

NCLRA

NATIONAL CONTROL LINE RACING ASSOCIATION

December 1995

Editors: Dave McDonald & Lari Dziak

NCLRA; Receives Nats Money From AMA!

Yes the NCLRA is the first and only control line special interest group to enter into a revenue sharing agreement with the AMA. (Look for more information inside this edition).

What's inside:

Presidents Corner

How to get around the Circle

Year end points totals

Plus More

Presidents Corner:

Lari Dziak

Well, many new and exciting things are happening with the NCLRA. We are pleased to be the first and only control line special interest group that will receive money from the 1996 Nats. We have finalized the Fox Racing rules, and have started the NCLRA Racing Hall of Fame.

The proposed Fox Racing rules must have been close to what people wanted, as we received only two letters about the event. Silence must equal approval. In this edition you will see the final version of the rules, and the NCLRA sponsored Fox Racing event at the Nationals will be run under these rules.

The next item of significance is the formation of the Racing Hall of Fame, a permanent plaque will be maintained at the AMA Museum to honor those who have made significant contributions to the racing events of our hobby. You will find the Hall of Fame criteria in this edition, if you would like to submit someone for the Hall of Fame you are encouraged to do so.

We would also like to introduce Roy Gould as the Event Director for the 1996 Nationals, we have submitted Roy's name to the AMA Nats administration as the Event Director. Look for more Nats information later. I encourage you all to come participate, be a spectator, or help make the Nationals a truly memorable event.

Yes it is that time for your renewal, it is your contributions that keep this Newsletter coming, without you membership this group would not be possible, so join today and help keep control line racing alive. Better yet tell a friend, and get them to join also.

NCLRA Now On-line

Yes you can now reach us via E-Mail at NCLRA@aol.com, or on CompuServe at Dave McDonald 102643,427 . We are planning on putting the Newsletter on line in the Future so watch for more information, we are also planning on having an NCLRA homepage up and going sometime in January too.

Columns wanted:

We are in need of columns, suggestions for, ideas, tips etc. Your editorial staff cannot always come up with new ideas for this publication, your contributions are needed.

National Control Line Racing Association Hall of Fame

A National Control Line Racing Association sponsored Award of Recognition for outstanding contributions to the event of Control Line Racing.

- Eligibility:** Any individual, Regardless of membership in NCLRA, AMA or any other affiliated group may be nominated for consideration for the NCLRA Hall of Fame.
- Criteria:** The individual shall have contributed significantly to the Racing event as a competitor, designer, administrator, author, promoter, technician, or manufacturer.
- Nomination Procedure:** Nominations shall be open from December to February only. Any NCLRA member in good standing may nominate an individual or individuals. A maximum of two (2) will be inducted at the NCLRA Annual Nationals Banquet.
All nominations must be in writing and must include a short biography of the individual(s) nominated which highlights that person's achievements and/or contributions to the event of control line racing.
- Deadline:** All nominations must be postmarked no later than February 28th, 1996.
- Voting:** All nominations shall be distributed to all the Officers of the NCLRA plus a atlarge member. A simple majority of votes is necessary for a nominee to qualify for recognition in the NCLRA Hall of Fame.
- Awards:** A person inducted into the NCLRA Hall of Fame shall receive an individual plaque highlighting their achievement. A permanent NCLRA Hall of Fame display shall be maintained by the NCLRA at the AMA Museum in Muncie, Indiana.
- Send To:** All nominations must be sent to: Dick Lambert, Chairman NCLRA
Hall of Fame Committee, 754 Regenade Ln, Port Orange, Florida 32127.

Racing Adv. Committee

The NCLRA has been working with John Thompson the Chairman of the CLCB to establish a Racing Advisory Committee to the CLCB. At this time we are pleased to announce that we have a committee established, and ready to go to work.

Chairman: Stewart Willoughby

Dist. 1 Open

Dist. 2 Open

Dist. 3. Les Byrd 4561 Ozias Rd., Eaton, OH 45320

Dist. 4 Demetrius Washington 1 Cobber LN., Baltimore, MD 21229

Dist. 5 Dick Lambert 754 Regenade LN., Port Orange, FL 32127

Dist. 6 Stewart Willoughby 4301 Yackley, Lisle, IL 60532

Dist. 7 Larry Dziak 1017 1st St. SW, Rochester, MN 55902

Dist. 8 Bill Lee 423 Hedgecroft, Seabrook, TX 77586

Dist. 9 Jim Ricketts 4921 Fernwood, Sioux Falls, SD 57103

Dist.10 Kenn Smith 521 Jansen Ave., San Dimas, CA 91773

Dist.11 Paul Rice 4811 W. Lattin Rd., W. Richland, WA 99353

NCLRA Proposed "FOX RACING"

The Officers/ and members

Final Version! Changes are in BOLD LETTERS.

What we would like to do is to formulate a set of standardized rules for the much popular Foxyhazel, Foxberg etc. that is currently being run across the country. We feel that a standardized set of rules would lead to growth and continued attraction to newcomers. It is not the intention to dictate to anyone that they should change their rules, however, it is increasingly imperative that we set a standard for the event. Rules have to start somewhere, and we have tried to come up with a middle of the road to bring in everyone.

Purpose:

The intent of this event to provide the competitor a racing event using similar equipment which is readily obtainable and operates in a basic fashion.

General Rules:

AMA Unified racing rules to apply/ along with AMA Safety Provisions, with the following exceptions.

Airplane:

Any present or passed .35 size kit or kit planned airplane with a minimum wing area of 300 sq. in., **The wing must have a minimum thickness of one (1) inch when measured at any point along the span, with the exception of the last two (2) inches before each tip.** Obscure or rare kits, some documentation, such as a set of plans may be required by the contest director for confirmation of the airplanes kit status. In board cheek cowls are permitted. Airplane must ROG one wheel permitted. Planes are to be of the profile type.

Engine:

Box stock Fox .35, Permitted alterations are: Needle valve / Spray Bar, different bolts may be used. No metal removed or added, No Hemi heads, button heads, stuffer back plates etc. Engines must be stock. Claim it rule to apply equal to **MFG. suggested retail** price of new Fox .35.

Props:

Props to be 9-6 or 9-7 wood or plastic commercially available. Only re-work to be permitted is balancing

Lines:

60 feet line length +/- 6" as measured by AMA guidelines, .015 **Minimum** braided dia. No Solids. Pull test to be 35lbs

Fuel system:

2 oz. tank **Suggested** (home made tanks subject to being checked) No pressure, vents may be directed forward, fuel must enter tank through 1/8 dia. tubing.

Races:

Races to be 100 laps with 2 mandatory pit stops. Races should be flown 3 up.

Prohibited Equipment:

No Hot Fingers, Shutoffs, Fast fills.

Spirit of the Event:

The Contest Director may disqualify any entrant who in his opinion is not keeping with the spirit or intent of this racing event.

NCLRA Points Leaders

| <u>Goodyear</u> | | <u>Slow Rat</u> | | <u>F2C</u> | |
|-----------------|-------|-----------------|-------|-----------------|-------|
| Howard Shahan | 12pts | Melvin Schuette | 12pts | Ascher/Ascher | 12pts |
| Bob Fogg | 6pts | Mike MacCarthy | 9pts | McCollum/Lee | 8pts |
| Dave McDonald | 5pts | Jerry Meyer | 6pts | Ballard/Lambert | 7pts |
| Mike Shahan | 4pts | Dave McDonald | 5pts | Braun/Kusik | 4pts |

| <u>Fast Rat</u> | | <u>Mouse I</u> | |
|-----------------|------|----------------|-------|
| Mike Shahan | 8pts | Paul Gibeault | 12pts |
| Howard Shahan | 4pts | Robert Boling | 12pts |
| Bob Fogg | 2pts | Mike MacCarthy | 10pts |

How to get around a Racing Circle

We all know that any flat foot can pit, but it takes real athletic ability, lightning quick reflexes, superior mental capacity and a strong right arm to be a good pilot. Pilots have been known to leap tall opponents in a single bound, whip faster than a speeding bullet, and smell stronger than a bull.

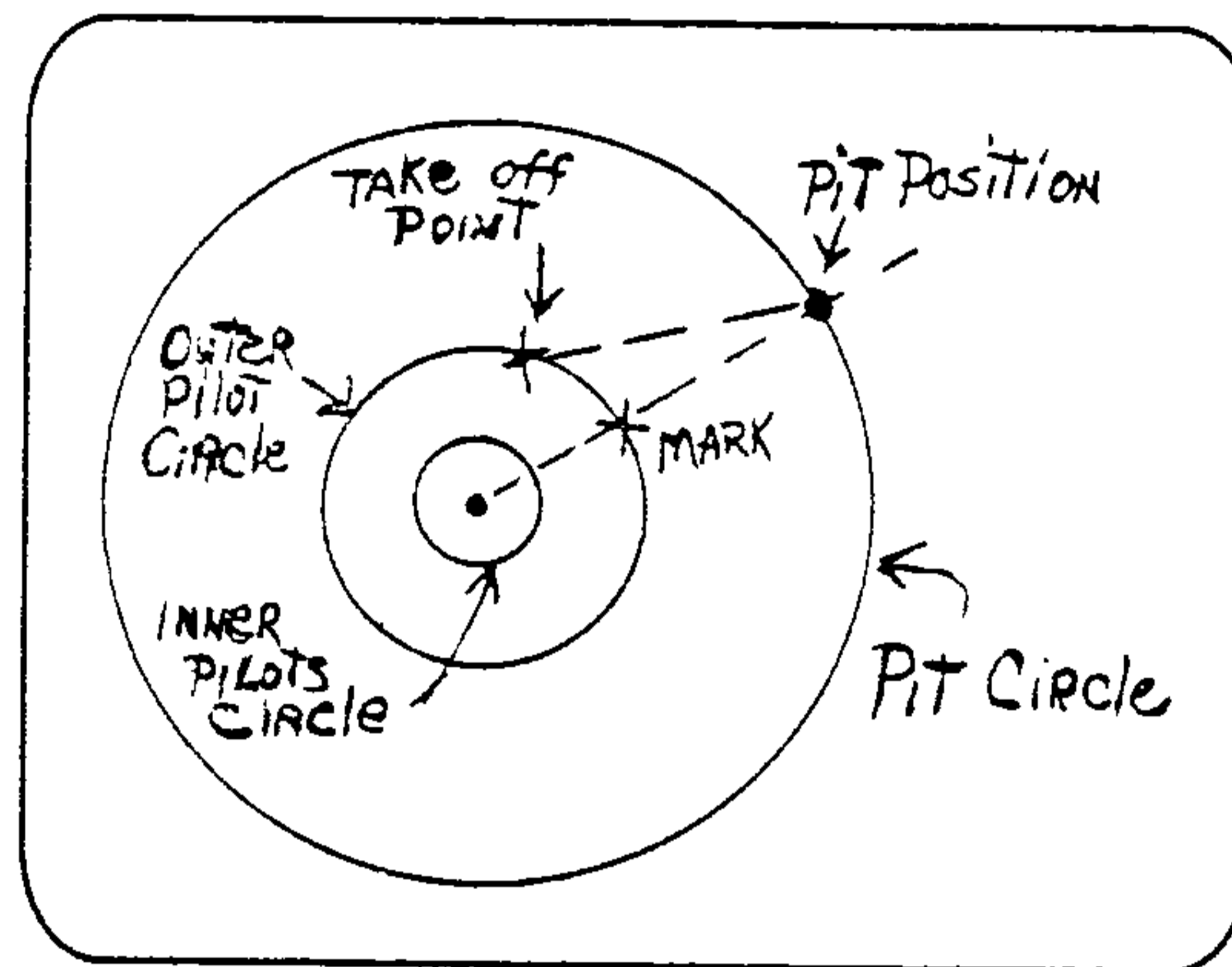
Seriously, no amount of reading or writing will create a good pilot. It is up to you to get out and practice until most of this is second nature. Let's look at racing in three segments: Takeoff, Level Flight, and Landing.

Takeoff

The takeoff is the single greatest source of grief in a race, lines go slack, planes crash, and props are broken. Any of which is enough to ruin your whole day. The cause of these problems is the frequent violation of two basic principles:

1. You've got to be ahead of the plane at all times. That means you've got to pull the plane off the ground and into the air. Don't wait for the plane to takeoff by itself.
2. You've got to be ready. The pitman probably won't check to see if you've fallen asleep while he's doing his thing. So be alert. So let's look at a circle layout. (Fig. 1)

Before the race starts, always mark a spot where you can plant your clodhoppers in the same place every time. This will allow the plane to land at the same spot at each pit. This spot will be directly opposite your pitman's position (fig. 1). This is not the place you stand to take off! Move around the circle a few steps. You've got to be ahead of the plane at all times, even before it is released. Remember to extend your arm as you move ahead of the plane to make up for the increased distance. Pitmen tend to get short tempered when you start dragging the plane into the circle. As the plane takes off you can pull in your arm to take in a lot of slack.



Now how to get from the takeoff spot into the traffic of the inner circle. There are two no-no's here. Do not run around the outer circle. Your plane will be dangerously close to other pitmen. If you hit one, you're liable to break a prop or get blood on your plane. Plus when you are up to speed you will be in a position to wrap lines around the other pilots who are in the circle where they should be.

Do not back through the center. This tends to make the other pilots very unhappy and causes line tangles, crashes and hard feelings. The correct route to the center is shown in Fig. 2.

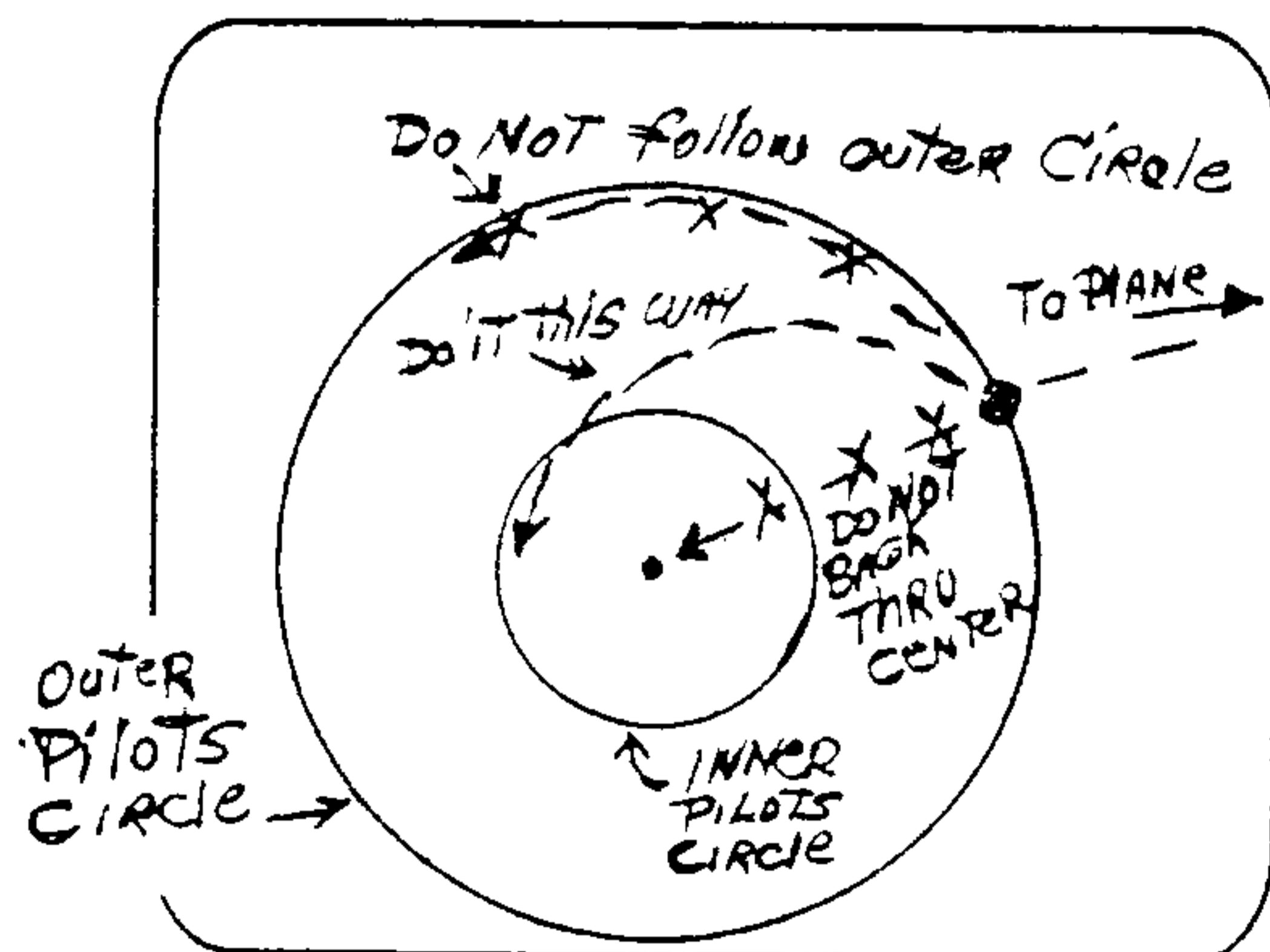
Always move from the outer circle to the inner circle in an arc. Be ready to merge with traffic, this is NO TIME FOR SUNDAY STROLLS. Do not stand straight up the minute the plane is released. Remain at a semi-crouch until you are in the center. If you feel you should stand straight up the resulting line cuts on the neck, head, shoulders will eventually ruin your natural good looks. (of course most pilots I know good looks are already gone)

Level Flight

Level Flight

For some unknown reason everyone thinks you've got to fly high during a race. Well if that's what you want go ahead, but you will lose wing effectiveness, start flying on the prop, generate more heat in the engine, and slow down. Not to mention the judge will be watching you, which will give the other guy a perfect opportunity to whip without being caught.

During the race try to fly as level as possible, all the



ups and downs add distance. Also keep the handle as near to the chest as possible. An extended arm adds about 1/3 mile to a 10 mile race. At 100 MPH that is an additional 12 seconds to your race time.

Along this same line, it should be obvious that you want to walk the smallest circle possible. This is where the competition really begins for the pilot, the battle for the center. You see, those other pilots realize that the center is the place to be. Not only does it shorten the race, but it's a whole lot easier to stand there and pivot around than it is to, continually walk a circle. This is where you have to look out for yourself. I've rarely seen a judge who realizes what's going on out there (they're usually too busy trying to get everybody to quit whipping). Just lean in there and let the other guys know you expect them to play fair.

Don't get lulled to sleep just because everything is going along smoothly. You must be alert at all times. Be aware of what is going on around you.. especially when one of the other teams is shutting off or getting back in the air. If someone else gets into trouble, it's a whole lot easier to make an extra pit than get involved in a line tangle, or midair. Also keep an eye on your pitman may be trying to get you to pit, or quit whipping.

Landing

The landing sequence begins at shutoff and ends when the plane is safely cradled in the pitman's arms. The objective here is to get the plane to the pitman. If he has to move at all, you will be losing valuable time. So shut off far enough out so the plane arrives at the pitman at some reasonable speed. One lap out is usually a good place to begin. Hit the shutoff right over your pit position. There is really no need for all that radical climbing and diving action commonly seen during a shutoff. This only endangers other fliers, who may not be ready for your aerobatics. A quick down and return to neutral shouldn't cause you to lose significant altitude. By all means, learn to shutoff on the first try, Relax! Wait until the next lap and try again. Otherwise you will end up shutting off a half-lap out, which means the plane will either land a half lap from the pitman (very bad! and the pitman will tell you) or you will have to whip the plane a lap and half (also bad). Once you hit the shutoff, get your body out of the pilots circle and your plane out of the traffic pattern. A few rapid shakes of up and down control should kill off any excess airspeed. By this time you should be ahead of the plane again. When the plane is 1/8 to 1/4 lap out you should be firmly planted at your marked landing spot. The plane should roll straight to the pitman. As soon as he catches it move to your takeoff spot and get ready.

How to Practice

The only way to really practice is to mark off the circle so you can get a feeling for the relative distances involved, directions to move, and timing required. Practice walking a small circle until you can walk around one spot for hundreds of laps without looking down all the time. It should take about 4 steps to go around the proper sized circle.

Practice flying with the handle pulled into your chest. It's a little awkward at first, but feels natural once you get used to it. Also try flying with the handle held above your head, just in case you have to pass a tall pilot. When practicing alone, follow the correct routes between the inner and outer circles until it's second nature. Once you feel comfortable alone, find a second team to fly with. Do lots of passing and pitting until you can do everything smoothly without running into the other guy, falling down, or crashing.

Finally, if you feel like it practice with three pilots. You'll notice that passing with three in the center is a little more difficult, usually because the guy doing the passing has walked and passed everything at the same time. You've got to keep moving!

I hope this article has been worth reading. If we end up with even one more pilot, it will certainly have been worth it. Now, let's get out there and work together. I think the team work involved in racing is one of the most enjoyable aspects of modeling.

This article was reprinted from the old CL-RPM Newsletter, with some additions and deletions.

NCLRA Renewal

It seems like it was just last year when the renewal period was upon us, well here we go again. Dues run from January - January. The December issue will include names of those members who have renewed if you are unsure, but if not renew today and get ready for 1996.

Name _____ Address _____
City _____ State _____ Zip _____
Country/Province _____ AMA# _____ TX# _____
New _____ Renewal _____ Specific Interest _____

Dues are \$10.00 US, and \$12.00 Outside of the U.S.

Send to:

Jerry Meyer
8 S. Grace
N. Aurora, IL 60542

Current members for 1996

| | | | |
|---------------|----------------|---------------|---------------|
| Roy Gould | Ron Hoogenkamp | Dick Lambert | Dave McDonald |
| George Lieb | Gabe Manfredi | Brian Fairey | John Lowry |
| Betty Fox | Jerry Meyer | Mike Strand | Eric Williams |
| Paul Gibeault | Chris Malcolm | Kenny Perkins | |

If your name is not on the list, and you believe you are paid for 1996 let us know.

For Sale

| | |
|--|----------|
| Cyclone T/R complete rig ready to go | \$300.00 |
| Nelson .15 15mm/FE/RE | \$175.00 |
| Vorobiev T/R complete rig ready to go. | \$400.00 |

Contact Bob Whitney TX# 305-983-3624

Kenn Smith let us know he now has the Medfly Slow Rat available along with tanks for the kit, Contact Kenn at 909-592-2100 Ken has a nice catalog available.

What's Coming

Kit review of the Streaker V
Presidents Corner
Your Comments
Plus More