. Samuel Beckett could have been describing their Odyssey when he wrote the following;

**Ever tried.**  
**Ever failed.**  
**No matter.**  
**Try again.**  
**Fail again.**  
**Fail better.**

*William Bowles*

# Leinster F3A Championship

The Royal County Aeromodellers Club was very happy to be asked at short notice to host the running of the Leinster F3A Championships on August 30<sup>th</sup>/31<sup>st</sup>. As the Club is moving to a new larger site courtesy of Bord na Mona in the new year, we had to pull out all the stops to get the current site up to scratch for the expected number of F3A flyers. However, dedicated work by a number of club members leading up to the competition had the site looking fantastic and also allowed us to unveil our new club all weather banner. As part of the preparations we did extensive work on the site including hiring in Chemical Toilets, extensive site preparation and marking, provision of gazebo's chairs and facilities for judges and competitors. We provided full food and refreshment facilities with hot tea and coffee running all day courtesy of Liam Butlers camper van. We were happy to provide a wide range of sandwiches and cakes to all who attended, who took part and assisted in the running of the competition, courtesy of our Treasurer, Diane.

Having decided to run on just Sunday due to a poor weather forecast for Thurs ,Fri and Sat we found ourselves with a slightly greater number of entrants than expected. The morning was one of those misty ones and as the mist cleared there was low cloud passing on the breeze which resulted in CD Brian Carolan having to wait a while. By 10.00 am ,with the briefing and draw concluded, the sky had cleared and flying commenced with a calibration flight for the judges. Steve Burgess, who was visiting from Scotland, set the tone in F3A Tier 1 winning the first round. Mikey Blake, who is continuing to improve, was a strong second. Mikey looks set to be a star of the future in Irish F3A. As the rounds rolled by Brian Carolan came through the field to the front though he got some help when Steve had to retire early.

F3A Tier 2 ,with six entrants, was the most competitive of all the classes. Any one of the top three could have [won](#) it in the final round , it does not get any closer than that. It was great to see David Drummond from N Ireland attend. In the end Paul Houlihan won out resulting in his promotion to Tier1.

There were 4 entrants in Masters which is a hopeful sign as this class has been quiet lately. This turned out to be a very competitive class with a great battle for first place between 'old' hand Dave Carr and 'new' boy Rob Regan. This battle went on all day with the last round being the decider.

All in all it was a great flying event. Though it was breezy the air was a smooth as silk as it moved over the very flat surface of the bog. Also having a perfectly flat horizon is conducive to good aerobatic flying.

On behalf of the Royal County Aeromodellers Club I would like to thank the MACI Aerobatic Committee for allowing us to run the Leinsters. All our members found the entire exercise in the lead up to it and on the day a worthwhile experience and one we will willingly offer to repeat for MACI on our new flying site. Given our geographical location, we feel we are eminently positioned to run such competitions and will be making a strenuous effort to lobby MACI to allow us to run such competitions in the future. The feedback from all participants was that it was a perfect location and the organisation was superb. All competitors said they would be very happy to return for next year's Leinsters.

A big thank you to the following people in no particular order. Firstly, our own committee who put time and effort into the organisation and preparation of the competition. On the day, a big thank you to Diane for the wonderful spread of food that she prepared. A big thank you to Liam Butler for providing his camper van thereby ensuring a constant supply of tea and coffee not to mention a sheltered location for the scorekeeper's laptop and printer. To all the club members in their Hi Viz jackets who helped on the day ferrying score sheets and generally helping out as issues arose. Finally, to our other club members who came out to support our efforts.

### **Results:**

#### **Masters**

1st	Rob Reagan	3000.00
2nd	Dave Carr	2849.99
3rd	Ger Kilbey	2684.00
4th	Paddy Gavin	2184.05

#### **Tier 2**

1st	Paul Houlihan	3000.00
2nd	Gordon James	2927.04
3rd	Dave Drummond	2919.88
4th	Robert Telford	2837.05
5th	Dave King	2591.59
6th	Stu Holland	2214.57

#### **Tier 1**

1st	Brian Carolan	2932.75
2nd	Mikey Blake	2853.38
3rd	Ray Keane	2814.49
4th	Steve Burgess	2000.00

***Bill Thompson***

# Heli nationals 2014

The Heli nationals was held on August the 16th and 17th 2014 at Carron model flying club in Co Tipperary .

There were nine pilots competing in three classes .

Three in F3N novice.

Two in F3N intermediate .

And four in F3N.

First was set manouvers for all classes .

## **Novice**

Sashen	534.5	639
Sean	474.5	568
Chris	836	1000

## **Intermediate**

Caolan	1517	938
Jamie	1618	1000

## **F3N**

Noel	3043	1000
William	2806	922
Barry	2980	979
George	1712.5	563

## **Next it was freestyle for all classes**

## **Novice**

Sashen	221	880
Sean	206	821
Chris	251	1000

## **Intermediate**

Caolan	328	1000
Jamie	294	896

## **F3N**

Noel	367	987
William	372	1000
George	304	817
Barry	365	981

**Next it was the turn of intermediate freestyle to music.**

Caolan	317	1000
Jamie	265	836

**Then F3N set manouvers for a second time**

Noel	3354	1000
William	3170.5	945
Barry	3214	958
George	588	772

**And finally F3N freestyle to music**

Noel	355	1000
William	355	1000
George	324	913
Barry	339	955

**Novice podium**

1st Chris Tunetty  
2nd Shashem Thuma  
3rd Sean Arrow

**Intermediate podium**

1st Caolan Arrow  
2nd Jamie Hourigan

**F3N podium**

1st Noel Champion  
2nd Wiliam Gaule  
3rd Barry Kennedy

After this we held some fun events such as balloon bursting and autorotation spot landing .

I'd like to thank all who attended for the weekend and hope to see everyone soon.



# **Fun, Fog & Flying...**

## **First ever IMAC Competition in Ireland.**

Midlands Model Flying Club Co Offaly.

Sunday 21<sup>st</sup> September 2104

### **Pilot Brief 9:30am.**

Sponsors: Model Heli Services, <http://www.modelheliservices.com>  
& Pilot RC [www.pilotrc.com](http://www.pilotrc.com)

As the competition date approached and each pilot confirmed their attendance, it was time to check that everything was going to plan and sure enough Mikey Blake had the computerised scoring system ready to go, along with the winning certificates for each class, Martin Sweeney gave the green light for his part, registration and score board,



Declan Heneghan from MMFC acted as Contest Director and as always had every detail covered from the host club.

The day got off to a foggy start, pilot brief went ahead as planned at 9:30am, but the foggy conditions was to prove incorporate, so we were grounded for the short term, despite Mickey Blake's best effort to check the cloud base, he took off in his electric powered yak54, but the conditions would prove unflyable for IMAC, however Mickey put on a fine display of close in 3D type flying.

All the time the fog was lifting slowly so Matthew Poots (fresh from the IMAC World championship in America where he achieved very credible 13th place) decided to give it a go with his DA120 powered Hangar 9 Extra300, most of his flight was in poor visibility, its easy to understand this mans ability and passion for flying r/c aircraft because one moment he was just 3feet off of the runway in a very fast knife edge pass. The next min he was flying vertically out of sight at about 400 feet in thick fog, Matthew also served up a phenomenal display of close in fast and accurate flying, you can see the YouTube video here [http://youtu.be/t8vn8\\_vsn0g](http://youtu.be/t8vn8_vsn0g) And you can also check out Matthew Poots home page [www.aerobatics.ni](http://www.aerobatics.ni)

The Competition started in the Basic section, Anthony Phelan was first to compete after take off all seemed fine until he gained height to set-up for his first manoeuvre when all of sudden his DA powered Extra 300 went into the Fog and out of sight everyone waited for what seemed like an eternity for the Hangar 9 Extra to re emerge when it eventually did, Anthony was glad to land and wait for another opportunity to compete,

After another 45mins all agreed we were good to go, so Anthony opened up the competition proper followed by Dermot Gannon, John Price, and Mel Broad. Joe O Sullivan and Declan Heneghan, were forced to retire due to technical problems, each other competitor flew two known schedules in round 1&2 and then a single schedule in the third round.

Next up was the Sportsman category which consisted of Ian Johnson, Ger Kirkby, Brian Foran, again each flying two known schedules in round 1&2 and then a single schedule in the third round.

After Sportsman came the hotly contested Intermediate category with, Mickey Blake Steve Tait, and Sean Scullion, each pilot flying two known schedules in round 1&2 and then a single schedule in the third round.

Then it was Angus Balfors Turn to compete in the unlimited category; again flying two know schedules per round 1&2 and then a single schedule in the third round.

Lunch tea coffee biscuits and buns were served by MMFC, which could only be described as restaurant quality thanks to Declan Heneghan and his very committed team.

Sponsorship was provided by Model Heli Services and Pilot RC, in the form of goods and vouchers, so no one went home empty handed.

Martin Sweeney, Ger Kilby, Angus Balfor, Matthew Poots & Mickey Blake were the judges on the day, helped by Joe Sullivan, and I want to thank them very much for their interest and dedication to a new and exciting discipline emerging within MAC



The scores were as follows.

## Basic

Final scores in Basic ranged from a low of **3,132.5** to a high of **3,944.2** (*a range of 811.6*)

Rank	Pilot	Final Score	Round 1		Round 2		Round 3
			Seq 1	Seq 2	Seq 1	Seq 2	Seq 1
1st	Mel Broad AMA#10	3944.2	1000.0	1000.0	944.2	818.7 thrown	1000.0
2nd	Dermot Gannon AMA#5	3731.9	<del>772.6</del> thrown	841.7	1000.0	988.2	902.0
3rd	Anthony Phelan AMA#13	3350.2	<del>737.2</del> thrown	767.2	771.6	1000.0	811.4
4th	John Price	3132.5	711.7	<del>671.1</del> thrown	768.3	856.8	795.7

# Sportsman

Final scores in Sportsman ranged from a low of 3,043.2 to a high of 4,000.0 (a range of 956.8)

Rank	Pilot	Final Score	Round 1		Round 2		Round 3
			Seq 1	Seq 2	Seq 1	Seq 2	Seq 1
1st	Ger Kilbey AMA#3	4000.0	<del>1000.0</del> thrown	1000.0	1000.0	1000.0	1000.0
2nd	Brian Foran AMA#4	3671.1	918.3	<del>865.2</del> thrown	943.9	896.5	912.4
3rd	Ian Johnson AMA#11	3043.2	737.6	740.1	841.1	724.4	<del>717.3</del> thrown

# Intermediate

Final scores in Intermediate ranged from a low of 790.8 to a high of 4,000.0 (a range of 3,209.2)

Rank	Pilot	Final Score	Round 1		Round 2		Round 3
			Seq 1	Seq 2	Seq 1	Seq 2	Seq 1
1st	Mikey Blake AMA#2	4000.0	<del>967.6</del> thrown	1000.0	1000.0	1000.0	1000.0
2nd	Sean Scullian AMA#14	3700.7	919.3	1000.0	<del>831.2</del> thrown	831.9	949.6
3rd	Stephen Tait AMA#12	790.8	790.8	0.0 <i>missing score</i>	0.0 <i>missing score</i>	0.0 <i>missing score</i>	0.0 <i>missing score</i>

I would like to thank MMFC and all their members for supporting IMAC, and in particular for hosting the very first IMAC Competition in Southern Ireland. Furthermore I want to thank most sincerely all the Pilots/helpers friends and visitors all who travelled long journeys to make this a very memorable event.

**Brian Foran**



*Control-Line Speed Pulse Jets BMFA Nats*



*Control-Line Carrier Deck Competition BMFA Nats*





*More Scale Models From the BMFA Scale Nats.*

