

Flightlines



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Flying in Canada

Charles Lindbergh

Final report from IAA





Eddie Kenny's P47 Thunderbolt at the Leinster MEC Fun Fly

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On the Cover: A ‘selfie’ of Shakeel Siddiqui and his 50cc Sbach

***The next MACI Council Meeting will take place on Tuesday
July 26th 2016 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 2016

Web Page: www.maci.ie e-mail: council@maci.ie

President & Webmaster	Fibar Constant Beechgrove, Waterfall, Bishopstown, Cork 021 4542658 021 4541821 087 2541821 president@maci.ie webmaster@maci.ie
Chairperson & Membership Secretary	Kevin Manning 2 Ashfield Park, Donnybrook, Dublin 4 01 2691567 086 8262148 chairperson@maci.ie membership@maci.ie
Secretary General	Chris Clarke Greengages, Whiterock South, Wexford 053 9143212 087 6564162 secretarygeneral@maci.ie
Treasurer	Rob Norton Aisling, Gortnadiha, Ring, Co. Waterford 058 64024 087 9119293 treasurer@maci.ie membership@maci.ie
Flightlines Editor	Chris Clarke Greengages, Whiterock South, Wexford 053 9143212 087 6564162 flightlineseditor@maci.ie
Safety Officer	Shaun Hourigan Ballyannon, Midleton, Co. Cork 086 8238040 safety@maci.ie
R.C. Aerobatic Secretary	Ray Keane Cheval Blanc, Garravagh, Inniscarra. Co. Cork aerobatics@maci.ie
R.C. Scale Secretary	Steve Elster Cork Road, Stradbally, Co. Laois scale@maci.ie
Helicopter Secretary	Barry Kennedy Donaskeigh, Tipperary helicopter@maci.ie
Glider Secretary	Fred Marie 6 Weston Terrace, St. Judes, Churchtown, Dublin 14 01 2985565 087 6209826 glider@maci.ie
Control Line Secretary	Ralph McCarthy 21 Cluain na Croise, Crossbarry, Co Cork controlline@maci.ie
IMAC Secretary	Brian Foran Dysart, Stradbally, Portlaoise, Co Laois 086 2578228 imac@maci.ie
Multi-Rotor Secretary	Liam Broderick Belltrees, Inch, Ennis, Co. Clare 087 2618894 multirotor@maci.ie
Insurance Officer	Declan Heneghan Johnstown, Puckaune, Nenagh, Co. Tipperary 087 2625868 insurance@maci.ie



Editorial

As you may already know, we now have the final report from the IAA to MACI, (see page 18).

This is following a long set of discussions between the IAA and the MACI negotiating team. This was presented to the May Council meeting along with guidelines as to how this will effect you as a member of MACI. The presentation which was made to the meeting is available to you through your Club Secretary. Alternatively, if you contact me at secretarygeneral@maci.ie I will send you a copy.

My personal take on this is that, apart from the requirement to register our models with the IAA, very little has changed regarding how we fly our models on a MACI registered flying site. Of course, if you fly from a non registered MACI flying site, then the regulations which the general public has to abide by will apply.

This new legislation has proved to be a very trying time for MACI and I would like to offer thanks to the negotiating committee, who have given a tremendous amount of time and effort on your behalf, to get the best deal for our members that they could. They achieved this while surrounded with some degree of criticism and negativity.

Can I thank those members who have sent in articles and pictures for this issue of Flightlines. While I have a couple of small items to carry over to the next issue, I would again be grateful if you could let me have any contributions you can make, before the end of July.

Safe Flying.

Chris Clarke

Charles Lindbergh

In 2006 I was lucky enough to spend a holiday on the East Coast of the USA. The trip took us from Cape Cod to New England with visits to Boston and Washington on the way. As you probably know Washington is home to the Smithsonian Air and Space museum and so it was earmarked for a visit.

The Smithsonian is breathtaking, a virtual Aladdin's cave for anyone with the slightest interest in aviation, housing as it does the Wright Flyer, Burt Rutan's Spaceship 1 and everything in between. It also has some F16 Flight Simulators which will shake your teeth loose.

Suspended from the ceiling in the Main Hall is the original Spirit of St. Louis in which Lindbergh made his historic solo crossing of the Atlantic in 1927.

I've had a long established interest in Lindbergh which I think was sparked in 1957 when I was taken as a small boy to see the semi biographical film titled "The Spirit of St. Louis". Interestingly the part of Lindbergh was played by James Stewart, who together with his friend Henry Fonda was an avid and lifelong aeromodeller and his screen CV shows many films with an aviation theme.



Charles Lindbergh with the "Spirit"

Anyone who has read A. Scott Berg's biography of Lindbergh or Bill Bryson's *America 1927* could not but have come to the conclusion that Lindbergh was a rather odd character if not absolutely eccentric. His fame following his Trans Atlantic flight sat very uneasily on his shoulders and he was uncomfortable with the huge adoring crowds who turned out to see him wherever he went. This eccentricity was undoubtedly compounded by the kidnap and murder of his baby son in 1932 in what came to be referred to sensationally by the press of the time as "The Crime of the Century".

It also seems that he was anti Semitic and pro German in the 1930s. This took some of the shine from his status as a national hero and led to an uncomfortable and embarrassing relationship with the US government resulting in him taking his family to live outside the US for many years.

Lindbergh grew up in Minnesota. His father was a US Congressman and his mother a High School Chemistry teacher. Some believe that he had a quite restrictive upbringing which influenced amongst other things his attitudes to women. He had very definitive views as to how they should dress and behave which would not be popular today. In 1929 Lindbergh married Anne Morrow and they had six children together. Because of his travels Lindbergh would only see his children a few times a year and on these visits home his wife would be required to present details of her household expenditure and of the children's misdemeanours such as swearing and chewing gum. It came as some surprise then in 2003 when it was revealed that Lindbergh had been a serial philanderer and had a total of seven children from long term relationships with different women across Europe including his personal secretary. The women were unknown to each other and although the children would meet their father occasionally they had no idea who he was.



The Spirit of S. Lois hanging in the Smithsonian.

It was only when one of his daughters read a magazine article in the 1980s about Lindbergh that she recognised a photograph of her father. She kept the information to herself until her mother and Lindbergh's wife both had died, the latter in 2003, before making the news public. One of Lindbergh's US daughters then travelled to Europe and made contact with her half brothers and sisters.



But, returning to the Smithsonian.

While I was admiring the Spirit and reading the various pieces of information about it, one of the guides who noted my interest started to talk to me about the exhibit. He told me that one day not long before Lindbergh died in 1974 a tall figure came up the steps and through the

front doors of the museum. He walked up to the reception desk and said "I'm Lindbergh", as if he had to introduce himself, "and I want to sit in my aeroplane". Now, as I said earlier the Spirit is suspended from the ceiling in the exhibition hall at quite a considerable height, but this was Lindbergh after all and he knew what he wanted. Either Health and Safety is more understanding in the US or else no one told them what was about to happen, but a ladder, which must have been of a significant length, was found and set up under the aircraft. Up Lindbergh went and climbed into the tiny cockpit. This would be a considerable feat for any very tall elderly man had the aircraft had been on the ground, but must have been very difficult since the Spirit was swinging from its supporting wires. However Lindbergh succeeded in clambering in much to the relief of those watching. Then, after about an hour sitting in the cockpit he climbed out and came back down the ladder. When he reached the ground he simply thanked those around for their help, said Good Day and walked out the front door and down the street.

Lindbergh died at his home on the Hawaiian island of Maui, on August 26, 1974, aged 72.

William Bowles

Control-Line Home Internationals

Ivan Bolton was in Scotland over the weekend representing club and country in the Home International C/L. F 2B competition.



The Irish Team.

Teams of 3 fliers from England Ireland Scotland and Wales Battled it out. 1 judge from each country. John Molloy did a great job as the Irish judge. This year was the 32nd event. Ireland were represented By Ivan Bolton (Leinster), Chris Gilbert (Leinster), and Kevin Barry (Cork)

After a hard fought event Ireland came a well deserved 2nd. Ireland came 2nd last year. Ireland are due to hold the event in 2017 as the event rotates. Well done to Ivan, Chris and Kevin.

Lets hope it will be 1st place for the lads in 2017



Stuart Batt

Flying in Canada

I was invited to fly at my Uncle's flying field when we where on holidays in Calgary, Canada.



The flying field is about 40 min drive north of Stratmore, The weather was on our side and we had two planes, The Hobby king Skymule and a 6ft flying wing. While my uncle was snowed in he made a launcher for the flying wing which worked perfectly.

In the nose of the flying wing he had hot glued a plastic jar with a lid so he could add lead shot as ballast but when I did a high speed pass and pulled it into a vertical climb the ballast bottle became loose and lodged itself between the battery and the fuse which was at the back of the plane, which meant the CG was way too far back and we just had to watch it hit the ground.





It was not a write-off and it is back flying now, Other than that we had a great day.

John Barrett

F3N Round 1 Waterford Model Flying Club

W.M.F.C. Waterford Model Flying Club hosted this year's first round of F3N on Sunday April the 3rd. After very bad weather in the lead up to the competition it cleared up very early Sunday morning and made for good flying conditions. Thanks to Club members for arriving early to prepare the site for the event as it wasn't possible to do on Saturday with the heavy rain.



Judges Dave Higgins, Noel Campion and George Ryan

As the pilots arrived and set up their Helicopters the flying area was marked out by Barry and George. Pilots entered in two categories: F3N and F3N Novice. CD. for the day was Barry Kennedy and Judging was performed by, Dave Higgins, Noel Campion, George Ryan and Barry Kennedy. The Flying order was drawn and after the CD gave his pilots briefing the event got under way with F3N set manoeuvres first.

F3N sets were followed by novice sets and F3N freestyle; Flying conditions were good with very little wind as the sun came out. A break in the weather gave time for a welcomed food break and as the rain continued to get heavier the completion finished up without completion of all rounds.

Results and Presentation of Medals were given by Club Chairman Richie Price . Flying off the peg continued into the evening. The Next rounds of F3N are on in Boora Co. Offaly on May the 15th and in Brinny Co. Cork on June the 12th with the Nationals following up in Carron Co. Tipperary on August the 27th and 28th .



Pictures above show Waterford Model Flying Club presentation to Dan Ahern, Noel Campion, Barry Kennedy and George Ryan by Richie Price club chairman.

Results

F3N

Place	Pilot Name	Total
1st	Noel Campion	1000
2nd	Barry Kennedy	640
3rd	George Ryan	623



Novice

Place	Pilot Name	Total
1st	Dan Ahern	1000

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

Ger Donovan.

Munster Aerobatics Champs

May 28th 2016

The 2016 Aerobatic competition season was for a while looking like a very uncertain prospect. The issuing of SI563 (Statutory Instrument No. 563 of 2015) regulating the operation of SUA's (small unmanned aircraft), capturing our activities under the collective heading intended for the control of dreaded "DRONES" threatened to effectively make the holding of our competitions illegal. This made it impossible for our controlling body, MACI, to sanction the holding of events under its auspices.

In the nick of time for this event, (the first event 3 weeks previous having had to be cancelled) at the MACI meeting held on 24m May, 4 days before the event, the MACI received clarification from the IAA (Irish Aviation Authority), who are charged with policing the terms of SI 563, in relation to the flying of model aircraft, and enabling MACI to support the running of our competitions.

I think the above paragraph ties this matter up, fairly neatly but in reality there is nothing very neat about all the manoeuvrings of recent months to try and get us out of this impasse. Nor is there anything neat about our residual position after all of this. But we must turn a traditional blind eye and get on with it. I would like to express thanks to the MACI Committee and to the three man team who liaised with the IAA on behalf of MACI and also to others who contributed including the efforts of Mikey Blake and Shane Robinson and of course Brian Carolan. (You can't play Hamlet without the prince).

Maybe it was the uncertainty, or the unavoidable lateness of notice to our members, but the turnout at Brinny on Saturday morning was only 7 competitors, two for tier 1 and five for tier 2. Let's hope we see an improvement in this in future competitions.

But it was a beautiful warm sunny morning with only a lazy drift of air from the south east and those conditions persisted all day so that by the finish of proceedings around 5pm there were lots of burned faces to be seen.

A welcome return to the flying scene was Angus Balfour, but our two tier system regulations meant that he had to start from the bottom ranking position in tier 2. Angus certainly has lost nothing of his flying skills going on to win tier 2, and a second win would put him back in tier 1, so let's hope he continues to attend.

The small attendance made my duties as CD quite a simple matter and I have to thank all competitors for being ready to fly when called on, and for doing judging duty without any complaints.

So the competition ran very smoothly, with two rounds before lunch break and two after.

Two man head to head combat in tier 1 saw Mikey Blake apparently taking an un-assailable lead, by lunch time.

However when Niall O'Sullivan paid us a visit and ran a review of the new scoring programme in operation, he discovered that the system was not discounting highest and lowest scores as it should. Having corrected this setting on the software the adjusted scores put Mikey and Shane each with 2000 points after 3 rounds and one final round to decide the winner. In that high pressure final round Shane took the 1000 points to win the first competition of the season using the new P17 schedule of manoeuvres for the first time.

In tier two Angus had an engine cut in the first round which offered a glimmer of hope to Robert Telford, who took the first 1000. However this was short lived and Angus went on to score perfect 1000's in the following three rounds and in these rounds nobody else broke 900 points normalised.

However Robert Telford was a good second, only being topped in one round by Paul Houlihan (798 pts to 783). Gordon Jones flew quite consistently to finish comfortably enough in third place. Paul finished in 4^m place with yours truly brining up the rear. (How the mighty have slid down the long slippery slope).

After the completion of the 4 rounds, there being nobody else ready to challenge, Angus gave us a truly superlative rendering of the F17 schedule, which in my view would have held its own in any semi-finals or dare I say finals at the highest international level. He followed this with a virtuoso performance of low level rolling circles in all possible configurations.

In the round-up the greatest praise had to be awarded to the Cork Club for hosting the event so successfully, to Shane for procuring food, to Matt Quinn and Robert Allen for diligent attendance to the barbecue and to Dave Duff for compiling the scores and posting the round scores within minutes of round completion.

All in all a very pleasant competition was had by all. May it be a sign of things to come.

Munster Champs 28th May 2016 – Results						
Tier 1						
<u>Place</u>	<u>Competitor</u>	<u>Round 1</u>	<u>Round 2</u>	<u>Round 3</u>	<u>Round 4</u>	<u>Best 3</u>
1	Shane Robinson	1000	1000	978.12	1000	3000
2	Mikey Blake	1000	938.6	1000	937.64	979.53
Tier 2						
<u>Place</u>	<u>Competitor</u>	<u>Round 1</u>	<u>Round 2</u>	<u>Round 3</u>	<u>Round 4</u>	<u>Best 3</u>
1	Angus Balfour	671.18	1000	1000	1000	3000
2	Robert Telford	1000	783.9	820.33	825.25	2645.58
3	Gordon James	916.26	775.42	743.33	765.66	2457.34
4	Paul Houlihan	822.66	798.73	641.68	754.55	2375.94
5	Ray Keane	854.68	677.97	793.63	721.21	2369.52

Ray Keane

Leinster Model Flying Club

The Leinster Model Flying Club was founded by Paul Brennan IRL (70) and Maurice Griffin who was a member of the club at that time, on Sunday 27th of August 1972 in the Ashling Hotel Parkgate St. Here is the first ever letter printed by the club to confirm the meeting. Many thanks to Paul and Maurice for there vision in creating the great club we have to day.

Stuart Batt



310 Roselawn,
Castleknock,
Co. Dublin.

Aug 1972

PROPOSED NEW R / C CLUB

A meeting will be held on ^{4th DAY} ~~Monday~~ August 27, at the Ashling Hotel, Parkgate St.
Time: 8.00 p.m.

A G E N D A

1. Election of Officers.
2. Subscriptions.
3. Name of club.
4. Flying field.
5. Any other business.

Intending members are reminded to apply NOV for their TRANSMITTING
L I C E N C E S. These are issued FREE by applying to:-

The Secretary,
Dept. of Posts and Telegraphs,
General Branch,
Hamman Buildings,
Dublin 1.

When applying state that your transmitter is adjusted to a frequency within
the band: 26.96 - 27.28. It is an offence to operate R/C equipment
without a licence, so fingers out!

Please telephone 384359 after 6.00 p.m. any evening before Thursday 24, to
confirm your attendance.

Leinster MFC Fun Fly

Well the LMFC club fun fly was able to take place on Sunday the 22nd of May. The weather was good, only the odd shower. The day was a great success thanks to all the members who made it on the day, and for those who could not we hope to see you at next year's fun fly.



Jim Power's Kingfisher

There was a great selection of models and the flying skill level was great to watch. There was plenty of tea coffee and biscuits, also a barbeque by chef Aidan King.

The competitions were great fun, Pawel Plesniak won the Helicopter followed by close second Aidan King. Great flying by both guys.



Pawel Plesniakk's Heli in Action



Aidan King's Frankenstein HJK Speed Wing



Jason Cleary's Spitfire

got under the tape, great flying Geoff. Jason Cleary was the only one to cut the tape and tried the limbo inverted!!! well done Jay.



Jason Cleary, Stuart Batt, Eddie Kenny



Jim Duggan Arrives

Stuart Batt

Eddie Kenny won the fixed wing spot landing. Joe O Sullivan came second and Geoff Grice came third. The fixed wing limbo was won by Geoff Grice, the only one who

A very special thanks to Aidan King, Eddie Kenny, Joe O Sullivan and Darrius Kairys, these guys were at the park at 8am to set up everything, a very early start to the day thanks for all your help lads. And to all who helped take everything down at the end of the day a big thanks.

The following is the final report from the IAA to MACI;

To the Secretary General, Model Aeronautics Council of Ireland (MACI)

The Irish Aviation Authority recognises the contribution to safety and standards of Radio Controlled Model Aircraft that MACI has developed over time and effort in Ireland.

With respect to the recently issued (December 2015) Statutory Instrument SI.563 of 2015, Article 7, Small Unmanned Aircraft (Drones), Paragraph (7):

“A person who has charge of the operation of a small unmanned aircraft which has a mass of 4 kilograms or more and less than 25 kilograms, without fuel but including any articles or equipment installed in or attached to the aircraft and including cargo at the commencement of its flight, or as otherwise directed by the Authority, shall not allow such an aircraft to be flown unless that person has successfully undertaken a course of safety training accepted by the Authority.”

The MACI Rules and Safety Code as detailed in MACI documents and available on the MACI website www.maci.ie are acceptable in principle. They reflect an equivalent level of safety training for MACI members Radio Controlled Aircraft of a mass of four (4) kilograms or more and less than 25 kilograms, without fuel but including any articles or equipment installed in or attached to the aircraft and including cargo at the commencement of its flight, while performing flight operations at registered MACI Sites only.

All MACI Sites and pertinent information attached must be listed in the Irish Aeronautical Information Publication (IAIP) and kept current at all times. This is a condition of the Authority's acceptance of MACI members safety training, which must be delivered and checked by appropriate MACI qualified & current Instructors.

After discussion and consideration of the new Statutory Regulation and its impact on MACI operations, the Authority accepts the following conditions for MACI sites, Ireland. Where required to do so (Control Zone, Military Operating Area, etc.) MACI shall ensure safe and suitable arrangements are made and coordinated with the pertinent Air Traffic Control facility and/or Military Unit before any flight is undertaken by a MACI member or guest.

MACI Sites – Risk Assessment

MACI sites which are located within Class C Airspace must be safety risk assessed. Procedures developed must be coordinated between appropriate MACI representative(s) of each MACI site and the Air Traffic Control Service / Unit (ATCS) accordingly. The ATCS who have jurisdiction of the Class C Airspace concerned will determine the minimum distance of the MACI site that is acceptable and the maximum allowable height and or altitude of Radio Controlled Aircraft flight operations at such sites.

In Class G Airspace (Uncontrolled) MACI Radio Controlled Aircraft may not exceed 400' above ground level without the explicit written permission from the Flight Operations Department, Safety Regulation Division of the Irish Aviation Authority and where required the Irish Air Corps.

When conducting site surveys and audits, and in the interest of standardisation and clarity, MACI site maps/ charts should reflect North orientation, the effected controlled airspace delineated (if any), nearest aerodromes & distance (licensed or unlicensed if known) and the proposed MACI flying area and circuit(s). These sites can be plotted and copied from both Google Earth and Maps and also by reference to Aeronautical Charts.

MACI Sites - Visual Line of Sight (VLOS)

All MACI sites will operate Visual Line of Sight – VLOS in accordance with Statutory Instrument 563/2015 - Maximum 300 metres. Individual MACI sites may apply to the Authority for Extended Visual Line of Sight (EVLOS) to a maximum EVLOS of 800M. This process and acceptance by the Authority is subject to an individual MACI site survey and risk assessment. The risk assessment should include historical mitigation if any, site suitability, size of SUA including wingspan, aircraft lighting, hazards, Maximum amount of SUA traffic in circuit at same time, rate and frequency of EVLOS usage, emergency procedures, impact on surrounding area, including People, Livestock and Public Access.

MACI Sites – SUA Maximum Flight Operating Height

The maximum height for SUA flight operations at MACI Sites is 400' or 120metres,

In accordance with Statutory Instrument 563 / 2015, Article 6 (5f). This height must be strictly adhered to. Any request for exemption from this rule will not be considered unless accompanied with a detailed survey, risk assessment and written justification basis for consideration.

If and when necessary Small Unmanned Aircraft (SUA) must give right of way to Manned Aircraft.

MACI Visitor Registration Tags:

- ☐ Visitors Tags are not available to Irish Residents.
- ☐ Visitors Tags are not available to MACI Members.
- ☐ One Visitor Tag will be assigned to each visiting SUA for the duration of participation at MACI

Site(s) only with a maximum of 25 in circulation.

- ☐ A paper copy of the Visitor Tag will be affixed safely to the visiting SUA before each flight at

MACI Site(s).

- ☐ Paper Copy of Visitor Tag will be returned to MACI after final use.
- ☐ MACI will be responsible for Visitor Tag assignment and recording details in MACI Site

Log / Journal.

- ☐ Recorded details will be sent to the MACI Secretary at the earliest convenience for record.

- ☐ Visitor Tags will be randomly assigned and reused throughout the year.

- ☐ If requested, MACI will provide data on Visitor Tag usage to the Irish Aviation Authority for safety and statistical purposes only.

The Irish Aviation Authority may cancel, suspend or revoke any of the above conditions if they are found to breach European or National legislation and regulation, or require further safety considerations if raised.

Please disseminate this important information to all MACI members at your earliest convenience. Should you have any further query or concerns, please contact me at the numbers below.

Captain Lou Fine
Flight Operations Inspector
Irish Aviation Authority

The full presentation document is available from your Club Secretary.

Chris Clarke

No Undercarriage?

As you can see, it takes more than losing the undercarriage in a heavy landing to deter the Royal County members and Oliver Brady still gets his Extra airborne using the club's Launching Trolley which was originally built for large EDF models.



William Bowles

The following change to the Large Model Registration was passed at the March Council meeting and ratified at the May Council meeting;

12/5/16

Large Model Registration

(Appendix N Passed 12/03/97 to take effect on 01/05/97 amended 09/06/09) **To be ratified at meeting 24th May 2016**

Any powered model with a weight, less fuel but including all equipment necessary for flight, of over 7 kilograms will not be covered under the MACI insurance scheme unless and until a MACI Large Model registration form is completed and its conditions therein complied with and certified by the modeller and sent to the MACI for approval. Approval will be notified by the issue of a large model Aircraft Identification Card. The use of an on board battery state indicator and a receiver battery of at least 1400 milliamp hour capacity are mandatory. It is the responsibility of the owner to remove the registration number and to return or destroy any Large Model registration Aircraft Identification Card or form on transfer of ownership of any model. The registration shall expire on the 31 March of the third year following registration.

Proposal for next council meeting

Remove existing Appendix N and replace with the following proposal.

Appendix N: Large Model Requirements

☐ Any model with a weight, less fuel but including all equipment necessary for flight, of over 4 kilograms but under 7 Kg will not be allowed to fly until the member has registered their model with the IAA before its first outdoor flight. The registered member or pilot of the model must have, obtained the relevant MACI “A” certificate to be covered under the MACI insurance scheme. Models in this class may be flown using “buddy box” arrangements with only the pilot requiring an A Certificate.

☐ Any model with a weight, less fuel but including all equipment necessary for flight, of over 7 kilograms but under 25 Kg will not be allowed to fly until the member has completed and returned to MACI a signed Large Model registration form and registered their model with the IAA before its first outdoor flight.

The registered member or pilot of the model must have, obtained the relevant MACI “A” certificate to be covered under the MACI insurance scheme. Models over 7 Kg must additionally comply with the specific requirements of that application as follows:

- (a) The use of an on board battery state indicator with a receiver battery having a minimum capacity of 2000 mAh, regardless of voltage or type.
- (b) Propulsion system must shutdown on loss of Radio Signal from Transmitter, i.e. “failsafe”.

□ Any model with a weight, less fuel but including all equipment necessary for flight, of over 25 kilograms will not be allowed to fly until the member has completed and returned to MACI a signed Large Model registration form and registered their model with the IAA before its first outdoor flight.

The registered member or pilot of the model must have, obtained the relevant MACI “B” certificate to be covered under the MACI insurance scheme. Models over 25 Kg must additionally comply with the specific requirements of that application as follows:

- (a) A written approval for the specific model is required from the Irish Aviation Authority.
- (b) On board power supply must have a means to provide a backup battery supply.
- (c) An on board battery state indicator is required for each receiver battery.
- (d) Each Rx battery must have a minimum capacity of 2500 mAh, regardless of voltage or type.
- (e) Propulsion system must shutdown on loss of Radio Signal from Transmitter, i.e. “failsafe”

Approval will be notified to the registered owner of models over 7 Kg by the issue of an MACI “Large model Aircraft Identification Card”. It is the responsibility of the owner to remove the IAA and MACI registration numbers and to return or destroy any Large Model registration Aircraft Identification Card on transfer of ownership of any model.

Any model in any class of large model may be flown by another MACI member with the registered owner’s permission and adherence to these guidelines. The registration shall expire on the 31 March following registration, however the council may alter the duration of validity as required.

F3N 3rd Round

The third round of this year's 2016 F3N competitions was held at the Cork Model Aero Club in the Brinny site, Noel Campions home turf.

We had a reasonable forecast so we decided to get things running as quickly as we could. With seven pilots registered four in the experts and three in inters. So, I (Barry Kennedy) the Contest Director for the day gave the pilots briefing. This followed by a calibration flight from Dan Ahern to get all the judges scoring evenly. The judges on the day for F3N experts were Emerson Hamson (mycko), Pawel Plesniak and David Higgins. For Intermediates was Mycko, Noel Campion and myself.

The running order was drawn and first round begun with experts set manoeuvre round one. It was obviously going to be a great competition with all the pilots picking super high K. factor manoeuvres. It was Donal Leahys first F3N event jumping straight in at the deep end in F3N experts class and with a list of top set manoeuvres the pro's would be proud to be able to do. As he completed all the manoeuvres we knew the competition was getting hot.

Next we swapped judges for intermediates sets with Pawel, Dave and Dan taking to the sticks all doing very well.

We then had the F3N experts freestyle round where precision and difficulty are the main aspects for judging. We had a few short breaks for the rain to clear. George Ryan (Mr Fahrenheit) showing us how they do it in the speed cup with blistering speed and precise control completed his freestyle round. After each round our score keeper Diarmuid O'Mahony who I must say did a fantastic job as he posted the results on a notice board immediately after each round was completed. Now we could see this was also going to be a tight contest. At this stage Noel had won the first sets round with 1000 points I had the freestyle with 1000 points and in inters Pawel was ahead of the posse with 1000 points so it was all to fly for.

We were all starving so we broke for lunch with plenty of pasta bolognaise and loads of tea and coffee consumed we were ready for experts set manoeuvres round two where all the pilots seemed to have polished their manoeuvres just a little bit more. This was followed by the inters freestyle round.

Lastly, we were treated to a super display of skills with the experts music freestyle. Here harmony and creativity are the highest scoring aspects with fifty points awarded followed by precision and difficulty at forty points each and as always, safe presentation carries twenty points.

Nicola Bennis did the honours of awarding the medals with first second and third getting medals in each category. The results were as follows:

Intermediates class	Points
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1st Pawel Plesniak	2000
2nd David Higgins 1	1937
3rd Dan Ahern	1815

Experts class	Points
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1st Noel Campion	2983
2nd Barry Kennedy	2957
3rd Donal Leahy	2628
4th George Ryan	2285

Barry Kennedy

Shannon Control Line Fly In 2016

Our annual C/L fly-in took place in Shannon on Saturday 23rd April. We were blessed with great weather and lots of great flying took place. Thanks to Philip Jones and Kevin Irvine the field looked spectacular on the day



Top Left, Kevin Barry gets helpful advice from the committee as he assembles his stunter

Top Right, Dermot O'Flynn poses with Dalesman Class 'B' team racer

Centre Left, Stu Holland and Eanna Healy after an exciting combat duel

Centre Right, Stunters waiting for action in the pits

Bottom, Partial view of the pit area

Dermot O'Flynn.



2016 Contest Calendar

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



Scale

- July 24 Leinster Scale Championships. Laois Club Site
 Contact Steve Elster 086-2653332 elsters@tcd.ie
- Aug 28 South Leinster Scale Champs Model County
 Contact Steve Elster 086-2653332 elsters@tcd.ie
- Sept 11 National Scale Championships
 Contact Steve Elster 086-2653332 elsters@tcd.ie

Helicopter

- Aug 27-28 Irish Helicopter Nationals Carron, Co.Tipperary
 Contact Barry Kennedy 089-2454774 helicopter@maci.ie

Aerobatic

- July 9-10 Leinster Aerobatic Championships Ballyhealy, Ballivor,
Co Meath
Contact Bill Thompson 086-2622089
- Jul 28-Aug 2 F3A European Aerobatic Championships Untermunkheim,
Germany
Ewald Trumpp +49-7906-8383 contest.director@ec-f3a-2016.de
- Aug 20-21 Irish Aerobatic Nationals Roundwood, Co Wicklow
Contact Tony Greene 086-0212549
- Sept 9-11 F3A Triple Crown Enniscorthy, Co Wexford
Contact Brian Carolan 087-6501284
- Sept 24-25 Autumn Aerobatic Activities Carron, Co. Tipperary
- Oct 8-9 South Leinster Aerobatic Champs Enniscorthy, Co Wexford
Contact Brian Carolan 087-6501284

Glider

- Sept 24-25 ISR Slope Fest - End of season Mount Leinster, Co. Wexford



Two photo's from the Mt. Leinster Fly In in April





Joe O'Sullivan's Cub at the Leinster MEC Fun Fly