

The MACI Magazine for Model Flyers in Ireland



# FlightLines

ISSUE 1 JUNE 2017

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MACON PSS EVENT REPORT

MPX GREEN PLUG MOLD. HANDY!

CONVERT YOUR RADIO TO 2.4GHZ

plus

JET TALK WITH GEOFF GRICE





Photos of Eddie Kenny flying his Eflite P-47 Razorback in the Phoenix Park (LMAC). Very nice little 1.2m model, working retracts, flaps, and excellent scale detail – flies a treat on a 3s Lipo. -Photos: Geoff Grice-



# FROM THE EDITOR

I hope 2017 bring us good weather, lots of fun on the flying fields across the country, and most importantly, as many take offs than landings! But first things first! I would like to thanks Chris Clark who did the job as FlightLines editor for the past 16 years (16 years!!). This is dedication to the hobby! I hope you like this "new" format of your magazine, and would like to take the opportunity to remind you all, that FlightLines is not the editor's magazine, or the MACI magazine, this is before everything else, YOUR magazine! Please, do not hesitate to send me ANY material, even the ones you feel not "worthy" of publication. Everything is, and everything will find a space (don't make me beg for articles people!), and to be honest, if you want to stop whining about the poor FlightLines content (I don't see any other words!), send your content, and we should be grateful for the modelers out there who contribute.



Oh, and as promised during our AGM, here is a half naked girl with a plane. Wants to see more?

naked girl  
Send articles!

I would also like to apologise for the late issue of our favorite magazine, (also for some of the content that might seem outdated!) due to the re-think of the entire printing and shipping process! Normal scheduling should resume as you are reading these lines.

As usual, any articles, comments etc etc should be sent to the usual FL editor's email address - FlightLineEditor@maci.ie -Ed.

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**On the cover: Fouga Magister PSS in Irish colors launched for the Macon PSS Competition**



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

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# MACI NEWS

THE LATEST FROM OUR LEADERS

## TELLUS AERIAL SURVEY

Tellus survey are carried out by the Geological Survey Ireland is due to collect airborne data in County Mayo and County Donegal from early March 2017.

An aircraft will fly at a low level of 60m over rural areas collecting geological information and rise to 240m over urban areas. The sound of the plane is similar to that of a passing lorry.

Ground sampling activity will also be taking place with sampling teams collecting soil and stream samples across counties Galway, Roscommon and parts of the Midlands from May 2017.

For any concerns, please the Tellus Information Line on 1800 303 516. Phone number and

Eircode will be collected and the Tellus team will keep people updated with flight times, dates and information.

Check the Tellus website (<http://www.tellus.ie/>) for further information on this year's survey activity.



Council amends A/B Cert achievement scheme, Large Model regulations and Safety Code

A/B Cert scheme amended and now includes a Glider section.

Safety Code also amended and combined with the A/B cert rules.

Large Model Registration rules have also been amended.



Model Aeronautics Council of Ireland



By the time you are reading your new edition of FlightLines, the MACI website should have undergone a revamp! Make sure you visit it (<http://www.maci.ie>) and do not hesitate to give any feedbacks (bad or good!) you may have to our webmaster, Liam Broderick, using the contact form on the website, or directly by email at [webmaster@maci.ie](mailto:webmaster@maci.ie).

# Flitetronix Falcon 2 flight controller.



By Helicam Ireland - Photos courtesy of BuffaloJustin RC.

**M**artin Lindupp, aka "TriPilot", has been developing a series of flight controllers, drawing inspiration from the venerable and much-loved KK board. It is worth noting it is not a KK firmware - this is a total redesign of hardware. Recently, his company Flitetronix, has offered the two resulting controllers from this project; the Falcon 1 and Falcon 2.

The Falcon 2 is a 32 bit, 45x45mm single board flight controller that incorporates the traditional rate and auto-level modes of the KK, but also has altitude hold (thanks to onboard barometer), as well as GPS enabled modes such as Loiter and RTL. While the Falcon 2 does include an onboard compass, an external GPS unit is required for these modes. Falcon 2 also supports the use of an external compass. The most distinctive and unique aspect of Falcon 2 is that it allows complete field programmability via its four-button interface and OLED screen; no laptop required.



Inside the packaging was the board, a piezo buzzer, a pair of zip ties, and a small piece of foam to shield the barometer. A document with the board layout diagram was also included.



The menu interface and layout will be instantly recognisable to anyone with KK experience. The Falcon 2 displays sensor data pertinent to advanced flight modes.

Im currently building a 550 size Hexacopter, using the DJI E305 tuned Propulsion Kit, and the Falcon 2. For GPS I'm using the Radiolink M8N GPS Module UBX-M8030. Flitetronix has done a super job with the Falcon 2's user manual. Although only the board layout is delivered in printed form, an extremely comprehensive downloadable manual is available on their website <https://flitetronix.com>



## Links:

Falcon 2 Flight Controller and a brief, interesting history of Flitetronix, the Raven, and Falcon flight controllers:

<https://flitetronix.com/products/>



# MACON PSS 2016



## THE IRISH INVASION!

FRED MARIE

**T**he MACON PSS International is certainly one of the oldest meeting in France, and maybe in Europe (running since 1972!) and is held in the South East of France, in the Beaujolais region of Macon. The event takes place over 3 days (3 competitions, Scale, PSS, Thermal Duration) but most of the flyers stays for a week. Plenty of wine to enjoy!

This year, we teamed up with a bunch of flyers from France, and I designed a 1/10 Lancaster (3m WS) for the PSS event. The Lanc was built in less than 3 months, and was literally finished the night before we headed down south! I also entered the PSS competition with the IslandModels Fouga Magister (2m WS in French colors), and the Scale event with my trusted 1/4 Scale Ka1 (2.5m WS). The NormandIreland team as we were called, entered no less than 6 machines on all categories! The first unofficial flying day was fantastic, and allowed us to do a bit of training, see the other contestants, and most importantly for us, do the first flight of the Lancaster! Temperatures were high, but the wind was just enough for light machines, so launching a 10Kgs PSS Bomber was not really the order of the day.. But they don't know us! After careful considerations, I gave the thumbs up for the first launch. All pilots landed to leave the sky to us, and the off we went! And it flew! What a fantastic sight, and a big relief for me as all my calculations were correct!

First competition day was for scale, were I placed 3rd place (the rest of the team took 5th, 6th and 8th) of about 40 competitors.

The second competition day was for PSS, and the weather was still very warm, but with practically no wind, we had no chance to fly our models! But again, they don't know us! After my static judging, I launched my Fouga Magister as the Judges were waiting at the slope... Only to end up in a tree... And that was the last flight of the day for all!



The "NormandIreland" team as called by the local French magazine editor. A team who had fun before anything else! L to R: Ronan, Fred, Andre, Erwan, Benoit with prizes from the Scale event where I took 3rd place.



The 1/10 scale Lancaster (3m WS), finished the day before the event, seen here during the final touches, and right, on the first flight. Finished first of the PSS event, and got the PSSA Trophy of France! Results!



No damages, just pride (well, I tried!) but a good laugh! Of course, it was out of question to launch the Lancaster, so it only did static judging. The Lancaster finished first in PSS and Ronan took the PSSA Trophee de France along with it! Not bad for a first! In individual, I finished 5th with my Fouga (10 points from Ronan and the Lancaster) so not bad at all for a first PSS competition, especially with all the fantastic machines on display!



So, all in all, great results, a great competition and what a place to fly in! I would like to take the opportunity to thanks the MJC Heritan (organisers) for making us felt at home, and all the vigneronns for the great wine and food testing during the week!

We will be back next year, with a bigger project, but that is another story!







# SILENT FLIGHT NEWS

## WE GOT CERTS!

### GLIDER SECRETARY

**Y**ou certainly are aware already, we now have A&B certificates for Gliders! (Slope and flat fields). I would encourage everybody to check the amended appendix L on the MACI website ([www.maci.ie](http://www.maci.ie)) and get familiar with the routine schedule and the questions. Should be a walk in the park, as you perform these manoeuvres all the time. They just need to be done in a set order this time, with people watching your every moves. No pressure!

Note that if you already have a fixed wing A cert, you don't technically have to pass the A cert for gliders, but I would encourage you to do it anyway especially if you fly gliders over 4Kgs. Take it as a refresher, and if nothing else, we might get a good laugh out of the exercise! I believe the gliding dates are all set for a while now, and we will have A&B cert sessions on our next meetings with examiners on site (organized by the Island Slope Rebels), the first week end being the 11 - 12th of March, and second one on the 8-9th April, in Mount Leinster for both. You will be able to pass the exam, but also practice with the examiners on site, and of course, ask as many questions you may have!

More exam dates can be added of course, just let me know ([glider@maci.ie](mailto:glider@maci.ie)).

### Slope Registration

Unless you lived in a cave for the past year, you are certainly aware of a few changes regarding regulation of RC flying models. Your slope needs to be registered with a club for your insurance to work. This is your club responsibility to register these sites with the MACI. Make sure you get familiar with the latest IAA news on the MACI website ([www.maci.ie](http://www.maci.ie)).





## Aero towing

Well, this was on my mind for a few years now, and it's time to get moving on this "project". Since I got the Glider secretary job, I always wanted to promote one part of our little hobby that is way under represented (if not at all!). Aero towing.

The grace and majesty of a sailplane launched by aerotow-plus the unparalleled opportunity for cooperation and interaction between pilots of sailplanes and powered planes make it for a great club activity.

Towplanes come in many shapes and sizes, but high power, large size and high stability are good attributes, but not a must! Even a trainer can tow, it all depend of what is to be towed of course!

Anyway, to keep the ball rolling, and maybe get a few people interested in this sport, I decided to invite a few pilots from the European towing circuit on the continent to organise some "show and tell" sessions, and guess what.. They said yes!



They came on the week of the **3rd to 7th of April**, and I would like to take the opportunity to thanks **Brian Carolan** (again! Always great support to the gliding community!) from the Model County Aero Club for allowing us to use his flying field for the sessions. So stay tuned for more! The event was opened to **ALL MACI members and was a great opportunity to see tow planes action**, along a "show and tell" from some of the best Tow Pilots in the European circuit, and was a unique opportunity for the Irish flyers to ask questions and give aero towing a shot! How's that to get the ball rolling! Of course, as usual, if you have any questions, or even want to give aero towing a shot, do not hesitate to contact me at the usual address ([glider@maci.ie](mailto:glider@maci.ie)).

### Visitors

We are lucky to get lots of visitors from all over the World to fly at our slopes. Make sure they get a IAA visitor number! I have

a pool of 5 numbers, and this can be increased of course (ie for events etc). It is free, and numbers are disposable. This is a mandatory requirement from the IAA. As usual, contact me for more details, or of course, visit the MACI website!

### 2017

Hopefully this new season will be as successful as the others. Lots of glide-in already planned, and I believe a few "group builds" are in the work also. Plenty of activity on all slopes across the country, and again, a sign that Gliding, and Slope Soaring in general is alive and well! See you at the slope, field or pub near you! And before anything else, have fun!

**Frederic Marie - Glider Secretary.**

**It will be a "show and tell" from some of the best Tow Pilots in the European circuit, and will be a unique opportunity for the Irish flyers to ask questions and give aero towing a shot!**

# MULTIPLY GREEN PLUGS MOLD



KEEP IT SIMPLE... BUT FANCY!

**O**k, the idea is not new, as I saw it a good 10 years ago on Planet-Soaring, using a box made of balsa or Depron, but it is good to get an upgrade! I bought the mold during the Christmas sales where price dropped about 5 euros (RRP is 29.90€) on a website in Germany. Along the MPX green plug mold, you will find a range of mold for various common types of plugs, like the XT60, DBs and so on!

A few days later, I received a small envelop with my mold in it!

The parts are nicely machined in aluminium and as you can see, contain a 2 parts molds (top and bottom) and 4 screws (holes are tapered for the screws). Simple piece of "kit"!

I got the "latest" with a slight improvement in the mold with the addition of 6 holes that the MPX plugs. I believe this can be used to hold the plugs when you solder the wires. Nice add I have to say. The green plugs fits very nicely! Just be careful, there is a up and down! A "groove" is machined as you can see on the photo above.

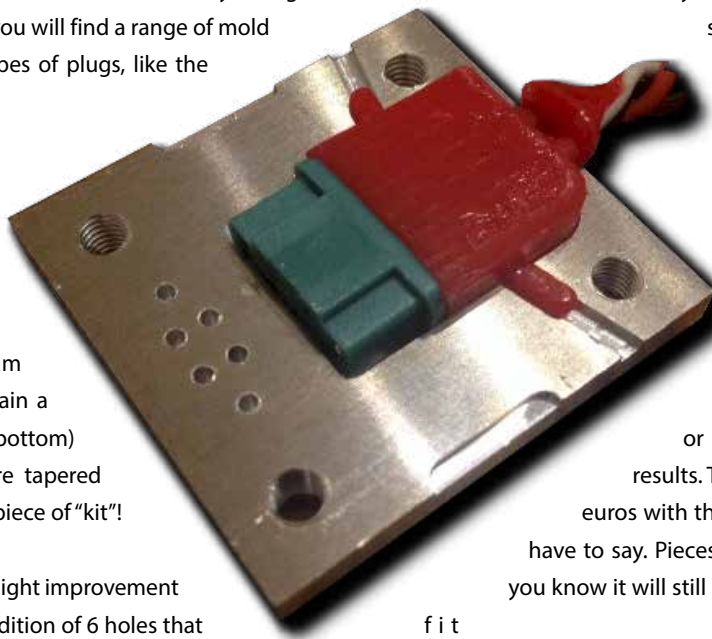
Now, nothing special really, the way to do it speaks by itself! (see the photos, you'll get the idea straight away).

Get your servo wires ready (I use the "old" trick to use female servo connections. They fits nicely on the MPX plugs, a bit of solder and shrink tube complete the job.(this was omitted for this test, as I wanted to see if the glue went everywhere after cutting a plug). I tried a destructive test, and pulled the wires very hard, pulling the hot glue etc. I could not dislodge anything!

So now, is it a great tool? Yes. Is it a nice addition to any modeler's tool kit? Yes. Is it indispensable? Not really I have to say.

The "old" method of doing it with a small balsa, or depron box will achieve pretty much the same results. The only draw back for me, is the price (total of 32 euros with the sale price + shipping), but the quality is there I have to say. Pieces are very nicely done, everything fits nicely, and you know it will still be there if you need it in the next 200 years!

Choice is yours! Go fancy, or rugged. They also have a vast choice of molds that covers the most popular types and I am kind of tempted by another set... But we'll see that at the next sale!

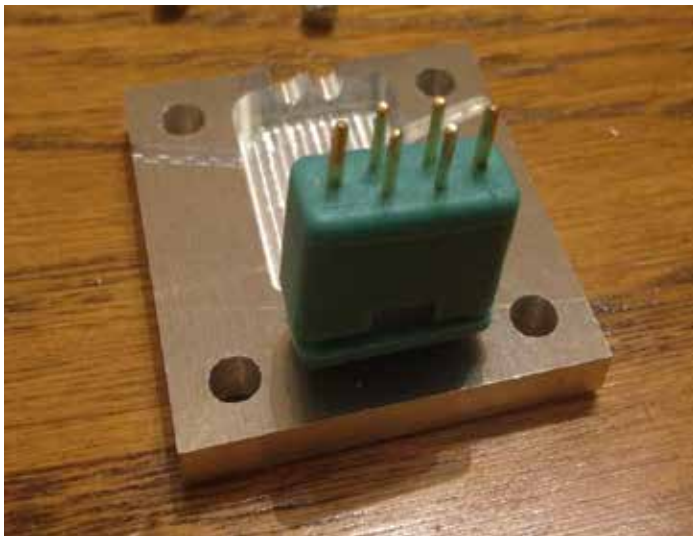


THIS IS WHAT YOU GET IN THE POST.

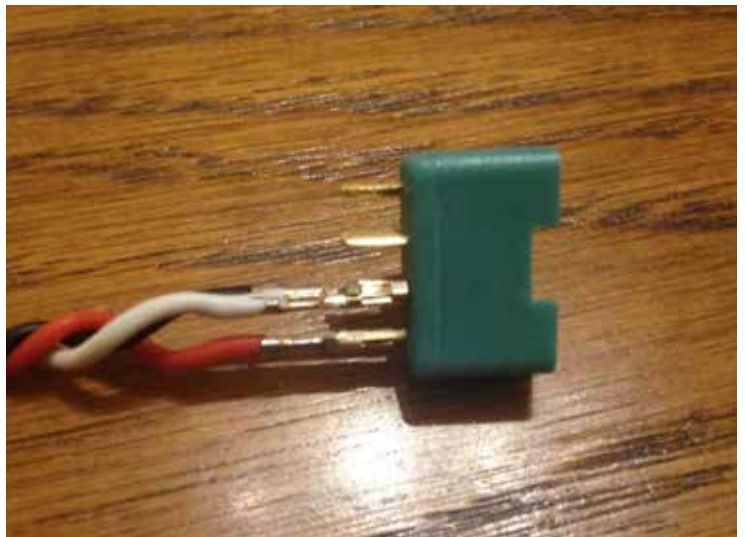


THE MOLDS HALVES. SHINY ALUMINIUM! MACHINING IS EXCELLENT

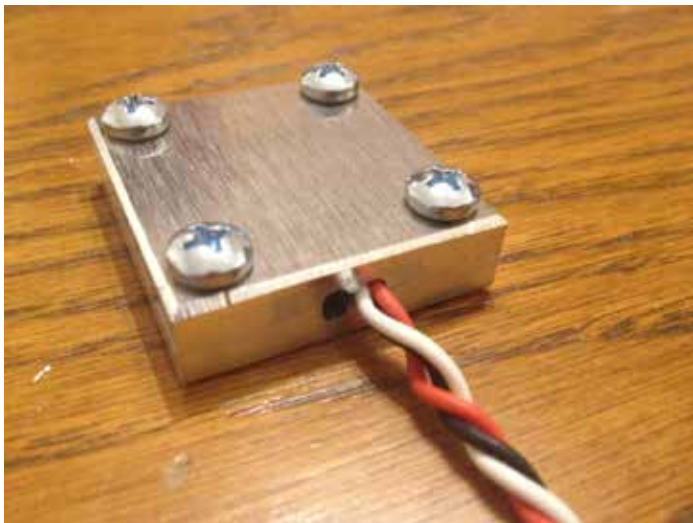




THE 6 DRILLED HOLES ARE, I BELIEVE, TO HOLD THE PLUG WHILE YOU SOLDER THE WIRES. NICE TOUCH!



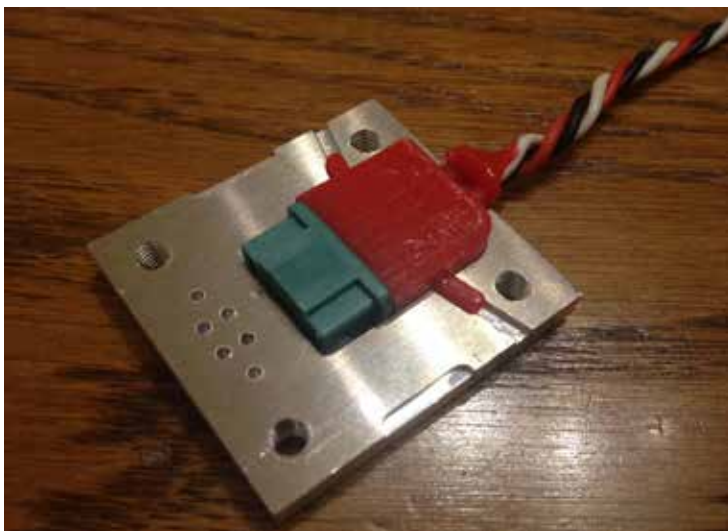
I USE FEMALE SERVO CONNECTIONS, SOLDERED TO THE PINS. A GOOD OLD TRICK!



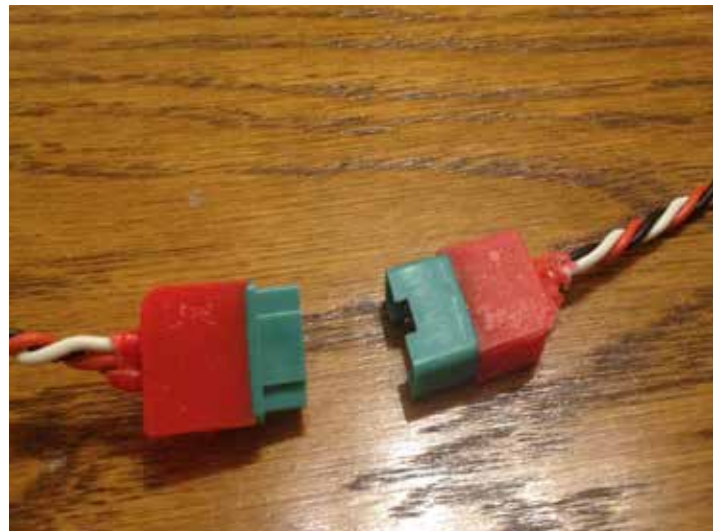
THE MOLD IS CLOSED WITH THE 4 SCREWS SUPPLIED. POURS IN THE HOT GLUE VIA THE HOLE ON THE OTHER SIDE.



MAKE SURE THE GLUE POURS OUT, AND LET IT COOL DOWN FOR A FEW MINUTES.



ONCE COOLED DOWN, OPEN THE MOLD USING A FLAT SCREWDRIVER (YOU HAVE NOTCHES ON EACH SIDES) AND CLEAN UP THE FLASHES.



REPEAT FOR THE OTHER SIDE OF THE PLUG, ET VOILA! PROFESSIONAL LOOKING PLUGS !

## Useful Links:

[www.plugmolds.com](http://www.plugmolds.com)

[www.gliderireland.net](http://www.gliderireland.net) (techniques section)



# MODEL AERONAUTICS





# TICS COUNCIL OF IRELAND



Eddie Kenny Eflight P-47 Razorback in the Phoenix Park (LMAC) - Photo: Geoff Grice  
FlightLines - March 2017



# 2.4GHZ RADIO CONVERSION

HOW I BIT THE 2.4GHZ BULLET

WILLIAM BOWLES - IRL1895

I have been a confirmed 35 MHz user since I started flying many years ago and always looked on 2.4 GHz as just the manufacturers' way of getting RC Fliers to part with their money for some shiny new kit.

My experience with 35 MHz over the years has always been good. Recently however, when both a club mate and I suffered a few unexplained and unprecedented out of control moments when flying, I seriously began to think that maybe it was time for a change. I often have out of control flying moments by the way but they can be explained by interference of the human kind!

I finally started to think seriously about moving to 2.4 but I was reluctant to give up my beloved Futaba Tx. "You can easily convert it, you just plug in a 2.4 module" someone said. Standard wisdom unfortunately was that I couldn't as my Tx, the T7CP, was built before the idea of modules. After a while spent searching on the web, I discovered something called the "FrSky DHT Module" which promised to solve all of my problems and I ordered one straight away.



//  
*You can easily convert it, you just plug in a 2.4 module" someone said.*

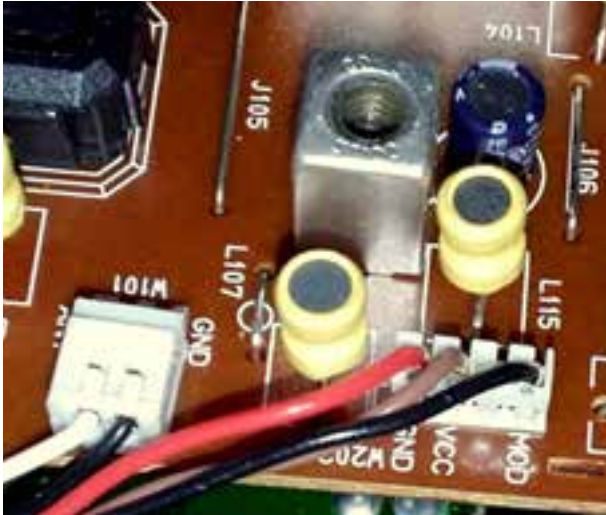


As you can see it's simply a module with the Aerial, Bind Button, a three way switch and connections for signal and power attached. The three way switch allows switching between Telemetry and Non-Telemetry receivers and updating of the firmware. The next step was to remove the cover from my Tx and see what's inside.

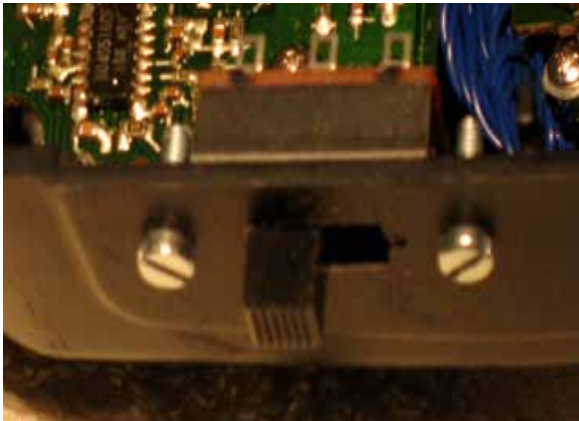
The 35MHz board is in the centre of the case with the crystal socket at the top. This is where the work is centred, in particular on the three wires on the right of the panel. For some reason known only to themselves Futaba ignore what has become the norm generally for colour coding and so the Red wire is the Ground, the Brown is Positive and the Black is the PPM signal.



< To install the DHT module these three wires are usually cut and connected to the power and signal wires on the module killing the Tx's 35MHz capability. However at this point I was inspired, again by the Internet, to splice the module connections into the existing wiring and incorporate a two way switch in the power lead. This would enable me to switch between 35MHz and 2.4GHz and so remove the need for a complete refresh of my existing models already fitted with working 35MHz receivers.



> First, holes had to be drilled in the case to take the Bind Button and LED, the aerial connector and the all important two way slider switch. Unless you plan to use a mix of Telemetry and Non telemetry receivers, you can dispense with the three way switch. The Bind Button and LED panel is mounted on two pieces of 6mm spruce to keep them flush with the case.



< The lever on the two way switch should be cut off close to the case to avoid accidental movement. The 2.4 GHz aerial socket can be installed beside the existing aerial.

Then I took a deep breath and cut the wires to the 35MHz board, stripped the ends and soldered in the module wires using a hot iron and lots of heatshrink tubing.

The DHT module fits snugly behind the 35MHz aerial.>

With all the bits installed, the case was reassembled and the battery installed. Somewhat to my surprise, 35MHz was still working and even more surprising when I moved the switch to the 2.4 position I was able to bind to a 2.4 receiver and everything worked as expected. Thanks to all those who provided advice and encouragement by email and on many forums, I now have models flying on both 35MHz and 2.4 GHz without any problem. I still experience out of control flying moments but they're another story!





# CLUB HIGHLIGHT



## TIPPERARY MODEL CLUB

**Tipperary Model Flying Club** was formed in 1975 and still flourishes today, 42 years later. Although we have experienced major changes in the hobby over the years, we still enjoy planes of yesteryear flying together with state of the art models of today.

Our club site is located just outside Littleton, County Tipperary, on a re-developed bog site by kind permission of the Quirke family. On this great site, we have enjoyed safe and exiting flying over the past 15 years.

We meet on most Sundays, weather permitting and in summer, afternoon and evening flying can be enjoyed till dusk. What better way to relax in the company of like minded individuals after a stressful week at work.

New members are always welcome, and our club provides advise and training free of charge to anyone who would like to get involved with us.



Get in touch!

For further information about Model Flying in Tipperary, please logon to the Tipperary Model Flying Club at [www.tippmfc.ie](http://www.tippmfc.ie), or from the MACI website



# EVENTS CALENDAR

FLY-INS, COMPETITIONS, FUN FLYS



April 29-30th	North Munster Aerobatic Champs	Carron, Co. Tipperary
May 20-21st	Munster Aerobatic Champs	Brinny, Co. Cork
June 10-11th	South Leinster Aerobatic Champs	Enniscorthy, Co. Wexford
July 1-2nd	1st Back up date	TBC
July 22-23rd	Leinster Aerobatic Champs	Ballivor, Co. Meath
August 5-7th	Irish Aerobatic Nationals	Roundwood, Co. Wicklow
August 12-13th	Nats Back up date	Roundwood, Co. Wicklow
September 1st-3rd	F3a Triple Crown	UK – Deeside MFC
September 16-17th	AAA	Tentative (TBC)
Sept 30th- Oct 1st	2nd Back up date	TBC
November 15th-28th	F3a World Championships	Argentina

11-12 March

3 to 7 April (days Weather dependent)

8-9 April

10 June (Sunday as a fall back)

23-24 September

Glide In – A/B Glider Cert training/test – ISR AGM – Mount Leinster

Aerotow Training Model County Aero Club

ISR Fun Fly – with A/B certs - Mount Leinster, Co. Wexford

ISR Fly in - Tountinna

ISR Glide-In - End of Season - Mount Leinster, Co. Wexford



22 April

26-28 May

Control Line Fly-in - Shannon MFC Co. Clare

Control Line Triple Crown - Balbriggan - Dublin

The Fingal Model Flying Club is pleased to announce that it will host the 32nd Triple Crown International at its site at Ring Common Sports Club on the weekend of May 26th to May 28th, 2017 (UK May Bank Holiday Weekend). The competition, now in it's 32nd year, brings teams from Ireland, England, Scotland and Wales together to compete for the "Cool Power Trophy".



More events on the MACI website

<http://www.maci.ie>



# JET TALK

WITH GEOFF GRICE



Geoff Grice with Mini Avanti S – Photo courtesy Eddie Kenny

As one of the Jet model enthusiasts in Ireland, I hope to help promote our corner of the hobby and add a Kerosene flavour to the 'new and relaunched with gusto' MACI FlightLines.

Accessibility of jets in the hobby has improved a lot in the past few years, there's been an uptake of jet turbine technology across the globe, which has benefited from advances in technology such as kero start systems and dramatically simplified installations. In addition to this there's now many mainstream manufacturers offering high quality and reliable turbines. Yes it's still a significant investment with beginner engines starting at around €1,700 but it's also a significantly rewarding aspect of the hobby with very real roar of the engine, smell of the (airport?), and sound like a thundeclap on a low pass.



Jason Cleary with JSM Xcalibur. A great jet for beginners or experienced pilots alike and fully aerobatic.



C02 ready to fire on every start up - just in case >



The preferred type of fire extinguisher to use on a turbine fire is CO2 where the gas released will starve any unexpected fire and also instantly cool down any hot areas. Turbine exhaust can run at around 600c so cooling is important! The overall best advantage of using CO2 though is that it should not leave any lasting damage to electronics, or the overall model. Powder or Water extinguishers will make a severe mess so avoid these like the plague!

Another option is to go with an Electric Ducted Fan power plant, whereby some electric jets are giving amazing performance in the air, albeit with slightly shorter flight times – if you are constrained by noise restrictions this is an interesting way to go, but be aware that the flight packs can be a significant investment on the larger models. Take a look at the size and scale of this Lufthansa airliner powered by 4 EDF units. Some folks just enjoy watching jets fly and leave the sweating up to the pilots, that's fine too and there's a few good shows throughout Europe that are worth a look throughout the year.

One of note is Weston Park RC show (UK – 16,17,18 June). Not dedicated purely to jets but has a range of fantastic models and has attracted some top Jet display pilots like Seb Silvestri (of Sebart) and Leonardo Scardigli and the Jet Italia display team. At between about €300 for the weekend (ex Dublin) including flights and accommodation it's well worth a peek (<http://www.westonparkmodelairshow.co.uk/>).

If you are interested in seeing more or getting involved in jets, contact your local club to see if there's a member with experience that can help you – you can also drop me a line on Facebook and I'll help where I can.



F14 Tomcat getting ready for takeoff – Weston Park 2016 by Geoff Grice

## The final twist

If you are a Twitter user, do yourself a favour and follow **Chris Bolton** (@CcibChris), Chris is a retired naval aviator (and photography enthusiast??) and posts up a daily dose of Phantoms, Tomcats, Hornets, Eurofighters etc etc. Just amazing pics to look at and enjoy.



Powder or Water extinguishers will make a severe mess so avoid these like the plague!"



# CONTROL LINE NEWS



**Well, the 2017 season is about to commence.**

This year, following several enquiries from within the R/C Community about Taster Stunt, we will be offering this event at the C/L Nationals in July.

What is Taster Stunt?

Taster Stunt is an entry level aerobatic event. All the manoeuvres with one exception, are round. The exception being one square loop. However, as it is quite large, it is a relatively easy manoeuvre. The full schedule, it is flown



A Vintage era Stuntwagon. This example owned by John Hamilton

to the vintage schedule, can be found on the SAM35 site or on the Barton Point MFC site, Barton, incidentally, is one of the largest C/L Sites/Forums in the world:

It is our intention to run the event with the novice pilots flying with the Vintage pilots in front of the same judges. If, as we are hearing, you want to have a go, any plane will do! It doesn't have to be the latest all singing all dancing precision aerobatic model. Those of us who started flying way back when God was a child, started on small diesel powered models 1.5-2.5cc, like the Kiel Kraft Gazelle, Spectre or Firebird. If you lived in the Dublin area you would probably have had a Mercury Matador or Monarch. Then along came the Peacemaker. These were built from an aeromodeller plan. This moved you along very nicely to combat models like the Dominator, Razor Blade and Flingal Bunt. They, by their nature were usually very short lived. You would spend Monday to Friday either building or repairing and flying again on Saturday/Sunday.

Our first get together this year will be the Shannon MFC fly-in on Saturday 22nd April. Any of us there will be happy to talk you through the taster schedule and demonstrate it.

We will have a trainer model there also if you want to get a feel for control line! We even have a rare commodity – diesel fuel. And remember, Control Line is the only form of model flying that you, the pilot, are in direct physical control of your plane!

At the end of May we will be hosting the Home International at Balbriggan. This event has been running for over 35 years. It involves four teams of three pilots + 1 judge from each of Ireland, England, Scotland and Wales. Spectators are welcome. You will find everyone prepared to talk to you and answer any questions you may have, and these are some of the top pilots in Ireland and the UK.



10th June sees us in Belfast at the council provided site near the George Best Airport for the Ulster Championships. Once again, all are made very welcome.

Towards the end of June most of us will travel to the UK near Nottingham for the CLAPA Championships. This is one of the biggest C/L competitions in Europe. It is a Friday, Saturday and Sunday event with 60/70 pilots taking part. For us, it's a useful event as it lets us see how we rank in a large field. Thankfully we always seem to be in the top third.

And so to the Nationals: This year again will be held in Balbriggan on Saturday 8th July. Events to be flown will be Taster/Vintage Stunt Classic, (for models designed between 1953 and 1969) and F2B (or precision aerobatics). Once again, all are welcome!

Control line, unfortunately, is not something you can walk into a model shop and buy over the counter any more. However there are many very good sites out there:-

RSM Distribution in California

Brodak Mfg, again in the US.

[www.vintagemodelcompany.com/control-line.html](http://www.vintagemodelcompany.com/control-line.html) in UK produce a lot of the now defunct Kiel Kraft and Mercury kits.

If you have any questions re the above, contact the Control Line secretary, Ralph McCarthy, if he can't answer your query, he will redirect to someone who can.

**Hope to see you at a flying site soon!**



A Classic era pilot, Joe Wagner, holding a Classic era Ruffy



This well used profile model is fairly typical of the sort of models used in Taster Stunt in both the UK and the USA



Mo' Best. Very popular on the Taster stunt circuit in the USA. This version hails from Scotland



Ralph Mc Carthy and Richard O'Brien with an Oriental, an early classic era design





1/10 Lancaster before its first flight - Macon 2017



A few of the vintage Jets from the Irish Team at Macon.2017 - All PSS!









Eddie Kenny Eflight P-47 Razorback in the Phoenix Park (LMAC) - Photo: Geoff Grice