

Flightlines



In this Issue;

**Sean Monaghan
Flying in Canada
Competition Reports
Jetpower 2016**





Martin's Pitts on takeoff at Laois MAC Fly-In



Gary's Cub on takeoff at Laois MAC Fly-In

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On the Cover: Mattia Zeni's final flight in the French Xtreme Flying Championships

The next MACI Council Meeting will be a short one and will take place on Saturday December 3rd 2016 in the Maldron Hotel, Portlaoise, at 1:30pm. The AGM will then follow at 2:00pm.

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

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Editorial

It's that time of year again, the AGM will be with us soon, (3rd December). Prior to this there will be a short Council Meeting to tidy up any loose ends before the end of the year. As always, all members of MACI are welcome to attend the AGM and anyone who does attend will be made most welcome.

My annual trip to the RC Hotel in Corfu this year turned into a bit of an adventure. Only five hundred feet from landing, the engines were opened up and we started to ascend quite quickly. The pilot explained "we have to go round again as I cannot see the runway". This happened another twice and we were then diverted to Thessoloniki. After a two and a half hour wait we were given a hotel room for the night. The following morning we had a five hour coach drive to the port of Ladochorion and a one and a half hour ferry crossing to Corfu. We arrived at the RC Hotel 24 hours later than we should have.....a good job the rest of the week was perfect for model flying.

This being my last edition as Editor, I would like to thank all of you who have contributed over the last sixteen years. May I also thank those of you who have recently sent kind comments to me. I feel sure that whoever takes over the reigns will bring new idea's to the publication and I would offer to give any assistance I can if required. Perhaps the biggest change over the years is the fact that nearly a third of our members do not take a hard copy of Flightlines, but prefer to receive it electronically via the MACI web-site. Maybe this is the future for the publication?

Safe Flying.

Chris Clarke

Flying in Canada

I was invited to fly at my Uncle's flying field when we were 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 right off and it is back flying now, Other than that we had a great day.



John Barrett

Helicopter Nationals 2016

Saturday the 10th and Sunday the 11th of September 2016 was to be the most important date on the Irish r/c helicopter pilots calendar as this is the Irish helicopter nationals.

At Carron model flying club the scene was set with the flight line marked out and the judges chairs on the safety line. Declan Hennigan gave the pilots briefing and with the weather on our side we got off to a flying start. The pilot draw was done by young Ben Stapleton and I volunteered to the calibration flight for the judges Philip Walsh, Liam Broderick, David Higgins, Pawel Plesniak and Jamie Hourigan.

We had 4 pilots in f3n experts William Gaule was first up to fly his sets in the f3n experts class. He was flying his align trex 700x electric helicopter with his usual graceful and smooth style and as always flew 2 very respectable set rounds.

Noel Campion the defending champion followed with his Thunder tiger raptor e700 who also flew excellent set manoeuvre rounds. Then George Ryan took to the sky this time flying his new SAB Goblin kse with the three blade head which seems to compliment his style of fast cyclic control and quick pitch changes. I was last up but I realised I stripped the main gear on my Goblin 700 competition flying the calibration flight so I quickly readied my backup heli and with the help of my fellow competitors I got the round in.

Dan Ahearns set manoeuvres were well improved from his last outing the practice is paying off with a higher k factor .Pawel then raised the bar in inters with a fantastic flying in all rounds so the intermediates class is very close between the two.

Willy Murphy, Dan culihan, Nick Robinson and Christian Mulder all flew very well in the novice sets and freestyle.

The BBQ broke up the rounds nicely and everyone enjoyed the lunch break.

The music freestyle is the best part for most pilots and this time it was the deciding round to see who would take the title with some fabulous music freestyles we finally had a result.

Results

F3n

- 1st Noel campion
- 2nd William Gaule
- 3rd Barry kennedy
- 4th George Ryan

Intermediate

- 1st Pawel Plesniak
- 2nd Dan Ahearn

Novice

- 1st Wlliam Murphy
- 2nd Donald Culithan
- 3rd Nick Robinson
- 4th Christian Mulder.

The fun fly competition was to be held on Sunday but with the weather looking poor the pilots decided to stay on a get it wrapped up so Sunday could be free for general funflying.

We had 4 events balloon bursting, auto spot landing, bottle knocking and the 30 second hover with lots of entries in the 30 second hover.

The winners were

- Balloon bursting 1st place Dan Ahearn
- Bottle knocking 1st place Noel Campion
- Auto spot landing 1st place Noel Campion
- 30 second Hover 1st place Nick robinson.

Barry Kennedy

F3N Round 3

The third round of this year's 2016 F3N competitions was held at the Cork Model AeroClub 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 F3Nexperts 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
1st Pawel Plesniak	2000
2nd David Higgins	1937
3rd Dan Ahern	1815

Experts class

1st Noel Champion	2983
2nd Barry Kennedy	2957
3rd Donal Leahy	2628
4th George Ryan	2285

Noel Champion

Proposals for Constitution and By-Law changes for consideration at MACI AGM 2016:

PROPOSAL 1

Add the following new Article after Article 12 of the constitution and re-number articles 13 onward accordingly:

Article 13: All officers elected or co-opted must within 1 month of election of co-option make an ethics declaration of interests to the council in a manner and covering such items as shall be decided by the council. This declaration shall be made again on subsequent re-election and also within one month of the circumstances in a previous declaration changing.

Note this is proposed for reasons of ethics, as any person dealing with or requested to deal with, any government, regulatory, state or semi-state body, (local, national or international) should first declare:

any connection he, or any member of his family, has with any person in the body, or associated or affiliated bodies, with whom the discussions are held

all interests, no matter how small, in any business, which he or any member of his family has, which is related, or could be construed to be so related, to subject matter of the discussions

all interests, no matter how small, which he, or any member of his family, has with any business which, anytime in the previous 10 years, has had dealings with the body involved or any associated body

PROPOSAL 2

Replace Appendix N Large Model Registration By-law with the following:
Large Model Registration

Any 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 policy until the member has submitted to MACI a Large Model registration form.

The following minimum criteria are required on a large model and must be certified by the MACI member on registration of large model:

The model has an operational on board battery state indicator

The receiver battery has a minimum capacity of 2000 mAh, regardless of voltage or type.

The model has a failsafe system on its propulsion system - that is the propulsion system will shut down in the event of loss of Radio Signal from Transmitter.

The model shall only be flown by a member who holds a current MACI A or B achievement certificate in the appropriate discipline.

For any model with a weight, less fuel but including all equipment necessary for flight, of over 25 kilograms the following additional criteria are required.

A letter of approval for the specific model is required from the Irish Aviation Authority.

The model must have a backup battery and a system which has the means to provide supply from the backup battery.

The model has an operational on board battery state indicator is required for each receiver battery.

Each receiver Rx battery must have a minimum capacity of 2500 mAh, regardless of voltage or type.

The model shall only be flown by a member who holds a current MACI B achievement certificate in the appropriate discipline.

Any other Member flying the registered model directly or via "buddy box" arrangement must also hold a current MACI B achievement certificate.

Approval will be notified to the owner by the issue of a Large model Aircraft Identification Card. 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 normally expire on the 31 March of the third year following registration, however the membership secretary may reduce the duration of validity on consultation with MACI officers.

PROPOSAL 3

Amend Appendix S Multirotor Regulations as follows:

Replace 1.1

“1.1 This appendix sets out the current regulations which will apply to the use of multirotor machines within all MACI approved Flying sites”

With

“1.1 These By-laws will apply to the use of multirotor machines at MACI approved Flying sites”

In 3.1 remove word “insured”

“3.1 The model shall be flown in accordance with all MACI guidelines as they apply to all other MACI insured classes of model aircraft”

Replace 3.2

“3.2 In accordance with current IAA commercial regulations the model must be flown at a maximum range of 500M and Max height of 120M unless otherwise limited to lesser values due to specific site locations. MACI shall adopt the same regulations for the time being.”

With

“3.2 Model must be flown in accordance with IAA regulations in force at the time of flight”

In the last sentence of 3.3 replace the words “a person” with the words “an adult” to read:

“3.3..... The helper is not required to be a pilot but an adult able to watch the airspace and advise the pilot of any potential issues during the flight.”

Delete Section 4 and clause 4.1 as a By-law cannot refer to the future. If A/B certification is to be added for multi-rotors model aircraft, then the relevant By-laws (Appendix N) should be amended.

PROPOSAL 4

Amend the Code of Safe Practice section in Appendix L as follows:
Delete the following two sentences as they recommend members to contravene Irish legislation:

"It is understood by MACI that models may occasionally have to fly above the estimated 400 ft. while transitioning through manoeuvres or completing turnaround parts of their flight."

and:

"Given that any time spent above the estimated height will be only be a small percentage of an overall flight and members adhere to all parts of this guidance material then members are acting in the best interests of MACI."

All above are proposed by Finbar Constant (IRL569) and seconded by Kevin Barry (IRL87)

Leinster Scale Championship

The Leinster Scale Championship was held at the Laois Club on Sunday the 24th July, and was the first Scale event of the 2016 season.

As per usual, the weather was playing tricks on us and the forecast for the day was uncertain. However, it became apparent on Saturday afternoon that conditions would be flyable for large parts of the day and I decided to go



ahead with the competition (at this stage, the toilet had been hired and was in position, prizes had been purchased, food had been obtained and all judges had been contacted so it would have been quite difficult to re arrange everything).



As things turned out, there was a slight but persistent drizzle when I arrived at the flying site soon after 8am. Martin Sweeney was there first and had marked out the pits area and put up the bunting that the club always uses for competitions and fly ins. Martin and I were to be the judges for the day, but that that time there was no sign of any competitors.

Over the next hour, four pilots arrived and we had enough people (just) to hold the competition. At this stage it was still raining, so we decided to wait for a bit and see what

would happen and by 11.00 the rain was clearing away and we got the competition underway.



With so few competitors, the event was run at a leisurely pace. All the people taking part were seasoned Scale competition flyers so the event more or less ran itself.

We started with a flying round of F4C, with Paul Byrne (current F4C National Champion) the sole entrant. Paul put in an excellent flight with his Jungmeister (great to see a biplane flying) and was awarded a

correspondingly high score. Paul was obviously the winner in this class as there was no other competitors, but he would have been difficult to beat in any case.

The three pilots in the flying only class then had their turns at flying, and the competition in this class was very close. In the end, Fergus O'Reilly emerged as the winner, with some very smooth and consistent flying. Brian Foran was second and Gary Brahon close behind in third place.

The prize giving ceremony was suitably informal, and took place over a cup of tea in the club house.

Throughout the day, my daughter Naomi Elster kept track of the scores, and my wife, Aoife, cooked burgers for everyone present on the good old club barbecue.





Everyone taking part in this event thoroughly enjoyed the day, but there was no denying that the turnout was disappointing. All of the people taking part, competitors and judges, are members of the Laois club and we usually enjoy welcoming several visitors to the club for competitions such as this. I know that attendance is down at competitions in all disciplines at the moment, but the Scale flying community now faces a fairly stark choice – either attend the competitions that are available or accept that they will not take place much longer. Use it or lose it. There are 2 more Scale competitions in the events diary for this year, why not make a commitment to attend one or both of them?

If anyone has any ideas on how to improve participation in such events, please email me at scale@maci.ie.

These are the scores and results from the competition:

<i>Class</i>	<i>Name</i>	<i>Model</i>	<i>Round 1</i>	<i>Round 2</i>	<i>Round 3</i>	<i>Static</i>	<i>Final Score</i>	<i>Position</i>
F4C	Paul Byrne	Jungmeister	1672.50	0.00	0.00	0.00	836.25	1
Flying Only	Fergus O'Reilly	Eindecker	1684.50	1649.00	0.00	0.00	1666.75	1
Flying Only	Brian Foran	Extra	1522.50	1660.00	0.00	0.00	1591.25	2
Flying Only	Gary Brahan	PC9	1564.50	1454.50	0.00	0.00	1509.50	3

Steve Elster

Scale Secretary

Shannon Control-Line Fly-In

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. Following are some pics which you might be interested in.



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



Stunters waiting for action in the pits



Partial view of the pit area



Dermot O'Flynn poses with Dalesman Class 'B' team racer



Stu Holland and Eanna Healy after an exciting combat duel

Dermot O'Flynn

Jetpower 2016

A group of us from Roundwood MAC have been to JetpowerMesse on several occasions from the first event back around 2002 to 2008. This year, we



were booked to see Pro-wing Sud at Lahr airfield in the southwest of Germany when it was cancelled. We managed to rebook flights to attend the Jetpower meeting in September. Out flight was to Frankfurt and around 1.5 hours drive to the picturesque town of B a d

NeuenahrAhrweiler, surrounded by vines growing on the hillsides with the Ahr river flowing through the town. The old walled area at the Ahrweiler end of the town has some good restaurants and taxis are cheap. Accommodation needs to be booked well in advance as it's a busy spot around this time of year. The show had been hit by bad weather a couple of times in the recent past but this year there was no rain during the day and Friday and Saturday were sunny and almost calm.



It has always been run v e r r y professionally but it has improved even more since our last visit with many more trade stands and better car parking. The trade stands were selling a wide variety of products from a stand promoting



a programmable smoke system with piped wingtip smoke generators and tailpipe injector, a specialist GRP glider and retractable ducted fan electric power pod manufacturer (www.ceflix.de), a stand selling every possible plug, socket and lead combination as well as specialist turbine manufacturers and GRP jet kits. Sebart were selling and demo flying a gorgeous little EDF Starfighter with electric lighting and retractable u/c, gyro and flaps and airbrakes for around €600. Kingtechturbine.lu had a big lightweight ARTF Pilatus PC21 powered by a Kingtech K60 turboprop engine which was very impressive and a lot cheaper than some of the highly detailed GRP kits.





It's an international show and it's amazing the range of nationalities you can come across. Watching a smoke system being described by a trader, I noticed that I was standing beside Jet Scale world champ, Russian

Vitaly Robertus. While eating lunch on the outside tables and benches, we were seated opposite a couple of Indian modellers discussing how they were going to persuade their local airport chief to let them bring home a large kit box. Plenty of Nordic and French speakers, Scotsmen, Americans and of course Germans, Austrians, Italians. The Italian fliers were very impressive, featuring green, white and red smoke trails from their jets. Knife edge and rolling circles appeared to be mandatory manoeuvres! We didn't stay to watch the Nightflying display as we were more interested in a good meal and a few drinks.



I took photos but there are so many videos up on youtube within days of the event that you will get a much better idea of the show from the links below. We arrived at the show on Friday afternoon and missed the unfortunate demise of Frank Shroeders 100kg AMT powered ½ scale Saab Griphen which broke up in the air while flying knife edge. An enjoyable 3 days away and back home fired with renewed enthusiasm.



https://www.youtube.com/watch?v=8yf_QTbDeWM
<https://www.youtube.com/watch?v=7hU0EA13DZU>
https://www.youtube.com/watch?v=4JGjIpu2e_c
<https://www.youtube.com/watch?v=KgSUNcqSiR0>
https://www.youtube.com/watch?v=VkUpOkOZ_3c
https://www.youtube.com/watch?v=i9iEoeju_Q
<https://www.youtube.com/watch?v=EvxNyc4zKRU>

Brian Hewson

LAOIS MODEL AERO CLUB

25th Anniversary Fly-in

To mark the 25th Anniversary of our Club we decided to hold an open fly-in on Sunday 15th May.

Its been a few years since we had a a Fly-in in the Club so we wondered how it would go or would many flyers turn up?



Club House and Pits Area

The morning of the Fly-in looked good with a nice blue sky. With the Club house opened, pilot box set out, all was ready for a good days flying.

Soon flyers started to arrive and it was great to see some old friends and some new faces coming to support the event. Models were taking out and soon were assembled ready for action. A short pilots briefing and welcome and the flying got under way.



Paul Byrne on Takeoff

There were a good variety of model flying and on display. At one count there were up to thirty models on site. We also had eighteen pilots which all made for a very good day.

Soon it was time for a break and the curry was smelling good, tea and sandwiches also went down very well.

After the break we had a draw which was very kindly sponsored by Model Heli Services .After the draw the flying continued late into the evening.

As our May event went so well we decided to hold another on Sunday 3rd September and again the weather held up for another great day.

We had carried out a lot of work on the Clubhouse and site over the summer months and it really looked well on the day.

Again we had a great turn out with sixteen to eighteen pilots and over twenty five models of all types.

Over all the fly -in seems to be the way to go with good interest from all.

As both days went so well its was decided to hold another day on October 23rd and again all are very

welcome. We can only hope that the weather is on our side again.



Anthony's Yak

A big thanks to all those from around the country who came to support either or both days. Thanks to Liam and the lads from Model Heli Services for sponsoring the flyers draw at the May fly-in.

It takes quiet a bit of work to keep these days going, and without the help of Club members it just wouldn't happen,so a big thanks to club members who helped and supported both days.

Hope to see a good turn out in October 23rd.

And here's to another 25 years of Flying and fly-ins.

Mike Murphy.

Appendix L - Section 4 Update

APPENDIX L (Code of Safe Practice section)

amended 2/8/16

BYE LAWS GOVERNING ISSUE OF A AND B ACHIEVEMENT CERTIFICATES

Section 4: Flying the model

The model must not be flown behind the pilot line, over cars, people, property, or any other area which would constitute a hazard in the event of loss of control, or an engine cut.

The IAA in SI 563 2015 has stated that the maximum height allowed is 400 ft. for all models. This is calculated as Above Ground Level (AGL), i.e. from Pilot position. As this can often be difficult to achieve in practice the following guidelines apply to all members:

- Individual members should endeavour to estimate to the best of their ability this height before commencing any flight.
- MACI appreciate that without a marker in the sky this a difficult task and open to personal interpretation when considering environmental conditions, ground terrain and an individual's perception.
- If you are unsure of your height consult with other local club members for guidance.
- It is understood by MACI that models may occasionally have to fly above the estimated 400 ft. while transitioning through manoeuvres or completing turnaround parts of their flight.
- Members must always observe the very important rules of the air that no SUA may fly within 2 Kms of a manned aircraft and that manned flight has right of way at all times.
- In accordance with MACI competition regulations a pilot may take a re flight if manned aircraft are transiting close to the site during a competition flight.
- Given that any time spent above the estimated height will be only be a small percentage of an overall flight and members adhere to all parts of this guidance material then members are acting in the best interests of MACI.
- If members are competing in an organised competition on a MACI site in any category then the CD is responsible for the practical application of these guidelines.
- For any other flying activity on a MACI site the individual member is responsible for the practical application of these guidelines.

Pilots should stand together when flying, with their backs to the pits area. **(H)** Applies to helicopters flying in the same airspace as fixed wing models.

Last thing before take-off; check all controls for correct movement and direction.

All take offs and landings must take place into wind. **(H)** This does not apply to helicopters.

"Dead stick" must be called out in the event of an engine failure to alert other fliers to give priority and to keep the runway clear.

"Landing" must be called clearly to alert others in the area. **(H)** Applies to helicopters flying in the same airspace as fixed wing models.

In an emergency the model is the lowest priority.

The cardinal rule is – "Ditch if necessary, to avoid people".

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.

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 Boltan (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

Munster Aerobatic Champs. 28th May 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 24th 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 4th 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.

Ray Keane

A Club is Born

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.



310 Roselawn,
Castlemock,
Co. Dublin.

Aug 1972

PROPOSED NEW R / C CLUB

A meeting will be held on ^{SUNDAY} ~~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 NOW for their TRANSMITTING LICENCES. 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 2nd, to confirm your attendance.

Stuart Batt

Sean Monaghan

Sean Monaghan is 72 years old - but that does not even begin to describe him. He is also a founding member and regular flyer at Midlands Model Flying Club at Boora, which you might say, is not very remarkable.



But then one day, if you are lucky, you may see him in his elements - at the field by himself, with his very large planes, his dog Pappy and his 35Mhz radio, putting on some great aerobatic displays for nobody. And then you realise you are in the presence of greatness.

I have been seeing Sean around the field for a couple of years - I was rather intrigued by this man in rather frail physique, who would struggle to put together some very large airplanes, but then would put great shows with his very scale airplanes.

Over a past few weekends I worked closely with Sean, and his companion Pappy, to capture some action shots.

To me Sean is every aeromodellers retirement dream - enjoying his passion into his later years. Thank you Sean for being such an inspiration for me.

Dr.Shakeel Siddiqui



Two more Photo's of Sean Monaghan





French Xtreme Flying Championships



Dr.Shakeel Siddiqui



Laotian MAC Fly-In