

# Flightlines



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**Feeney Files.  
Undeserved Reputation Part 2.  
Focus On Workshops.**



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**June 2011**



*Liam Jackson's Bellanca at the East Coast Scale Champs.*



*Another fine model at the East Coast Scale Champs.*

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**On the Cover:**    *Taylorcraft with boxer twin glow engine -  
KieranMcEvoy - Scale Fly-In Portlaoise.*

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

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# Editorial

Another Television company has contacted us, this time requesting one of our junior members to help with the making of a programme called Kidspeak. The request is as follows;

*“... the show involves filming lots of different young people up to the age of 16 in a series of 30 second inserts. The inserts are a snapshot into the lifestyles, hobbies and talents of young people. We are interested in filming lots of different talents ranging from music, dancing and sport to name but a few. These snapshots will be shown as part of the autumn schedule in young peoples. We are interested in featuring some young people who are interested in radio controlled aircraft.”*

If you, or someone you know, are interested, let me know and I will pass on the details to you.

As you are probably aware the Irish Sports Council have again turned down our application to be recognised as a valid Sporting Activity on the basis that we do not meet the physical activity requirements according to the Council of Europe's Definition of Sport. By the time you read this, a copy of the submission made by the Council to the ISC will be available to view on the MACI web-site. We would welcome any feedback and suggestions as to any other ways to strengthen our next attempt.

Do you have anyone qualified in First Aid in your club? I'm sure you will all agree that it would be a great benefit to all clubs to have a few members who were qualified to deal with any mishaps that can occur whilst flying. The spin-off for anyone who attends a first aid course would also be being able to use the skills they gain in their 'non-modelling life'.

Steven Maher has penned a few excellent tips, (page 17), to give an idea as to what kind of accidents we can be confronted with at the flying field, and how to deal with them. If anyone would like to add to this, please get in touch.

Happy landings.

**Chris Clarke**

## FOCUS ON WORKSHOPS

The most unlikely location is not infrequently the destination and place where the best kept secrets are found, and so it was with the workshop of Walter Renno in the foothills of the Slieve Blooms.

A veritable Aladdin's cave of precision tools, multiple glow engines, work benches, measuring, calibration and other instruments of a quality and type which completely transfix the mind of the scale builder – scale heaven doesn't get better than this.



*Milling machine and lathe.*

Walter is a prolific and accomplished builder of scale aircraft, and there is but one word which comes to mind – perfection, perfection in everything.

Walter has on his building board the first phase construction of wings for his next project, an Arado Ar 96B, a German trainer produced in 1936. This was started earlier this month, and of interest is the use of aluminium brackets made by Walter and placed beside each rib to ensure a correct 90 degrees angle,

perfection. The accompanying photographs clearly show the brackets attached to the building board with a treble pin fix, and the board used by Walter is of balsa construction and supplied by Graupner. Walter hopes to have this aircraft ready for F4C in the near future. Power will be supplied by a 70 FS of the OS stable.



*Walter at work on the scroll saw.*

Considerable work and progress was evident in the building of a Stampe stored in the workshop, and this aircraft is sourced from a Precedent kit. Walter acquired and started the building of this Stampe some time ago, but to his disappointment has found the quality of balsa and materials



*Walter trial fits the rudder for his Stampe.*

supplied as average to poor only. As a consequence Walter replaced the supplied wing ribs with others which he fabricated, and further into the build found the fuselage formers were not accurate and which he also replaced. The undercarriage was the final let-down, poor design and of an inferior finish, Walter is in the process of fabricating a sprung undercarriage system. In truth the Precedent kit will be no more such is the extent of replacement parts, and what you will soon see on the field is a first class scale Stampe branded as Renno made. Of further interest is the purpose made exhaust knuckle manufactured by Walter from brass stock, and the clever fixing system to the front of the firewall. The fitted engine is a 200 FS, OS and pumped. The cowl is handmade from a mould fabricated by

Walter, and the photographs demonstrate the level of skill deployed.



*Cowl manufacture, shape, mould and final product.*





*OS Sirius FR5-300 rotary engine.*

The capacity to fabricate and produce all and everything for scale aircraft is available throughout the workshop, from a scroll saw, milling machine, circular saw, stand drill to a lathe made by EMCO of

Austria. The truth is your Mr

Smith or Joe Soap may well have a scroll saw, probably sourced from Aldi or Lidel, and what we have here in the Walter workshop is a Hegner scroll saw, a precision tool which cuts exactly as you want it. Again, us lesser scale enthusiasts probably have in our workshop a Dremel drill or something near to it from Draper, and in the Walter workshop you will find Proxxon hand held tools for specific tasks, drill, long nose drill, orbital sander and vibrator file.



*Fine wood cut - Hegner scroll saw.*



The lathe pictured is a formidable piece of equipment, and capable of metal work that most of us probably dream about. Walter secured this lathe some 38 years ago, and in addition to putting it good use has kept it in pristine condition. In terms of what this machine can turn out, look no further than the cylinder head of the glow engine which Walter has fabricated from block aluminium and photographed. Renno glow engines are on the way.

The entire workshop is purpose built with a comfortable working space from one specialised tool and machine to the next, and dust extraction is catered for by a piped vacuum system around each work area. You will find what you want, and when you want it in the Walter Workshop.



*Cylinder Head - Renno engines.*

Not only does Walter have the tools for the job, he has also managed over the years to acquire some very fine multi cylinder glow engines. Photographed is the jaw dropping Seidel seven cylinder rotary engine, the OS Sirius FR5-300 rotary engine, and two boxer glow engines from OS, the Pegasus four cylinder and Gemini twin cylinder.



*Proxxon hand held tools.*

This article only touches the surface of what is available in the workshop of Walter Reno, a snapshot of what is truly perfect. Thanks to Walter for letting your Scale Secretary have a tour of his theatre of engineering operations, and it was a pleasure to meet him and expand our knowledge of what is enduring and good in the science of scale building.

***Paul Fetherstonhaugh***

# SCALE FLY-IN

Portlaoise, Sunday 17<sup>th</sup> April 2011.

A great turn out on a great day, blue sky, light winds and spring warmth heralded a great start for the season of scale flying.

Laois MAC had the pleasure of hosting the Scale Fly In on behalf of the Scale Association. Some 26 pilots made the trip, and on display, flown and safely landed were many aircraft types. A great number of pilots brought at least two scale aircraft.

All aircraft were of a high standard, and piloted in a scale like manner, and to mention but a few is part of a much bigger picture. Apologies to those pilots mentioned for any inaccuracies, and apologies to those pilots not mentioned for none.



*Aircraft lined up to await their slot.*

Andy Ryan who is highly regarded in scale circles, brought a Cessna powered by a Thor gas engine, 45CC, 117 inch wingspan, and a very fine Jodel with a Zenoah gas engine, 62CC, 100 inch wingspan.



*Andy Ryan with his large scale Cessna.*

With bigger and inevitably heavier scale models, the requirement for large model registration kicks in (over 7kg in weight), and safety concerns should dictate a recommendation for double battery packs to power the receiver(s) and servos. Andy uses two Li Po batteries, 2S, 7.4 volts, and a power regulator in his large and impressive aircraft.



***Graham Dwyer and a sleek RV8.***

A Hangar 9 Taylorcraft powered by a boxer twin, ASP 160, was put through its paces by Kieran McEvoy. A wonderful four stroke note is heard on acceleration from low to high power cycles, the way to go for the serious scale enthusiast.

A very fine example of a De Havilland DH60 Moth, Gipsy Moth, built by Denis O'Brien, was flown expertly in scale fashion. This aircraft is powered by a Saito 100 glow four stroke engine, and of interest was

previously a Stampe from a Precedent kit and then converted to a Gipsy Moth.

Two unusual aircraft, RV8, Denight Special, were tried tested and flown by Graham Dwyer, one powered by an electric powerplant, E Flight 60, and the other by a glow heli engine. Both aircraft were wickedly fast and certainly not for the wobbly knee pilot out there.

Many scale enthusiasts took notice of a Gilmore Racer, in cream coloured livery with bold red markings, powered by a Thor 45CC gas engine, and put through a bristling set of manoeuvres in great style by Ger Kilbey of the Shankill Club.

In all, there was a large selection of aircraft on view to whet the appetite of the scale pilot, and the accompanying photographs showcase some of the aircraft already mentioned and some of the many others there on the day.



***Jodel with a patient pilot, Andy Ryan.***

The scale aircraft sport is alive and well, and to those who travelled thank you, you made it happen, a truly impressive turn out and total absorption of what we know and do best.

A very big thanks to all who organised this day event, the Scale Association, Laois MAC and crew for hosting with supplies of tea, coffee and biscuits, flight management and safety awareness. A special thanks to Seamus Foy who made it his business to cut and roll the runways for the day.

It was rewarding to meet so many scale pilots from other clubs, Shankill, Tipperary and to list but a few. Your spirit of joint adventure puts the scale community in good standing and bodes well for the future. Let the season continue as it has begun, well attended and a bond of common interest in all matters scale.



*Gilmore Racer on approach at Laois MAC.*

A good selection of photographs taken by ace pilot Paul Byrne, are up on the Laois MAC website, [www.airlaois.com](http://www.airlaois.com), and well worth a look.

***Paul Fetherstonhaugh.***





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# THE FEENEY FILES

## SNIPPETS FROM THE ZONE

### GERARD FEENEY REFLECTS ON HIS SPAN OF FIFTY-PLUS...

I can't believe I'm 51 years old this year. Shoot me now! Who knew that when I first started aeromodelling in 1975, age 15, I'd still be involved in 2011. But that's the potent pulling-power of model aircraft building and flying. And 'real aeromodellers' can become hooked for a lifetime – however long that may be.

Alas, my involvement in this admirable hobby/sport/obsession is now only peripheral at best. A slow decline owing to personal problems that first begun in late 2003 has continued to this very day. Although I have built and flown some new models since that time, the last being the 'Bushwhacker' in 2009, I regret to report that right now I am essentially inactive (should that be 'non-radio-active'?)

– a less than satisfactory state of affairs.



My intentions are good but my actions are feeble. The re-issued DB 'Mascot' I began building in late 2007 remains half-finished. The wings have yet to be constructed to match the completed fuselage and tail surfaces. I have looked at it a few times this year with fleeting thoughts of a resumption of work, only to have the positive intent rapidly evaporate. Frustrating, as the Mascot looks the most likely successor to 'Calypso' – which still has not had its broken tail fixed.

*Now that Gerard has passed the half-century mark, will he succeed in finishing all his unbuilt model projects before it's too late? That question remains undecided as of this moment.*

Not only is the Mascot in constructional Limbo but I also have a sizeable stash of other unbuilt kits that need seeing to. Six vintage models have been hanging about since 1994, a massive Precedent 'T-240' is crying out to have its potential realised since 2001 and a Precedent 'Rapier' delta has been trying to seduce me since around about the same time. Added to that, I have a plan/pack for 'Caribbean' – the low-wing stable-mate to Calypso – plus assorted plans that I hoped to build from one day. So much stuff to build, finish and fly. So little get-up-and-go to achieve those objectives!

This backlog of kits and plans came about after I built and flew other models previously and then lost oomph in the last eight years to tackle the residual build-up of planned projects. It is an uncomfortable and tantalising situation and one that needs to be resolved one way or the other before much more time slips away.

I gotta kick myself into touch soon! I gotta face facts! Either I get these models built, finished and flown in the next few years or I get rid of them! There's no point having these kits and constructional drawings hanging about indefinitely with so much building and flying potential withering away. It's just not right! It's a tragedy! I think I'll have to call in the Aeromodelling Police and get them to spank me repeatedly with some 1/4"-square spruce 'til I see sense!

One thing's for sure: I cannot allow this situation to drag on for much longer. I'm sickening myself even more than usual, and it's now getting to the stage that I actually wonder if I'll remember how to build a model at all! Still, I think that aeromodelling is a skill that's never really forgotten and it's easily picked-up again – I hope!

What will happen in the worst-case scenario if I can't find the enthusiasm to build from the old kits and plans? I'll burn them all! Yes, it's true – I'd not keep unbuilt kits and un-worked-on drawings indefinitely and they'd have to go from my presence as they'd be a constant reminder of my absolute failure to get re-energised in and get re-engaged with an activity that once consumed me. And that would be too much to take.

But, hopefully, it won't come to that.

Now, in the middle of 2011, with no more flying under my wings so far this year, and an arsenal of stalled potential builds hovering in the background, what is to be done? The logical action is to resume the Mascot and slowly work from there. But, I'd better get started soon or I will reach my 60<sup>th</sup> birthday with only one or two kits finished. What a chilling thought!

Must do better, must do better, must do better!



## ALEC GEE

I was saddened to hear of the untimely death in his 60s from Cancer of former 'Radio Modeller' editor Alec Gee earlier this year. Whilst not a generally well-known name like aeromodelling icons David Boddington and Ron Moulton, who also died in the recent past, Alec was nevertheless an important figure in the model magazine publishing business.



*Radio Modeller was a nice magazine in its time.*

Holding a senior position at the publishing group responsible for Radio Modeller, 'RCM&E' and 'Aeromodeller' in the 1980s, Alec subsequently became Assistant Editor of 'Aviation Modeller International' with Tony Dowdeswell, a position he held 'til his passing in early 2011.

I got to know Alec very well, starting in 1990 when he took over the Radio Modeller editorship. He and I immediately 'gelled' and we got on harmoniously together. I did many kit reviews and technique articles for him spanning an eight-year period at 'RM' and our association continued 'til 2009 with 'AMI.'

His commitment for maintaining and encouraging individual contributors' writing styles, plus his ability to slightly tweak if necessary without mutilating work, were indeed rare and refreshing qualities that made Radio Modeller the charming and homely magazine it was under his guidance. He was a true aeromodeller tuned into aeromodelling matters, and coupled with his intelligence and sense of humour it produced a winning publication.

It was a profound shame when Radio Modeller folded, as it was such an interesting magazine. But at least today AMI continues in a similar ethos, allowing varied and 'unsterilised' content that is reminiscent of RM in its heyday – largely due to Alec's influence. Let's hope that continues!

I shall really miss Alec. In my opinion, the model magazine world has lost one of its best, totally clued-in and most competent editors.

## **ILL CONTENT?**

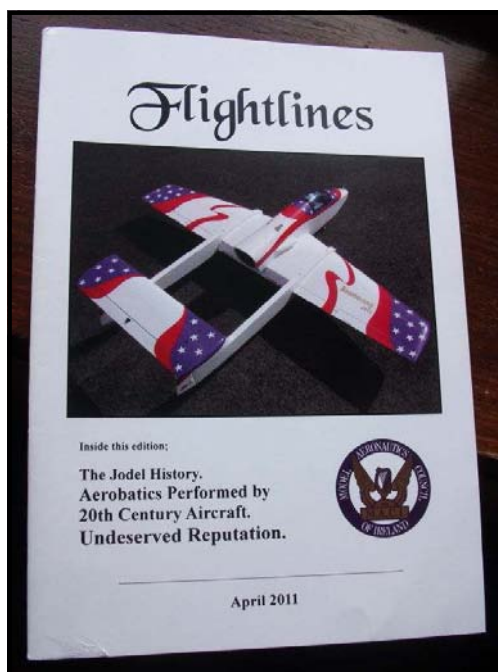
Finbar Constant has expressed a concern to me regarding the content of my 'Flight Lines' articles. He is unhappy that on many occasions non-MACI members are featured in my writing and pictures, and he strongly feels that the Flight Lines newsletter should feature only the activities of MACI members.

His point is a valid one and is something I have been thinking about. After all, countless clubs and organisations have newsletters that presumably report exclusively on their members' activities. It is the function of a newsletter to report on members' doings, plus the formal stuff of the organisation/group/body the newsletter represents.

And, indeed, that is exactly what happens in Flight Lines. Five times per year the membership are treated to various competition and meeting reports, plus the AGM cut and thrust. Annually, the same faithful few report on the formal and 'core activity' of the MACI – activities that a small percentage of the total membership appear to actively support.

And therein lies a slight problem. I have been told by other MACI members that they find the competition and meeting content boring! They long for something else, something more varied. This is what I try to address in my articles. But, in doing so, another problem arises.

In my neck of the woods, I honestly do not know of any MACI members who are doing anything interesting! Most fly the same ARTF models every weekend. That activity alone is not sufficient to sustain the articles I write.



***Should only MACI members be featured in Flight Lines or is there also a place for non-members? Is this matter important to you, or is it simply a 'non-issue'?***

members' news and views. It's just that I don't get any feedback! So, should MACI members wish to send me info about their modelling activities, whatever that may be, I am more than happy to feature it. You may say whatever you like – good, bad or indifferent. I will entertain and publicise anything you have to get off your chest. If you feel like doing so, it's easy. Here's how: e-mail – [feeneyzone@eircom.net](mailto:feeneyzone@eircom.net) or snail-mail – Gerard Feeney, Ballybeg, Tulsk, Co. Roscommon.

Every MACI member is welcome to say their piece to me and it will be highlighted. The question is: does the great silent majority wish to say anything?

***Gerard Feeney***

However, some other model -flying friends of mine, who are not MACI members, occasionally do things that I think are more interesting – for example refurbishing and personalising ARTF models and flying designs featuring unorthodox airframe configurations. Also, unusual modelling situations may crop up sometimes with these non-MACI members, which I may document from time to time. Like, for example, the unexpected return of Padraic Cryan's lost delta.

I find myself in a tricky situation: what do I write about if I omit the non-MACI modellers' comings and goings? I suppose I could concentrate more on modelling technique, and that is one option to consider in future.

Let's get one thing crystal clear here: I welcome all MACI



# **First Aid and Model Flying.**



All of us know what parts of a model to avoid when they are running. But accidents do happen, and it is important to know what to do when they happen. The best way to know this is by attending a First Aid Course. There are many providers of these courses, the best know of these is the Irish Red Cross [www.redcross.ie](http://www.redcross.ie) and they do courses all over Ireland. But once the course carries the FETAC standard it does not make a difference who you receive the course from.

There are 4 things for everyone to know in the event of an accident.

1. With cuts to the arm's or legs raise the cuts above your heart and keep them up. Keep pressure on the cut for 15 min.
2. If anything is sticking out of your body "Prop's or bones" leave them alone do not pull them out or push them in, and when bandaging the wound wrap around the object not over it.
3. If bleeding continues after 15 min or if there is head injury its time to dial 999 and get an Ambulance. Do not try to drive someone to A&E as the person may take bad on the way. If you are in an area that is hard to get to, send someone the meet the ambulances at a well know location.
4. If someone loses fingers or toes. Place the fingers in a bag and place the bag on a bed of ice. Do not bury the fingers in the ice or place them in direct contact with the ice.

***Stephen Maher      IRL- 5218***  
Mullingar Model Flying Club.



# Heli Challenge Trophy – Round 1 – 2011

## Midland Model Flying Club



This year saw a change to the regular format for HCT with the introduction of the F3N Schedule to replace the 'Expert Class'. This globally recognised format will certainly test the pilot's pure technical skills while the 'flight to music' (not run in this round) will allow some creativity and flair and the Freestyle element allows for maximum craziness!

The Novice element of the competition remains the same, based on the A-Cert manoeuvres and very accessible to all new heli-fliers.

Being the first round of the year and the introduction of the new format for the first time, it was decided to only run one round. This would also leave time for the examination of A and B certs.

There were 9 registered pilots with the split being 7 in F3N and 2 novice. The day got off to a start with the tea and biscuits and plenty of chat about the new format and around 10.30 Alan Humphrey gave the pilots briefing helped along by Noel Campion. Running order was decided on and with little delay the Novice Set Manoeuvres got going. Weather was close to perfect with warm temperatures and a light breeze.

Joe Burke competing at his first competition gave a good account of himself under the guidance of Liam Broderick, while experienced novice David Higgins scored very well showing that his hours of practice had paid off.

The demanding F3N schedule set manoeuvres were run off without delay straight afterwards. William Gaule from Shannon Club and George Ryan were notable high scorers and just at the last pilot, and our new secretary Noel Campion pulled off a very impressive flight.

Just before the break for lunch, the Novice boys were up again for their Freestyle Flights. Again, Joe did his best but David was untouchable and secured his position on the top step. Ger and Emanon from the host club had the burgers ready on cue and everyone enjoyed the lunch-time show with a flight from David Nolan and

his new electric Miniature Aircraft helicopter.

Finally the 3D experts got their 3 minutes of madness with the F3N Freestyle. Scoring was very tight in this area of the competition with the difference between 1<sup>st</sup> and last being a little over ten percent. I really do not envy the job that the judges had but would also like to highlight the importance of people putting themselves forward for the Judging Courses run by MACI. Yours truly did his part in judging the Novice competition and I really enjoy it but having not made the Judging course for F3N, I think I would have been in over my head.

A big word of appreciation to the Midland Crew: Emanon Morrissey, Ger Carter, Declan Heneghan, Alan Humphrey and Andriy Firtsak. Thanks also to Noel for his help and the Judges on the day.

Noel won the F3N class followed closely by William Gaule and George Ryan. While David Higgins came out on top of novice, but I'm sure Joe Burke will challenge in later rounds.



## ***David McIntyre***

### **Results : Novice**

<b><i>Competitor</i></b>	<b><i>Set manoeuvres</i></b>	<b><i>Freestyle</i></b>	<b><i>Total</i></b>	<b><i>Place</i></b>
David Higgins	1000	1000	2000	1st.
Joe Burke	642	841	1493	2nd.

### **Results : F3N**

Noel Campion	1000	1000	2000	1st.
William Gaule	975	897	1872	2nd.
George Ryan	810	909	1719	3rd.
Barry Kennedy	677	903	1580	4th.
Andrew Campbell	690	812	1502	5th.
Liam Broderick	661	802	1463	6th.
Thomas Greene	325	741	1066	7th.

# MACI F3N - Carron MFC

On Sunday 15<sup>th</sup> May the second MACI F3N competition took place at Carron model flying club. For a mid May morning the weather was less than to be expected, (to say the least). A good turn out of 13 competitors turned up to strut their stuff .

This is only the second of this format to be held but the competitors seem to be getting the hang of it and for some it was their first time.



*This was the wind sock on the day*

The pilot briefing got us underway as the judges took there positions then a heavy mist descended on the field to delay us for 20 minutes the two novice went first with Shane O'Malley taking to the sky for the first time in a competition with the wind blowing strong from left to right he held his nerve and put in a great set maneuvers .

As the sets moved into the F3N class the difficulty of the maneuvers increased with Kim del Campo (another first time competitor) putting in a excellent round to take the lead going into the break .

The BBQ going full tilt thanks to PJ Browne and Philip Walsh and everyone talking about Beastx, cgy750, lipo charging and all kinds of heli related topics for about an hour and then it was back to the flight line for the freestyle round this was very entertaining with more that one cheer and plenty rounds of applause offered up from the gallery.

The flying was difficult in the wind but kept us on our toes as at times you had to try an use it rather than fight it,



Romka Vanicks put on a great display and scored highly with Noel Campion doing his best with something called a flybar on his heli J.

The novices saw a reversal as David Higgins put in a good freestyle round to pip Shane to the post. The F3N format seems to be working well as the standard of heli flying is improving . This is only the second competition of this format and everyone seems to be enjoying it.

F3N is a FAI competition so hopefully in the coming years we will have a few international events to compete at and fly for our country.

After the competition Max Dressel succeeded in achieving his B cert heli. Then the flight line was opened for some of the peg flying while the scores were counted .

The next competition takes place on the 11<sup>th</sup> of June at the Cork model flying club in the Brinny field I would encourage everybody to have a look to see these helicopters and pilots do their stuff it is a truly spectacular part of our hobby that is now turning into a very enjoyable and competitive sport.



*The Chef, PJ Browne, won the raffle.*

Ps

I heard an old saying “A wet and windy May fills the barn with corn and hay”. So hopefully we will get a good summer .

## Results

### Novice

	Round 1	Round 2	Total	Place
Dave Higgins	975	1000	1975	1 <sup>st</sup>
Shane O'90Malley	1000	757	1757	2 <sup>nd</sup>

### F3N

Romka Vanicks	1000	960	1960	1 <sup>st</sup>
Noel Campion	889	1000	1889	2 <sup>nd</sup>
Kim Del Campo	941	912	1853	3rd
Andy Cambell	625	929	1554	4th
Barry Kennedy	699	783	1482	5 <sup>th</sup>
Max Dressel	727	752	1479	6th
George Ryan	629	792	1421	7th
Diarmuid O'Mahony	578	732	1310	8th
Tom William Greene	354	769	1123	9th

***George Ryan***

# East Coast Scale Champs

## June 2011

The East Coast Scale Champs is hosted by the Roundwood Model Aero Club at their site in the hills of Co. Wicklow. The weather has not been too kind to us over the last few weeks with very strong winds preventing any flying at all at the field. After checking the forecast earlier in the week it predicted the usual mixed bag with no certainty for either good or bad weather. We watched the ever changing forecast daily and we finally made the decision to proceed hoping.



On Friday evening we set about placing the directional signs on the access roads leading to our flying site and kept our fingers crossed for good weather on Saturday. Well we were not disappointed Saturday morning's weather was dry and sunny but very cold. No rain hooray.

We had a respectable turnout for a Scale competition. (Gone for the moment are the hordes of Scale flyers it would seem to be the trend now that competitions are sparsely attended which is a pity really as the atmosphere is always good at these events with great fun to be had for all.)



The pilot briefing commenced at 9.30am and the first plane was in the air by 10.00am.

We had only 2 classes to be compete for , F4C and MACI Scale.

We were short on entrants in F4C with only two entrants however we had a better turnout in MACI Scale with six competitors.

It was really great to see some of the old faces again out flying in competition and really encouraging to see some new comers join the ranks of the Scale flyers. We kicked off with MACI Scale and it was evident from early on that we were going to have a real fight on our hands between the entrants.

The flying skill of all the pilots was excellent with no mishaps at all over the course of the day.

First up was Liam Butler who we have not seen on the competition scene for quite a while and it was really great to have the opportunity of welcoming him to Roundwood and to see that



his competitive streak is still very much alive and well. He was quickly followed by Graham Dwyer who is a relative new comer to the competition scene but he is definitely one to watch as he skilfully flew his electric model in the blustery conditions. The yellow and black Bellanca was next up flown superbly by Liam Jackson. Kieran McEvoy flew his PC 9 with ease. This is a well matched combination of Pilot and model and it became quickly evident that Kieran was the one they all had to beat. Jim Cullen took to the sky with his Sukhoi and he performed fantastically and was chasing Kieran all the way to the final round. Finally there was Melvyn Inwood who flew his twin engined Invincible, what a fantastic sound those engines made as they beat around the blue sky.

We then flew the first round of F4C. We only had two entries in this and first up was Paul Fetherstonhaugh . However Paul needed to heat himself up after his stint in the judges chair , that cold Wicklow breeze can really get into your bones. Paul gave a good account of himself in round and displayed the results of plenty of practice. Liam Jackson was next up with his DeHaviland Chipmunk finished in RCAF colours but problems with his ignition system grounded him permanently



The BBQ was fired up at lunch time at we had a feast of hamburgers and sausages all cooked by our very own chuckle brothers, Chef of the day Paul Duffy and ably assisted by Fred Harno. Fred can really cook a mean sausage on the BBQ. Plenty of practice makes them perfect every time. As far as I know there was no food poisoning.

The competition resumed after lunch with the final round of MACI Scale and F4C. The lunch break did not dull the competitive streak of the flyers and nearly all put in better rounds as they each tried to catch the leaders.

The score keeping was kept up to date by John Flynn and the final positions were allocated.

Kieran McEvoy finally clinched the First Place in MACI Scale with his PC 9 followed by Jim Cullen in Second Place and Liam Butler in Third Place.



*Congratulation went to Paul Fetherstonhaugh who took First Place in F4C scale with his reliable Beaver.*

## Results;

### F 4 C

Name	Round 1	Round 2	Total	Place
Paul Fetherstonhaugh	1322	1238	2570	1
Liam Jackson	0	0	0	

### MACI SCALE

Name	Round 1	Round 2	Round 3	Total	Place
Liam Butler	1469	1521.5	1415	2990.5	3
Graham Dwyer	1234.5	1422	1459.5	2881.5	5
Liam Jackson	1421.5	1322	1505.5	2927	4
Kieran McEvoy	1645	1642	1631	3287	1
Jim Cullen	1526	1511	1628.5	3154.5	2
Melvyn Inwood	1177.5	1323	1422	2745	6

Photos are courtesy of Brian Hewson, Fred Harno and John Flynn

We all had a great day and hopefully we will have more attendants at the next competition and at the Wicklow Champs next year.

***Tony Greene***  
Contest Director

## The Move to the Dark Side

As 2.4Ghz radio sets become more plentiful and eliminate the need for frequency checking, I have recently taken the plunge and moved over to this secure form of radio transmission. I use a Graupner MC-24 transmitter which I really like as I have always preferred the European style of transmitter, ie the flat tray type with the ball adjustable aerial such as the Graupner, Multiplex and Robbe/Futaba. However, Graupner had introduced their own version of 2.4Ghz called Graupner IFS and more recently HOTT, but the only people I could see using this system was the German National Aerobatic Team...!! Since the origin of the species in the 2.4ghz world was Spektrum Technology, I had toyed with the idea of buying their equipment but this would have left me without my beloved European style tranny.



*Here is a picture of the conversion kit.*

However, Spektrum came to the rescue as they market an extensive range of Spektrum DSM2 (their latest iteration of their system) modules for retrofitting into other brand transmitters. Lo and behold, they had a 2.4Ghz DSM2 module for the Graupner range of transmitters including the MC-24. It is sold in 2 versions, ie one with a

Spektrum 9 channel receiver and one with a Spektrum 12 channel receiver. As there was only £15 of a difference I decided to go for the 12 Channel unit. While I had read a review of the installation of this module it did give a very positive thumbs up but it also gave me a small dose of the frightners as it involved some tricky soldering.

In the end, I went to Gliders Distribution in the UK who are a major Graupner shop (<http://www.glifters.uk.com/>) and I agreed that they would supply and fit the module for me. In the end they did a lot more as I got all of the following work done:

- Upgrade of the MC-24 ROM module as it was around 8 years out of date
- Installation of Spektrum DSM2 module and supplied with Spektrum 12 channel receiver with which it was tested

- Installation of additional 2 position switch in specific location on transmitter
- Replacement of both plastic sides to support steel neck strap bars which had broken
- Overall service of transmitter and testing of new 2,4Ghz module
- It includes new steel back-plate with SPEKTRUM embossed on it and also has a hole to access the bind button
- Ship back to Ireland.

Total cost was just under €380 but bear in mind the Spektrum module with 12 channel receiver costs around €210. The ROM upgrade was around €110, shipping was €22, switch and sides around €50.00. We finally agreed a price of €380 which I was happy with. At least I have the comfort of knowing it was professionally upgraded.



*Now a good fit in the case.*

It took them about 2 weeks to finalise all the work and I have to say I am well pleased with my new circumcised transmitter !!! It almost feels crisper and sharper when I operate the Spektrum receivers and existing servos. All in all a job well done that has left me totally and utterly in and on the Dark Side !!!

The only niggling issue was when I tried to fit it into the Graupner MC-24 aluminium carry case. The original TX was able to stow the aerial in a socket at the bottom of the TX and therefore fitted perfectly in the case. However, with a small bit of lateral thinking and a few deft cuts of the trusty No 11 blade on the foam insert, the TX now fits perfect at right angles to the original setup.. ! In use, I was concerned that I would not have the correct balance that the very long 35Mhz aerial gave to the TX but in reality the difference is negligible. I have yet to test it with non Spektrum receivers as I have mainly used the 5, 6 and 12 channel Spektrum receivers and all work perfectly. In addition, all my model memories were still there when I got the TX back !!

A good job well done and I am very pleased with the result.

***Bill Thompson***



## Undeserved Reputation - Part 2

When Russell Boardman, the wealthy and famed distance flyer, ordered two new racing designs from the Granville organisation, (designated the R-1 and R-2), two significant events had occurred which impacted on the design team. Bob Hall, their chief engineer, resigned to set up his own aircraft manufacturing company. To lose such a valuable member of the team at this juncture made it appear unlikely that previous successes would be replicated, but history was to repeat itself as “Granny” hired a new engineer, a graduate of New York University called Howard W “Pete” Miller. His joining of the Granville organisation was to create a team which would continue to dominate the air racing scene.



*Jimmy Doolittle and the R-1. The most spectacular team in air racing history.*

Highly experienced, “Pete” Miller had worked with the Huff-Daland Airplane Co. on the design and stress analysis of its LB-5 Bomber, and subsequently with the Fairchild Airplane Corporation gauging performance estimates and flight test observations.

The two new racers which would be built were designated the R-1 and the R-2. The R-1 was to be strictly a pylon racer. It was designed to be fast enough to set a new record in the Shell Speed Dash as well as being capable of winning the Thompson Trophy Race.

The R-2 would have a smaller engine and carry a lot more fuel. It was designed to win the famous Bendix Cross Country Race with its greater range. It was also hoped the R-2 would have the speed to do well in the Thompson also and in other races in which it could compete, (tote prize money was crucial to pay stockholders in the Granville organisation and wages for the employees).

The two aircraft were identical externally except for a slightly different cowl shape. The R-2 cowl was smaller at the forward end, due to the smaller engine installed. The R-1 would be powered by a Pratt and Whitney 1340 Wasp T3D1 engine, which had a horse power rating of 550. This could be up-rated to about 740 hp. The R2 would be powered by the smaller Pratt and Whitney Wasp Jnr. which would develop 530 hp.

The wings, fuselage, tail surfaces, landing gear and bracing wires were identical on each. Both had to be designed, built and test flown before September 1st 1932 for registration and entry to the planned races from September onwards.

Conventional wisdom in racing plane design of the day dictated that the fuselage should be as narrow as possible, but the R-1, as designed by Pete Miller and Granny Granville, had a fat fuselage. Granny reasoned that a teardrop-shaped fuselage would be the best way of streamlining the big radial engine. Pete Miller provided the following explanation of the R-Series aerodynamics:

"Investigation of drag tests on fuselages of varying fineness ratios (length; diameter) showed a minimum drag was attained at a fineness ratio of 3.00 to 3.50. This told us that we could employ a large frontal area at less drag than a smaller frontal area at higher drag. This was ideal for both our R-2 Bendix racer entrant, which needed huge fuel tankage, and the R-1 Thompson Trophy Racer entrant which required considerably less tankage.

The Wasp engine measured 54 inches in diameter over the rocker boxes and the fuselage was expanded to 61 inches at the maximum fuselage diameter to provide a fineness ratio of 3.50."

A mahogany 1/10 scale model was built for wind tunnel tests at New York University. The tests were conducted by Pete and Granny with Alexander Klemin, aeronautical engineering professor, who had been Miller's mentor at NYU.



*Lee Gehlbach and #7 at Burbank after an uneventful flight across the country to start in the Bendix.*

Wind tunnel tests were made on three wing positions; mid-wing, three-quarter position, and low wing. The three-quarter position indicated the lowest drag and was selected. Tests were also made to determine stability coefficients for all three axes, (longitudinal, yaw, and lateral).

On the advice of race pilot Lee Gehlbach, it was decided to go along with marginal stability. Lee, an experienced test pilot and race pilot believed that, for pylon racing, a sensitive control was more desirable than a stiff one and that a pressure, rather than a movement of the control stick, provided a superior "feel" to the pilot.

Tests also conducted in the wind tunnel were; wing-fuselage fillet radius vs. drag, effect of landing gear fairing, and several nose cowl shapes. Three days' work completed the wind tunnel testing at New York University.

Using the tunnel data, and correcting for Reynolds' number, Pete calculated a top speed for the R-1 at 298 MPH, which turned out to be very close to the actual speed of 2962 MPH attained by Jimmy Doolittle in the Shell Speed Dash, electronically and officially recorded for the world's landplane speed record. This amazing accuracy in Pete Miller's calculations in determining a top speed for an untested design was no accident. This was proven repeatedly for all his later designs over a period of several years, Pete calculated the top speed of his designs, and in every case, came within 3 miles per hour of the actual speed attained by the aircraft.

Only the finest materials were used in the construction of the two new aircraft, and the workmanship was incredible.

The structures of the new aircraft were essentially the same that had proved so successful in the previous Gee Bee aircraft designs including the Model Z Super Sportster and the Model Y Series Sportsters.

The R-1's Pratt and Whitney was souped up to 800hp ultimately with no exhaust collector, so the stub stacks were designed to bleed the hot exhaust gasses with the cooling air as it left the cowl.

The new Smith controllable pitch propeller was the first ever used on a racing aircraft and served to provide rapid acceleration on take-off. Incidentally, the fuel caps of both aircraft were located inside the fuselage. No doubt the death of Lowell Bayles in the Model Z still haunted the team.

Air Race officials gave the Racing Numbers 11 & 7 to the R-1 and the R-2 respectively during August 1932.

The R-1 was test flown with Russell Boardman at the controls on the 12<sup>th</sup> August and he, Granny" Granville and the team were elated over the test flights as Boardman had reached 240 mph with plenty of power left. They anticipated reaching 300 mph. Boardman, however, identified the need for increased area for the fin and rudder. This was quickly rectified in the workshop which improved the directional stability, (a necessary prerequisite some of us will remember from free-flight days!).

A few days later, after the modifications were complete, Boardman was injured in a mishap. A stunt which he had perfected in the 350 hp Senior Sportster was to perform a loop immediately after take-off. He had performed this many times in the Senior Sportster but on this occasion he tried it in the 110 hp engined Model E Sportster. The result was a failure to pull out in time and he crashed in the woods across the street from the airport. He was badly hurt in the accident and would not take his place in the R-1 for the upcoming Cleveland Races.

Enter Jimmy Doolittle. Probably best known to us for leading the 1942 B-25 raid on Tokyo from the deck of the aircraft carrier Hornet. At this time in the early 1930's he was a national hero in America, having won the 1925 Schneider Trophy, (seaplanes), and winning of the Bendix Race in 1931. He also successfully accomplished the first blind landing.

Replacing Boardman as pilot, he flew the R-1 to Cleveland to compete in the Thompson Trophy Race. On the 1<sup>st</sup> September he took to the air in No 11, (R-1), for an attempt on the World Speed Record. He averaged 293.19 mph which would have been a new World Record but someone had failed to install a barograph in the aircraft so the record was unofficial. He made another attempt later in the day, but failed. None the less on the 3<sup>rd</sup> September he set a new World Record with an average speed over four passes of 296.287 mph.



*Another view of No. 7*

Meanwhile the R-2, (race No. 7), which had been test flown by Lee Gehlbach, considered by many to be one of the finest race pilots of his generation, arrived in Cleveland to race the R-2. In the qualifying rounds, the R-1 recorded the fastest average speed of 296.287 mph, with the R-2 posting 247.339 mph. Labour Day, 5<sup>th</sup> September arrived and the huge crowds were anticipating the big event of the races, the unlimited Free-For-All, the race for the Thompson Trophy. The crowd was on its feet as the grandstand buzzed with excitement. It was announced that the racers would be flagged away at 10 second intervals, With Bob Hall in his Bulldog going first, followed by Doolittle , Ray Moore in the Keith-Ryder, Jimmy Wedell in his 44, Jim Haizlip in 92, Lee Gehlbach in the GB No 7, Bill Org in the Howard and Roscoe Turner in his Gilmore Red Lion.

The starter raised and dropped the green flag and the 10 mile race was underway. A thrilling race around the pylons developed as the race progressed. (A full account, thrilling though it was, would take many paragraphs, so I'll refer to only some of the highlights).

The R-1 took the lead almost from the start and in the second lap had overtaken Org in the Howard. On the 5<sup>th</sup> lap Doolittle overtook Hall for the second time and by the 8<sup>th</sup> lap had overtaken Gehlbach in the R-2, Haizlip and Turner. Finally, on the last lap, Doolittle lapped Wedell at the last pylon to win the trophy at a speed of 252.688 mph. A record which was to last for four years.

The crowd was hysterical as they cheered the victory of Doolittle and the R-1. He had shown his tail to the entire field and the crowd loved it. When he landed and taxied over to the ecstatic crowd he was surrounded by admirers before he rolled to a stop, the crowd realising that they had witnessed the greatest Thompson Race ever run.

It would be Doolittle's last race. He decided to retire from racing. He had done it all. After the races he flew the R-1 back to Springfield and returned it to its hangar. In interviews given by Doolittle and Gehlbach after the races, they were full of praise for the Gee Bee's, and quotes from Doolittle like "she is the sweetest ship I have ever flown" and from Gehlbach "Number 7 is the most wonderful handling ship I have ever flown" is testimony indeed for two of the greatest racing aircraft ever witnessed.

The Granvilles returned triumphantly to Springfield again as they done from the 1931 races, with everyone looking forward to the 1933 season.

To be concluded.....

Eamonn Keenan

*Sources; Gee Bee, the real story of the Granville Brothers and their marvellous airplanes. - Henry A Haffke.*

*EAA Sports Aviation Magazine.*

*"Gee Bee" by Benjamin & Wolf.*

*Correspondence with Henry A Haffke, friend of the Granville family.*



## 2011 MACI Competition Dates

For the most up-to-date information visit -----[www.maci.ie](http://www.maci.ie)

### Helicopter

August 6 & 7 Heli Nationals      Carron      Noel Campion    087 9670668

### Gliding

June 11th      Glider Fly-In Tountinna, Ballina, Co Tipperary  
contact Gerry Buckley at 086 3497493 or [gerryb2003@eircom.net](mailto:gerryb2003@eircom.net).  
(Please note, if Saturday forecast wet, then event moves to Sunday)  
*Anyone interested in flying both days are most welcome to do so.*

July 8-11      Retroplane    Pierre Pouqueles, Normandie, France  
\*Registration Closed\*      [Fred@gliderireland.net](mailto:Fred@gliderireland.net)

September 17-18 ISR Slope Fly-In    Open to all Gliders    Mt. Leinster, Wexford  
[Fred@gliderireland.net](mailto:Fred@gliderireland.net)

*For more information visit [www.gliderireland.net](http://www.gliderireland.net)*



## **Scale**

### **Please Note**

*All Scale Championships, except the Scale Nationals, will be held on a Saturday. In the event of a large number of competitors or bad weather on the Saturday, then the Sunday will be utilised. Please check with the contact below, or the MACI web-site on the Friday that the competition is going ahead.*

June 25    Leinster Scale Champs Portlaoise Paul Fetherstonhaugh 087 1331736

July 10    Laois Scale Fly-In    Portlaoise    Paul Fetherstonhaugh 087 1331736

July 24    Scale Fly-In    Midland MFC    Declan Henegan    087 2625868

July 17    General Fly-In (All Types)    Curragh    Melvin Inwood 045 433050

September 4    Scale Fly-In    Curragh    Melvin Inwood 045 433050

September 10/11 Scale Nationals + Control-Line  
Paul Fetherstonhaugh 087 1331736

October 9    Scale Fly In    Littleton    Michael McEvoy 087 2435209

## **F3A Aerobatic**

June 18/19    South Leinster Champs    Model County FC  
Brian Carolan    087 6509848

August 13/14    National Aerobatics Champs (Team Trial)    G James    086 8269840

August 20/21    Nats/Other standby date

September 3/4    AAA (Team Trial)    Cork MFC    N Barrett 021 2475971

September 24/25    Leinster Champs    Model County FC  
Brian Carolan 087 6509848

## Control-Line

August 7th Control-Line Nationals Cork MAC Brinny John Molloy  
controlline@maci.ie

## Other

August 27/28	All Models	SMFC Fly In All welcome	<b>Clashafree, Bandon, Co Cork</b> Flying Site Coordinates 51° 44' 23.40" N 8° 41' 40.15" W Contact Jackie Kelleher 021 4506757

*The next MACI Council meeting will take place on July 12th in  
the Killeshin Hotel, Portlaoise, at 8:00pm.*



*Prize Giving at the Heli Challenge Trophy*





*Kieran Mc Evoy took First place in MACI Scale at the East Coast Scale Champs with his PC9*