

Flightlines



Events Reports
SU 26 Re-Born
The Dualla Show



Issue 3 - 2015



Shannon MFC Glide-In



Robertt Telford's Aiolos about to take off at the F3A World Champs.

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On the Cover: *The Fokker Eindecker belonging to Fergus O'Reilly at the Scale Nats*

The next MACI Meeting, the AGM, will take place on Saturday November 28th 2015 in the Maldron Hotel, Portlaoise, at 2:00pm. The AGM will be preceded by a mini Council Meeting at 1:30pm

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

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Editorial

Well, here we are again.....another year gone and it's AGM time again. As always, you are invited to attend the AGM where your views and opinions would be welcomed. There is also the dinner which follows it. To look forward to.

As I write this, the nights are drawing in and there is a proper autumn feeling in the air. Worst of all, the clocks are going back very soon, then you know winter is almost here.

I was fortunate enough to be able to attend, and help out, at the Dualla Show, (see page 22 for report), at which MACI sponsored a marquee. It was full to overflowing most of the time and seemed a great success with the general public. Well done to all who organised and helped with it. One spin off is that MACI now has two aluminium printed signs, available for future MACI sponsored events, (see photo on back cover).

As you will see on page 37, I have made a proposal that the publishing of Flightlines should be discontinued. This is another good reason for you to attend the AGM where you can have your say on the issue, and then vote on it.

Hope to see you there.

Safe Flying.

Chris Clarke

Tipperary Model Flying Club - Fun Fly

Sunday July 5th 2015.

A mixed day of sunshine and showers, (happily more of the first) saw a great turnout in Littleton Bog for our fun-fly get together where a great day was enjoyed by all. The craic and jovial abuse was the order of the day and in between we got some good flying in.

What better way to spend a Sunday than in the company of a group of lads out for a bit of enjoyment and that's what we had in abundance.

CD for the day, myself, welcomed everyone to our flying site and said it was very encouraging to see so many flyers

turn up from our neighbouring clubs. Our chairman Michael Blake, in welcoming all said he hoped the weather would hold up for us and said that this is what aero-modelling is all about, having good fun in good company. A draw was made for the running order and Brian Foran was to lead the brigade.



Let the fun begin.



Fergus & Mick have a go.



Too high!

Five of the following list of manoeuvres was chosen by each competitor and the battle began. Tommy Collins and Matt Ryan were the judges and timekeepers and though brown envelopes were produced, these guys couldn't be bought, ha!

- 1, 1 minute timed arrival & land in circle.
- 2, Spot Landing.
- 3, Roll, Loop, Roll, land in circle.
- 4, 2 rolls upwind followed by 2 rolls downwind & land in circle.
- 5, Egg Drop & land in circle.
- 6, Duration Glide & land in circle.
- 7, Balloon Burst.
- 8, Touch & Go.



Close call!



Feeding time.



Martin in jovial mood.

All the events were flown successfully & every model survived, not even a hard landing. The wind proved a little strong for the narrow 30m diameter circle and the 2 minutes balloon burst proved difficult for all. We got close a few times but the balloons survived. More practice needed, we left the bamboo rods in the clubhouse so the Tipp boys can practice for the next event, whenever. We weren't competing for a world cruise or a state of the art radio control system but the shouting and cheering drifted on the wind to Thurles! *(maybe a little exaggerated).*

Now for the serious stuff of prize giving. Overall winner was Mel Broad from the Midland Model Flying Club, our own Gary Brahan took 2nd prize and in 3rd place, Brian Foran of the Laois Model Aero Club.



Mike presents Mel with 1st place plaque



Mike presents Gary with 2nd place plaque



Brian, in 3rd place gets plaque from Mike

Noel O'Meara our resident photographer/flyer took some great shots of the day for the archives.

Our chairman, Michael, again thanked all the pilots and ground crew for a most enjoyable July day and hoped for a similar event again sometime.

Mick McEvoy

Sunday Morning at the Cork MAC

Cork Model Aero Club is in the lucky position of having two excellent sites; one to the west of Cork City at Brinny near Bandon, the other on the Midleton/Castlelyons road to the east of the city.

Both sites are well cared for by green keepers appointed by the club. Matt Quinn cares for the Brinny site, Al Hamilton does the job on the Midleton site.



Al Hamilton (seated) and David Reid



David Reid's Edge 540

Flying takes place on both sites throughout the week. Sunday morning on the Midleton site is my regular flying fix. Summer weather has not been kind to us this year. High winds, low cloud, all pervasive rain have been the norm on Sunday mornings for quite a while now.



It was the rare experience of a perfect Sunday morning recently which inspired me to put pen to paper....to record the event for posterity as it were.



Jim Howard's Petrol Powered Piper Cub

recent addition and Al is well on his way to being ready for B cert at the end of the Summer. A scratch built Red Eagle from the RCME plan) was also seen in the back of his car. David was flying his trusty Edge 540, powered by a Saito four stroke, and he thoroughly enjoyed the flying conditions.

David rarely arrives without his foamy Radian...some gentle soaring a counterpoint to the more aerobatic Edge.

Jim Howard is another Sunday regular, and he brought along his petrol powered Piper Cub. This model looks very well in the air, Jim flying slow, sedate and low flypast after flypast to entertain us.



One of Andreis Lukins' Hobby King Fleet



My SebArt PC-21

Jim is a man who enjoys building as much as flying. He is currently building a Mick Reeves Sopwith Strutter and he hopes to have this large model out early in 2016.

Andrejs Lukins arrived mid morning as usual with some of his Hobby King Fleet. No place for smooth sedate flying here....aerobatic and 3-D would best describe his excellent flying.



Yours truly is a fan of SebArt planes and I am currently enjoying flying the PC-21 from this company. The model, powered by a Hacker A-50 motor run by a six cell 4000mA LiPo, flies the full range of scale aerobatics. Highly recommended.

Konrad Skwarna had also been flying that morning. However I was unable to get photos of his planes. Konrad also had a new foam jet...but I didn't get the details except that it flew on four cells...and was extremely fast!!

Isn't it great to be able to spend a pleasant Sunday morning with some friends on the flying field? It has been a rare enough event this year, and therefore to be savoured.

Let's hope that the weather gods will be more kind to us this August and that many more mornings like this can take place before the Summer is out.



Many thanks to the lads for allowing me to use these photos. Thanks again to Al for the immaculate condition of the flying site

Eoin O Callaghan
IRL 2857

New Scale Rules & Classes

The MACI Council has approved a proposal made by the Scale Secretary regarding Classes and Rules. I will include the new rules in full at the end of this article, but first of all I will give a brief overview of each class and explain why it has been included.

MACI F4C. This is F4C pretty much as per the FAI regulations and also pretty much as we have known it for several years. The flying schedule and all K factors are as per current FAI rules. Some small changes have been made to cope with the fact that we cannot provide more than 2 judges per round, we want to complete the competition in as single day and we are not permitting the use of gyros or other automatic stabilisation devices. F4C is the original Scale Competition class, internationally recognised and rooted in scale tradition. The competitor must be the builder of the model as well as the pilot, and the model itself is judged for scale accuracy. F4C is a class for people that are both builders and flyers.

MACI F4H. This is a relatively new FAI class, and we have made the same changes regarding judges, rounds and gyros as for MACI F4C. The flying schedule is the same as for F4C (and indeed all of the MACI Scale classes). There is no requirement for the pilot to be the builder of the model, but he (or she) must have applied the surface finish. This gives rise to the possibility of entering a recovered ARTF model, a model built by someone else or a model built by the competitor. The model is judged for scale realism (usually referred to as static judging), but the documentation required is less than for F4C, and the static judging is less rigorous. We have never flown this class before in Ireland, and it will be interesting to see how many people choose to take part.

MACI Clubman Scale. This is a class that has no “builder of the model” requirement, nor is there the need to have applied the surface finish. There will be static judging in this class, so that the more realistic and complex models will receive a reward in points over their simpler and less accurate rivals. This is another new concept for MACI classes and again it will be interesting to see how many people take part. Documentation will be necessary to the same level as F4H, and static judging will be based on slightly altered F4H rules. The flying schedule is the same for all classes, as defined in the FAI rules for radio controlled scale models.

MACI Flying Only. This is the only current MACI class that has no static judging, therefore no requirement to provide proof of scale documentation. There is no requirement for the competitor to build or finish the model, so this is the easiest class to get started in. Note that even though no static judging will take place, the model must still be a bone fide scale model, i.e. a replica of a real person carrying aeroplane.

The online survey indicated that there was considerable interest in all 4 of these classes, which is why all 4 have been included in the current set of rules. Next year's rules will be reformulated based partly on the numbers taking part in each class this year, so the best way to make sure your favourite class continues to be available is to take part in it!

The formal definition of the new classes and rules is as follows. The numbering system defines the way these rules fit into the MACI Competition Regulations.

New Section 4.4 in the MACI Competition Regulations

RADIO CONTROL SCALE

4.4.1. Radio controlled scale competitions shall consist of 4 classes; MACI F4C, MACI F4H, MACI Clubman Scale and MACI Flying Only Scale. These classes are described below, and are based in whole or in part on the FAI regulations as contained in the FAI Sporting Code, Section 4 – Aeromodelling, Volume F4 (edition relating to the current year). The Sporting code can be downloaded from the FAI web site at <http://www.fai.org/fai-documents> (make sure you get the correct document as there are lots of documents here!). All competition classes use the same flying schedule of manoeuvres, as defined in chapters 6.3.6 and 6.3.7 of the FAI Sporting code. The individual manoeuvres are described in detail in annex 6C of the Sporting Code. Note that the flying schedule changes slightly each year, with some manoeuvres being dropped (for example, there is no longer a 'flight in a straight line' manoeuvre) and some being added (for example, a Procedural turn is now permitted for non-aerobatic types).

4.4.2 MACI F4C. As defined in the FAI Sporting Code, Chapter 6.3, with the following changes:

The Contest Director may reduce the number of flying rounds from 3 to 2 (with no discard) if necessary to complete the competition in a single day.

In all cases (flying and static judging), a judging panel shall consist of 2 judges.

Gyros and other automatic stabilisation devices are not permitted.

4.4.3 MACI F4H. As defined in the FAI Sporting Code, Chapter 6.9, with the following changes:

The Contest Director may reduce the number of flying rounds from 3 to 2 (with no discard) if necessary to complete the competition in a single day.

In all cases (flying and static judging), a judging panel shall consist of 2 judges.

Gyros and other automatic stabilisation devices are not permitted.

4.4.4 MACI Clubman Scale. As defined in the FAI Sporting Code, Chapter 6.3, with the following changes:

The Contest Director may reduce the number of flying rounds from 3 to 2 (with no discard) if necessary to complete the competition in a single day.

In all cases (flying and static judging), a judging panel shall consist of 2 judges.

Gyros and other automatic stabilisation devices are not permitted.

There is no requirement that the competitor should be the builder of the model.

Static judging shall be carried out as defined for the FAI F4H class, as described in chapter 6.9.

No score shall apply with respect to chapter 6.9.4.2 (Originality of Model Design and Construction).

Minimum documentation permitted is a 3-view drawing and a colour photograph of the individual aircraft on which the model is based (The Internet is a good source for photographs and 3-view drawings).

4.4.5 MACI Flying Only Scale. As defined in the FAI Sporting Code, Chapter 6.3, with the following changes:

The Contest Director may reduce the number of flying rounds from 3 to 2 (with no discard) if necessary to complete the competition in a single day.

In all cases, a judging panel shall consist of 2 judges.

Gyros and other automatic stabilisation devices are not permitted.

There is no requirement that the competitor should be the builder of the model.

No static judging shall be carried out.

Even though there is no static judging, the model must be a bona fide scale model, i.e. a replica of an individual full-size aircraft, and the judges may require proof of this.

4.4.6 At each competition a competitor may normally take part in only one class. At the discretion of the Contest Director, a competitor may be permitted to enter a different model in a second class, taking into account the number of entries and the time available in which to run the competition. Competitors are not permitted to enter more than 2 classes at a competition.

New Score Sheets,

The new rules require a new set of declaration forms and score sheets, these are available on the MACI web-site.

I hope the information above explains things adequately, send me an email at scale@maci.is if you require any further clarification.

Wishing you all safe and happy aeromodelling,

Steve Elster,

MACI Scale Secretary

IRL3944

SU-26 Re-born



An artistic take on many lives of the most iconic SU-26 of all - Jurgis Kairys's LY-AMG, S/n 06-03, which crashed and was written-off in September last year. LY-AMG had a very interesting life, it was flown aggressively and extensively by Jurgis, and was also lent to other pilots such as Svetlana Kapanina.

Over the years AMG appeared in many garbs, and so it is difficult to capture the full character of its existence through only one recreation. It is for this reason that I have borrowed from the many lives and colors of this aircraft. You will notice that this 33% scale recreation is not faithful to any single scheme on this plane - it is playful, as Jurgis himself. The lines and orientations of commercial logos are purposefully skewed and incomplete, and elements are borrowed and blended from the various schemes of this iconic aircraft. I personally love the way it turned out - and flies very well too.



Model details: 33% SU-26, 98 inch span, 96 inch length, powered by Evolution 80GX, 27-10 prop, RE-3 Tuned pipe, 10 hp, 11.5Kg with full fuel and smoke oil - it is a conversion of a commercial kit, with many many modifications including custom Carbon fibre canopy and landing gear..

Dr. Shakeel Siddiqui
IRL-5234

Irish Nationals & F3A Team Trials

Hosted by Roundwood Model Aero Club (Sunday August 30th)

This year our club welcomed a request from IMAA A to hold an aerobatics competition at our flying site, so plans were made and duties assigned.



It all started with my arrival on Saturday morning to help with any preparations for Sunday's event, I was informed I would have to stand in for Tony Green and my duties for Sunday would be contest director. After the initial panic subsided, I ran through a basic check list. Ollie O Reilly had field and runways in

perfect condition, Liam Jackson had catering equipment and basic supplies ready, John Flynn and Jim Cullen would enter scores after each round was completed, that just left us with an early start to setup equipment on the flying field for tomorrow.

On Sunday at 7.55 am there was a cue at the gate of seriously eager F3A pilots waiting to get on to the field. A total of eleven pilots ready to compete made their way to the clubhouse after Jim opened the gate.

Brian Carolan moved swiftly into action with tape measure and started to mark out ready boxes and centre line after selecting which runway to use for the day. Thanks to Ray Keane & Paul Houlihan who spotted the lost look on my face and briefed me on everything I wanted to know about F3A. Now calm and in control I called pilot brief and numbers were drawn for flight position, which were then rotated after each round.



The weather consisted of dark grey clouds with the risk of rain, with very little wind. As the day progressed the wind turned to dead calm and the weather just kept improving with pleasant bursts of sunshine throughout the rest of the day.



The competition started at 9.50 am with 2 rounds each of tier 1 and tier 2 with back to back masters.

After a lunch break, which we all needed as the pilots judge the other classes, the competition resumed with a repeat of the morning's class sequence. Lunch consisted of a full menu off the BBQ, including burgers, sausage rolls, chicken, lamb chops, roast potatoes and some vegetarian burgers. There was also a wide selection of side salad to accompany followed by strawberries and cream for dessert.



As the day progressed it became clear that F3A-T1 was going to be a close fought battle between Mikey and Shane. F3A-T2 was just going to take all day to split the pilots as all of them were in the running through to the final round. Robert was having his own way in Masters as Paddy had a problem in round 1.

After 4 rounds of F3A, flying the P schedule, the top 50% of pilots went on to fly the F schedule for two rounds to decide the outcome.

Well done to all who participated. It was great to see such wonderful flying at our site.

See results opposite.



Thanks to Andrew Ryan and Colette Carolan , who had been busy during the flying getting a bbq lunch ready with a great selection of food for everyone, thanks also to Dave Foley who travels to most of these events with the sole purpose of judging , also to the club and its members for the use of the site and for giving of their time.

Thank you to everyone who attended for their support for what was a very enjoyable event. We look forward to the possibility of hosting another F3A event at Roundwood in 2016.

Paul Duffy

Preliminary												
Tier 1		Round 1		Round 2		Round 3		Round 4		Points	3 Best	Normalised
Placing	Pilot	Raw	Normalised	Raw	Normalised	Raw	Normalised	Raw	Normalised			
1	Shane Robinson	447	1000	448	1000	485	1000	430	977.27	1380	3000	1000
2	Michael Blake	433	968.68	419	935.27	434	894.85	440	1000	1292	2903.95	967.98
3	Niall O'Sullivan	420	939.6	410	915.18	454	936.08	428	972.73	1302	2848.41	949.47
4	James Murphy	425	950.78	412	919.64	452	931.96	387	879.55	1289	2802.38	934.13
5	Brian Carolan	412	921.7	413	921.88	432	890.72	409	929.55	1234	2773.13	924.38

Preliminary												
Tier 2		Round 1		Round 2		Round 3		Round 4		Points	3 Best	Normalised
Placing	Pilot	Raw	Normalised	Raw	Normalised	Raw	Normalised	Raw	Normalised			
1	Robert Telford	429	1000	400	1000	434	1000	429	1000	1292	3000	1000
2	Ray Keane	404	941.72	374	935	411	947	413	962.7	1228	2851.42	950.47
3	Paul Houlihan	410	955.71	385	962.5	397	914.75	391	911.42	1192	2832.96	944.32
4	David Drummon	145	338	383	957.5	393	905.53	397	925.41	1173	2788.44	929.48

Finals									
Placing		Pilot	Best 3 P		Finals R 1		Finals R 2		Total
			Normalised	Raw	Normalised	Raw	Normalised	Raw	Normalised
1	Shane Robinson		1000	442	1000	493	995.9	2000	
2	Michael Blake		967.98	442	1000	495	1000	1967.98	
3	Niall O'Sullivan		949.47	0	0	0	0	0	949.47
4	James Murphy		934.13	0	0	0	0	0	934.13
5	Brian Carolan		924.38						924.38

Masters	
Placing	Pilot
1	Robert Reegan
2	Paddy Gavin

Dualla Show - 2015

The curtain has once again come down on the Dualla Show. This annual event which attracts crowds in excess of 20,000 has proven to be a popular show with young and old alike. Whether you are from the city or country you will take back great memories of your day in Dualla.



Aerial View of the Show

For the young there were bouncy castles, snake tunnel, jugglers, dog show, stunt motorcycles, gymkhana, just to name a few and for the not so young there were so many events it is hard to name them all, tractor pull, tug o' war, livestock show, vintage tractors and cars, try your hand at the shooting simulator or walk among the many beautifully polished trucks, 217 this year, or

sit and have a drink in a beautiful country atmosphere and watch the horse jumping.

There were stall holders in abundance displaying their wares and if you got hungry there were fourteen food outlets serving beautiful cuisine.

What has this got to do with MACI one might ask, well, sited within the tented village was our very own MACI tent where in excess of 2,000 people saw a large display of models of all disciplines.



The Marquee Overflowing.

We had two simulators running all day on 32" flat screens which proved to be a great attraction for the boys and their daddies. MACI and Tipperary MFC information leaflets were distributed in their hundreds along with some pre printed MACI pens while the very interested left with a BMFA Dart. Unfortunately, when we first muted the Dualla Show, time wasn't on our side to get MACI Darts printed, maybe this should be investigated for future events or school visits. The children didn't leave empty handed as many small hands dipped into the vitamin "C" lollipop jars.

The organisation of the above was handled by the undersigned and without the help of my fellow Tipperary Model Flying Club colleagues Noel O'Meara, Joss Carroll and Tommie Collins this would not be possible. MACI was

represented by our chairman Kevin Manning and our secretary general Chris Clarke who were kept busy all day explaining the workings of our society and the satisfaction to be gained from becoming a member.



Nearly Ready for the Crowds.

Joss Carroll put his teaching

skills to work explaining the workings and history of the models on display. Noel O' Meara and Tommie Collins manned the simulators assisted by John McCarthy and Jimmy Kearns from the Tipp club. I must also mention Conor Maher from the Tipp club and Michael Murphy from the Laois club for their presence and offers of help. Many thanks to all you guys for your help in creating awareness of our organisation MACI, and of the Tipperary Model Flying Club to thousands of people who visited our display.

Summing up, a very enjoyable day was had by all, hopefully it might attract some new members. Four apologies were noted from the Tipperary Model Flying Club members who through unforeseen circumstances could not attend.

Mick McEvoy IRL - 709

Scale National Championships

13th September 2015

“From Trepidation to Elation”

Trepidation

Will enough people turn up to compete? What if too many people turn up to compete? What if one of the judges comes down with the flu? What will the weather do? Will the new rules and classes work? Hope the portaloos arrive as promised. What will the weather do? What if the club barbeque breaks (again)? Back to the weather...



Liam Butler's Extra

These are a few of the thoughts going through my mind over the few days leading up to the Scale Nationals.



Gary Brahon about to send his PC9 into the sky

This was to be the first competition under the new rules, the first to be held on a Sunday, and the first (in my memory at least) that had panel of judges that were not also competitors. It was also the first Scale Nationals for 2 years, since this event did not take place in 2014. In fact it was the first Scale Competition of any kind for quite some time and it was

important to get this one right.



Joe O'Sullivan's Fokker DR7

No doubt about it – I was an anxious man for a while and I became almost obsessed with weather forecasts, of which there were so many, all telling different stories, that it was almost impossible to predict what would happen.

Some time on the Saturday morning I decided that we should go ahead with the event as planned – the most recent

weather forecast wasn't too bad, although I knew we would have to fly between the showers to some extent. The alternative was to hold off for a fortnight and use the backup date that was put in the calendar in case of a postponement, but the long range weather forecast for the 27th was not much better, so that was it, decision made and we would try to make the best of it.

Consternation

Just after 10 a.m. the event was up and running. Just about the right number of competitors had arrived, all of the judges were in good health, and it had stopped raining. We had 6 entries in the Flying Only class (this is what used to be called Clubman, with no static judging component) and 3 entries in F4C. We started with the Flying Only class, Fergus O'Reilly having the somewhat dubious pleasure of going first, having been selected by the random function in an Excel spreadsheet.



The Fokker Eindecker belonging to Fergus O'Reilly

The first few flights passed without incident and I was just beginning to relax when the rain started – at first just a light drizzle, but becoming more persistent. Assuming this would be just a passing shower, we called a temporary halt in flying, everyone headed for the clubhouse and a large amount of tea was consumed. Half an hour later, we were still inside, and the rain didn't seem to know that it was supposed to only be a passing shower. At this point I was quite worried that we would have to abandon the event, which would be a pity having come this far, but we stuck it out and eventually the rain did stop (or at least it went back to lighter rain that we could fly in).



Sam Kirkpatrick's Spacewalker being carried out to the flightline by Robert Kirkpatrick

Determination

We got going again, albeit in less than perfect conditions, completed round one in the Flying Only class and also did the static judging on the three F4C models presented. Time then for the first F4C flying round, and by this time the train had almost stopped, but we could see threatening looking clouds over the Slieve Bloom Mountains and heavy rain was not far away.



the Hurricane flown by Robert Kirkpatrick to first place in the Flying Only class

worked ok). We got another full round of Flying Only completed while the burgers were cooking, then a complete break from flying so that lunch could be enjoyed by all. At this point, we only needed the weather to hold up for another 3 flights and we would have completed 2 rounds and that would be enough to give us a result. The weather gods realised what was happening and visited another bout of rain upon us, dampening both the spirit and the burger.

Since more rain was forecast, we pressed on in an attempt to get as much done as possible before weather shut us down again. By now everyone was getting hungry, so time to get the barbeque on, (thankfully it

Then it (the rain) eased off just a bit, and John Byrne, brave man that he is said “I don’t mind flying in that”, so we were off again.

Variation

No other type of model flying competition has as much variety as a scale competition – we had ARTFs, models built from kits and models built from scratch. We had a mix of petrol and glow fuel motors (electric power scale models do exist but none were used at this event). There were 9 different types of aircraft on display, a mix of military and civilian, some aerobatic and some non-aerobatic. Add to this the fact that competitors pick their flying manoeuvres from a list and may perform them in any order (although take-off and landing have to be first and last!) and you have an interesting and varied spectacle.

Elation

The second round of F4C was completed without any further deluges and in fact the weather now improved (which wasn’t due to happen according to any of the forecasts I had seen).

With 2 full flying rounds under the belt, we decided by mutual consent not to tempt fate by going for a third round. I was more than slightly relieved to have got through the competition despite the weather, no accidents and no damaged models.



Paul Byrne's CAP 21, winner in F4C

The results were all added up, prizes given out and speeches (short ones) made. Everyone present agreed that the event had been thoroughly enjoyable, and that next year we should aim to hold a few more competitions – the Nationals was the only competitive scale event this year and there should be 3 or 4 such events in the calendar.

In wrapping up the day, I had the pleasure of thanking the following: The competitors, many of whom had travelled a long distance to attend.

Paul Byrne is F4C National Champion, for the second time in a row, and was presented with the Aer Rianta trophy that seems to have taken up residence in his home. This trophy is a real piece of aeromodelling history, and it is fascinating to look at the plaques and see the names of previous winners



the F4C Trophy with the Laois MAC clubhouse in the background

going back to the early days when the trophy was awarded for free flight competitions, radio control being a more recent invention.

Robert Kirkpatrick was the worthy winner in the Flying Only class, flying a very impressive looking hurricane. Robert will be presented with the cup at the next available opportunity – due to unforeseen circumstances it wasn't available for presentation on the day.

The event was judged by the following people, all duly qualified scale judges that have completed the necessary judging course:

F4C - Kieran McEvoy and Stephen Elster

Flying Only - Martin Sweeney and Paul Fetherstonhaugh

Joe O'Sullivan was also on hand and available to judge if needs be

In summary, it all went very well, let's have some more like it, and thanks are due to the MACI council for supporting the event.

Stephen Elster

MACI Scale Secretary, IRL 3944

Name	Model	Round 1	Round 2	Round 3	Flying Score	Static	Final Score	Position
<i>Flying Only</i>								
Robert Kirkpatrick	Hurricane	1612.50	1723.50	0.00	1668.00	0.00	1668.00	1
Joe O'Sullivan	Cub	1451.50	1622.50	0.00	1537.00	0.00	1537.00	2
Fergus O'Reilly	Fokker Eindecker	1459.50	1598.50	0.00	1529.00	0.00	1529.00	3
Liam Butler	Extra 300	1333.50	1647.00	0.00	1490.25	0.00	1490.25	4
Sam Kirkpatrick	Space Walker	1197.90	1644.50	0.00	1421.20	0.00	1421.20	5
Gary Brahon	PC9	1520.00	1256.50	0.00	1388.25	0.00	1388.25	6
<i>F4C</i>								
Paul Byrne	Cap21	1487.50	1615.00	0.00	1551.25	1650.00	3201.25	1
John Byrne	Fly Baby	1183.50	1319.00	0.00	1251.25	1708.00	2959.25	2
Joe O'Sullivan	Fokker D7	1258.00	1468.50	0.00	1363.25	1534.00	2897.25	3

F3A World Championships - Switzerland

55 years ago, the first ever F3A world championships were held at Dubendorf air-force base near Zurich, Switzerland. The event was won by Ed Kazmirski from the United States, flying a 60 sized own design, the Orion. 55 years later, some of the best r/c pilots in the world descended back to where it all started for the 29th edition of the world championships. Much has changed in the meantime, with models now growing to 2 metres in span/width and power plants including supercharged 4-strokes and electric models with contra-rotating



The Rosetta, definitely one of the more interesting models from Japan

propeller systems. It was with such variation that the Irish team set out to Switzerland in early August to take part. The team comprised Mikey Blake, one of Ireland's up and coming talents, flying a Japanese designed

biplane - the Hybird; Dave King flying a Russian made Angel's Shadow (also with a contra drive) and myself flying a Japanese designed Aiolos with a YS 1.85 4-stroke.

The lead up to departure featured plenty of last-minute hectic activity, with models to prepare (two each in the case of Mikey and myself) and transport arrangements to organise. Thankfully, Gordon James kindly lent us his customized trailer to allow myself and Mikey to take four models (along with spares and support equipment) on the ferry and then drive to Zurich; a trip of around 1,200km. The plan was for us two to get there on Monday the 3rd of August, with registration and official practice taking place on the following Friday. We would then pick up Dave and Gordon (who was travelling as a supporter and helper) at the airport on Wednesday. With a few last minute servo gears and pots replaced (the last one being completed outside McDonalds on junction 8 of the M8 courtesy of F3A veteran Shane Robinson), and a replaced pinions in Mikey's contra-drive unit, we finally set-out to catch our ferry at Rosslare

Following our arrival and a quick check up of our models, Mikey and I braced ourselves for a week of heavy practice in – what promised to be – the blistering heat and dead calm conditions of Switzerland. An early rise the next day and we set out full of anticipation to our first practice site only to be greeted by torrential wind and rain. The practice site itself further compounded our anxiety; a very tight grass runway adjacent to a small corn field surrounded on three sides by busy roads and behind us by a railway yard. Nonetheless, we braved it out and got to business, putting in our first flights of our world championships. Despite the conditions, the first flights went well and we happily headed home via an exorbitantly priced McDonalds.

Luckily, the subsequent days saw a complete reversal in the weather with scorching heat and slack winds being the order of the day; all at a much more suitable and model-friendly practice site perched on a hill overlooking the black forest in Germany. Good practice was accompanied by excellent company, with teams from Brazil, Italy, China and Taiwan all joining us at the site. This was the start of one of the best and most enjoyable aspects of the championships - the never-ending list great people we met and came to know. Eventually, and with Dave and Gordon having being picked up as planned, the day of model processing and official practice at the contest site was finally upon us. Reality hit hard as

we arrived at the facilities – a large air-force base with a large open hangar space and two taxiways dedicated for our use. Several professional looking teams were already quietly getting their models processed in time for their official practice session. We assembled our models for scrutineering (checking for conformity in size, weight, noise, etc.) at



Team Ireland after official practice. L – R: Mikey Blake, Dave King, Robert Telford.

which point any chance of the whole process going through smoothly and with dignity for us rapidly went out the window. Thirty minutes of agonizing model scrutineering later, three very sweaty and relieved pilots were given the all clear. There was really no turning back now, as we headed to the flight line for our official practice slot.

After an opening ceremony (including an off chance fly-by of an Aer-Lingus A320 which happened to be carrying Mikey's girlfriend who was coming to visit), the competition proper got started for us first thing on Sunday morning, with the first of several 6 am alarm clocks starting our day. The theme for the following days was this as follows: up early, and to the flying site where one of us



Another successful practice session with both 'A' and 'B' models.

was normally due to fly in the morning. One round was flown per day, meaning that each of us went through the process of assembling models, getting mentally prepared and waiting for our spot in the flight order. Following the last flight, everything was packed away again before heading back to the hotel where charging and maintenance jobs were done before

collapsing in bed ready for another day. This went on for four days, with the occasional morning/evening practice session thrown into the mix. Far from being a 'flying holiday', the physical and mental preparation of this routine was one of the most challenging aspects of the competition. Unfortunately, things were made more taxing as Mikey, unfortunately, lost his primary model during practice. Despite obvious anxiety and disappointment, he did as a sportsman should and concentrated on the secondary model, with which he put in two very high scores.

In general, the competition flights went well for the team. The incredibly high standard of pilots present meant that any mistakes, no matter how small, were severely punished by judges, with several zeroes being handed out throughout the comp. Despite this, we got through our four flights with Mikey leading the way and taking 60th place.

Our flying ended here, with the top 30 pilots continuing to fly the more challenging 'F' schedule in the semi-finals, with 10 then progressing to fly in the finals (comprising two rounds of 'F' and two rounds of unknown schedules).

These flights were spectacular to watch, giving an idea of the immense skill level of the world's top pilots and providing ample motivation to push ourselves further domestically.

The competition ended with Frances Christophe Paysant-Le Roux being crowned once again as world champion. Tetsuo Onda from Japan came in second position, followed by Stefan Kaiser from Liechtenstein. Joseph Szczur from the United States became the junior world champion with some excellent flying, and also helping the US team to their 3rd consecutive team trophy.

And as fast as it all started, the event wound to a close and we all headed our separate ways home. The competitiveness and skill level involved in flying at such an event, along with the great people taking meant that the anxiety of preparing for and competing had all but disappeared, with focus immediately switching to how to do it all over again in two years' time.

Finally, the team would like to thank MACI for their support in sending the team to the world championships.

Robert Telford IRL-3278



All smiles after another successful round.

Competition aerobatics in Ireland is organised by the Irish Model Aircraft Aerobatic Association (IMAAA), which runs a series of competitions throughout the year for all levels of pilot skill (from novice to advanced). Newcomers, regardless of skill level, are always welcome to take part in competitions and are encouraged to get in contact with the IMAAA for information and guidance on entering the world of competitive aerobatics. For further information, see the IMAAA Facebook page or contact Paul Houlihan (MACI aerobatic secretary).

Brinny F3N Round 3

And so the third round of the All-Ireland F3N round three began on a typically Irish summers morn on the 16th day of August. On the way to the competition that morning I didn't think there was going to be a competition. The rain was coming down from a monotone grey sky that had become such a familiar sight this so called summer. Yeah, it was another one of those mornings alright but the closer I got to the Brinny flying site, the more the weather seemed to improve and when I arrived at 8am the rain was gone and things were looking up.

Shortly after that people started to arrive with pilots anxious to get in some practice flights. The atmosphere started to build and at 10.30am the CD on the day Shaun Hourigan gave his spiel about the F3N competition specifics as well as the obligatory safety guidelines. The official running order was decided and all was set for a good days flying – as long as the weather held up.

Soon after this, Corks very own Diarmuid O'Mahony put on a great display of flying skills in the calibration sets flight to get judges, Chris Tumelty, Jamie Hourigan and the ever faithful PJ Browne in tune with each other.

In all there were seven competitors; four in Intermediates and three in Expert class. Intermediates flew three rounds consisting of sets and a freestyle flight while the Experts flew two rounds of sets, freestyle and music rounds.

Amazingly, the weather help up with the exception of a 20 minute downpour that allowed the culinary skills of Shaun Hourigan's to shine through – well at least in art of cooking burgers and sausages. All were well fed and soon after the final competition rounds for Expert class were flown.

Thankfully, all flights went well and without incident with the highlight being the music rounds all of which was aided by an unusual lack of wind. Unfortunately, grey skies were the order of the day until the helis were put away and the first Irish FPV 250 class quad racers started to put out their makeshift racing track.

Many thanks to all the CMAC members who came along to help out on the day – every little helps!

EXPERTS

1. Noel Campion 3,000
2. Barry Kennedy 2,723
3. George Ryan 2,010

INTEREMDIATES

1. Conor Mallon
2. Pawel Plesniak
3. Dave Higgins
4. Emerson Hamson

FPV Race

1. George Ryan
2. PJ Browne

Philip O'Brien

Shannon MFC Glide-In, Tountinna.

Forecast was for northerly winds, 12kts (f4) decreasing as the day went on.

A great day, 20 pilots took part and i think everyone enjoyed themselves.

Flying started about 10.30am.



The forecast was spot-on, good breeze on the northerly slope but interestingly, the lift came and went which made for some challenging flying at times. those of us who had electricity as back up were glad to use it from time to time.

As the wind dropped, we were able to pick up some thermals and get to great height at times (well done Andreas and Kieran).

Later on in the day, the wind backed NNW and we backed with it. Now we were able to make use of a better slope.



A great selection of gliders were on display, not all flew as the iffy lift meant some pilots chose to stay grounded rather than risk long walk out landings.

Flying finished about 5.30pm, at which time we packed up and headed home.

I would like to thank everyone who took part in the event for their support, some travelled long distances to be with us.

A special welcome to Ross Porz who was on holidays in Ireland and joined us during the day. Ross is from Australia and normally flies flat field thermal soaring so he was delighted to see slope soaring first hand.

Gerry Buckley

Another little news item from Shannon

Paddy Bolger suffered an engine cut on his large cub.

He was too low and too far sway to attempt a glide home. So he pulled off an amazing landing in a yard 150 yards away (see photo "Safe landing") You can see the club field in the far background of the photo. The second photo shows the long trek back to the field (Paddy is carrying the TX.)



Safe Landing.



The Long Trek Back to the Field

Dermot O'Flynn
Shannon MFC

Proposed Changes to the MACI Constitution

Proposal to stop the publication of Flightlines.

Rationale;

The last two years have seen a decline in the content submitted to Flightlines. This has led to only three short issues being produced each year instead of four.

With the internet now being used more than ever, anything contained in Flightlines can be put on the MACI web-site. This would make reports etc. available to the members more quickly.

There is also a possibility that with the savings made, a reduction in membership fees may be possible.

Changes required;

Rule 8 - Current Wording;

The MAC I shall make rules and regulations (hereinafter called the Flying Rules) covering the different classes of aeromodelling. These may be amended by proposal at a Council meeting and if approved, shall appear on the agenda of the following Council meeting for ratification. No change shall come into force until ratification and after the council have notified members, either by post, electronic mail or by publication in the FlightLines. A list of Competitions Regulations shall be kept and shall be available to members at a fee decided by the Council.

Proposed Change;

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Rule 11 Current Wording;

The officers elected at the AGM shall consist of Chairman, Honorary President, Secretary General, Treasurer, Discipline Secretaries for each discipline currently offered, and *FlightLines* Editor and up to ten 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.

The term of office for the Chairman, Honorary President, Secretary General, Treasurer, and *FlightLines* Editor shall be two years and for all other officers shall be one year. For the purpose of continuity, the Hon President, Secretary General and *Flightlines* Editor shall be elected on even numbered years and the Chairman and Treasurer on odd numbered years.

Where an office is vacated, for any reason, in mid term, a replacement shall be co-opted by the council, or if a co-option is not made before an AGM, a replacement shall be elected at the next AGM. In either case, the replacement officer will serve the remainder of the original term.

No officer shall be entitled to waive any clause of this constitution or of any MACI flying rules or of any by-law, except for changes prescribed under Article 33 of this constitution.

Proposed Change;

The officers elected at the AGM shall consist of Chairman, Honorary President, Secretary General, Treasurer, Discipline Secretaries for each discipline currently offered, and ***Reports Editor*** and up to ten 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.

The term of office for the Chairman, Honorary President, Secretary General, Treasurer, and ***Reports Editor*** shall be two years and for all other officers shall be one year. For the purpose of continuity, the Hon President, Secretary General and ***Reports Editor*** shall be elected on even numbered years and the Chairman and Treasurer on odd numbered years.

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No officer shall be entitled to waive any clause of this constitution or of any MACI flying rules or of any by-law, except for changes prescribed under Article 33 of this constitution.

Rule 18 Current Wording;

The Council shall produce at regular intervals a News Sheet to keep members informed. This News Sheet shall be called *Flightlines* and shall be distributed free to all members. Publication of notices or competition results in *Flightlines* shall be equivalent to individual notices sent in writing to members. Distribution may be by ordinary post, electronic mail or other method in accordance with any arrangement for delivery offered by the Council and accepted by a member.

Proposed Change;

Publication of notices or competition results *sent to the Reports Editor and published on the MACI web-site*, shall be equivalent to individual notices sent in writing to members. Distribution may be by ordinary post, electronic mail or other method in accordance with any arrangement for delivery offered by the Council and accepted by a member.

Rule 22 Current Wording;

The Council shall have power to make by-laws limiting and regulating the conduct of members and to vary these from time to time, publishing such by-laws in the *FlightLines*. In order for a by-law to be changed it must come before a Council meeting as a proposal and if approved, shall appear on the agenda of the following Council meeting for ratification. No By-law or change to an existing By-law shall come into force until ratification and after the council have notified members, either by post, electronic mail or by publication in the *Flightlines*. A list of by-laws shall be kept and shall be available to members at a fee decided by the Council.

Proposed Change

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Rule 33 Current Wording;

Any part of this Constitution may be modified at an AGM or EGM summoned for the purpose and then only on a two-thirds majority of the eligible votes cast. Proposals for such changes must be submitted in writing by the proposer and seconder to the *FlightLines* Editor before the first day in October preceding the AGM or in the case of an EGM to the Hon Secretary with the petition for an EGM. Proposals may not be modified during discussion, except in minor points at the discretion of the Chairman of the meeting.

Proposed Change;

Any part of this Constitution may be modified at an AGM or EGM summoned for the purpose and then only on a two-thirds majority of the eligible votes cast. Proposals for such changes must be submitted in writing by the proposer and seconder to the **MACI Webmaster** before the first day in October preceding the AGM or in the case of an EGM to the Hon Secretary with the petition for an EGM. Proposals may not be modified during discussion, except in minor points at the discretion of the Chairman of the meeting.

Rule 34 Current Wording;

On a petition signed by 25 registered members the Hon Secretary shall call an Extraordinary General meeting of MACI giving at least four weeks notice to members either by individual letter or a notification in *FlightLines*. The reasons for calling the meeting must be stated and only items notified may be discussed.

Proposed Change;

On a petition signed by 25 registered members the Hon Secretary shall call an Extraordinary General meeting of MACI giving at least four weeks notice to members either by individual letter or a notification **on the MACI web-site**. The reasons for calling the meeting must be stated and only items notified may be discussed.

Proposed by Chris Clarke IRL 3304

Seconded by Kevin Manning IRL 3397

If the proposal is accepted, a number of changes will need to be made to funding application and other notification forms. These changes can be achieved at the next Council Meeting as they are rule changes only.



Queuing for practice flights at the F3A World Championships.



*Ready to start at the Dualla Show; Left to Right, Kevin Manning Tommy Collins Sean McCarthy Joss Carroll
Chris Clarke Mick McEvoy*