



Official MACI Website Document www.maci.ie

Competition Regulations

1. **GENERAL ORGANISATION OF CONTESTS** Amended 4/10/2016
 - 1.1 A contest may consist of one or more events.
 - 1.2 If there are less than six entries in an event, that event need not be run.
 - 1.3.1 All competitors must be affiliated to MACI as full members and must show adequate proof that they are covered by third party insurance.
 - 1.3.2 Where two or more MACI members are flying together in competition or otherwise, they must be covered by member to member insurance.
 - 1.4 Any breach of the competition regulations will render a contestant liable to disqualification from the event in which the breach occurs at the discretion of the contest director (hereafter referred to as the CD). The decision of the CD will be binding at all times during the course of the competition.
 - 1.5 Objections by a contestant on any grounds whatever must be lodged with the CD before the close of the contest with an objection fee as prescribed below, which is returnable if the objection is upheld by the MACI jury. The jury shall consist of any three of the following: Council Members, President, Chairman, relevant Hon. Competition Secretary and the Hon Secretary. A Jury for provincial competitions may consist of 3 ordinary MACI Members nominated at the time.
The objection fee shall be €10 or such other as shall be specified by the contest organisers in advance with the contest notification.
 - 1.6 The use of efficient silencers is mandatory on engines of model aircraft except where specifically waived under Council By-laws. The permitted level of noise will be as currently laid down in the By-laws.
 - 1.7 All contest models, except scale models, will carry the owners registered number in letters at least 25 mm high clearly visible on the outside of the model. Scale models shall have their numbers affixed inside the model. Numbers must be permanently affixed to the models, as by transfer, painting or similar method. Felt pen marking is not acceptable. Where models break down into separate components (i.e. as wings, fuselage, and tailplane) individual registered numbers are to be applied to each component. All models not properly marked will be disqualified.
 - 1.8 In all free flight competitions and in scale classes at other competitions, models must be constructed and owned by the entrant. Models in MACI Scale and MACI Clubman's are only required to be owned by the entrant. Fibreglass fuselage, foam wings, engine mounting pans and similar accessories are to be considered acceptable components.

- 1.9 Where contests are two day events, and separate rounds are held on each day, a competitor who fails to fly in the rounds held on the first day shall forfeit those rounds and shall not be allowed to fly them on the second day.
- 1.10 IAC Championship Cups shall be awarded annually. The MACI shall publish rules governing the manner in which points shall be awarded on the basis of contest results in various classes so as to decide the winners of these Championship Cups. These rules shall be appended as Appendix I to these rules.
- 1.11.1 After the conclusion of any National or Provincial Championships the organising club will send copies of the results to both the Editor of FlightLines and the relevant MACI competition secretary to reach them not more than 14 days after the contest.
- 1.11.2 Where a club fails to furnish copies of results to the Editor of FlightLines and the relevant MACI competition secretary within 14 days after the contest, that club shall not be allowed to organise any National or Provincial Championships during the following calendar year. The MACI council will have the power to grant the running of the forfeited championships to any other club it chooses.
- 1.12 In Scale events, all scale models must be judged for static before flying commences.

2. FREE FLIGHT EVENTS

- 2.1 Free flight contests shall be run in accordance with the current free flight rules for the time being of the Federation Aeronautique Internationale (FAI).

3. CONTROL LINE EVENTS

- 3.1 Control line contests shall be run in accordance with the current control line rules for the time being of the British Model Flying Association.

4. RADIO CONTROL EVENTS

- 4.1 Pre-entry for National and Provincial championships in all categories is mandatory, except where circumstances beyond the control of the organiser make it necessary for on the field entries. Entry forms published in FlightLines are to be forwarded to the appropriate competition secretary fourteen days before the contest with the requisite entry fee.
- 4.1.1 All radio equipment used by competitors must comply with current Dept. of Communications regulations.
- 4.1.2 An entrant shall consist of one machine, and one reserve machine if desired, the components of which may be interchanged with each other and can only be entered in one class in any particular event.
- 4.1.3 Order of contest shall be decided by a draw but may be adjusted to allow for frequency clashes. Each entrant may make two attempts for each official flight. There is an attempt when:

- (a) The model takes off.
- (b) The model fails to take off within the three minutes allowed the entrant.
- (c) The duration of the flight is less than 60 seconds.

Note: FAI Class rules take precedence.

The number of official flights allowed shall be at the discretion of the organisers.

- 4.1.4 At all MACI approved National and Regional championships, the Contest Director shall be appointed from a panel of MACI approved Contest Directors who shall have attended a MACI approved Contest Directors briefing within the previous three years.
- 4.1.5 Transmitters may be impounded at the discretion of the CD.
- 4.1.6 At his discretion and/or in consideration of local conditions, the CD may dictate the direction of procedure turns, and approach circuits, and/or prohibit flying over certain areas, under penalty of disqualification or loss of points
- 4.1.7 At his/her discretion the CD may ban unsafe models from flying and disqualify pilots guilty of dangerous flying or other unsafe practices.
- 4.1.8 At his/her discretion the CD may, without reference to the contestants, delete the "take off from ground" requirement, and points pertaining thereto, if the field surface is unsuitable.
- 4.1.9 Each competition Secretary shall keep a list of recognised and approved judges who shall be the only people to judge MACI contests. For MACI FAI Aerobatic events at least one MACI approved judging course will be run, pre-season, each time a new set of schedules is introduced by the FAI.
- 4.1.10 Judges for MACI FAI Class shall only be people with known experience of current FAI schedules (last three years) or if new to aerobatics shall attend three current events before judging for the first time. These judges shall be normal standing judges and or judges from a flyer/judge scheme. This scheme is to consist of a two tier MACI FAI class. The rules for this scheme will be detailed and maintained as appendix 2T to these rules. The operation of the scheme is to be overseen by a MACI subcommittee made up of members of the Irish Model Aerobatic Aircraft Association.
Judging feedback. The judging coordinator is always the first port of call who will act as an intermediary between the judge and the pilot. Any scoring query goes to the contest director. If a pilot feels there is an issue with a judge that pilot is under no circumstances to question that judge directly.
- 4.1.11 Judges in aerobatic events shall be seated at least 5 metres apart and shall not consult with one another, nor offer any observations on the quality of a competitor's efforts during his official flights. The CD is responsible for the appointment of the competent judges.
- 4.1.12 All score sheets, time sheets, marking forms or other records of a competitor's attainments in a contest shall be made available to him or her at the conclusion of a contest.
- 4.1.13 Dates, venues, program of events and any other relevant information concerning all National, Provincial or equivalent contests shall be circulated to all affiliated Club Secretaries at least three weeks beforehand by the Club responsible or by the R/C Secretary in the case of a National event. In the event of such competition being considered for the selection of a team to represent Ireland the above notification **MUST** be adhered to in order to be recognised as such.

4.2 RADIO CONTROL AEROBATIC EVENTS

- 4.2.1 Radio Control Aerobatic contest flying shall conform to one of three MACI classes, namely, MACI FAI aerobatics, MACI Masters Aerobatics and MACI Sports Class.
- 4.2.2 A competitor may enter only one of these three classes in aerobatic events at a contest.
- 4.2.3 MACI FAI and MACI Masters classes shall be run to FAI rules for FAI Class F3A with the following exceptions: Fail safe to be checked engine/motor stop. In the event that a decision has to be made about wind strength, it shall be done by the judging coordinator and all other factors such as wind direction etc. shall be taken into account while using an indication of 40km /hr as a guide.
- 4.2.4 MACI Sports Class shall be run to MACI general rules. There shall be no limitations on the type of model or radio used in this class. The only restriction shall be that the pilot must be a novice flyer.
- 4.2.5 The schedule of manoeuvres in MACI FAI Class shall be the current FAI F3A schedule. The schedules of manoeuvres in Masters and Sports classes shall be set by the Council at least two months in advance of the contest season and appended as Appendix F to these rules.
- 4.2.6 The definition of a sports flier shall be any person other than those who have competed in MACI FAI or MACI Masters aerobatic class (or past equivalent classes) or placed first, second or third in any MACI Scale class at a National or Regional Championships or other MACI designated contest in the preceding two contest seasons, (other than any scale placing during a competitor's first contest season).
- 4.2.7 Any person who places first or second on four or more occasions in Sports Class at National or Regional Championships or other MACI designated contest may not enter Sports Class for the duration of the following two contest seasons.
- 4.2.8 An entrant shall consist of one machine, and one reserve machine if desired, the components of which may be interchanged with each other and can only be entered in one class in any particular event. A model may only be used by one competitor during a competition. A competitor may provide themselves with spare propellers, servos, radio equipment, batteries, internal combustion engine or electric motor power sources and other general accessories. A competitor may interchange various parts of the model aircraft as he/she wishes. Repairs and maintenance are permitted provided that the model still conforms to the requirements of the rules and regulations.
- 4.2.9 For all aerobatic competition events, a pilots briefing will take place at 9:30 am irrespective of weather conditions unless specified otherwise, with the first flight of the round commencing soon thereafter (weather conditions permitting). The flight order for the respective classes will be determined by means of random selection. Flight order may be adjusted at the discretion of the CD. The pilots briefing is deemed to have commenced once the competitors have assembled and the CD has initiated the briefing. Any competitors not in attendance at this stage will forfeit their first competition flight for that given day. Where competitions are two day events, a briefing will also take place on the second day (normally 9:30 am, but is at the discretion of the CD) with the same attendance criteria to apply. In the event that no competition rounds are flown on the first day of the competition, a competitor who is not in attendance for the first pilot briefing but who is registered and in attendance for the second pilot briefing, will not be penalised by means of forfeiting their first round of the competition for that given competition day.

Judges calibration flight. For F3a a demo flight will be flown for the judges before Tier 1 Round 1. The demo pilot is the last pilot drawn in Tier 1. All standing judges and Pilot judges should observe and mark this flight.

Posting of scores. Each pilots score sheets shall be posted publicly for all to see after each round. This also includes the final round and also the final result. The final result shall be posted publicly ten minutes or more before the prize giving. The results are subject to ratification during the period between posting and the prize giving. A protest must be lodged with the CD before the prize giving. Once the prize giving commences no protest may be lodged.

Scoring system: The MultiRes scoring system for F3a is used. The high/low system will apply (highest and lowest judge score per manoeuvre will be dropped).

- 4.2.10 Tier 1. A minimum of five judges are required for the running of F3A Tier 1 team trials where possible. At such events a high/low system will apply (highest and lowest judge score per manoeuvre will be dropped). A minimum of four judges at non team trial provincial events where possible.
Tier 2. A minimum of four judges required for the running of F3A Tier 2 Nationals and provincial events where possible.
Masters and Sports. A minimum of two judges is required for the running of these events.
- 4.2.11 The MACI council shall recognise the Irish Model Aerobatic Aircraft Association as the body that represents the views of aerobatic competitors.
- 4.2.12 National Championships MACI F3a Class. Four P-Schedules shall be flown after which each pilot's best three P scores will be normalised to 1000. The top 50% of the total FAI entry i.e. all tier 1 and tier 2 pilots (rounded up) or a maximum of 4 pilots will then go forward to fly two F rounds. A pilot's final score will consist of their normalised P score and their best F as per FAI rules. Judging: F-Schedule pilots cannot judge each other. The final score decides the National champion and is used for ranking. The P-schedule results are counted for the team place.
- 4.2.13 Finals F league. For local contests a single round of the F schedule is to be run as round three after the Saturday flying or on Sunday morning and will not count for the competition result but will be normalised and used at the end of the season to determine the F champion. The F champion to be announced at the AGM. Pilots wishing to fly the F sequence are to express an intention to do so at the pilots briefing. Use standing judges first. If they are unable to judge and no volunteers are available then the F pilots are to judge each other on a rota basis, i.e. four F pilots, one fly's and the other three pilot's judge that pilot. Two F pilots can judge each other.

4.4 RADIO CONTROL SCALE

- 4.4.1 Radio controlled scale competitions shall consist of 4 classes; MACI F4C, MACI F4H, MACI Clubman Scale and MACI Flying Only Scale. These classes are described below, and are based in whole or in part on the FAI regulations as contained in the FAI Sporting Code, Section 4 – Aeromodelling, Volume F4 (edition relating to the current year). The Sporting code can be downloaded from the FAI web site at <http://www.fai.org/fai-documents>. All competition classes use the same flying schedule of manoeuvres, as defined in chapters 6.3.6 and 6.3.7 of the FAI Sporting code. The individual manoeuvres are described in detail in annex 6C of the Sporting Code. Note that the flying schedule changes slightly each year, with some

manoeuvres being dropped (for example, there is no longer a 'flight in a straight line' manoeuvre) and some being added (for example, a Procedural turn is now permitted for non-aerobatic types).

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

- a) The Contest Director may reduce the number of flying rounds from 3 to 2 (with no discard) if necessary to complete the competition in a single day.
- b) In all cases (flying and static judging), a judging panel shall consist of 2 judges.
- c) Gyros and other automatic stabilisation devices are not permitted.

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

- a) The Contest Director may reduce the number of flying rounds from 3 to 2 (with no discard) if necessary to complete the competition in a single day.
- b) In all cases (flying and static judging), a judging panel shall consist of 2 judges.
- c) Gyros and other automatic stabilisation devices are not permitted.

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

- a) The Contest Director may reduce the number of flying rounds from 3 to 2 (with no discard) if necessary to complete the competition in a single day.
- b) In all cases (flying and static judging), a judging panel shall consist of 2 judges.
- c) Gyros and other automatic stabilisation devices are not permitted.
- d) There is no requirement that the competitor should be the builder of the model.
- e) Static judging shall be carried out as defined for the FAI F4H class, as described in chapter 6.9.
- f) No score shall apply with respect to chapter 6.9.4.2 (Originality of Model Design and Construction).
- g) Minimum documentation permitted is a 3-view drawing and a colour photograph of the individual aircraft on which the model is based (The Internet is a good source for photographs and 3-view

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

- a) The Contest Director may reduce the number of flying rounds from 3 to 2 (with no discard) if necessary to complete the competition in a single day.
- b) In all cases, a judging panel shall consist of 2 judges.
- c) Gyros and other automatic stabilisation devices are not permitted.
- d) There is no requirement that the competitor should be the builder of the model.
- e) No static judging shall be carried out.
- f) Even though there is no static judging, the model must be a bona fide scale model, i.e. a replica of an individual full-size aircraft, and the judges may require proof of this

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

4.6 RADIO CONTROL HELICOPTER

4.6.1 Radio Control Helicopter contest may consist of any combination of three classes: FAI F3C, FAI F3N and MACI F3N Sport.

4.6.2 Radio Control Helicopter class F3C shall be run using the rules and specifications in FAI class F3C for the time being.

4.6.3 MACI F3N Sport Helicopter shall be run using the rules and specifications decided by
MACI in Article 4.6.4 as flying rules before the start of each season annually.

4.6.4 The rule sets out the specific detailed differences between FAI F3N and MACI F3N Sport classes.

Revision History	
04/10/16 S. Robinson	F3a update to bring rules in line with current operating practices. Inclusion of F-Sequence at Nationals and F-League. Removal of obsolete references to Aerobatics classes and Multi. IAA update Fail safe engine/motor stop.
21/07/15	Scale update.