

Flightlines



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Scale Fly-In Reports
The Feeney Files
Lois Blériot - An Irish
Connection**



August 2012



Two more Photo's from the Wexford Scale Fly-In



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On the Cover: *Hairy landing from the Cork MAC Scale Fly-In*

The next MACI Council meeting will take place on Tuesday September 25th 2012 in the Maldron Hotel, Portlaoise, at 8:00pm.

PLEASE NOTE NEW VENUE, Directions can be found at;

http://www.maldronhotelparlaoise.com/hotel-portlaoise/upload/docs/Portlaoise_car_park.pdf

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

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Editorial

Judging by the reports in this edition, it appears that the bad weather has not stopped a lot of events from taking place. Does this mean that with the weather appearing to get worse each year, that modellers are getting harder? Hats should be doffed to those hardy souls who make the effort to go out and support these events.

Talking of the weather, here's a little reminder of what good flying conditions can be like.



The deadline for the next edition is the 30th of September. Anything you can send me would be much appreciated.

Safe, and sunny, flying,

Chris Clarke

Scale Fly-In

15th April 2012 at Portlaoise.

The kinder weather which arrived in late March endured and held out for the first Scale Fly-In of the season held at Portlaoise on the 15th April 2012. Not entirely, the wind direction swung around to a Northerly path in a fresh breeze that forced many pilots to don winter jackets and grounding some lighter aircraft. It did remain dry and sunny for the best part of the day, fortunately the stiff breeze abated in the late afternoon with some more summer like weather.



The Flightline

Laois MAC who hosted this Scale Fly-In on behalf of the SMAI would like to thank all pilots who travelled down to Laois for the day; it is you who makes an event worthwhile with a good turn out which didn't disappoint. The great number of aircraft which were on display during the day was truly encouraging and a testament to the enthusiasm of scale pilots, proof if any was needed that the organisation and work for this day event was rewarded in spades by the positive action of so many who down to support and participate.

There were many different and very fine aircraft flown and put on display, and it is hard to do justice to all by mention of a few, excepting that a very long article would prove necessary



With a tweak here and a tweak there.....

should this be attempted, and therefore some are mentioned only in the hope that the accompanying photographs will give some measure of reprieve to those not specifically mentioned.



Christen Eagle on Finals

Without doubt, the heart throb of the day was the magnificent Christian Eagle flown by Paul Byrne, a 37% scale aircraft powered by a 3W 212cc twin petrol engine. Also, in the Byrne stable was a very fine Waco 25%scale in striking yellow colour with red trim. The climb rate of the Christian Eagle on

acceleration was a sight to behold, particularly so when a smoke pump left a large vapour trail on it's ascent into a blue sky.

Welcome visitor and master of scale John Short flew his Piper Cub in white livery, while another of our welcome guests Melvyn Inwood flew his reliable and trustworthy Spitfire. It is worthwhile to watch Melvyn putting his Spitfire through its paces and his mastery of the slow roll is truly scale like. Expert flyer Joe O'Sullivan brought down to Laois some different aircraft, a Mitsubishi K184, Fokker D VII and an SBach.



Well known scale enthusiast Dave O'Flaherty, a welcome and regular flyer at Laois flew his red and silver Dart Kitten which retains a true scale speed and presence. Other welcome visitors, included Michael Blake Jnr who put an SBach through some mind bending manoeuvres, Garry Brahan, Graham Dwyer, Eddie Kelly, Michael McEvoy, Steve Quigley, Michael Blake Snr, Joss Carroll and Eamonn Keenan. Graham flew a very fine Tiger moth, powered by a Laser 150 and captured in photograph on a fine low pass

The Scale Fly In was well supported by members of Laois MAC who were on hand to ready the field for what turned out to be another great day in the calendar of scale flying. A big thank you to all who helped, and which was appreciated by the guest of Laois MAC and members alike.

Paul Fetherstonhaugh

Scale Fly-In - 27th May 2012 at Portlaoise.

Hot on the heels of one Scale Fly-In, came another at Laois MAC on the 27th May 2012.



There is the slight risk of Scale Fly-In fatigue in the publication of an article which might be perceived as duplicitous of what was said previously of an earlier event, in this case some six weeks earlier.

With this in mind, it may be sufficient under the circumstances to say the event was a success, good weather prevailed, and some top notch models were presented and flown on the host field at Laois MAC on behalf of the SMAI by both guests and members alike.

The attending pilots and range of scale aircraft displayed and most of which were flown are listed below, and this instead of the usual spiel. There is no order of preference :



1. Kieran McEvoy - PC9 and Decatahalon.
2. Brian Foran - SBach and Yak.
3. Joe O'Sullivan - Stearman.
4. Martin Sweeney - Klemm.
5. Mick Murphy - SE5A and P47.
6. Dermot Gannon - Mustang.
7. Andy Ryan - Cessna 45 and Yak 50.
8. Melvyn Inwood - Stampe.
9. Ger and Ger Fitzgibbon - PC9 and Decathalon.
10. Steve Elster - PC9.
11. Graham Dwyer - Extra and Glasair.
12. Michael Blake Snr - Corsair.
13. Michael Blake Jnr - Yak.
14. David Kelly - Piper Cub.
15. Paul Byrne - Avro Anson.
16. John Byrne - Fly Baby.
17. Kevin Wilson - Piper Pawnee.
18. John O'Loughlin - Cap 21 and Edge.

The accompanying photographs give a snapshot of a day past in time of scale pilots and their aircraft

Again, thank you to visiting scale pilots who travelled to Portlaoise for the day at



Laois MAC, and also to all members of Laois MAC who attended, helped and participated in the running of this event.

Paul Fetherstonhaugh

THE FEENEY FILES

BUSHWHACKER BLOW-OUT

GERARD FEENEY HAS A TRULY ‘SMASHING’ TIME WITH HIS TRADITIONAL MODEL

Ever since I built and flight-tested the Alex Whittaker-designed, Ben Buckle-kitted ‘Bushwhacker’ back in 2009 I have been less than enthusiastic about its performance. Whilst a lovely little flier in calm conditions, being essentially R/C-guided hands-off free-flight, its apparently benign character changed horribly in breezy weather. Rudder response diminished to the point of being next to useless – so much so that, although okay high up, low-level turns in a breeze sometimes came close to uncontrolled pile-ins.

I grew tired of this behaviour, as flat-calm days are rare. More recently, during the temporary inactivity of ‘Calypso,’ I did fly the Bushwhacker more often, but didn’t really enjoy it. I have been told that it’d benefit greatly from ailerons, and no doubt it would. But, no aileron-less model I’ve had in the past was this uncontrollable when it got choppy.



The Bushwhacker, although an ideal introduction to traditional airframe building, is really only suited to calm-weather flying.

EVE RUNS

Even if I never fly generally throughout any given year, I like if possible to take to the sky around Xmas and on New Year’s Day. The back-end of 2011 and beginning of 2012 was no different, but only the Bushwhacker was airworthy at the time, so it was rather grudgingly pressed into service.

I was initially lucky. Having got a particularly nice flying session just before Xmas, I relished its stable, hands-off performance. It was fun steering consecutive low-level circles and close-by low passes in the damp, mild, grey but exceptionally calm weather. Whilst accurate precision aerobatics were beyond its ability, I did manage loops, rudder-induced rolls and very snappy spins (in one direction only). The few flights were indeed satisfying and I looked forward to a possible repeat performance on the first day of 2012.

January 1st 2012 was bright and sunny – but exceedingly breezy. As the day wore on, I felt twitchy and ill at ease and thought I really should try a ‘fright’ or ten despite the gusts, even if the pint-sized model was unsuitable. Despite my previous close-calls when ‘gone with the wind,’ I didn’t feel too unconfident going to the field. But, alas, it was a doomed move, as I would soon find out.



Gerard putting the finishing touches to the model back in 2009.

NEW YEAR'S GRIEVE

The model started fine and within minutes I was facing into the bracing south-westerly with the shrill-sounding O.S. 15FP eager to snatch the 55"-span traditionally-constructed model right out of my hand. Without running, a positive level push propelled ‘BW’ skywards. Then the excitement began!

Before it'd even left the field confines, and whilst still climbing, all hell broke loose! Suddenly, it rolled from side to side, wanting to bank over inverted and dive in. Frenzied corrective rudder inputs momentarily righted it whilst slightly less extreme back stick got it climbing higher. The flight-path remained so chaotic I forget the exact gyrations; suffice to say that it was an effort to remain airborne in a straight-and-level attitude.



The satisfaction of making one's own creation from balsa, ply and Solarfilm is considerable. But, it needs to fly well after all that hard

I managed a drunken looking three-quarter circuit and somehow got back on the ground again via a roller-coaster final leg descent. It hit reasonably hard but nothing was broken. I even

suspected that my dodgy transmitter might have been at fault, given its recent 'bad vibes,' but a range check confirmed otherwise – the control surfaces responded in a non-glitchy manner.

You'd think I'd have given up at that stage and gone home to relax with my Jedward Eurovision Highlights DVD, but no – I had to try again. What happened was eating me: I was annoyed at the way it went crazy up there and had a strong desire to dominate its flight path and gain satisfaction. But, my proposed domination was soon to turn to disaster.

The second start-up and chuck-off were equally rapid – and the wind was still unrelentingly strong and turbulent. A similar 'turn' of events unfolded – the model became essentially uncontrollable in the yawing/rolling/banking response very shortly on the climb-out.

This time it meant business! It remained somewhat lower whilst I battled its tendency to indulge in knife-edge impersonations. Several unsettling banks and yanks later it rolled upside-down, whereupon it half-looped. I don't know if I half-looped it via the elevator or if it did it itself, such was the rapidity of the unfolding, unravelling flight pattern. Before I could react any further, the half-loop bottomed out into the moist, muddy terra firma.

One startling splat and whack later, the wings had broken in half and removed themselves from the fuselage and tail; the nose, engine and broken prop were cocooned in a mud-bath of soggy soil, while the undercarriage was partially ripped asunder.

The damage initially looked disturbing but, in reality, was easily fixed. Such a trivial ‘break-up’ is easily repaired by the dedicated traditional aeromodellist and, once upon a time, I would have lovingly restored it to flying fitness, but not now. I had already planned to retire (bin) the model in early 2012, so this event merely hastened my decision.

BURNING BUSH!

Within the hour at home, the airframe had been partially cleaned and gutted of its propulsional and electronic guidance bits and bobs. Then, a mere shadow of its former self, the structure was cut into many pieces using a variety of brutal slicing and sawing devices with more than a little sadistic satisfaction on my part. There is something immensely cathartic about getting rid of a thorn in one’s side, and I was feeling more light and in control of the situation as the last pieces of mangled mutilated balsa, ply and Solarfilm instantly incinerated in the kitchen Stanley 8 range. Good riddance!

Only one bit of the airframe remained – the extraordinary sturdy nose section, complete with mud-encrusted engine. That lump of wood, metal and muck was left a few days to dry out before the engine was carefully and methodically prised from its clay confines, and then the final airframe fragment was burnt while the engine got a nice petrol bath to remove any residual grit.

So,
that was
that. But,
what
happened?
Good
question.
I’m
assuming it
was purely
a weather-
related
prang, but
am not
100% sure
yet. Never,
at its most
giddy, did
the



Bushwhacker snapped during its last successful flying outing in the dying weeks of 2011. About two weeks later it was gone, and not missed very much!

Bushwhacker exhibit aggressive uncontrollable instability of this magnitude. But I never flew it in such windy weather before, and I should have known better.

The nagging doubt that perhaps the dodgy Multiplex tranny (documented in the June 2012 issue of this newsletter) might have lost range is unresolved as yet. I have not flown the 'Calypso' since but, when I do, I shall carefully watch out for similar gyrations. I think it was not the tranny's fault, as it is now taking the charge okay despite some very low-level sizzling when switched off. I still unplug its battery between flying sessions though and a new radio outfit is on the cards sooner rather than later.



Ouch! An eminently repairable smash-up, but the model's rough-weather flying characteristics denied it further airborne action.

I think it's more likely that the turbulent weather simply overpowered Bushwhacker's puny rudder response – very ironic, as the rudder could roll the model in still air. All will be revealed when I eventually fly Calypso again and if that remains stable as usual, then my 'blow-out' theory will probably be correct.



The engine extracted from the mud-encrusted nose section. This is one type of 'dirty pass' that is best avoided!

If you buy the Bushwhacker kit, consider fitting ailerons with reduced dihedral and see if that improves the turning authority in strong wind. Should anyone ever do this,

I'd be intrigued to hear about it. Contact feenyzone@eircom.net.

Gerard Feeney

Tipperary “Aerobatic Championships 2012”



Flight line at the “Carron Model Flying Club”.

The weekend of the 16th of June was to see the Tipperary aerobatic champs take place again at the “Carron model flying club”, now complete with its weather shelter, what an addition when the weather changes.



Not a drop of rain in sight.

After a pilot briefing and a draw for flight order the competition got underway in ideal conditions, sunshine and a warm westerly breeze.

Tier 1 now all flying electric with the exception of Shane and on this occasion Angus with his back up model flying YS engines the new 175 Cdi being the top unit, hard to beat if you are a petrol head like me.

Most of the electric models are now flying with contra rotating props, and yes they do make a very interesting sound once in the air, a bit like a twin.

The Judging panel for tier 1 is made up of one fixed judge Dave Foley who travels to all the events covering a lot of miles to do so, and two others from tier 2 rotating for each round. This system works well and the pictogram score sheet removing the need for scribes, remember those days. Round 1 was to see Shane take the 1000 over Angus.



Hall Of Fame

With a quick change over in the judges chairs and tier 2 got air borne, what was to be noticed here was the round Robert Telford put in, new to F3A and just a few points off Gordon a good sign that aerobatics is alive and well with new pilots competing at this level, Mike Blake flew masters after round 1 of tier 2 and he too



Front end of Gordon's machine an American Brenner set up running a 22 x 18 up first followed by a 22 x 20 behind this provides a very steady constant speed on the up and down lines.

is to watched, putting in a very steady round. A second round of all tiers was flown with very little changes before a very filling Bar-B- Que cooked up by Mr Dave "Burger" King.

The 3rd rounds were to see changes with Angus to take tier 1 and Robert to take tier 2 not long before this guy is up in tier 1, round 4 was similar to 3 with Robert and Gordon to tie for 1st place.

Tier 1

No	Name.	R1	R2	R3	R4	Total.
1	A. Balfour	969.70	989.52	1000.00	1000.00	2989.52
2	S. Robinson	1000.00	1000.00	954.73	958.59	2958.59
3	N.O'Sullivan	748.92	945.49	925.93	904.76	2776.18
5	R. Keane	909.09	949.69	895.06	884.06	2753.84
6	B. Carolan	889.61	924.53	876.54	884.06	2698.20
7	P. Houlihan	893.94	895.18	855.94	861.28	2650.40
8	J. Murphy	841.99	859.54	835.39	790.89	2536.92

Tier2

No .	Name.	R1	R2	R3	R4	Total.
1	G. James	1000.00	1000.00	981.69	1000.00	3000.00
2	R. Telford	997.36	976.85	1000.00	1000.00	2997.36
3	L. Cowpar	939.31	863.43	835.24	816.18	2637.98
5	D. King	883.91	870.37	743.71	803.92	2558.20
6	N Barrett	891.82	27.78	732.27	000.00	1651.87

Masters

No .	Name.	R1	R2	R3	R4	Total.
1	Ml. Blake	1000.00	1000.00	1000.00	1000.00	3000.00

Leslie Cowpar

Cork MAC Scale Fly-In

June 9th 2012

Well, there's no doubt about it now. God is a scale modeller. It had rained in Cork....and how it rained.... for weeks. And if it wasn't raining the wind howled.

Nevertheless
Cork Model Aero
Club's RC Scale
Secretary, David Reid,
went ahead with his
plans for the annual
Scale Fly In to be held
on Saturday June 9th.
He was cheerfully
optimistic that all
would be well. Food
was organised, grass
cutting was planned,
clubhouse was cleared;
all the thousand and
one jobs that are needed to run a successful event.



Federico Gilli's Italian warbird takes to the sky

And still it rained.



Tucano on a "dirty pass"



Fred Gilroy and Macchi



Scale Sec. David Reid and his Spitfire

Little did we know! There was obviously a direct line to the Man Above. Saturday morning dawned bright and clear with a gentle breeze blowing from the east. (Not the best for the flight line..but even that would change by lunchtime.)

Shane Robinson, David Reid and yours truly arrived early to put the final touches to the field. A final cut was given to the two runways, and, equally importantly, the food station was set up. Head chef and all round fixer Shaun Hourigan (he's also club secretary), along with son Jamie, arrived with the barbecue and they were soon beaver away to prepare the feast for the masses.

We were hoping for a good turnout. Club chairman Richard O'Brien had taken care of the PR, word was sent far and wide. By the time the thirty fifth car arrived in the gate we knew we were on to a winner. Over fifty people turned up, with nearly as many models.



Spitfire on low pass

David Reid was in charge for the day and a pilots' briefing was held at eleven before flying commenced. The one no-fly zone was pointed out, pits procedures and ready boxes were explained and the peg board procedures clearly outlined as quite a number of modellers still fly on the 35M band.



Mew Gull takes to the sky

There was a huge variety of models on display. Among the largest were Mike Durcan's Cap, Simon English's well known FW 190, and Jackie Kelleher's immaculate Cub. Jim Howard and David Reid flew two spitfires in precise and realistic style, Federico Gilli flew his Mew Gull and yours truly had a Tucano on display. Fred Gilroy flew his Sebart Macchi MC 72 in great style.



Jim Howard's DB Spitfire



Simon English and his FW 190

The helicopter brigade also treated us to fine displays. They were led off by Jamie Hourigan, the latest member to achieve his heli A cert. This area is one of the great successes of the Cork club in recent times, guided by expert guru Noel Campion.

Tea, coffee and biscuits were available all day, along with copious amounts of fizzy drinks for the young (and not so young). The barbecue was fired up and soon the pleasant aroma of cooking burgers wafted across the field. Shaun fed the multitudes....there was a touch of the loaves and fishes about the barbecue as it was amazing just how many burgers he had packed into the cool boxes. There was more than enough food and all expressed themselves well satisfied. At the end of a successful day's flying David Reid thanked all those who had made the day such a success and we all look forward to the 2013 scale day. Thanks also are due to expert photographer and club member Joe Madden for all the photos.

Eoin O Callaghan
IRL 2857

Louis Blériot - An Irish Connection

Corbett Wilson, an intrepid early aviator, flew his Blériot Monoplane from Wales to Enniscorthy, Co. Wexford during April 1912. The event was commemorated during April 2012 at Enniscorthy where members of MACI participated flying a variety of models including a model of a Blériot monoplane.

The famous French aviator and designer, Louis Blériot, is chiefly remembered for his epic flight across the English Channel on the morning of 25th July 1909.

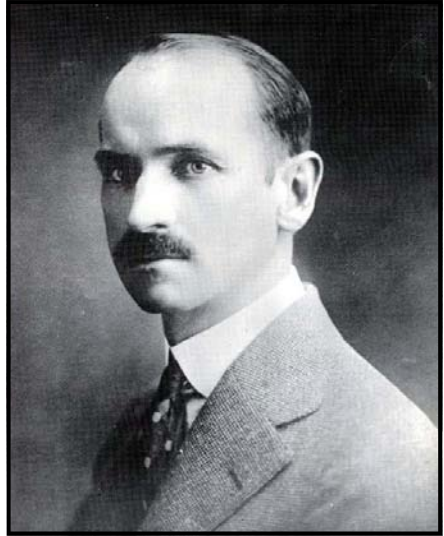
After the Wright Brothers made the first powered flight in America on 17th December 1903, aviation in France was enthusiastically embraced by a large number of brave, (and usually wealthy), pioneers. Names such as Blériot, Voisin, Latham (who vied unsuccessfully with Blériot to be the first to cross the Channel), Alberto Santos-Dumont and Henri Farman come readily to mind.

During the last week of August 1909, just one month after Blériot flew the Channel, the world's leading aviators gathered at Reims, an old cathedral city to the East of Paris, France.



A Blériot Monoplane at the Reims event

No one who attended this event would ever forget it. 500,000 spectators paid to see the great event and hundreds of thousands more watched from the surrounding hills. Dignitaries from a score of countries, including the Roosevelts from America. David Lloyd George and the future king of Belgium were glimpsed among the crowds. High ranking military observers came to see what flying machines could actually do. The Japanese sent engineers to observe how planes flew.



Glenn H Curtis

All the entrants at this, the worlds first International Flying Meeting, except the Englishman George Cockburn and the American Glenn Curtis, were French. This fact reflected the leading road that the French had assumed in Aviation.

Excitement built as the days of flying unfolded. Record after record was broken. Henri Farman set a new world record for distance, flying 112 miles, completing eleven circuits of the course before running out of fuel. Glen Curtis defeated Louis Blériot and won the Gordon Bennett prize in a thrilling race to see who could cover 20 kilometres in the fastest time. Accelerating and then leaning into the turns, like the motorcycling champion he was, Curtis bettered Bleriot's time by 5.6 seconds and became the fastest man in the air, as he already was on the ground.

Latham won the altitude prize for ascending to over 500 feet. No one had come close to flying so high before.

The biggest winner of all though was the cause of aviation. No longer was it possible to doubt that the aeroplane had come to stay. In one week, 22 aviators had taken to the skies over a hundred times in aeroplanes of ten different types. Altogether they had flown 2,500 kilometres, the distance from Paris to Moscow.

Every record set by the first great pioneers, the Wright Brothers, during the past year had been broken.

A few days later, after the great Reims spectacle, yet another of many such events took place at Brescie, a small Italian city East of Milan. Blériot was there as well as Curtis. No wonder then that the Blériot aeroplanes were in great demand by pilots who participated in cross country races staged between European cities. By 1911, city to city races were organised on a grand scale, e.g. Paris to Madrid. A Blériot machine was the preferred of Jules Vedrines, a French aviator, who won the race, and in a similar machine, Jean Conneau won the Paris to Rome race and subsequently triumphed in the gruelling Circuit of Europe and of Britain. Little wonder then that the Blériot monoplane was favoured by Corbett -Wilson for his flight to Ireland.

Interest in aviation was enthusiastically embraced around the world, and Ireland was no exception with Professor George Fitzgerald taking delivery of an Otto Lilienthal glider at the end of the 19th century. Lilienthal, a German pioneer, was acknowledged as the foremost exponent of flying gliders to his own design, and in which he made numerous flights before being killed on a test flight in 1896.

Harry Fergusson in N. Ireland designed and flew his own aeroplanes in 1910, shortly followed by the intrepid female aviatrix Lilian Bland, also from N. Ireland, who became the first woman to fly in Ireland (and vies with the French aviatrix, Madame La Barronne de Laroche), to be the first woman to pilot an aeroplane single handed in the world. Miss Bland was instrumental in the design and construction of her aeroplane called the "Mayfly".



Lilian Bland

Edgar Henry Harper, (1881 - 1916)

Until recently I was unaware that a pivotal pioneer of aerodynamics, i.e. the science of lateral and longitudinal control in aircraft, was a native of my own home town of Dungannon, Co. Tyrone.

Almost completely forgotten , he none the less deserves to be better remembered for his pioneering work in the field of aeronautics.

At the great air-show at Blackpool, England, in 1909, staged shortly after the Rheims show, Harper, a brilliant mathematician, accompanied George Bryan, Professor of mathematics at Bangor, (Wales), University and working as his assistant in the maths dept, were taking a more than usual interest in the flying capabilities of some of the aircraft present.

Investigations into the uncontrolled motion in gliders, (coinciding with the proliferation of gliding activity with the Lilienthal type glider), and the subsequent and often fatal crashes, saw the publication by Bryan in 1903, of a highly technical book on the subject. By 1908, Harper had secured a position as Bryan's assistant and together they formulated the theories of the vastly more complicated motion in a sideways direction which included terms we are now familiar with; sideslip, roll and yaw, in a publication in 1911.

Louis Blériot, impressed with Bryan's work, invited him in 1907, to visit his factory outside Paris as he was keen to know about the produced stability of the aeroplane he was building.

No doubt then that Bryan and Harper were indeed keen to see how the Blériot machines performed at the Blackpool event.

By late 1911, Bryan and Harper had finished their work and the results published in a book entitled 'Stability in Aviation', with Harper publishing some maths before a short account of the principles involved for the general reader titled 'Arial Locomotion'. By 1913, the Royal Aircraft Factory of Farnborough, England had designed an aircraft designated the RE.1, based on Bryan's and Harper's stability calculations. This led to the aircraft known as the B.E.2 (C), the most widely known reconnaissance aircraft of the Royal Flying Corps of WW1.

In the same year, Harper was appointed Professor of Mathematics at University College, Cork. He resigned his position in 1916, joined an English regiment, the Staffordshires, and was killed at the Battle of the Somme during 1916



RAF BE2c

Clearly, Blériot's aeroplanes represented the cutting edge of technology of the era. Success with his aeroplanes allowed the legendary, (soon to be flying ace in the first world war), Roland Garros and his fellow pilot Beaumont to place in the Circuit of Europe. In the same year, Garros in a Blériot set an altitude record of 12,825 feet. In a couple of short years, he had bettered the 500 feet set by Latham at the great meeting in Rheims in 1909.

The ever increasing acceleration of interest in aviation from the period in France can perhaps be gauged by the commercial production of aircraft. It started with the Voisin Brothers in 1906 and by 1908 other factories were opened by the Antoinette Company, by Henri Farman and in 1909 Blériot and Louis Breguet. Most of these were still producing in the 1930's.

Construction standards varied at first, but the work was carried out scientifically from the start by a certain number of aircraft manufacturers i.e. static and load testing, and the theories of Bryan and Harper and by Blériot. The growth of aeroplane production can be gauged from French statistics of 1911, 1,350 were built, in 1912 1,425 and in 1913 1,428. Blériot itself produced, and sold, more than 500 aircraft.

Eamonn Keenan

Scale Fly-In - 10th June 2012 at the Model County Flying Club, Enniscorthy, County Wexford.

The strength of a Club, whether aircraft, model aircraft or other sport, is frequently calibrated and measured by the warmth of it's welcome. The Model County Club will certainly score a ten out of ten in any good guide book on this achievement.

The welcome is where the heart is, a good old gut feeling that glows on your way home. Your dedication to your chosen sport has been well worthwhile,



One wheel on my wagon....

set in picture perfect scenery. It can sometimes get better than this, but very infrequently.

The presented aircraft on view ranged from the ever popular PC9 by Seagull to a Sopwith Pup, the engine cubic capacity sets the differential, 6cc to 90cc, one a custom glow the other a Husqvarna chainsaw two stroke engine.

Also on offer was a Flair Cub in white livery, which suffered the ill timed fate of a wheel coming off its axle on take off. The Cub was flown on several circuits and ultimately landed on one wheel in a precise manner by Brendan Morris, who was conscious of onlookers watching and wondering with camera at the ready for a potential cartwheel.

in the knowledge that your colleagues are as equally enthused about their subject as you are. They say it with a thank you, and an invitation to enjoy your flight. All this on a pleasant summer day



Petrol engines, glow and electric motors were almost equally divided as power plant of choice, with a slightly higher preference for petrol. An Ultimate powered by a desert aircraft 150cc twin petrol engine was expertly flown by Andy Ryan, as was a Spitfire flown by Melvyn Inwood, who executed several scale like manoeuvres to include a low pass inverted. Andy also flew a scale Bleriot which regrettably was later grounded a glow ignition problem.





Robert Regan put a sleek Yak 54 through its paces, this aircraft powered by a DLE 30cc petrol engine, which engine had some teething problems with a warbling acceleration, later resolved by a fine adjustment of the carburettor settings.

There were many other scale aircraft presented, displayed and flown, and some of which are captured in the photographs which accompany this article

The ten out of ten welcome on arrival, was later matched by an excellent master chef barbeque, prepared by the well known host and F3A competitor Brian Carolan. It was finger licking good, with first class chicken pieces, burgers, lamb chops, baked potatoes, beverages and topped off with strawberries and freshly whipped cream.

The Clubhouse is spacious and comfortable with all facilities laid on, car parking, safety nets, top class runways and distance markers. Another first in terms of comfort was a garden shed ingeniously converted for use as a loo, cleverly positioned with flush toilet, sink, soap and paper towels. The way to go, and thanks to the Model County Club for a model day and reminder of what is good about scale and Club hospitality.

Paul Fetherstonhaugh



***A reminder that proposals for any changes to the
MACI Constitution for discussion at the 2012
AGM, must be submitted in writing by the
proposer and seconder to the FlightLines Editor
before the first day in October.***



Hints and Tips

Do you have a fuel soaked model and you are having trouble removing it? The following tip should help.

First, a paste needs to be made up from methylated spirit and talcum powder. The consistency needs to be such that it can be spread on to the area which is affected.



Once spread on, it should be left over night to do it's thing.

If all goes well it should have drawn most, if not all, of the contamination from the model and can be removed. In some circumstances where there is still some residue, further applications may be required.



2012 Contest Calendar



For Up-To-Date details visit
www.maci.ie

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 visit the MACI web-site, on the Friday that the competition is going ahead.

2nd September

Scale Fly-In
Contact Melvin Inwood 045 433050

Newbridge

16 September

Scale Fly In
Declan Henegan 087 2625868 declan.h@unison.ie

Midland MFC

F3A

15 th /16 th September	AAA & Team Trials	Cork MFC <i>Noel Barrett 021 2475971 nbarrett@indigo.ie</i>
22 nd /23 rd September	Backup for Team Trials	<i>Noel Barrett 021 2475971 nbarrett@indigo.ie</i>
6 th /7 th October	Back up date for first event cancelled.	<i>Angus Balfour 086 0407648 aerobatics@maci.ie</i>

Helicopter

1 st /2 nd September	Heli Nationals	Carron Tipperary <i>Noel Campion 087 9670668 helicopter@maci.ie</i>
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***The next MACI Council meeting will take place on Tuesday September 25th 2012 in the Maldron Hotel, Portlaoise, at 8:00pm.
PLEASE NOTE NEW VENUE, Directions can be found at;
http://www.maldronhotelportlaoise.com/hotel-portlaoise/upload/docs/Portlaoise_car_park.pdf***



Two more photo's from the Cork MFC Scale Fly-In





From the April Scale Fly-In at Portlaoise