

*flightlines*

# Flight Lines



featuring;  
Feeney Zone  
Events Roundup  
**Jets Over the Midlands**



*August 2008*

*flightlines*



*Carron 2008*

*flightlines*

# Contents

<b>MACI Committee 2008</b>	<b>Page 2</b>
<b>Editorial</b>	<b>Page 3</b>
<b>Jets Over the Midlands</b>	<b>Page 4</b>
<b>Leinster Aerobatic Championships</b>	<b>Page 7</b>
<b>Leinster Scale Championships</b>	<b>Page 8</b>
<b>Scale Judging Seminar</b>	<b>Page 12</b>
<b>Model County Scale Gala</b>	<b>Page 14</b>
<b>South Leinster Championships</b>	<b>Page 16</b>
<b>Tipperary Aerobatic Championships</b>	<b>Page 20</b>
<b>Cork MAC Scale Fly-In</b>	<b>Page 24</b>
<b>Feeney Zone Photo Feature</b>	<b>Page 28</b>
<b>Michael Murphy Photo's</b>	<b>Page 33</b>
<b>Events Calendar 2008</b>	<b>Page 35</b>

**On the Cover; Stephane Carrier at the South Leinster  
Championships**

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

*flightlines*

## **M.A.C.I. Committee 2008**

**Web Page: [www.maci.ie](http://www.maci.ie) e-mail: [council@maci.ie](mailto:council@maci.ie)**

President	Kevin Barry 9 Walsh's Square, Devonshire Street West, Cork 021 4800200(work) 086 8339846 <a href="mailto:kevin.barry@enterprise-ireland.com">kevin.barry@enterprise-ireland.com</a>
Chairman	Philip Hughes 147 Butterfield Park, Rathfarnham, Dublin 14 087 2569833 <a href="mailto:chairman@maci.ie">chairman@maci.ie</a>
Secretary General	Michael McEvoy Malema, Corville Road, Roscrea, Co. Tipperary 087 2435209 <a href="mailto:mmacabhui@gmail.com">mmacabhui@gmail.com</a>
Treasurer	Liam Butler
FlightLines Editor	Chris Clarke Greengages, Whiterock South, Wexford 053-9143212 087 6564162 <a href="mailto:macieditor1@iol.ie">macieditor1@iol.ie</a>
Public Relations Officer	Liam Broderick Belltrees, Inch, Ennis, Co. Clare 065 6839512 087 2618894 <a href="mailto:modelheliservice@eircom.net">modelheliservice@eircom.net</a>
R.C. Aerobatic Secretary	Brian Carolan Carrigabruce, Enniscorthy, Co. Wexford 053 9239636 087 6501284
R.C. Scale Secretary	Stephen Elster Cork Road, Shadbally, Co. Laois 057 8625549 <a href="mailto:elster@eircom.net">elster@eircom.net</a>
Helicopter Secretary	P. J. Harte 106 Riveroaks, Claregalway, Co. Galway 087 2129083 <a href="mailto:pjharte@gmail.com">pjharte@gmail.com</a>
Control Line Secretary	John Molloy 57 Auburn Road, Dun Laoghaire, Co. Dublin 01-2854810 01-6021393 <a href="mailto:jjm@iol.ie">jjm@iol.ie</a>
Safety Promotion Officer	Gary Hooper 44 Kiltipper Close, Aylesbury, Tallaght, Dublin 24 01 4621049 <a href="mailto:safety@maci.ie">safety@maci.ie</a>
Membership Secretary	Finbar Constant Beechgrove, Waterfall, Bishopstown, Cork 021-4542658 021-4541821 087-2541821 <a href="mailto:maci@esatclear.ie">maci@esatclear.ie</a>

*flightlines*



## Editorial

On page 27 of this issue are details of the 2008 MACI Annual General Meeting. Yes it's that time of year again, when we start thinking of an event taking place in November. If you have any proposals regarding changes to the MACI Constitution that you wish to be presented at the AGM, then these must reach me before September 30th. Please note that any proposals must include details of the proposer and also a seconder.

The AGM is being held this year in the central location of Portlaoise, so why not take this opportunity of having your club represented. MACI is run by members for you, the members, so you would be more than welcome to come along and have your say, or even just observe the proceedings. You will, of course, be in the company of like minded modellers with lots in common.

As I write this, the rain is lashing down, the wind is force eight and the nights are starting to draw in. Where oh where was the summer we were expecting? I hope that the weather has not interrupted your flying sessions as much as it seems to have done to mine. All I can say is thank heavens for flight simulators. At least I've been able to keep my hand in that way, not perfect I know, but better than nothing.

All of this makes me look forward even more to my return trip in September to the RC Hotel. Here's hoping that I don't manage to take the Irish weather over there with me! I'll let you know in the October edition.

Fly well, fly safely.

***Chris Clarke***

## Jets Over the Midlands

At 10.30 am on the 7<sup>th</sup> of June at the Midlands Model Flying Club Site, the smell of Jet A1 and the sound of turbines filled the air with Phelim Lundy from Belfast taking to the skies with his Wren 54 powered Kangaroo, at the first Jet Fly-in, in Ireland.

This was held at the Midlands Flying Club site, where a great deal of ground and building work was carried out in early 2008. There is an excellent covered in pit area, a club house and three golfing green condition runways. The longest one is over 200 metres long with the shortest 120 metres.



*Boomerang being fettled*

The event was planned over two days depending on numbers and the weather. I am writing this report with high winds and very heavy rain with the forecast for this weather to continue, but thankfully the weather for our first Jet Fly In was excellent, with Saturday very sunny and light winds, and Sunday was light cloud and very warm with again very light wind, ideal weather for Jet Flying, a stronger breeze would have been welcome, to slow the landing speed, (if we only could dial in the weather conditions!!!)



*Group on Day 2*

Over the two days we had 16 turbine powered models, with turbines ranging from 8lbs of thrust to 36 lbs of thrust, and a turbine powered helicopter, and four Multiplex electric powered ducted fan Twisters and two electric super Sabres and one BAE Hawk.



*flightlines*

Andreas Balsigner flew his Jet Legend Albatross very realistically, powered by Simjet 3000 and guided by Multiplex radio, this model is 1/5 scale. Paul Brennan flew his Hotspot with a Jetcat 120 and did some blistering fast low level passes.

A new member the Southern Model Flying Club, Hansjoerg Brandt from Germany now working in Cork, had his very first jet flight with a Fei Baoe Panther with a Jet Cat 120 for power, and for a first flight he did very well, so he now has his Jet Jockey wings. I flew my Eurosport with a Simjet 3000 this engine develops 30lbs of thrust, and using Multiplex radio.

Other models to appear were the F22 Raptor with Behotech turbine, Andreas had a Simjet Nexus powered F4 Phantom, and a wren 54 powered Velox sports model. Flying went on late into the evening on Saturday.

Some of the pilots had, due to commitments, to leave on Saturday evening, but on Sunday three more Jet Jockeys arrived down from the North and one from Donegal.

Gordon McCrea had the only turbine powered Helicopter and he flew it many times very realistically, he also had his Savex Albatross powered with a Wren turbine, this model also competed at the Jet World Masters in Enniskillen in 2007 and did very well.



*Harpoon with Vector thrust*

Robert Graham from I.Derry had his wren powered Harpoon with Vector Thrust, this model flew very well with good high and low speed characteristic. Harry flew his wren powered Boomarang many times during the day I am convinced he must have burned over 30 litres of fuel as he made full use of the very good facilities. This is a very good sports model, and a good entry level into jet flying. Ivan Bolton flew a Sting ray with a Jet Cat P60 developing 10 lbs of thrust and a Mini Bobcat with a Wren 44 with 8lbs of thrust. Seamus O,Donnell flew a Mini Bobcat with a Jet Joe turbine I think this developed 8lbs of thrust.

*flightlines*



*Albatross*

flying over the weekend.

I would like to thank everyone for travelling for the weekend, a big thank you to the Midlands Club for the use of their site and for having it in superb condition. It is planned to have another event like this one in September in the same venue, when details are finalised, it will be posted on the MACI web site, and on Flight Lines.

Finally the Jet World Masters 2009 will be held In Israel in June, any one interested in competing at a team trials please contact me.

***John Beasley IJMC***

Photos by Dave McIntyre

Mick Mcevoy and Josh Carroll flew their Multiplex Twisters as did I and Andreas. Seamus O'Donnell flew his eclectic Hawk in formation with Gordon McCrea flying his Super Sabre, with the Sabre having the edge on the speed.

So that was it, our first official Jet Fly In, at a superb flying site great weather, and a good fun weekend, with a lot of



## **Leinster Aerobatics Championships**

### **Longford Model Aero Club (21<sup>st</sup>/22<sup>nd</sup> June 08)**

“The weather forecast is always wrong isn’t it?”, well not this time. As the first group of the event organisers and competitors arrived at the Longford Model Aero Club (LMAC) flying field on Saturday morning the view was very dreary looking indeed. The rain was coming down steadily with a slight breeze to urge it on and the sky was very grey. With competitors travelling from all over the country from places like Cork, Wexford, Galway and Meath, many had stayed the previous night in Longford or nearby and arrived at the field at around 9 am. With the rain falling, Gerry Shanleys motor home was very welcoming indeed with half a dozen people inside and many more outside under its awning. While the weather was being monitored from these sheltered positions, tea was provided and some sandwiches were consumed (even at this early stage).

Dave Foley (LMAC Chairman) optimistically called the pilots together at 9:30am for the pilots briefing, then, still hopeful, it was back to the various shelters to chat and wait. The rain did ease a bit for short periods of time but the increased winds drove whatever rain there was with a bit more force than before.

The food tent was quickly erected during one of the lighter periods of rain and it wasn’t long before Mary Feeney who was the Chef of the day, ably assisted by hubby

John (LMAC Treasurer), was working away in there. At around 12 noon Mary and John served lunch to the grateful masses, the hot food received many compliments and with no flying having taken place was definitely the highlight of the day.

After lunch Dave Foley called everyone together and reluctantly called an end to the day due to the persistence of the bad weather.

A good number of the group from Saturday met up in Keenans restaurant that evening for some dinner and some socialising. The next morning began with even worse weather than the previous morning with the wind level increased greatly and heavier rain. This time the decision was easier to arrive at and the event was wrapped up at 10:30 am without a plane getting airborne.

***Gerry Farrell*** IRL-4418



*Weather Evaluation, Check the Windsock*

## **Leinster Scale Championship's 2008.**

With the scene set and all preparations in order it was with great joy that we were able to have the weather that came to hold yet another Leinster Champ's. The day started a little blustery with the threat of a few small showers, not bad, typical Irish weather but flyable.

With the pilot brief over and with a nice entrance of flyers, the majority taking part in Clubman's class, the comp started.

F4c, Clubman's, MACI Scale (Novice) and Look-A-Like were the disciplines and these got off to a start, so up and running we were able to set our first round time to approx. 2.5hrs. This gave us an idea whether or not we should stop for a lunch break, which we did.

First to fly in clubman's was Neil Agnew, he set the standard with his Pc9 and gave us a good first flight, which in fact all other flyers did much the same. Close as it was after the first round Neil was in the lead by a small margin with Mark Quigley (Pc9) following in a close second by 1/2 point over Bob Finley with his Chipmunk. Bob has resurrected his Chippy for the moment, as he is still test flying his new Stuka, which is electrically propelled and has a sound system fitted to give what is a realistic sound of the prototype. Unfortunately! Melvin Inwood ran into electrical problems with his radio and had to do a forced landing after his first two manoeuvres.



*Some of the Planes at the Leinsters*

Scale) didn't let us down. Kieran McEvoy with his Subru set the pace and Martin Sweeny and his Goldberg Super Chipmunk was hot on his tail with Ciaran Elster, another Pc9 following in hot pursuit of both.

With the first round of Clubman's, F4c and look-a-like over, this gave both Steve Elster and yours truly a chance to prepare lunch and get the BBQ up and running while MACI Scale flew their first round.

It is a pleasure to see good flying and the Novice flyers (MACI

*flightlines*

With the first round finally over and time on our side we settled down to a feast of BBQ'd burgers, salad, hot dog's and hot tea or coffee to wash it all down. At this time of the day we of course shoot the bull but missed the few entertaining yarns that would normally be told to us by our Shanakee flyer Eamon Keenan who at the time was enjoying a wedding feast up the country.

The second round getting under way led to Bob Finley taking the honours here and Mark Quigley again in second place with Neil Agnew in third. Yours truly taking F4c and Steve Elster taking Look-A-Like. At this stage I would like to thank Steve E, as he pulled out of clubman's at such short notice, so we could accommodate that extra judge for clubman's. Thanks Steve.



*Des Pearson's winning F4c Piper Cub*

MACI scale were at it hammer and tongs in their second round with a change of results with Martin just pippin Kieran with one of the highest scores of the day which he needed as Kieran put in his highest score next. Again Ciaran Elster was still on their tracks. This day was turning out to be a real hot competition amongst all, which left the final round to be the decider right through the disciplines. See attached score results

A great day was had by all, and I would like to thank all who took part and of course I would like to also take this opportunity to thank Sam Kirrpatrick who took the time to make the long journey down here to us, it was a great pleasure having you Sam and I do hope that your good wife enjoyed her shopping trip and that both of you got back safe and sound. Please God we will see you again soon. How much more enthusiastic can a man be.

A big thanks to the judges, namely Bob Finley, Neil Agnew and Steve Elster. And of course our very important score keeper and accounts manager Denis Lowry on the day. Also to all who helped clean up after and got everything stored in our clubhouse awaiting the next event.

*flightlines*

It was a most enjoyable day and possibly gives all winners plenty of brownie points when they return to their wives, partners or who ever with their prizes, which consisted of all Newbridge silverware. May they now let you out for the next competition with a smile.

There is no secret to holding a good competition, all you need is good advertising, support and of course quality prizes. Go out there and support the competition scene but don't expect support if you don't give it. Remember monies given by MACI to run club competitions is to go TOWARDS the cost of running competitions and not for the cost of running the competitions.

Hope to see you all at our next event. And thanks for your support, which we will gladly return, and may the good lord be with you, as I can't.



*F4C Winner Des Pearson*



*MACI Scale Winner Kieran McEvoy*



*Clubman Winner Bob Finley*



*Look-A-Like Winner Steve Elster*

*flightlines*



*Prize Winners*

### **Clubmans**

<b>Name</b>	<b>Round 1</b>	<b>Round 2</b>	<b>Round 3</b>	<b>Total</b>	<b>Place</b>
Bob Finley	1617	1708	1776.5	1742.25	1 <sup>st</sup>
Neil Agnew	1669.5	1564	1805	1737.25	2 <sup>nd</sup>
Mark Quigley	1617.5	1584	1676	1646.75	3 <sup>rd</sup>
Steve Quigley	1514	1464	1645.5	1579.75	4 <sup>th</sup>
Melvyn Inwood	406	1592.5	1559	1575.75	5 <sup>th</sup>
Sam Kirkpatrick	1559.5	1249	1493	1526.25	6 <sup>th</sup>
Fergus O'Reilly	1410	1464	1367	1437	7 <sup>th</sup>

### **MACI Scale**

<b>Name</b>	<b>Round 1</b>	<b>Round 2</b>	<b>Round 3</b>	<b>Total</b>	<b>Place</b>
Kieran McEvoy	1783	1837	1780	1810	1 <sup>st</sup>
Martin Sweeney	1516	1853	1680	1766.5	2 <sup>nd</sup>
Ciaran Elster	1447	1586	0	1516.5	3 <sup>rd</sup>

### **F4C**

<b>Name</b>	<b>Round 1</b>	<b>Round 2</b>	<b>Round 3</b>	<b>Static</b>	<b>Total</b>	<b>Place</b>
Des Pearson	1746.5	1846	1780.5	835.5	2648.75	1 <sup>st</sup>

### **Look-A-Like**

<b>Name</b>	<b>Round 1</b>	<b>Round 2</b>	<b>Round 3</b>	<b>Total</b>	<b>Place</b>
Steve Elster	1685	1770	1752	1761	1 <sup>st</sup>

### ***Des Pearson***

Irl-2163.

Chairman; Laois Model Aero Club.

## **Scale Judging Seminar**

Over the winter the Scale Association technical sub-committee has been working hard on an improved scoring method for judging Scale competitions. The aim is to better equip judges to make more rational and objective decisions, which will lead to more consistent scores.

All members of the previous panel of judges were invited to Portlaoise on 10<sup>th</sup> May to take part in a seminar to introduce the new scoring method. The session was very professionally chaired and presented by Steve Quigley, with assistance from Eamonn Keenan. All of the manoeuvres in the Scale Schedule were reviewed in terms of the requirements for the shape of the manoeuvre and the way it should be marked.

After the theory part we had a couple of flights that were judged by all present to see how the guidelines could be applied in practice. Many thanks to Laois club members Kieran McEvoy and Martin Sweeney for being our 'guinea pigs' on the day.

Thanks also to Ciaran Elster, who acted as score keeper and compiled a complete list of scores for the session.

In the final analysis of scores, it transpired that the variation between judges was not excessive, and we believe we have a practical method of applying the rules.

The 10 people that attended this seminar will now make up the current panel of judges. If there is sufficient demand, another similar session can be held to bring other members of the previous panel up to the same standard.

Some people have also expressed an interest in becoming a Scale judge, and an ab initio judging course will be provided in due course.

The current Scale judges panel is:

Neil Agnew	Gordan Durham
Steve Elster	Bob Finley
Eamonn Keenan	Michael McEvoy
Fergus O' Rielly	Steve Quigley
Mark Quigley	Des Pearson



*flightlines*

We spent some time at the end of the seminar working out who is available for which competition, and this resulted in a provisional list of judges that are available for each of the Scale events planned this year. Hopefully this will remove some of the burden from the hard pressed competition directors, who generally find it quite difficult to organize judges. The provisional list is as follows (2 judges per class per event):

	F4C	Clubmans	Novice
May 17 Boora	Steve Elster Steve Quigley	Steve Elster Steve Quigley	Steve Elster Steve Quigley
June 8 Wexford	Neil Agnew Bob Finley	Eamonn Keenan Des Pearson	Eamonn Keenan Neil Agnew
June 14/15 Portlaoise	Neil Agnew Steve Elster	Eamonn Keenan Des Pearson	Eamonn Keenan Neil Agnew
July 12 Portlaoise	Michael McEvoy Neil Agnew	Eamonn Keenan Des Pearson	Eamonn Keenan Neil Agnew
July 26 Calary	Steve Elster Neil Agnew	Eamonn Keenan Des Pearson	Eamonn Keenan Neil Agnew
Sept 20/21 Nationals	Bob Finley Michael McEvoy	Eamonn Keenan Des Pearson	Eamonn Keenan Bob Finley

All in all we had a very informative and useful day. Because we managed to complete our business before it got dark, there was even time for some relaxed off the peg flying to round it all off nicely.

Thanks to all who took part, looking forward to the season ahead.

***Steve Elster***

MACI Scale Sec.

## **Model County Scale Gala June 8<sup>th</sup> 2008**

A Year had passed since our successful scale competition and as we looked at the weather predictions early in the week, things looked OK. The field was looking extremely well due to the work done by our club members and all was ready for the event.

I set off early for our field and arrived at 08:15 expecting to be the first, and as last year was surprised, as some were already there champing at the bit to compete. As people arrived they were greeted with a welcome cup of tea. The morning was overcast with little wind but at least none of 'the wet stuff'. As the day progressed the weather got better and better and even though we finished the competitive flying at 19:30 or so, some continued on flying for many hours more.



*Andy Ryan in Flight*

The start was delayed a little as people trickled in but with the registration and 'very brief', pilots briefing things got under way before 10:00.

Around 12:00 the sound and smell of a barbecue could be sensed in the background and Brian Carolan suddenly appeared at the pits handing out skewered chicken for all, while announcing that the Burgers, potatoes etc. would all be ready in a few minutes. We all gladly tucked in over the next several hours and many thanks to Brian and Collette for all their hard work as we did enjoy it!

We started with novice, which had a large turnout with six competing in this class which included a small and very welcome 'Tipp' invasion. First to fly was Ciaran Elster who did very well and was also the youngest competitor by more than a few years on the day. The next five competitors stepped up to the mark with little between them except for Kieran McEvoy who had started with nearly a 200 point margin which left the rest chasing behind. In the second round Ciaran Elsters engine faltered on take off and with a lack of power he coolly kept it in a straight line and suffered an early arrival receiving some damage to his well turned out PC9. This round was ruled by Michael Murphy completing the highest scoring flight of this class and his flight was enough to give him second place overall, with Dessie Owens in third. The winner was Kieran McEvoy who led from start to finish and won easily by over 70 points.

*flightlines*

Clubman was a closely fought event with at the finish only 44.25 points between first place and third and only 103.25 between first and fifth place. As each round developed there was no clear leader with planes from a bright multicoloured chipmunk (being piloted by a chipmunk) to large yellow Cubs being flown with style and panache.



*Under Pressure*

But in the end Neil Agnew was first past the post with his PC9 closely followed by Steve Elster and then local clubman Andy Ryan. Both Bob Finlay and Brian Foran were closely snapping at their heels.

In F4C there were only two competitors who fought a long duel to the bitter end, all day long with Des Pearson eventually ending triumphant and winning this battle. But as they say the war is not lost and the next victory may fall to Eamonn Keenan as the summer is young. Eamonn flew his Decathlon beautifully on the day but was pipped by that yellow Cub which just seemed to glide on forever at snails pace while coming in to land.

Prizes were handed out at the end, comprising of framed certificates with your name and victory position clearly marked. A slightly different prize which when people view will leave them in no doubt of your flying skill and ability. These prizes were again created by our talented club member Steve Kelly of Bramble Photo and many thanks. Many thanks to Eugene Jordan our scorekeeper and my 'caller' who convinced me on Saturday to compete (hopefully we will see me call for him soon). Eugene battled with the calculator all day and said that he loved the new half point scoring!!!!

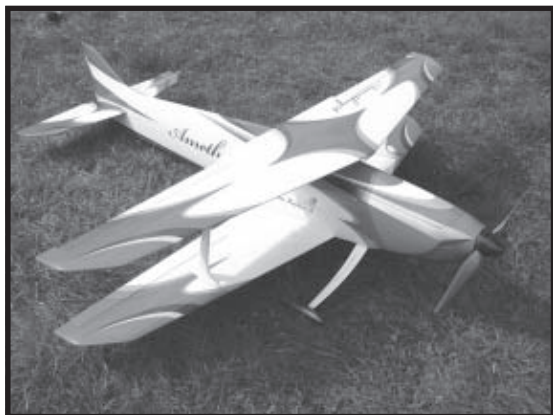
Let's hope this years weather makes up for last year, it has so far. There are plenty of Competitions and Fly-ins this year, we should all try to make an effort to visit another site at least once, you never know you might even enjoy it.

Well the preparation work was rewarded with a very enjoyable day leaving me with an itch for more competition and looking forward to next years event, which I think we may have to hold over two days, as we hope the size of this event will continue to grow. So I am looking forward to seeing you all again next year, hopefully on the second weekend in June.

**Dessie Owens**  
**IRL 4503**

## MCFC SOUTH LEINSTER CHAMPIONSHIP 19<sup>TH</sup> and 20<sup>TH</sup> of JULY 2008

Windy, (30Km plus), and overcast but the spirit of the competitors was not dampened as could be seen on Friday as many came to practice for the event. The event got off to a good start with the normal pilots briefing at approximately 10:00 and first flight at 10:30, but this wasn't the usual briefing for there was a new face among the competitors. A young, well tanned man with a French accent, who was none other than Stephane Carrier from France, who came seventh in the last F3A Aerobatic World Championship, this was shaping up to be a memorable event in our club.



*John Martin, s Amethyst*

With 10 entered in Tier 1, 8 in Tier 2, one in Masters and 3 in Sportsman this was going to be a record entry for our club.

Angus Balfour opened the event with a high quality flight for the Judges. Tier 1 was extremely competitive with only 46 points separating the bottom 5. At the top of tier one competition was fierce with Shane Robinson coming second behind Stephane

Carrier, with Niall O'Sullivan a very close third. In fourth place came John Martin with the surprise introduction of his new bi-plane '*Amethyst*' which looked fantastic in the skies.

In Tier 2 Angus was closely followed by Les Cowper and Noel Barrett. Remembering the strong winds, often across the flight-line and the overcast skies the overall standard of flying at this event was the highest level seen at a domestic event.

Masters was ruled by Paddy Gavin. Paddy suffered with engine problems during his first 2 flights, ending both flights early (during inverted flight the plane was leaking fuel out the exhaust), but by his third flight he had this well and truly fixed turning in a great display. Maybe next year I and others will give him a run for his money.

*flightlines*

Sportsman had only competitors from our own club entering. None of the entrants had ever competed before in aerobatics and congratulations to them for stepping up to the mark, it's not as easy as you think. After the first round it was clear who would be the winner, as young James Murphy flying for less than a year was streets ahead (much due to his talent and his constant practice which I often witnessed). James ended winning easily and maybe we have our own Champion in the making in a few years time. Dessie Owens came second having to use a second airplane after an undercarriage failure at the end of his first flight. Eugene Jordan came third with very respectable scores and we hope to see him compete more in the future.

My own impression of Stephane Carrier is of a very modest pleasant outgoing person. He was willing to talk to everyone and anyone and always had a smile on his face. I enjoyed chatting with him but was enthralled watching him fly.



*Smile Please!*

I have been to some shows in the U.K. Wings and Wheels, Sandown and have seen Ali Mashinchy flying his Hawk jet, went to Enniskillen to see the World Jet Masters but they all pale to insignificance when standing in our club patch watching Stephane performing what can only be described as 3D flying with an F3A model.

He performed the F-O9 Schedule as a display. This is the more difficult schedule that the Top 30 Pilots have to complete in the World Championships and from those more knowledgeable than me is far more difficult to fly than the normal F3A schedule. This included manoeuvres which included **A TURN AROUND of 1/2 loop from bottom to top, two rolls integrated, CENTER LINE 1/4 roll to knife edge, 1 1/2 snaps to opposite knife edge and 1/4 roll out, CENTER LINE loop with 2 integrated rolls in opposite directions**, then when he completed this he exploded into an awe inspiring display of 3D like flying with huge knife-edge loops swooping down 3 meters in front of him at head height passing by at a snail pace and then on occasions blending into hovering or torque rolls just in front of us. Enormous horizontal circuits 4 meters above ground which included a single roll in the complete circuit. More and more manoeuvres, which I cannot describe, but did bring appreciative gasps and nods from the knowledgeable and experienced crowd.

*flightlines*

Then as he flew past, at the far edge of the runway knife-edge (belly facing us) at 5 meters altitude, he went 20 meters past the end of the runway, and somehow flicked the plane to the right and swooped in for the gentlest of landings at his feet. This resulted in immediate applause and our gratification for this display, and

remember all this with an airplane BUILT AND SET-UP for F3A precision flying.



*Tier I Winner Stephane Carrier, left, with Brian Carolan*

When only being an average club flyer, this display was inspiring. It showed what could be achieved with lots of Talent, skill and practice. With the use of modern composite materials the latest electronics and flawless engines this flying can be achieved, it has spurred me on to stop making excuses about the weather, wind etc. and get out there and practice.

FOOD, FOOD, FOOD, starting with tea and home made buns on arrival on both days, this blended into the barbecue comprising of burgers, lamb chops, chicken skewers, sweet-corn and baked potatoes with all the possible relishes. If anyone left the field on either day hungry it was definitely their own fault.

Thanks go to the following, The Model County Flying Club for hosting the event, Brian Carolan for all his hard work organizing the event, his wife Collette for the food, my wife for the buns. Also Ivan, Martin Plummer, Keith and Eugene for the score keeping, Andy and Martin Cohen on the Barbecue, Brendan and all other club members who helped over the weekend and during the preparations for the event. Without the above people the event would not have been a success but also would never have occurred.

***Not to forget the competitors who turned up and participated and respected our humble flying field, many thanks to you all. See you again next year.***



*flightlines*

**F3A Tier 1 - Results**

<b>Place</b>	<b>Pilot</b>	<b>Total</b>	<b>Round1</b>	<b>Round2</b>	<b>Round3</b>	<b>Round4</b>
1st	Stephane Carrier	3000.00	1000.00	1000.00	1000.00	1000.00
2nd	Shane Robinson	2724.92	891.67	923.33	909.92	882.88
3rd	Niall O'Sullivan	2706.33	867.31	918.00	921.02	866.33
4th	John Martin	2603.38	855.13	854.00	894.26	850.41
5th	Ray Keane	2593.65	0.00	860.00	886.42	847.23
6th	Brian Buckley	2430.30	789.74	814.00	825.72	790.58
7th	Paul Houlihan	2422.86	746.79	808.00	819.19	795.67
8th	Gordon James	2408.85	766.67	829.33	805.48	774.03
9th	Conor Buckley	2400.99	767.31	796.67	804.83	799.49
10th	Brian Carolan	2384.31	801.28	789.33	793.08	789.94

**F3A Tier 2 - Results**

<b>Place</b>	<b>Pilot</b>	<b>Total</b>	<b>Round1</b>	<b>Round2</b>	<b>Round3</b>	<b>Round4</b>
1st	Angus Balfour	3000.00	1000.00	1000.00	1000.00	1000.00
2nd	Les Cowpar	2280.57	779.70	742.50	742.88	757.99
3rd	Noel Barrett	2258.08	752.28	782.83	722.96	676.67
4th	Stu Holland	2182.79	736.04	734.23	712.52	681.51
5th	Jamie Howard	1931.51	635.53	611.17	677.42	618.59
6th	Dave King	1902.97	560.41	631.85	615.75	655.37
7th	Kevin Murphy	1895.96	623.35	0.00	637.57	635.04
8th	Jim Howard	1875.80	615.23	521.20	511.01	649.56

**Masters - Results**

<b>Place</b>	<b>Pilot</b>	<b>Total</b>	<b>Round1</b>	<b>Round2</b>	<b>Round3</b>	<b>Round4</b>
1st	Paddy Galvin	3000.00	1000.00	1000.00	1000.00	

**Sportsman - Results**

<b>Place</b>	<b>Pilot</b>	<b>Total</b>	<b>Round1</b>	<b>Round2</b>	<b>Round3</b>	<b>Round4</b>
1st	James Murphy	1018.00	327.00	323.00	333.00	358.00
2nd	Dessie Owens	963.00	319.00	0.00	311.00	333.00
3rd	Eugene Jordan	896.00	286.00	278.00	297.00	313.00

***Dessie Owens***  
***IRL-4503***

*flightlines*

## ***Tipperary Aerobatic Championships 2008.***

The weekend of 24<sup>th</sup> and 25<sup>th</sup> May was to see the hosting of the Tipperary Aerobatic Championships the second competition of the 2008 season. The season has started strongly due mainly I feel to formation of the “Irish Model Aircraft Aerobatic Association” (I.M.A.A.A) last year and its introduction of judging and C.D. courses during the year, making it mandatory to attend or loose your ranking position.

The P-09 F3A Schedule was also introduced this year and seems very familiar to everybody, evident in the high standard of flying so early in the year and given that at both competitions it was flown from left to right with the exception of one round.

The event got under way with the registering of pilots for the different classes a good turn out with eight in Tier 1, ten in Tier 2, two in Masters and three in sports class.

A flight for the judges was performed by Dave King followed by the eight competitors from Tier 1.

The weather was bright but a very strong air flow from the North East made it difficult to hold the desired line, however given the conditions all did so very well with Shane Robinson taking the round.

Tier 2 followed with a fixed judge and three judges made up from Tier 1 now using a pictogram score sheet with text in the centre of the sheet, this has removed the need for a scribe unless desired by an individual. The introduction of this has made the running of a competition a dream for the C.D. along with a shorter schedule allowing the event to be finished each day by about four thirty including the lunch break.



*flightlines*

Angus Balfour, a well established pilot, is now flying with us in Ireland and has had to start with a ranking in Tier 2, a quick look at his raw scores with his number two model will show you just what this pilot is capable of.

Jim Howard was to loose a wing mid flight just after a pull out from a down line not helped by the strong wind.

Masters and Sports class made up from the" Carron Club" all enjoyed the event and gave a good account of themselves, for some it was their first comp and Gordon was on hand for all. It would be great to see more at this level and watch as they progress through the levels.

After Round one was complete there was time to break for a very tasty lunch Bar-B-Que style many thanks at this point to Sylvia, Sinead, Johnny and Dermot for a great spread.

Round two was soon under way producing a similar result to round one in F3A. Masters was to see Jamie suffer an engine cut which was to prove costly in the points stakes.

Barry, Pat and Dermot all got through their round safely and completed a safe landing in an increasing cross wind. At this point there was a mass exodus from the field to see the Munster match.

Day two.

Weather was similar to day one with the exception of an increasing wind cutting across the strip.

A round of Tier one and Tier 2 was flown on the margin of comfort the other two classes declining to fly. A break for lunch was taken with much debate as to whether or not a fourth round would be run. A wind speed check indicated marginal but was gusting above max limit a vote indicated" fly". An other speed check was taken as the round was about to start and showed a steady" "no fly" at this point it was decided not to fly, chairs were moving around the field and the wind was to get stronger which would have lead to the halting of the round. Pilots gathered for prize giving the final positions which can be seen on the attached score sheets.

Many thanks again to all who attended and helped, it is good to see events being well supported I can safely say that aerobatic flying is very much alive and well.

Happy Landings.

**Leslie Cowpar**  
IRL- 2200.

(Results overleaf)

flightlines

RANKING	PILOT	TOTAL NORMALISED	ROUND 1		ROUND 2		ROUND 1 RAW SCORE
			RAW SCORE	NORMALISED	RAW SCORE	NORMALISED	
1	Shane Robinson	2000.00	424.50	1000.00	463.50	1000.00	481.00
2	Ray Keane	1930.86	402.50	948.17	443.50	956.85	468.50
3	Niall O'Sullivan	1862.31	390.50	919.91	431.00	929.88	448.50
4	John Martin	1801.59	370.50	872.79	430.50	928.80	0.00
5	Gordan James	1799.65	359.00	845.70	414.00	893.20	436.00
6	Brian Buckley	1796.31	376.50	886.93	421.50	909.39	425.00
7	Paul Houlahan	1766.54	366.00	862.19	416.00	897.52	418.00
8	Conor Buckley	1746.71	355.50	837.46	388.50	838.19	437.00

F3A TIER TWO TIPPERARY CHAMPIONSHIPS

RANKING	PILOT	TOTAL NORMALISED	ROUND 1		ROUND 2		ROUND 1 RAW SCORE
			RAW SCORE	NORMALISED	RAW SCORE	NORMALISED	
1	Angus Balfour	2000.00	466.00	1000.00	499.00	1000.00	484.50
2	Brian Carolan	1620.57	376.50	807.94	405.50	812.63	382.50
3	Les Cowpar	1549.99	364.50	782.19	378.50	758.52	372.00
4	Noel Barrett	1515.08	367.50	788.63	362.50	726.45	334.50
5	Siu Holland	1330.64	310.50	666.31	331.50	664.33	293.00
6	Kevin Murphy	1128.06	238.00	510.73	256.50	514.03	297.50
7	Dave King	1119.16	283.00	607.30	22.00	44.09	248.00
8	Jamie Howard	1068.95	267.00	572.96	247.50	495.99	224.50
9	Jim Ryan	828.06	219.00	469.96	163.50	327.66	173.50
10	Jim Howard	174.89	81.50	174.89	0.00	0.00	0.00

MASTERS TIPPERARY CHAMPIONSHIPS

RANKING	PILOT	TOTAL NORMALISED	ROUND 1		ROUND 2	
			RAW SCORE	NORMALISED	RAW SCORE	NORMALISED
1	Luke Cully***	1000.00	301.00	1000.00	308.00	880.00
2	James Burke	1000.00	99.00	328.90	350.00	1000.00

\*\*\* Both pilots have same score, therefore second round is counted

*flightlines*

**MACI Radio Control Scale  
and  
Control Line  
National Championships**

**will take place on the 20<sup>th</sup>/21<sup>st</sup> September 2008  
at the Laois Model Flying Club site just outside Portlaoise**

The flying site is approximately 1 mile from the end of the M7  
Portlaoise by-pass, on the road to Mountrath – see–[www.airlaois.com](http://www.airlaois.com)  
for full directions and map

Pilots' briefing 9:00am – any pilots not attending the briefing will not  
be permitted to fly in the first round

MACI membership card / proof of insurance must be shown when  
registering

**Entry Fee: 20 Euro**

Food and refreshments will be available (included in entry fee for  
competitors)

**Further information from Steve Elster 086 4061822 or  
[elster@eircom.net](mailto:elster@eircom.net)**

F4C  
MACI Clubmans Scale  
MACI Novice Scale

Control Line Aerobatics

*Note: No turbine powered aircraft will be permitted to fly at this event*

## **Cork Model Aero Club Scale Fly-in**

Saturday June 6<sup>th</sup> dawned bright and clear with sun and light winds forecast for the day. In fact a perfect day for flying! So it was that with more than a little excitement that the modellers of the Cork Model Aero Club gathered for the first of what is to be an annual event, the Cork Model Aero Club scale fly in.

Cork's "Mr. Scale" Tom Barry had long advocated the running of such an event in the southern capital, and much of the organisation Tom had masterminded himself. The gazebo and tent were set up by eleven, copious amounts of food, juices, tea and coffee were stored, and it was on to the main event of the day.

Tom welcomed the pilots (more than twenty models were to be seen in the pits) and a short pilots' briefing was held. Flying would be off the peg and two flight lines were available. Safety officer Jim Ryan had a quick word and all was set to go.

A large variety of models graced the pits. Tom Barry had his Fiedler Storch and a well-finished Flair Fokker D VII on the line. Jim Howard brought his SE5A and his large Spitfire (a DB kit) Simon English arrived with his well-weathered Mick Reeves Hurricane (well into its third reincarnation by now). Your scribe had the Seagull PC9 and a Cambrian Hurricane from the funfighter rang. Sadly (for me) this was to be the one mishap of the day.



*Tom Barry's air force*



*Jim Howard prepares his Spitfire*

Federico Gilli had two nice models, a Spitfire and an Italian WW2 fighter. Not only were his models interesting, but he brought along an album of authentic photographs of his father's career in the Italian Air Force. The assembled throng eagerly viewed this fascinating record.

John Reynolds brought his electric Tornado, a Nigel Hawes plan/kit powered by an electric set up. David Reid had his large Seagull Extra, well powered by a Saito100.



*flightlines*

Helicopters were not forgotten either. Ralph McCarthy arrived with the large EC-135 Eurocopter built from the Hirobo kit along with a smaller Schweizer. Many other pilots flew throughout the day, apologies for not mentioning every model...there were too many to list here.

Flying continued throughout the day. If anything the weather improved even further and continuous sunshine graced the event. The sight of over twenty scale



*Busy flight line*

modellers sitting in line behind the pits area, observing, chatting, comparing notes, and generally enjoying the day was the most satisfactory aspect of the day.

Food and drink was available all day, adding even more to the event's enjoyment.

The event eventually wound to a conclusion in the early

evening and a number of presentations were made. Throughout the day modellers and guests had been asked to "vote" in a number of categories and club chairman Brendan Shelley presented the successful modellers with their gifts.

Best overall scale model went to Tom Barry and his Fiedler Storch. Jim Howard's Spitfire won best warbird while Simon English won most realistic scale flight with his Hurricane. Jim Ryan's Extra won the best non-warbird award and Raplh McCarthy's EC-135 was voted most interesting model present.



*A view of the early arrivals*

*flightlines*

Tom Barry thanked all for their help and cooperation in making the event such a successful one and all headed home happy



*Happy scale enthusiasts*



*Simon English and his Hurricane*



*Ralph McCarthy's EC 135*

It was a very successful first scale event for the Cork club and the plan is to make it even bigger and better for 2009. You might even come and join us. We guarantee good fun, great company, and a relaxed day's scale flying. We won't quite guarantee the weather, but with Tom Barry's track record I have no doubt that it will be excellent as well.

*Eoin O'Callaghan*

*flightlines*



## **Model Aeronautics Council of Ireland**

**Website: [www.maci.ie](http://www.maci.ie) e-mail: [council@maci.ie](mailto:council@maci.ie)**

### **ANNUAL GENERAL MEETING 2008**

**Saturday 29th November 2008**

**2:00 p.m. Prompt**

**Killeshin Hotel  
Portlaoise**

**Dinner afterwards at 8.15 p.m.**

**All MACI members are invited to attend.**

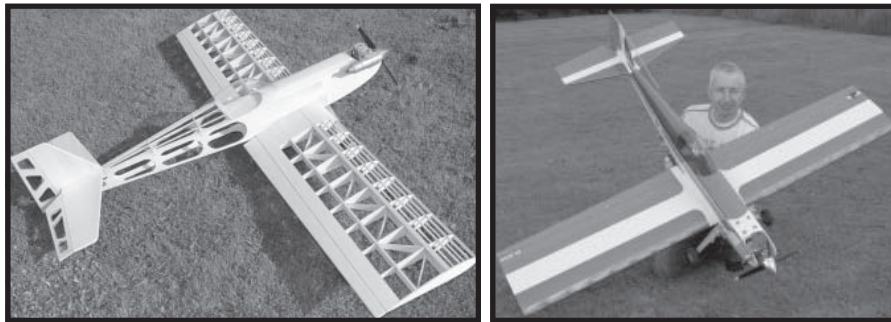
**Further details are available from Liam Butler 0872451524**

*flightlines*

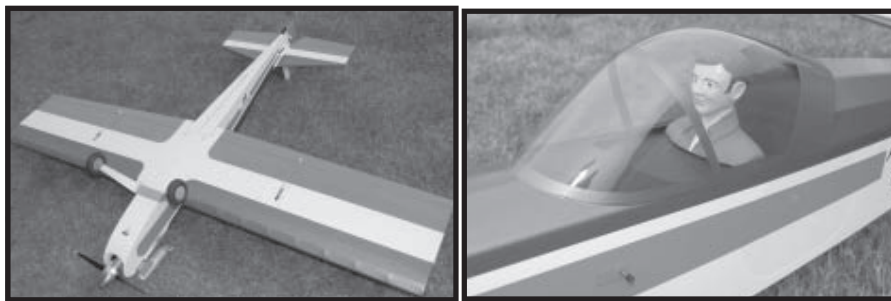
## Feeney Zone Photo Feature

### GERARD FEENEY OPENS THE ALBUM AND SHARES SOME OF HIS RECENT R/C AEROMODELLING-RELATED PHOTOGRAPHS...

Well, it's getting worse! I've had time for absolutely zero article writing since the last offerings. So, to risk boring you all, I will just fill a few pages with some recent R/C aeromodelling snapshots. The captions say what's to be said, so make the best of it for now!



*I am so pleased that the Four-Star 60 project is finally wrapped after*



*When turned upside-down, the model*

*Seems like a nice boy! The Four-Star 60 pilot is a suitably 'dolloed up' figure from*

*flightlines*



*The sunburst scheme applied to the*



*Meanwhile, Padraic Cryan's re-covered*

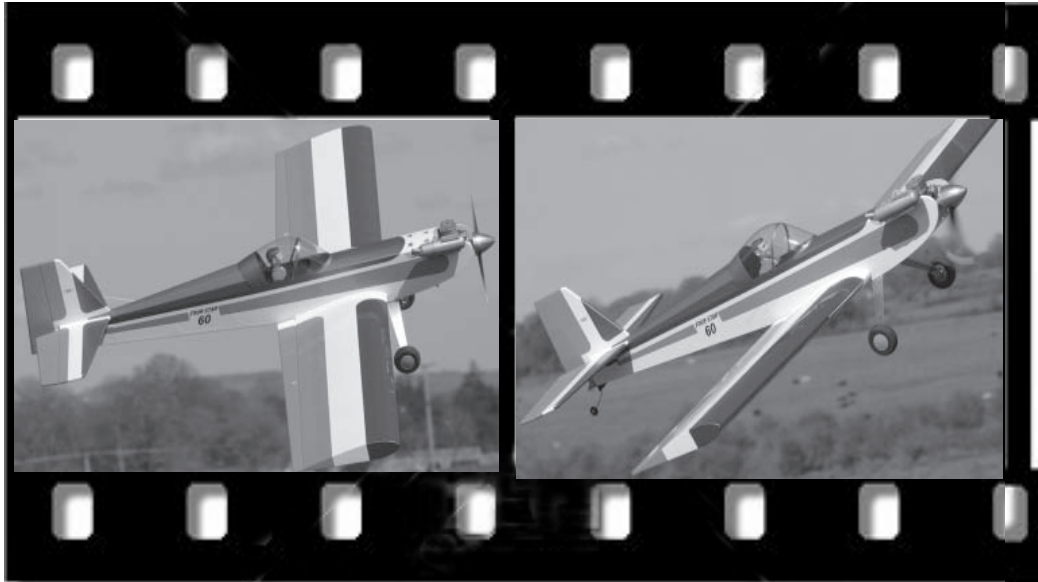
*An R/C trainer like the Tutor 40 is*



*And when you've learned to fly, you can do lovely 'greaser'*



*The Tutor 40 glides well too. Here it is coming in dead-stick.*



*Padraic Cryan gets the Four-Star 60 low and slow for the camera.*



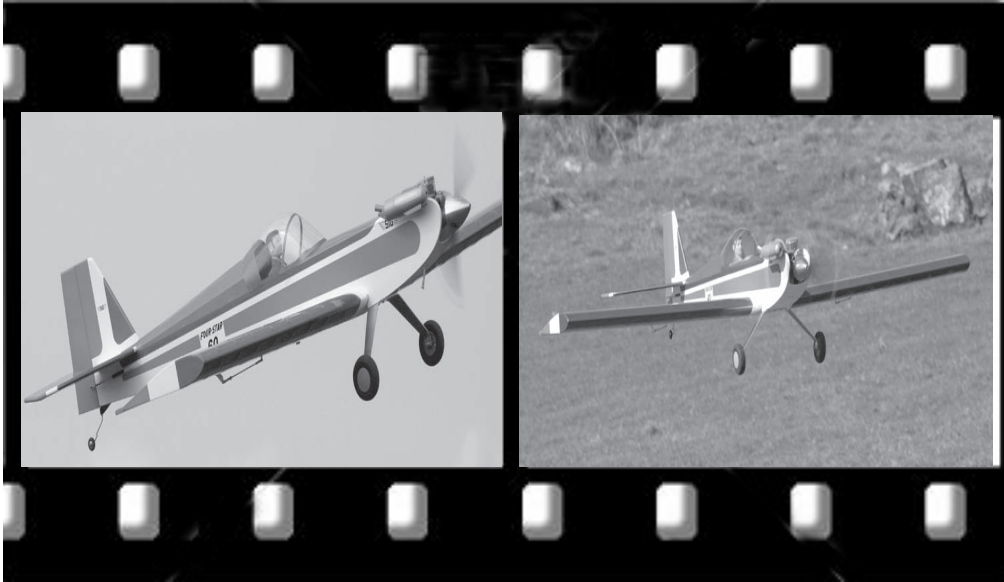
*Thank goodness Padraic has now got a replacement cowl for his ARTF Piper 'Cub'. About time – it looked gawd-awful without it!*

*Alas, the Cub also looks yucky minus the wing struts and a proper scale-type undercarriage! But Padraic's flying site doesn't permit such fragile scale niceties to last too long.*

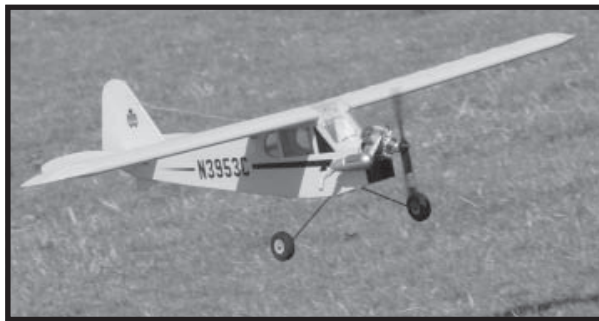




*flightlines*



*Kiss my grass! The Four-Star 60 putters along above the green stuff.*



*The Cub is a good glider.  
Here it is, floating in with  
the engine stopped.*

*What a pity that  
the absolutely  
crap  
undercarriage  
collapses every  
time it does  
actually touch  
down!*





*flightlines*



*Padraic tweaks the undercarriage wire back straight for the umpteenth time!*

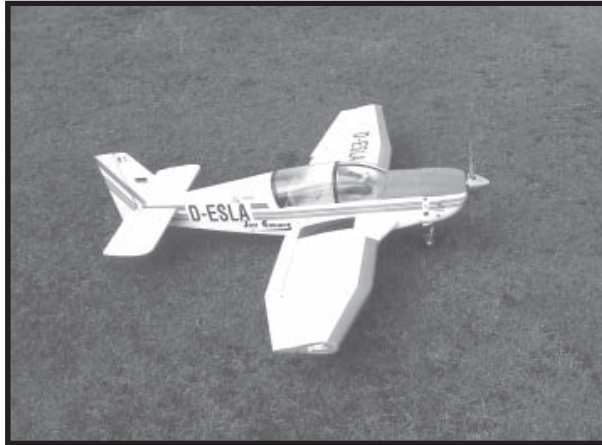
*Here's the space where I do all my aeromodelling writing and model creation. Unfortunately, neither activity has happened much of late. I am hoping that I will get 'up and at it' again when the mood strikes.*



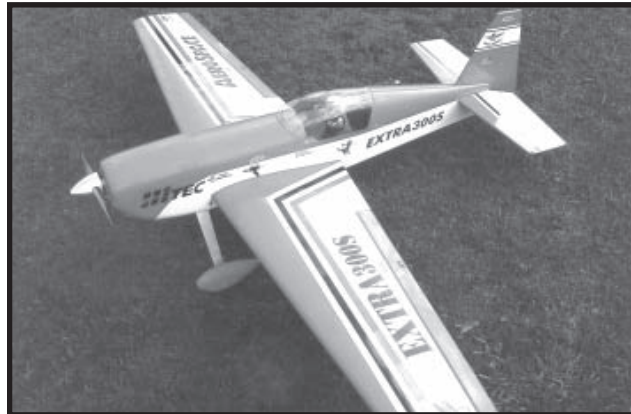
*For the time being, though, I need to sit down and contemplate the meaning of life. And, maybe, do a few lengths of the pool when I get there again!*

*Gerard Feeney*

## Michael Murphy Photo's



*Robin Jodel Regent  
180 at Laoise Scale fly  
in. Power by ASP .61  
FS*



*Seagul Extra 300S  
at Laoise Scale fly  
in 07*



*ARC Ready 2*

*flightlines*

**For Sale**

**As new**

**JR Auto Scan RS77S**

**PLL-Synthesized 7 Channel SPCM Receiver**

Does not use a Crystal - Simply Locks on to Transmitter

**€40**

**fozyb@iol.ie**

*flightlines*

# Events Calendar 2008

For latest information go to [www.maci.ie](http://www.maci.ie)

**Saturday August 23rd**

Scale Association Fly-In  
Steve Quigley 01 6241209 Portlaoise

**Saturday 23rd to Sunday 31st August**

European Aerobatics Championships  
www.fiammaero.it paola@fiammaero.it Calcinatello di Calcinato (Italy)

**Sunday August 30th**

Heli Challenge Trophy Round 3  
P.J. Harte 083 3320006 Galway MFC

**Sunday August 31st**

Autumn Fly-in & BBQ  
Seamus O'Donnell xairirl@iol.ie Letterkenny MFC

**Saturday September 6th**

Scale Association Fly-in & BBQ  
Steve Quigley 01 6241209 or Gary Keogh 086 4067684 Calary

**Sunday September 7th**

Island Slope Rebels Glide-In  
Joe Doyle 086 6032598 Mount Leinster

**Saturday & Sunday September 13th & 14th**

Autumn Aerobatics Activity  
Nial O'Sullivan 087 2949640 Cork MAC

**Saturday & Sunday September 20th & 21st**

Irish Heli Nationals  
P.J. Harte 083 3320006 or heli.challenge@gmail.com Carron MFC

**Saturday & Sunday September 20th & 21st**

Irish Scale Nationals  
Steve Elster 086 2653332 or Des Pearson 0502 47522 Portlaoise

*flightlines*

**Saturday & Sunday September 20th & 21st**

Irish Control Line Nationals Portlaoise  
John Molloy 087 2378186 or Des Pearson 0502 47522

**Sunday September 28th**

Scale Fly-In Curragh  
Steve Elster 086 2653332

**Saturday October 4th**

Scale Association Fly-In Calary  
Steve Quigley 01-6241209

**Date in November TBA**

MACI AGM 2:00 pm The Killeshin Hotel, Portlaoise  
Liam Butler 087 2451524

***The next MACI meeting will be the AGM on  
Saturday 29th November to be held in the Killeshin Hotel,  
Portlaoise at 2:00 pm prompt.  
Contact Liam Butler 0872451524***

*flightlines*



*Tom Barry's Storch*



*Andy Ryan at the Model County Scale Gala*



*flightlines*



*Jets Fly-in 2008 at the MFC*