

The MACI Magazine for Model Flyers in Ireland



FlightLines

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FROM THE EDITOR

Well, that is it for me, time to pass the "job" to someone else. This last edition of your favorite magazine was not an easy one to fill this year, and I would like to once again, thanks all the people who sent me articles over the past 2 years. This was truly appreciated, and I think the content you produced was World Class!

But it looks like it is not enough to gain the interest of our fellow members and the MACI (the news section is left empty as I am still waiting for news from the MACI... And I am sure we had quiet a few to publish this year!), or I am not doing something right, so it is time to move on as we say.

Fly safe, and see you all on a flying field somewhere!

Fred



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On the cover: Plane line up at this year's Laois Fun Fly.

Remember that most information, latest news etc are available on the MACI Website and do not hesitate to give any feedbacks (bad or good!) you may have to our webmaster, Gerry Keaveney, using the contact form on the website, or directly by email at webmaster@maci.ie.





MACI NEWS

2017 F3a World Championships Argentina

Robert Telford IRL-3278



Every two years, the R/C aerobatics community turns its eyes to one of the biggest events on the calendar: the F3A World Championships. This year, all eyes turned to Villa Gesell -- a small beachside tourist town on the east coast of Argentina -- to watch as the world's top pilots take a shot for the title of F3A World Champion. The competition was scheduled to run from the 3rd to the 11th on November, falling at the end of our competition season and at the beginning of Spring in Argentina. Having visited the town a year ago, I knew that we would be in for a great competition -- the competition site looked good, the weather seemed reasonable and the town was dotted with nice grill restaurants to attack after a day's flying. Being a seaside town, one thing which I did note was the strength of the wind, which could lead to tough conditions come competition time.

Representing team Ireland this year were myself and F3A veteran Shane Robinson. The trip started out as could be expected -- some hectic last-minute packing and preparing the model box for the long trip ahead. Models disassembled, tools and spares collected, and every last essential piece of support equipment needed to be organised and packed. Our itinerary for the following two weeks was as follows. We would be leaving from Cork Airport for Buenos Aires via London Heathrow. In tow were 2 model boxes, 3 airplanes, and 3 suitcases of spares, tools and clothes. Once in Buenos Aires, we would drive down to Villa Gesell, where we would practice for six days before the competition started. We would then spend four days flying four rounds of the preliminary schedule, after which the top 30 would progress to the semi-finals to fly the more complicated finals schedule.

The flight out was uneventful, and we were met at the airport by my father who has spent the last few years living in Argentina. This turned out to be a godsend, as the simple task of picking up the rental cars turned out into an ordeal that would have been a nightmare to unravel without a Spanish speaker and a phone. Nonetheless, we were soon on our way to Villa Gesell, having picked up a few cases of Coolpower glow fuel from Marcelo Colombo along the way.

Following a late night of driving, we arrived at our 'quaint' holiday home for the next two weeks. Luxury was clearly not high on the agenda for the owners of this place, but nonetheless it had ample space to live in and work on the models for the next two weeks. First thing Sunday morning we assembled the models, mounting the engines and props and making sure everything arrived safe and sound, before heading out to Pinamar -- the location of the first of two practice sites.

First impressions of the site were good -- a small full-size flying club with two grass runways overlooked at the entrance by a little clubhouse. Although the grass was somewhat long for the models, it was certainly flyable with plenty of space to set up three flightlines. The first flights went smoothly, with the engines behaving and needing minimal adjustment to acclimatise to the southern hemisphere. The only issue to report at this stage was an errant wheel which decided to eject itself from my model to make a new home in the Argentinian countryside. This would be a recurring theme for me during the trip, as I made my way through not one, but four different tailwheel assemblies during the event (including the tailwheel lifted from Jason Shulmans biplane for the last two flights...).

With things running well, the following days practice took place at the second practice site. This was the place to be, as we settled into a routine over the next few days, flying with the Japanese and Argentinians (all extremely talented fliers) at one of the three flightlines there. As the winds fluctuated from dead calm to howling 22mph crosswinds, it became obvious very quickly that the standard of flying from the competition was going to be extremely high, and breaking into the semi-finals was not going to be an easy task. No matter what the conditions, people were nailing their wind corrections, snaps, spins and integrated rolls. Watching on, this spurred us to focus on our flying and push every last point out of schedules, as we anticipated very tight scores at the middle of the pack. Mixed in with all the flying, the multiple flight lines at the practice sites gave us a great opportunity to catch up with old friends from competitions past, and to observe the new trends. One of the first people to drop by happened to be Hamish Galloway, a former regular on the Irish competition scene and now flying for his native New Zealand. Hamish was flying the latest design by American F3A guru Bryan Hebert -- the Alchemy. The plane is an evolution of my own model, the Allure, and flew very well indeed.

Indeed, looking around the competition site it was great to see a big mix of models. Monoplanes, biplanes, canalisers, electric, glow, contra, kit built, ARF, full composite, full balsa and home designs were all present. In fact, a Brazilian pilot was even flying a DLE 35 petrol engine to keep costs down. The model flew very well, was very silent and appeared to have plenty of power. One of the stars of the show was the gigantic Pandora, designed and built by Austrian pilot Gernot Brukmann. Having already made a statement by stripping multiple world and European champion CPLR of his European title last year, Gernot was clearly ready to make shake things up further with this design. Inspired by his F3P designs (which have already brought him much success) the Pandora combined a huge fuselage with two canalisers above and below to give it a very symmetrical and purposeful look. A full flying stabiliser also drew attention. Despite the enormous size, Gernot managed to build the model to under 4.8kg, well under the 5kg limit. A bold design, which everyone was following with interest considering the strong winds that were forecast for the event.

Before too long it was time to head out to the competition site for the competition proper to start. The site was a full size airfield, with either end of the 1.8km long runway being used for parallel flightlines. With the strong winds forecast, the full length and width of a full-size runway was a welcome site considering the difficulties we could be facing landing in gale force winds.

The models were processed at the site, with all weight, sound and size measurements all indicating that our models were within limits for the event. With official practice over, there was nothing left for it but to head into the first day of competition flying.

Sunday morning started off early, with Shane being the first of us to fly later at 9:20 am. The blustery wind that had been a feature of our practice flights

had died down, giving rise to a beautiful sunny day with clear blue skies and a medium 45 degree wind. Shane put down a marker with an excellent flight, with the only hiccup arising during the split-s manoeuvre as the glare from the sun caused him to temporarily lose orientation. My flight followed less than an hour later, and I was happy to put in a strong opening flight and get a good opening score. This placed us both in the 30s after the first day. The following day was gearing up to be a hard one, as it was clear that that second panel of judges were marking a lot harder. To top it off, heavy overnight rain had completely flooded the area next to the pits. With Shane due to kick off proceedings for that day, we were forced to cover the models as rain continued to fall and the organisers frantically attempted to drain the area. We were soon given the go ahead, and with everyone eager to gauge the conditions all eyes fell on Shane's Galactika as it took off for his second flight. With the rain still falling and a silent crowd, Shane put up an excellent flight, scoring what turned out to be the 17th highest for that round. My flight did not go that smoothly with a bad mistake in the snaps costing me dearly, and sliding me down the order. The low cloud base did not help, as the model disappeared behind a cloud for the stall turn, resulting in a reflight being required to score that manoeuvre.

Day three was back to the 'nicer' of the two judging panels. A good score in this round was critical, as it was clear that one of the rounds from the harder judging panels would be dropped. Shane was first up again, putting in another solid flight. The scoresheet came as a surprise unfortunately, with the judges having gauged the spin entry to have been snapped, resulting in a heavy points loss. With this round crucial, this dealt Shane's semi-final hopes a heavy blow. My own flight followed next, and I was happy to get a good score following a few mistakes.

Having done some mental arithmetic, it was clear that progressing into the next stage of the competition was going to be extremely tough, especially as the 4th and final round was to be flown in front of the harder judges. Arriving to the contest site that day and things did not look promising, with a heavy blow out and low cloud base making for very challenging conditions. Multiple re-flights were being conducted as models ducked in and out of clouds during flight. Indeed, the first and only casualty of the event came as a model went into a cloud and didn't re-emerge until at least 20 seconds later, hundreds of metres downwind. With the model being only a spec in the distance, the pilot had no hope of orientating himself to bring it home, and the model vanished into the horizon. Luckily it was found after a surprisingly quick search (over 3 km away!), badly damaged. With that, our flight was postponed to the next day. This turned out not to be such a blessing, as an extremely strong headwind greeted us the next morning. Shane once again had a good flight, with only a few small errors despite the tough conditions. On my side, my snap gremlins crept back, with my score once again suffering heavily for this panel of judges.



A familiar scene over the next few weeks would be that of Shane and his exceptional wind measuring stance 'The tea pot'



Roberts nerves begin to hit in the ready box ahead of flight one on day one of the competition with Andrew Jesky (USA) and Hamish (NZL) also in the ready box behind him.

A brief wait for the final tabulation of the scores confirmed our fears. Despite our best efforts, neither of us were to progress to the next stage of the competition, with Shane ranking 37th and myself 52nd. These placings were frankly a little lower than what we were hoping for. Nonetheless we had seen that the standard of flying at the competition was truly exceptional, and so we were extremely pleased with our efforts. With the competition over for us, the models were drained and packed, and we could finally relax and enjoy the semi-finals and finals. Nothing would prepare for the wind that came for the semi-finals and the finals. A constant wind floating near the FAI limit of 18 mph with gusts higher still greeted the pilots and forced them to be at the top of their game. Indeed, the reigning world champion and championship favourite, CPLR, suffered heavily on his first unknown flight when the heavy wind caused him to zero a stall turn. This left the door open for Japanese pilot and multiple runner-up Tetsou Onda to mount a challenge for the win. Indeed, several tense rounds later and we had a new world champion, with Tetsou sweeping the final rounds for the win.

As quickly as everything had started, it was now time to head home again. The long trip home gave plenty of time to discuss the event and take home valuable lessons. Firstly, it was clear that – on the model front – the pilot is still the most important piece of the puzzle. While the glow power models perhaps had an advantage in the heavy wind, Gernot Brukmann demonstrated what fantastic skill is capable of when flying his gigantic electric powered model in the heavy winds. Likewise, a number of pilots flew contra models at a higher speed than I was expecting to see, which worked very well for the changeable conditions present. Distance wise, it appeared that most pilots had planned for the strong winds of the region and pushed the flightline out slightly to the 170 metre region.

With that, we'll leave you with a couple of pictures from the event. The whole trip was a fantastic experience and will live as one of the highlights of my aerobatics memories. The buzz of competing against such a skilled group of fliers is hard to describe, which is only bettered by the comradery of the occasion, and I would encourage anyone to take the steps towards participating at such an event.

Robert Telford IRL-3278



SILENT FLIGHT NEWS

ANOTHER CRAZY WEEK!

GLIDER SECRETARY

France – Ireland meeting April 2018 – Mount Leinster

Well, it's this time of the year again! The first week of April saw us being visited by pilots from France for a week of sloping and tourism... Ok, more flying than visiting things (although this year, the distillery visit was a success).

Again! Good food, good drinks and slope soaring heaven even if the weather was not really cooperating at the start of the week! But with good friends and a little bit of tourism (just the minimal amount) I believe everybody experienced the "craic". Once again, our meeting on Saturday/Sunday was very well attended (25 pilots, but cut short for me on Sunday as they were leaving... and I was also knackered!!). Fantastic weather for the week end, so there must be a slope soaring God somewhere! Many thanks also to all the "local" from every part of the country that made this a fantastic week! This is the sort of event where you really have to be there! I hope the "few" photos will reflect a bit of the fun we all had!

I have been told that next year.. we are doing it all over again! So stay tuned for more on that.

June 9th - Tountinna ISR meeting

June hosted the traditionnal Tountinna meeting. About 10 pilots travelled for the day from all over the country and enjoyed some good weather after the fog cleared from the top. And off to a nice thermal day! Good to be warm for a change!





MUNSTER CHAMPIONSHIPS

2018



Well, the weather gods shone on the Cork club....once again. After the longest, wettest and most model unfriendly Spring in years (decades!) fortune (and the sun) smiled on the CMAC for the hosting of the first aerobatic contest of the year.

The Munster Championships are traditionally held in early May and this year was to be no exception. Numbers were down slightly (lack of flying time for some!!) but seven hardy and enthusiastic pilots entered the fray.

The Cork Club's Brinny site was in excellent condition, thanks particularly due to Matt Quin and Shane Robinson for all their hard work in preparing for the event.

Contest director Shane Robinson got the ball rolling with his plot briefing at 9.30. It was decided that due to the early start and the limited entry that the competition could be run off in one day with a 45 minute lunch break planned.

Paul Houlihan was asked to do the judges' flight. This was the first official flight of the new P 19 schedule and Paul acquitted himself admirably. Paul, Robert Telford and Shane Robinson made up the top competition group (tier 1) while Jamie Howard, Dave King, Gordon James and Ray Keane would fly off in tier 2. The flying in tier 1 was of a very high standard. Shane Robinson mastered the complex manoeuvres with ease and his smooth accurate flying led him to victory at the end of the day, winning all four rounds. It was close enough for second place; not much separated Paul and Robert but Robert's consistent flying would see him take second spot. Paul chased him all the way coming out ahead of Robert in round 4 but not enough to catch him.

The competition in tier 2 was a much closer affair. Jamie Howard had an engine cut in round 1 and was unfortunately unable to take any further part in the day's flying. Dave King flew well, his large accurate manoeuvres showing his model and flying ability off to good effect.

Only a few marks separated Ray Keane and Gordon James. Both pilots won two rounds each but Ray, rolling back the years, came out on top with a better third round than Gordon's.



Matt Quin and his team of loyal helpers tended to the catering. Burgers, chops, sausages were available to (and devoured by) the hungry throng at lunch time. Thanks are due to the members of the Cork club who came to assist on the day to ensure that no one went hungry!

At the end of the day the prizes were presented to the pilots by club president Noel Barrett, himself no stranger to aerobatic competitions in the past.

It was a good start to the aerobatic season, and with a number of pilots to return in the coming weeks it looks like 2018 will be a good one for the F3A community.

Tier 1

Pilot	R1		R2		R3		R4		Best 3
S. Robinson	441	1000	464	1000	474	1000	465	1000	3000
R. Telford	389	882	402	866	392	827	383	823	2575
P. Houlihan	373	845	383	825	345	727	389	836	2507

Tier 2

Pilot	R1		R2		R3		R4		Best 3
R. Keane	408	1000	401	980	362	932	420	1000	2980
G. James	383	938	409	1000	388	1000	392	933	2938
D. King	318	779	345	843	320	824	363	864	2532
J. Howard	144	352	0	0	0	0	0	0	352



Macon International 2018



The Macon International is running since 1972! One of the oldest, if not the oldest slope meeting out there!

3 categories are ran each year. PSS, Scale and thermal duration. Pilots are coming from all over Europe to participate, mainly in the PSS event, the “point d’orgue” of the meeting. You will see here some of the best pilots, but also a huge variety of machines... C’est magnifique!

So, PSS, what is it in the first place? PSS stand for Power Scale Soarer.. Basically, take a plane... And launch it at slope within any form of locomotion other than the wind... Fun!

Some of the machines present would not look out of place in a F4C international event, some competitors going crazy about all the details... and some, a bit less..! Macon, is also an event wehere we have fun! And a lot of it! At the slope, during the various competitions, but also during the night at Base Camp (10m from the slope), but also in the various vineyards! After all, you are in the Beaujolais region!

And the competition?

For the Scale or PSS event, it’s pretty much the same process. After I registered my gliders (1 in Scale, 2 in PSS), you start with the static judging (3 judges), followed by a flight... Or as many you need, only the best one being kept.

For scale, you have to perform a set of scale manoeuvres (flat 8, Thermal turns x3, slow pass etc) followed by a landing... in a target...

For PSS, the flying is pretty much up to you, you need to show to the judges, the 4 of them, what the machine is capable of, and fly it like the real thing... And land in a target!

This year’s conditions were very bumpy! Lots of wind, and even bigger turbulences that resulted in a couple of fatalities amongst the PSS, but everybody launched and flew! That’s the spirit.

For my part, I finished 8th in scale (1/4 scale Ka1, not a new glider), but I took 2nd place in PSS with my DC3... On the maiden flight! Right after the Swiss team who really came prepared this year (1st place for the Swiss Bearcat who really flew great!!)

Really pleased with my result, especially after having little time to prepare the machines (first flight during the competition!), but tactical choices (solid documentation, time spent on scale details etc) really paid of this year.

New and bigger machines are on the works for next year already, so hopefully, I will be able to touch the graal!

And better than words, enjoy a few photos from the event.







MODEL AERONAUT



ICS COUNCIL OF IRELAND



Game of Drones Cork.

Tom Mackey



So, where did all this begin? I'm going to tell you my story and how all this came to light. A little perspective on the journey of FPV from my eyes. I don't know what possessed me to get a drone? Maybe I got bored flying planes and needed something faster and more exciting! Anyway here is my story! Buckle up and let's begin!

My journey began with buying a crappy eachine racer 250. Slow, heavy and not very maneuverable! But all in all, it was a lot of fun. Eventually I talked my poor brother Paddy into buying the exact same one. We had some craic though! I joined the Facebook group FPV IRELAND and found that the drone community was much bigger than I thought in Ireland. Out of the blue a guy called Mick contacted me on Facebook and asked if I'd be interested in calling to Middleton someday to watch himself and his buddy Andreijs fly FPV. I must admit, at first I was very weary about it, but decided to go anyway!

When I first met the lads, they were setting up a simple course on the grass so I sat back in the shadows and watched away. I must admit, when they started flying, it looked like so much fun! I had a long chat with Mick that

day and he explained that he and Andreijs were members of the Cork Model Aero Club and we should call to the hall in Middleton and meet up with some other interested members, as it turns out Mick was busy recruiting other people in the background, so when we first met there was another four strangers who were also completely new to this hobby, but we were made to feel very welcome and got plenty help and advice from existing club members. To top it all, Mick had also been planning something bigger and broke the news that he found a separate site that was suitable for FPV racing and that this site had power, water and even a WC. Score!! When we first visited this site we all knew that it had potential, but some work was needed.

So, this was all getting very exciting. Starting to buy loads of parts, building drones and actually having our own patch of land to fly on. So, all these newbies joined the club and work began in earnest. Firstly we secured a mobile home as a club house (thanks to Johnny for this one). This was a big part of the club where we would sit and talk, drink tea and fix our smashed up drones after wrecking them on the course outside. Mick is a genius when it comes to gate building haha. Every day he is on the phone. Tom, I've a new idea for a gate! Now fare play to him! The club would definitely not be where it is now only for his help. He even managed to get clubman of the year a few months ago. Good man Mick! Over the next few months we built and we spent and we spent! All the time the track was growing and getting bigger! More gates were added and more flags were made. Nothing could stop us now. Or could it !!!





By now the summer was rolling in. It was time to hold our first proper drone racing event. A lot of time was spent on the track and mobile home to get it in proper shape for the event. Everyone helped out and in the end we were ready for action! Our FPV brothers came to Cork for the weekend and we raced and raced till we dropped. Last year Leinster FPV held several events in Dublin so we held the 4th round of the league right here on our own site. Big shout out to the landowner also who was extremely helpful in all aspects. The weekend was a huge success and fun was had by all who attended.



Look at Alex and he stuffing his face with our burgers! Big thanks to Pat Rigney for initially supplying the food for the barbeque. People travelled from all over Ireland for this event and most guys even stayed the night on the grounds. There was plenty of craic that night I tell ya! Saturday was the competition day and Sunday was set up to be a fun fly. I think all in all we had about 20 pilots who attended, and all pilots had a ball this weekend, whether it was flying eating or drinking! The results for the weekend were in fourth place, Alex Mc Manigan (I hope u still have that little trophy we gave you lol), third place was taken by our very own Andreijs Lukins (I'm sure he is buzzing now reading this lol), second place was taken by the mighty Hugo Burns! And the pole position was given to the one and only Jaak Pieterse! We also had an awesome display of helicopter flying from Noel Campion himself.



As soon as we finished the competition all Cork members turned their concentration to the club grounds once again. Exciting things were about to happen! Lots of new gates were built, all designed by Mick O' Keffe, by his own admission he is a better gate builder than pilot. Lots of work was done to the inside of the mobile home and the biggest effort went into completely wiring up the field for the new night-time LED track that we had planned. Everyone put in a great effort over the rest of the summer and we eventually completed everything. We even had a trampoline to land in after a race was finished. Over the next few months all members got full use from the track and all their hard work payed off. We now have a full time course set up for all to enjoy. But things were about to change!! Her name was "Ophelia" and by God did she take a disliking to our site.



For two days the grounds were pelted by the fierce winds. Most of the gates were damaged but the biggest loss was our mobile home! Our club house was destroyed. No more cups of tea, no more craic to be had. Things were looking very bleak indeed! It was going to take a miracle to put this one right again. I won't bore you with the ins and outs, but we are now trying to rebuild again, thanks to the dedication and commitment of all our members. Some lads pulled out all the stops, especially Piotr from Clonmel, who got us a shipping container that we now use as storage. Thank you Piotr!

Game of Drones - Cork. Continued

Continued



So moving right along. Every Monday without fail Cork Model Aero Club meet in the local hall in middleton. Everything is flown on the night from mini quads, helicopters, planes of all sizes and of course the 210 size drones. As you can see from the picture above, safety is vitally important. Anyone attending spends their time in the bird cage while others fly. As it stands we have 12 full time members of the drone fpv kind. This sport is awesome and not for the faint hearted. Excessive speeds can be reached, even indoors in the hall. The crack is mighty and everyone has a ball on our Monday night meets. The rule is, if you have no sense of humour your better off staying outside the front door. It might be a lot safer haha The summer is now approaching so work will now commence again on our outdoor fpv track. We are always looking for new members in all catogories of flying. If you want more info you can find us on facebook under cork fpv (for drones) or cork model aero club (for planes and helicopters). You are always welcome to call to the hall and see what the madness is about also. I hope you enjoyed reading our little journey on the birth of drone fpv racing in cork and maybe someday you might also be tempted to pick up your own controller and join us!





In Pictures...

Laois Fun Fly



2018 National Aerobatics Championships



FOR THE AEROBATIC COMMUNITY, THE NATIONALS IS THE KEY EVENT OF THE COMPETITION CALENDAR AND THIS YEAR IT TOOK PLACE AGAIN AT THE ROUNDWOOD MODEL AERO CLUB ON SATURDAY AUGUST 4TH OF THE BANK HOLIDAY WEEK-END.

9 COMPETITORS TURNED UP, 5 IN TIER 1 AND 2 IN TIER 2 AND 2 IN MASTERS. THE DEMONSTRATION FLIGHT TOOK PLACE AT 9:25 AND THE FIRST COMPETITION FLIGHT WAS IN THE AIR AROUND 9:45.

THIS BEING THE BEST SUMMER THAT I CAN REMEMBER AS EXPECTED THERE WAS A SLIGHT TURN IN THE WEATHER WHICH THEN RECTIFIED ITSELF BY THE WEEKEND. MAYBE LAST YEARS BLOOD SACRIFICE BY TONY CHANGED OUR WEATHER SYSTEM. ONE CAN ONLY PRAY.

THE NATIONALS F3A COMPETITION INCLUDES THAT FOR A MAXIMUM OF 50% OF ENTRY = 4 PILOTS GO FORWARD TO FLY TWO FINAL ROUNDS USING THE F19 SCHEDULE TO DETERMINE THE FINAL PLACINGS AND THE NATIONAL CHAMPION. SO, WHAT OF THE FLYING.

IN TIER 1 ANGUS FLEW HIS OSMOSE YS175 POWERED, I FLEW MY YS200 CDI POWERED GALAKTIKA, ROBERT FLEW HIS ALLURE WITH A YS185CDI. GORDON AND PAUL CONTINUE TO FLY WITH SUSTAINABLE ENERGY ELECTRIC POWER, BOTH FLYING CONTRA SYSTEMS. WE FLEW RIGHT TO LEFT WITH THE WIND BLOWING IN AT 8MPH ALL DAY. THE WIND WAS DECEPTIVE AND AT TIMES WAS TURBULENT BUT OVERALL EXCELLENT FOR THIS STYLE OF FLYING.

BY ROUND 2 ANGUS HAD TAKEN THE 2 X 1000'S SPOTS WITH ME IN PURSUIT IN THE MID 980's.

GORDON TOOK 3RD PLACE WITH ROBERT CLOSE BEHIND. THE STANDINGS FOR THE P-SCHEDULE ENDED UP WITH ANGUS, MYSELF, GORDON AND ROBERT QUALIFYING FOR THE F19 ROUNDS.

THE F SEQUENCE REALLY PUSHES US TO THE LIMIT DUE THE PACE AND COMPLEXITY OF THE MANOEUVRES. ONE POSITIONING ERROR CAN LEAD TO SIGNIFICANT ERRORS IN THE MANOEUVRES TO FOLLOW. ANGUS'S FLYING WAS EXCEPTIONAL, AND HE TOOK ALL ROUNDS BOTH P AND F AND RETAINED THE IRISH AEROBATIC CHAMPION TITLE FOR THE 4TH TIME. NOW HE STILL HAS A BIT TO GO TO CATCH UP WITH RAY AT 14 TITLES, BUT NOT A BAD START :) ROBERT TOOK THIRD PLACE WITH GORDON DEFERRING HIS OPTION TO FLY THE FINALS SEQUENCE. THE F SEQUENCE ADDS A GREAT DEAL OF FUN TO THE COMPETITION AND I HOPE THAT MORE WILL EMBRACE IT IN THE FUTURE.

IN TIER 2 JAMES DOMINATED ALL ROUNDS AND DAVE ENDED UP PULLING OUT AFTER THE 2ND ROUND DUE TO TECHNICAL DIFFICULTIES.

THIS YEAR THANKS TO OUR NEW PILOTS OPEN DAY (NPOD) IN PORTLAOISE WE MANAGED TO ATTRACT BACK SOME VETERANS IN STU AND DAVE CARR. MAYBE AN OPOD IS IN ORDER? BOTH DAVE AND STU TOOK 2 ROUNDS EACH. WITH DAVE TAKING THE TITLE IN A CLOSE BATTLE.

MANY THANKS TO THE ROUNDWOOD CLUB FOR HOSTING THE EVENT AND TO TONY FOR ORGANISING IT. PARTICULARLY TO PAUL/TONY FOR MANNING THE BARBEQUE, PAUL FOR THE FLIGHT LINE DIRECTION, AND SCORE KEEPING. THANKS AS ALWAYS GOES TO DAVE FOLEY FOR MAKING THE JOURNEY TO ACT AS OUR ONLY STANDING JUDGE. THANKS TO THE GREAT WEATHER ALL THE COMPETITORS LEFT THE FIELD AT AROUND 6PM ALL AGREED THAT THIS HAD BEEN A GREAT DAYS FLYING WITH GREAT COMPETITION, AND GOOD SPIRIT.

FROM MY POSITION AS CD, THE HELP FROM THE PAULS AND THE CO-OPERATION OF EVERYBODY IN PROMPTNESS AT THE LINE, WHETHER FLYING OR JUDGING MADE IT POSSIBLE TO GET 42 FLIGHTS IN, IN A LITTLE OVER 7 HOURS.

SHANE ROBINSON,
CONTEST DIRECTOR.

Tier 1											
Preliminary rounds											
		Round 1		Round 2		Round 3		Round 4		3 Best	
Placing	Pilot	Raw	Normalised	Raw	Normalised	Raw	Normalised	Raw	Normalised	Raw	Normalised
1	Angus Balfour	456	1000.00	475	1000.00	475	1000.00	484	1000.00	1415.00	3000.00
2	Shane Robinson	444	973.68	467	983.16	460	968.42	459	940.05	1371.00	2925.26
3	Robert Telford	149	326.75	395	831.58	392	825.26	404	834.71	1191.00	2491.55
4	Gordon James	396	868.42	398	837.89	389	818.95	394	814.05	1183.00	2525.26
5	Paul Houlihan	359	774.12	376	791.58	378	795.79	403	832.64	1157.00	2420.01

Finals				
Finals Round 1		Finals Round 2		Total (Best 3P and 1F)
Raw	Normalised	Raw	Normalised	
572	1000	571	1000	4000
536	937.06	538	942.21	3867.47
400	699.3	441	772.33	3263.88
0	0	0	0	2525.26

Tier 2											
		Round 1		Round 2		Round 3		Round 4		Points	3 Best
Placing	Pilot	Raw	Normalised	Raw	Normalised	Raw	Normalised	Raw	Normalised	Raw	Normalised
1	James Murphy	437	1000.00	438	1000.00	439	1000.00	450	1000.00	1327	3000
2	David King	316	723.11	361	824.20	0	0.00	0	0.00	677.00	1547.31

Masters										
	Pilot	R1		R2		R3		R4		Result
1	D. Car	304	947	316	1000	349	1000	326	956	2956
2	S. Holland	321	1000	0	0	304	871	341	1000	2871

Island Slope Rebel - Last meeting of the season report

29-30 September 2018



A big massive thank you to all of you who travelled from all over the country to the event on the weekend of the 29-30th of September, for what is traditionally, the "end of season" meeting, held as usual, in Mount Leinster.

We were blessed with a very nice weather, straight on the "lazy" slope, and we can say the official "last" meeting of the season was a big success!

18 pilots on the Saturday, and I counted 8 on Sunday (but different ones than the Saturday... That shows that doing the meetings on 2 days is always a good move! :))

Lots and lots of flying done, on top of the usual banter, massive amounts of cakes (thanks for the cream cake!!), coffee, teas and chats!

Highlights for me, was to see Joe magnificent 1/4 scale Grunau Baby IIb in the air. That thing looks, and sound good! Need a pilot Joe!! Also, 2 Cortinas on the same slope... Must have been something unseen from the 80s! Add a Vampire to the lot, and we call this meeting vintage!

First flight of my A10, also a non event, and of course, my Sonic crash who almost ended up by me doing a lot of paper work! (checked the logs, nothing special other than me pushing hard on the elevator, and putting flaps up 5 seconds before impact!) Really lucky on that one on all front!

Anyway, here are a few photos of the event, bring on 2019!









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Everything packed and ready to go at Cork Airport, ahead of the long trip to Buenos Aires



Gernot Bruckmanns Pandora. For scale the distance from the top to the bottom canaliser is 0.5m.



