



Competition Regulations

1. GENERAL ORGANISATION OF CONTESTS

- 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 sum 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 Clubmans 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.

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 must be impounded at the direction 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 sub committee made up of members of the Irish Model Aerobatic Aircraft Association.
- 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, programme 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 for the time being.
- 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 GENERAL NOTE: The above three classes are intended to replace old MACI Classes referred to as Class 1, Class 2 and Class 3 Aerobatics and previously as Multi (Class C), Intermediate (Class B) and Novice. Mention of these old classes or any other old classes on trophies, in rules or elsewhere shall be deemed to refer to the new classes and the use of such trophies or the meaning of such rules shall be deemed to be modified accordingly.
- 4.2.9 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.
- 4.2.10 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 to allow for frequency clashes. 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.
- 4.2.11 TIER 1 A minimum of five judges 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. (highest and lowest judge score per manoeuvre will be dropped).
- TIER 2 A minimum of four judges required for the running of F3A Tier 2 Nationals and provincial events where possible (highest and lowest judge score per manoeuvre will be dropped).
- MASTERS AND SPORTS A minimum of two judge is required for the running of these events.
- 4.2.12 The MACI council shall recognise the Irish Model Aerobatic Aircraft Association as the body that represents the views of aerobatic competitors.

4.4 RADIO CONTROL SCALE

- 4.4 Radio Control Scale shall consist of three classes, namely, MACI F4C, MACI Scale and MACI Clubman Scale.
- 4.4.1 MACI F4C shall be run using the specifications in FAI Class F4C with the exception that the weight limit be increased to 20Kg. Static marking will be decided by a Technical Sub committee of the Scale Model Flying Association at the start of each new competition season, for that season or as otherwise decided.

- 4.4.2 MACI Scale shall be run on the same basis as FAI Class F4C. The same schedule of manoeuvres as for F4C shall be used, but with the application of the following conditions:
- (a) No Static judging
 - (b) No limit on weight or engine capacity shall apply.
 - (c) No penalty in marks shall apply to a model having a fixed undercarriage where the prototype had a retracting undercarriage.
 - (d) No penalty shall apply if the owner / competitor did not construct the model.
 - (e) A photograph or artwork of the prototype on which the model is based must be available on request by the judges.
 - (f) This Class will be subject to a promotion system. With effect from January 1st 2003 those who placed 1st, 2nd or 3rd at any time over the last three years in this Class at any MACI run event as published in FlightLines, cannot compete in this Class in the future.
 - (g) Any person who places 1st in this Class at any MACI run event from January 1st 2003 will no longer be able to fly in this Class in subsequent years.
 - (h) Models exceeding 7Kg must have a current MACI approved Large Model Registration Form.

- 4.4.3 MACI Clubman Scale shall be run on the same basis as FAI Class F4C. The same schedule of manoeuvres as for F4C shall be used, but with the application of the following conditions:

- (a) No Static judging
- (b) No limit on weight or engine capacity shall apply.
- (c) No penalty in marks shall apply to a model having a fixed undercarriage where the prototype had a retracting undercarriage.
- (d) No penalty shall apply if the owner / competitor did not construct the model.
- (e) A photograph or artwork of the prototype on which the model is based must be available on request by the judges.
- (f) Models exceeding 7Kg must have a current MACI approved Large Model Registration Form.

- 4.4.4 A competitor may not enter a model in more than one class at any competition, but he/she is not limited to that model remaining in that class at any other competition.

- 4.4.5 There may be only one flier of any model at any 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.