

National Control Line Racing Association

Volume 5 Issue 1

January 1998

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Plus More

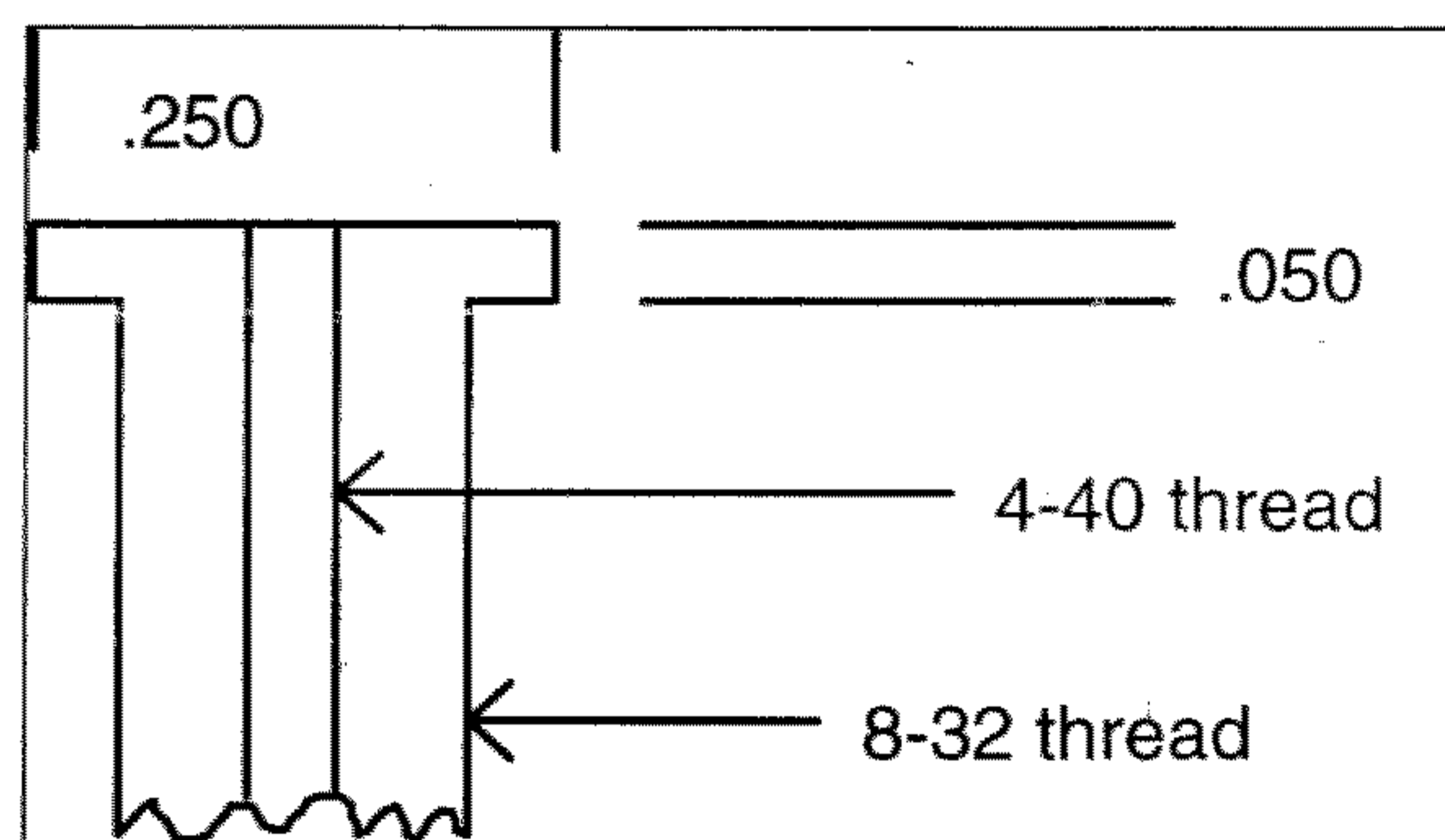
Name the Newsletter

Name the NCLRA Newsletter

Yes that is correct, we would like to name the newsletter. If you have an idea for the name please send it to us. If your name for the newsletter is selected you will receive one years NCLRA membership free. So please send your contributions in today. We will then put your suggestions into the newsletter for all to see, and decide upon. So you the member will be deciding on the name. We would like to put these in the March edition so please send these to us by Feb. 20th to insure your contribution appears.

Please send to D. McDonald, P.O. Box 384 Daleville, IN 47334, or by E-mail to DMcD143@aol.com

spinning in the hole. When dry you should have a good strong mounting position for your engine. Check to make sure the engine is flat, if it rocks then either wet sand the top of the crutch using a figure 8 motion, or just put the crutch back into the mill, and mill the top flat.



Building a Engine Crutch

We have received a couple of letters from guys wanting to know the best way to install a engine in a wood crutch. Well, this is the system I use, and this can be used on maple, bass, or carbon crutches.

After the basic crutch is made, locate the engine position, mark and drill using a #32 drill bit. Then tap the hole for a 8-32 thread. After this is done turn the crutch over and place in a mill, using a 1/4 end mill remove approximately .050 from each hole.

The lugs will be turned on the lathe, from a piece of 1/4 brass. Put a corresponding 8-32 thread on the outside, and a 4-40 on the inside. (Drawing next column) I like to put a slot across the T portion of the lug, to help screw it into place. Prior to installation, put a 4-40 bolt into the lug, coat the hole in the crutch and around the outside of the lug and screw into place. The 4-40 keeps the epoxy from getting into the threads. After this is dry, I like to drill two holes into the flange and insert two small pieces of music wire to keep the lugs from coming loose and

1998 Nat's Schedule

Date	Day	Event
7-13	Monday	Slow Rat NCLRA Fox Racing **
7-14	Tuesday	Scale Race
7-15	Wednesday	F2C NCLRA Banquet
7-16	Thursday	Mouse I Mouse II **
7-17	Friday	Rat Race

**Denotes Supplemental Events

Bulletin Board

For Sale!

New, Nelson .36 front intake, side exhaust. \$200 dollars
Contact Kenny Perkins TX# 901-365-6749.

If you are looking for some piston/sleeve sets for "B" Team Race, Bob Whitney has informed us that he has talked with Fox Mfg. and they have a supply of .29 piston/sleeve sets. Price should be approximately \$19.00. Heads are available for approximately \$12.00. Contact John Lowry at Fox Mfg. for further information.

If you have a item for sale, or are looking for a particular item, send us your information. (Our address can be found on the back cover)

F2C E-mail List

Bill Lee has started a F2C E-mail list, if you are not on Bill's E-mail list, just drop him a note at:
BillLee@cleaf.com

Flying Lines

This past year I unfortunately observed a couple of airplanes being destroyed due to broken lines, and seeing several lines broken during the pull tests. There are several reasons for this.

First I am amazed at the number of competitors who are using the same lines year after year. As standard operating procedure I replace my lines at the beginning of each year.

Second, I observed that many people had some form of variation from AMA rule book procedures concerning line construction. These involved using improper wire for wrapping. The wrap wire is either to close or not close enough to the end of the loop. This results in the wire being kinked when you attach or remove the lines from the internal button connectors. The best advice is to use quality wrap wire, and adhere to the AMA provisions concerning line construction. This will save that expensive airplane, engine. Not to mention help keep control line safe for spectators, competitors, and site owners.

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: Nominations shall be open from January to March only.

Procedure: Any NCLRA member in good standing may nominate an individual or individuals. A maximum of two (2) will be inducted at the NCLRA 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 March 31st, 1998.

Voting: All nominations shall be distributed to all the Officers of the NCLRA plus a at large 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, 754 Renegade Ln, Port Orange, FL, 32127.

Building a Scale Racer

A construction article dedicated to the building of a Goodyear (Scale Race) aircraft. I decided to write this article after the '97 Nationals, and seeing so many airplanes that were not competitive, either being too heavy, aerodynamically dirty, or structurally weak.

I would first like to mention three airplanes in this event I consider to be among the finest. First from a technology standpoint the airplane campaigned by Bob Fogg. This features a vacuum formed wing and fuselage, giving extreme accuracy and light weight, yet providing strength through a crutch style airframe. Second, and probably the best overall airplane belongs to Stew Willoughby. Stew's airplane scores extremely high marks in aerodynamically cleanliness, being strong, and built straight, and is without a doubt the best finished of any Goodyear Racer being campaigned today. Another airplane, that has not seen active competition for the past couple of years is the Ohm by Dick Lambert. This airplane combines both wood construction, with its laminated fuselage, and its vacuum formed wing, and composite tail.

Let me start by saying that the method of construction described in this article is not the only way to build one, but, is a tried and true method.

WING CONSTRUCTION

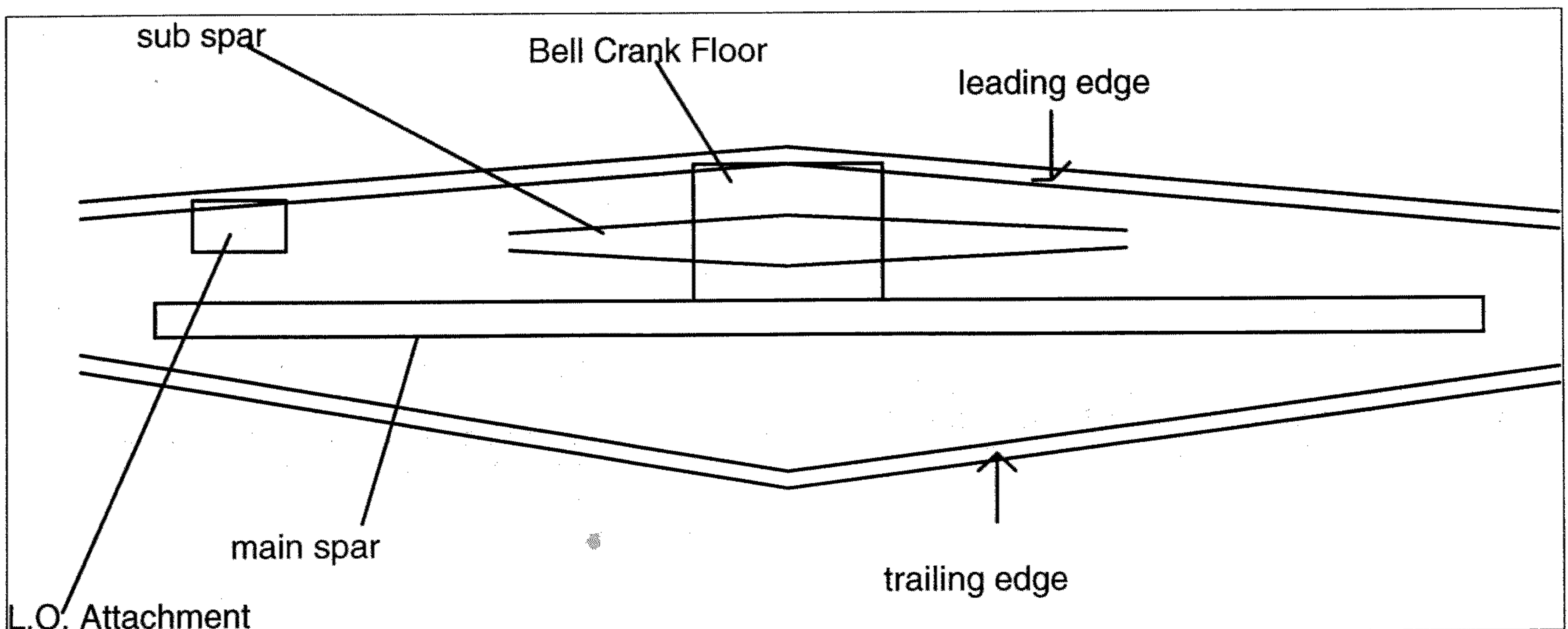
I start all of my Goodyear racers by building the wing first. This is built on a piece of 1/8" glass to attempt to keep the wing straight during, and after construction. First select a piece of 1/16x6x36 in. balsa, keeping in mind you want a piece that is straight, yet medium firm. This will be the bottom of the wing. Next draw your wing outline on this and cut. I additionally draw where the leading edge, trailing edge, bellcrank, leadout, centerline, is located. I like to place my bellcrank at about 30-33% of the root cord. Next using a NEW SHARP knife I cut out a section of balsa that just reaches the leading edge, and

approx. 2 inches each side of the span centerline. This should cover where the bellcrank mounts. Next cut out the door where line to leadout attachment will take place. (note you should cut just into the leading edge area. this will provide a built-in floor for the front of the door to rest on.) Using the pieces as a guide cut a 1/16 piece of ply for the door, and for the center section. Make sure the center section is a good fit, no big gaps when you are ready to assemble. I then glue this in place. Next we are ready to make the leading edge. I use a piece of .040 carbon fiber 1/2" wide, then capped by a piece of 1/16 bass to make the leading edge. After this install the trailing edge, this is constructed from a piece of .007 carbon fiber 3/4 inch wide. (See drawing #1)

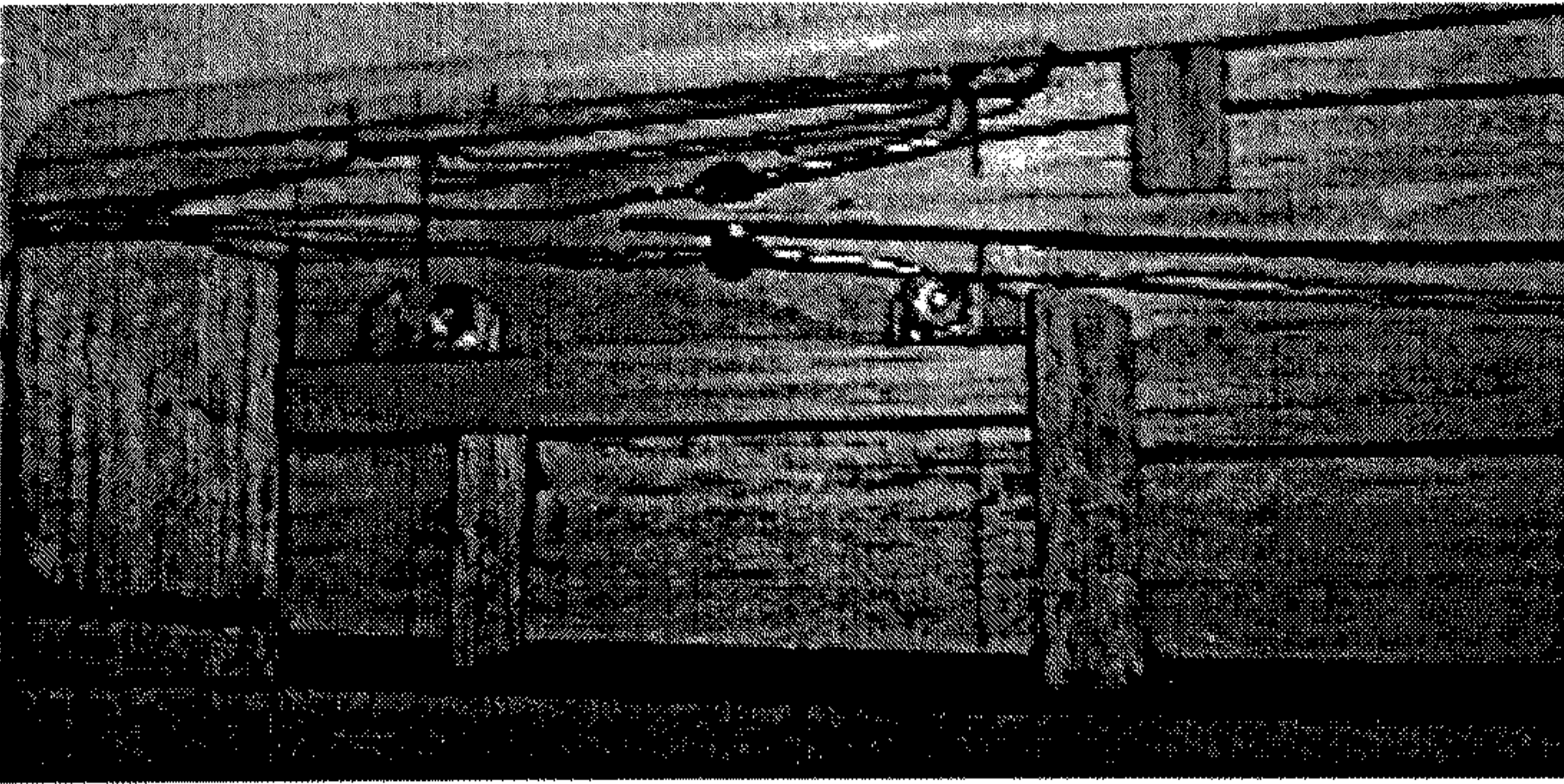
After installing the leading and trailing edge using epoxy and allowing to dry, redraw the appropriate lines on the plywood center section.

Next we cut a piece of ply for a sub-spar. This is 1/16 thick, 1" wide at the center, and tapered to 1/2" at the ends. This piece is 12 inches long. I like to buy large pieces of ply thus allowing me to cut this spar cross grain for the 12" length. I then get ready to install this and the main spar at the same time. The main spar is made from 1/8x1x20" spruce. After all this is dry you are ready to locate your bellcrank position. (remember we want the pushrod running down the centerline of the wing) Drill a hole through the ply for the bellcrank attachment. I like to use a 2" perfect bellcrank, by using these, you can take the bushing and tap it for a 8-32, this will double as the nut to hold it all together. It is helpful to have the leadouts made on the bellcrank before final installation. This allows you to clean the solder joint prior to installing the bellcrank. Next you will need to make an attachment point for the leadout door. I take two 2-56 blind nuts, and place them in a piece of ply. This is glued across the leadout opening allowing the leadout door to be screwed into place.

We are now ready to cut and install ribs. I usually start with the outboard wing, additionally the two

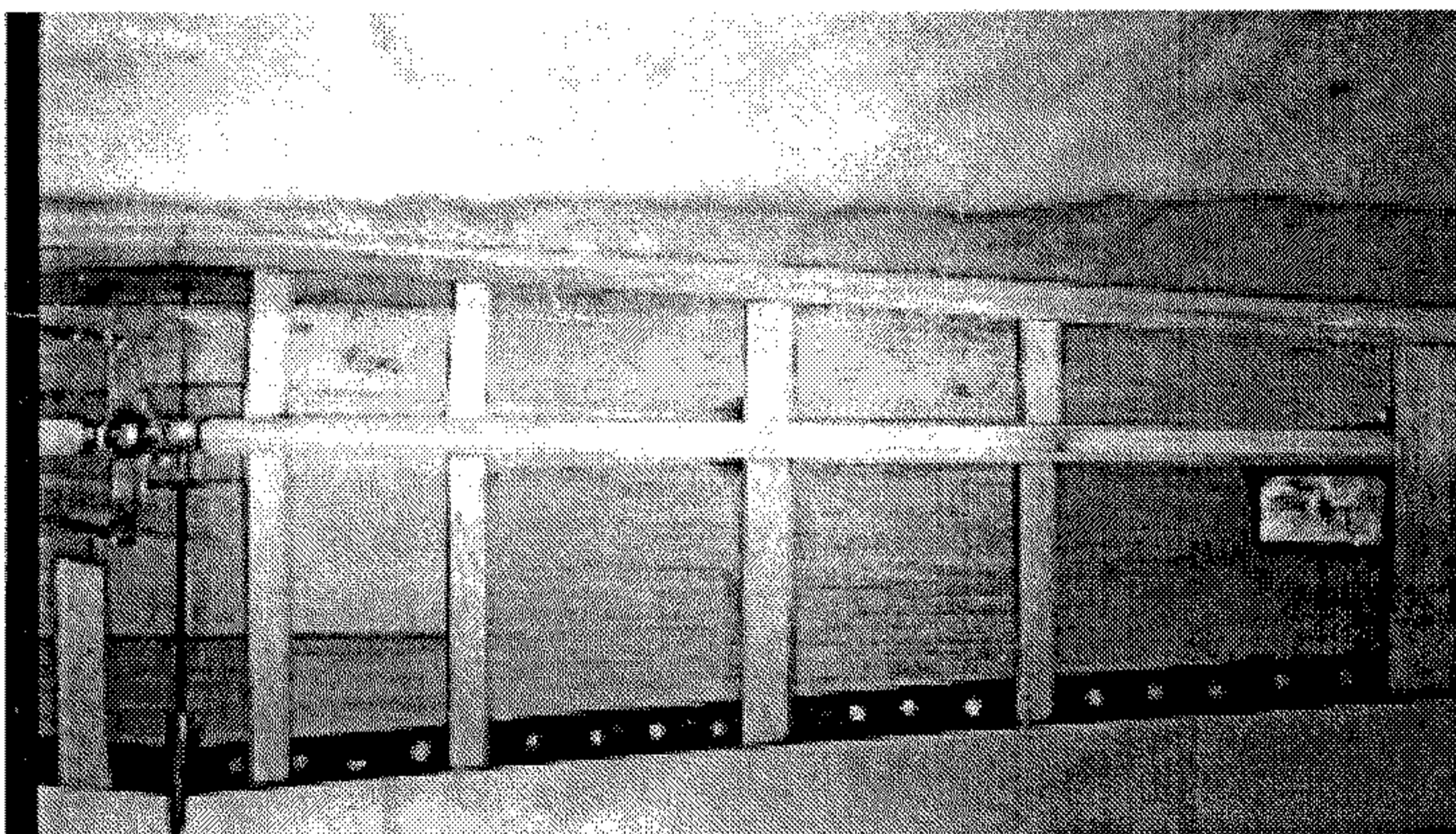


ribs located on each side of center are cut from 1/2" stock, with the others in the wing being cut from 3/8". I like to



use a piece of balsa approx. 2" wide as a tip block, additionally I install 1/2oz. of weight in the outboard wing. Build the inboard side of the wing in the same manner. However, you have to notch the bottom of the ribs to allow the leadouts to operate freely.

After all ribs are in place I then sand the
(Note Photos are slightly different than method described, used only as a general reference in this article)



appropriate airfoil in the wing. Make sure the bellcrank has free movement, if it's not free now, it won't be later.

The final step in wing construction is to put the top sheeting in place. After installing the sheeting, sand the edges, top and bottom to give the wing its final airfoil. Keep the wing on the glass with weight to keep it as straight as possible.

Tail Construction

The entire tail section is made from one piece of 3/16 bass. I use bass one for its strength, and for its ease in finish. Most people use balsa here with glass. I believe that the finished product weighs about the same, yet you do not have to go through the trouble of glassing the assembly. Sand the tail section to airfoil shape, and draw the elevator section. I usually sew the hinges on, so you will need to drill the appropriate holes, and then cut out the elevator section. Round the edges of the hinge line, cut the individual elevators out and install your control horn. I make an elevator horn with 1/4 attachment point above the elevator hinge line. This will provide ample movement

to allow you to flutter the airplane. This will help with that 1/2 lap shut down.

Rudder

The rudder is approximately 1/8" longer on the bottom, this allows it to be placed in a notch in the fuselage, and not simply glued on top. This is constructed using two pieces of 1/16 hard balsa, with a piece of 1/64 ply sandwiched in between.

Next issue we will describe building the fuselage section. If you have questions, don't hesitate to drop me a line.

1998 Paid Members

Below is a list of people paid for 1998. If your name does not appear, this will be your last newsletter. To continue receiving this you should send your dues to: Jerry Meyer, 8 S. Grace St. N.Aurora, IL 60542 Dues are \$10 US \$12 outside the US. To ensure you receive the next issue, your dues should be received by 2-15-98.

George Aldrich	John Ballard	B.B. Brown
Les Byrd	George Caldwell	Ron Carr
Jef Cleaver	Lou Crane	Gerald Deneau
Harold Downing	Larry Driskel	Lari Dziak
Steve Eichenberg	Brian Fairey	Dave Fisher
Betty Fox	Robin Freeman	James Gall
Lester Goldsmith	Roy Gould	Bill Harding
Bob Heywood	Carl Holzwarth	Julio Isidro
Ron Hoogenkamp	John Jerabek	Joe Just
Richard Kulas	Dick Lambert	John Laub
George Lieb	Bill Lee	John Lowry
Mike MacCarthy	Gabe Manfredi	Mike Matson
Dave McDonald	Pat Matson	Jerry Meyer
Dennis Murchison	Charlie Melancon	Henry Nelson
Bob Oge	Richard Palmer	Nelson Pedro
Kenny Perkins	Carlos Perren	James Ricketts
Jim Ricketts	Pat Rowen	Martyn Rowe
Kenn Smith	Juan Carlos Scaltritti	
Joe Shoemaker	Brian Silversmith	Pete Soule
Joe Spanovich	Al Stebbins	Tim Stone
Mike Strand	James Strickland	Tom Tabor
Phil Valente	James Vansant	Stew Willoughby
Robert Yurcik		

Nats NCLRA Fox Racing
July 13 Approx 2:00 PM
Supported by
Fox Mfg.

Contest Reports

De Washington (otherwise known as the sultan of smooth) has sent us some info on some racing action from the eastcoast. The South Jersey Aeromodelers held their event Oct. 5th with some of the following results and photos.

Foxberg

Brian Silversmith finished first with 8:53, Pete Sofko second at 9:56, George Connors third at 10:15, while Phil Valente finished fourth at 10:24.



Larry Bush (L) along with De Washington prepare Larry's Slow Rat. Power is a Nelson .36



De Washington prepares his Foxberg for the next heat.



Sam Wood does some Show & Tell for some visitors (photo by Phil Valente)

Mike MacCarthy sent us some info from the Oct. 11 contest in L.A.

Mouse I

Dave Braun	5:16.9	1st
Bruce Tefteau	6:19.8	2nd
Steve Eichenberger	88 laps	3rd

NCLRA Fox Racing

Jed Kusik	6:37.5	1st
Dale Long	6:42.3	2nd
Rich McIntyre	6:43.6	3rd

Mouse II

Bruce Tefteau	11:08.4	1st
Mike MacCarthy	13:32.2	2nd
Dale Long	13:38.0	3rd

Phil Valente also has sent some results from the Sept. 14 event of the South Jersey Aeromodelers.

Foxberg

Byron Bednar	8:52.32	1st
Brian Silversmith	9:02.21	2nd
Jim Gall	10:31.20	3rd
Phil Valente	11:16.31	4th

Al Stebbins recently sent us some information from the recent King Orange Contest in Florida,

Mouse I

Duane Osborne Jr.	06:59.15	1st
Jim Tait	13:20.82	2nd
Robert Sylvia	DNF	3rd

AMA Scale Race

Duane Osborne Jr.	40 laps	1st
Gabe Manfredi	8 laps	2nd
David Hallas	0 laps	3rd

NCLRA Fox Racing

Bob Whitney	06:38.42	1st
David Hallas	07:21.93	2nd
Jim Tait	10:24.94	3rd

Event Director Gabe Manfredi and Tabulator Al Stebbins kept everything running smoothly and continuously until dark. Bob Whitney provided much piloting and advice to novice flyers. Cash prizes were awarded and everyone had a good time. Every one vowed to have another meet this year.

If you have an event, send us a note with the results and a little about the equipment, and competitors.

Our address can be found on the back cover.

Help support the F2C team and win yourself at the same time!

Win a \$400 Nelson Merchandise Certificate

Support the 1998 F2C World Championship Team
Drawing sponsored by:
National Control Line Racing Association
An Academy of Model Aeronautics Special Interest Group
Tickets are \$5.00 USD each.
Send your check or money order payable to:

NCLRA F2C Fund
c/o Dave McDonald
P.O. Box 384
Daleville, IN 47334
Enclose a SASE

Drawing held July 15, 1997 at the NCLRA Nats Banquet.
Need not be present to win!!

Up Coming Events

March 28/29
B- Team Race at the Vintage Stunt Championships.
Christopher Columbus Park, Tucson AZ. Contact Kenn
Smith 521 Jansen Ave. San Dimas, CA 91773 for rules
and further information.

**Have you Renewed?
If not, send your dues to:
Jerry Meyer 8 S. Grace ST.
N. Aurora, IL 60542**

For Sale

Zalp T/R engine New/Manufacturer rebuilt. 2 tanks.
\$400.00 USD..contact Bob Whitney TX# 954-983-3624

New Nelson .36 FI/RE \$200.00 USD..contact
Kenny Perkins TX# 901-365-6749

If you have a item or looking for a item, send us your info.
Our address can be found on the back cover.

NCLRA Equipment Update

Our plea to acquire equipment for the first class running of events has so far proved successful. We would like to thank the following individuals:

Name	Equipment
Bob Oge	0-1" micrometer
Bill Lee/ John McCollum	F2C tank measuring equipment
Bob Whitney	Generator / pull scale
Brian Fairey	Lap counters / tape measurer

Thanks guys!

We are still looking for PA equipment, microphone, speakers, amplifier, etc..

If you have equipment and would like to donate it, send us a note.

Bob Oge has asked that we let everyone know his shop is repaired following the devastating floods of last year. He once again is in business for custom engine work, and chrome service. So give Bob a call if he may be of service. TX # 815-286-3969

On the next few pages you will find a list of NCLRA Members, along with your 1998 Nat's entry form. If your information is not correct please let us know so we can update your information. If your license # is not correct, or missing, please drop us a line with the information.

Also we would like to update our 'Where to Find It' file. If you sell goods or provide services please drop us a line, so we may compile a list for our members. Please keep your info, to a minimum. Name, address, TX#, E-mail, brief description of goods and services. Please send this by February 20th so we may include this in our next edition.

**Keep the NCLRA Growing
Renew today, sign up a friend.**

**Have a question? Let our panel
of experts help you.**

1997 NCLRA Membership Record

1/19/98

LAST_NAME	FIRST_NAME	ADDRESS1	CITY	PROV/ST	POSTAL	COUNTRY	AMA#	HOME_PHONE
Aldrich	George	12822 Tarrytown	San Antonio	TX	78223			210-656-2021
Ascher	Lenard	215 N Prospectors Rd	Diamond Bar	CA	91765		36090	909-860-9476
Ballard	John	10102 Kimblewick Dr.	Louisville	KY	40223		402	502-426-2184
Betz	Dave	516 W. Ft. Wayne	Warsaw	IN	46580		510841	219-269-9866
Braun	Dave	5670 Ensenada Way	Riverside	CA	92504		34574	0
Brown	B.B	9 Park St.	Christiansburg	VA	24073		6168	540-382-1878
Brownlee	John	1338 Hunn Rd Apt#1	Yuba City	CA	95993		0	0
Bush	Lawrence	2550 DuPont St	Coatsville	PA	19320		13863	215-383-5045
Byrd	Les	4561 Ozias Rd.	Eaton	OH	45320		63330	513-456-6546
Caldwell	George	8435 Discovery Blvd	Walkersville	MD	21793		0	0
Caron	Don	8434 Ave. M	Sante Fe	TX	77510			409-925-4239
Carr	Ronald	418 Mabrina Ct	Ballwin	MO	63021		12421	314-394-9709
Christ	Bob/Jason	18644 N 54th Ave.	Glendale	AZ	85308			602-434-5509
Cleaver	Jeff	530 Olympus Blvd	Port Ludlow	WA	98365			360-437-9145
Cothran	Michael	617 Spring Dale	Grand Prairie	TX	75052			214-264-7870
Crane	Lou	2163 Sonoita Dr	Sierra Vista	AZ	85635			0
Deneau	Gerald	6464 S Andes Place	Aurora	CO	80016		9350	303-690-5445
Downing	Harold	517 Applegrove Dr	Nicholasville	KY			38886	606-885-7163
Driskel	Larry	6806 3rd St.	Lubbock	TX	79416		20210	806-796-3747
Dziak	Lari	3 Starflower Dr.	Madison	WI	53709		90647	608-827-6779
Ehnwall	Per	Vargvangen 6	S13732 Vasterhaninge			Sweden	SE-243	46 8 50021214
Eichenberger	Steve	2102 W Western Dr.	Chandler	AZ	85224		0	0
Elbert	Alex	183-11 Hillside Ave. 6C	Jamaica	NY	11432		439118	0
Fairey	Brian	242 Bellhaven Dr.	Waterloo	Ontario	N2J3L6	Canada	6939	519-885-3547
Fisher	Dave	1233 Davenport St.	Blaine	MN	55449		52080	612-767-1759
Fogg	Bob	11272 Carroza Ct.	San Diego	CA	92124		38820	619-560-0892
Fox	Betty	5305 Towson	Ft. Smith	AR	72901			501-646-1656
Freeman	Robin	8908 N 760E	Seymore	IN	47274			812-522-1261
Gall	James	82 Summit Ave #2	Garfield	NJ	07026			201-546-2099
Gibeault	Paul	54-5380 Smith Dr	Richmond	BC	V6V2KB	Canada	255399	403-275-9630
Goff	Allen	2100 N Carrolton	Muncie	IN	47304		3303	765-759-7473
Goldsmith	Lester	6096 Foxridge Ln.	Memphis	TN	38115		3711	901-365-2620
Gould	Roy	400 S. Washington	Tuscola	IL	61953		442047	217-253-2232

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1/19/98

LAST NAME	FIRST NAME	ADDRESS1	CITY	PROV/ST	POSTAL	COUNTRY	AMA#	HOME PHONE
Harding	Bill	4782 Unity Lane Rd.	New Waterford	OH	44445		430847	330-457-1600
Hawk	Michael	1551 Calabrese Way	Gilroy	CA	95020			0
Hazel	Mike	1073 Windemere NW	Salem	OR	97304		39021	503-364-8593
Heywood	Bob	1267 Old Country Dr.	Dayton	OH	45414		25365	513-890-7555
Holliday	John	10421 W 56th Terr	Shawnee	KS	66203		23530	913-262-1949
Holzwarth	Carl	P.O. Box 203	Cedar Knolls	NJ	7927			Exchg Newslett
Hoogenkamp	Ron	198 Williams Street	Gooseberry Hill			Wstrn Australia	466883	61 9 257 2888
Isidro	Júlio	Ruadioadel Castro. 12	1495 Alges			Portugal	561621	35114103028
Jerabek	John	10 Mango Dr	Willowdale	Ontario	M2K2G1	Canada	C-5617	416-221-7071
Just	Joe	709 Crescent Ave.	Sunnyside	WA	98944			0
Keeton	Dennis	1801 W 6th St.	Texarkana	TX	75501		190570	903-792-4989
King	Jeanine	201 Robey St	Arkadelphia	AR	71923			501-246-8383
King	Krystal	201 Robey St	Arkadelphia	AR	71923			501-246-8383
King	Larry	201 Robey	Arkadelphia	AR	71923			501-246-8383
Kulas	Richard	815 Yakima St.	Wenatchee	WA	98801		587905	
Kusik	Jed	1372 Windemere Ln	Tustin	CA	92680			0
Lambert	Dick	754 Renegade LN	Port Orange	FL	32127		10769	904-761-3560
Land	Dr. Adrian	1580 School Street	San Carlos	CA	94070		387821	408-383-9229
Laub	John	1217 heritage Ct.	Walkersville	MD	21793			301-845-0065
Lee	Bill	2200 Route 2	Chandler	TX	75758		20018	903-852-5599
Lieb	George	5202 Emeline St.	Omaha	NE	68157		720	402-733-6824
Long	Dale	4359 5Th St.	Riverside	CA	92501		28850	909-784-4328
Lowry	John	2023 S. Dallas Apt#25	Ft. Smith	AR	72901		40071	501-646-1656
MaccCarthy	Mike	P.O. Bx 788	Glen Ellen	CA	95442			707-996-9528
Maestre	Enrique	Buenos Aires, 16 3-5	28820 Coslada-	Madrid		Spain		0
Malcolm	Chris	Arin" McNally Rd. MS2	Dubbo		2830	N.S.W. Australi		0
Manfredi	Gabe	601 N.W. Selvitz Rd	Port St. Lucie	FL	34983		73168	407-878-9220
Matson	Mike	700 W Fuson Rd. Apt # 1	Muncie	IN	47304			0
Matson	Pat	9609 S Olive	Muncie	IN	47304		6040	317-741-9483
McCollum	John	RR 3 Box 3429	Ben Wheeler	TX	75754		15542	714-770-3041
McDonald	Dave	P.O. Box 384	Daleville	IN	47334		NCLRA	317-378-7228
McIntyre	Roger	410 Ridge Rd	Novato	CA	94947		22108	415-892-5774
McIntyre	Rich	22465 Ft. Ross Rd.	Cazadero	CA	95421		22205	707-632-5117

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1/19/98

LAST_NAME	FIRST_NAME	ADDRESS1	CITY	PROV/ST	POSTAL	COUNTRY	AMA#	HOME_PHONE
Medina	John	3200 Truxel Rd. #267	Sacramento	CA	95833		575133	916-924-1726
Melancon	Charlie	1543 Chevelle	Baton Rouge	LA	70806		12194	504-927-2924
Meyer	Jerry	8 S. Grace	N. Aurora	IL	60542		2483	630-897-1306
Moll	John	2870 Palloak Dr.	Oakville	MO	63129		376782	314-846-0932
Murchison	Dennis	4055 SE Indianola Dr.	Des Moines	IA	50320		547258	
Naeumura	Will	7919 SE. 28th Ave.	Portland	OR	97202			0
Nelson	Henry	121 Pebble Creek LN	Zelienople	PA	16063			412-538-5282
Noice	Jerry	11050 Fancher Rd #132	Westerville	OH	43082		11106	614-855-7497
O'dell	Ronald	11506 Dandelion	Jacksonville	FL	32223		493596	904-260-5138
Oesterle	Richard	136-19 Jewel Ave.	Flushing	NY	11367		28718	0
Oge	Robert	15477 Owens Rd	Hinckley	IL	60520		93108	815-286-3969
Oleske	Vince	327 Forrest Ave	Lyndhurst	NJ	7071			0
Olsson	Goran	Valhallavagen 14 n.b.	S-114 22 Stockholm			Sweden	SE-1362	46 8 158320
Palmer	Richard	BX 609 Closter Rd.	Palisades	NY	10964		315880	0
Pansic	Tim	904 E Penning	Woodriver	IL	62095		541628	0
Pedro Mary	Nelson	RUA Adriatico, 16	JD DoMar-San Bernard			cep09725 Brazil	PT-40	0
Perkins	Kenny	4011 Lacewood Dr.	Memphis	TN	38115			901-365-6749
Perkins	Walt	4416 SE. 4 Place	Ocala	FL	34471			904-694-7918
Perren	Carlos	Bolivar 560	2300 Rofaela			Argentina		54-049228334
Puleo	Frank	11054 Allendale Dr.	Arvada	CO	80004		386097	303-423-3373
Reese	Fred	2500 Teddy Dr. #2	Las Vegas	NV	89103			0
Rice	Paul	4811 W. Lattin Rd.	W. Richland	WA	99353			509-627-3142
Ricketts	Jim	4921 Fernwood	Sioux Falls	SD	57103		5884	605-371-3520
Ricketts Jr.	Jim	4921 Fernwood	Sioux Falls	SD	57103		23554	605-371-3520
Rodriquez	Santiago	c/Emilio Gastesi, 5.4°B	Madrid		28027	Spain	EC-589	34-1-4087754
Rolley	David	685 5thSt./ Po Bx 330	Bennett	CO	80102		992	303-644-3715
Rowan	Pat	9692 Unity Rd.	Poland	OH	44514			330-542-0673
Rowe	Martyn	601 Cypress Station Dr.	Houston	TX	77090		573940	0
Scaltritti	Juan Carlos	Gaona 3758	1416 Buenos Aires			Argentina	FaaLu1331	0
Schram	John	5309 N 62nd St.	Milwaukee	WI	53218			0
Schuette	Melvin	P.O. BX 240	Auburn	KS	66402		16835	913-256-2583
Seaton	Kevin	40 Huntington Rd	Augusta	KS	67010			316-775-3427
Senson	Alberto	Av. Jose Odorizzi 2049BL	Sao Bernardo Do Camp	Sao Paul		Brazil		0

1997 NCLRA Membership Record

1/19/98

LAST NAME	FIRST NAME	ADDRESS1	CITY	PROV/ST	POSTAL	COUNTRY	AMA#	HOME PHONE
Shoemaker	Joe	1883 Rice Blvd.	Fairbourn	OH	45324		586955	937-754-4405
Silversmith	Brian	86 Kingsland Circle	Monmouth Jct.	NJ	8852		8096	908-274-8945
Smith	Kenn	521 Jansen Ave	San Dimos	CA	91773		2751	909-592-2100
Soule	Peter	969 Bia DeMonte	Palos Verdes Estates	CA	90274		271	310-373-2465
Spanovich	Joe	113 Douglas Ln.	Bristol	TN	37620		45656	423-764-9431
Stebbins	Alfred	2271 SW. Almansa Ave.	Port St. Lucie	FL	34953		220646	561-336-8574
Stharnesund	Per	Snostormsgatan 15	SE-72350 Vasteras			Sweden		46 21 804234
Stone	Tim	1501 Cobblestone Ct.	McHenry	IL	60050		62975	815-344-5728
Strand	Michael	N2 W31920 Twin Oaks Dr	Delafield	WI	53018		19328	0
Strickland	James	219 Wesley Rd	Green Cove Springs	FL	32043		213896	0
Tabor	Thomas	83 Oakland Dr.	Pittsgrove	NJ	8318		4690	773-471-3450
Thompson	John	2465 Quince St.	Eugene	OR	97404		4051	503-465-1088
Tomasch	Dr. Andrew	17264 Lilypad Ct	Northville	MI	48167		61444	0
Valente	Phillip	1041 Squires Dr.	West Chester	PA	19382			215-692-6469
Vansant	James	337 Parkview Ave.	Pennel	PA	19047			0
Washington	Demetrius	1 Cobber Ln	Baltimore	MD	21229		80526	410-525-0224
Whitesel	Dave	2012 Highland Ave.	Anderson	IN	46011			317-643-4525
Whitney	Bob	7840 NW 16	Pembroke Pines	FL	33024		RAD	954-983-3624
Wilk	Steve	3257 Welcome Ave N	Crystal	MN	55422			612-531-0604
Wilk	Thomas	301 W. Redwing St.	Duluth	MN	55803			0
Williams	Eric	419 Buckeye Dr	Eaton	OH	45320		9599	513-456-9367
Willoughby	Stewart	627 Bakewell Ln.	Naperville	IL	60565		8775	630-527-4183
Yurcik	Robert	4 Daniel Ln.	Lebanon	NJ	08833			908-236-6177

102 REASONS!

There are just SO MANY reasons why things GO WRONG when we go flying C/L model aircraft. These problems that ruin the day's flying apply equally to racing, aerobatics and combat. Why didn't I do any good? How many "excuses" have you heard? How many have you used ... ?

HERE ARE SOME THAT MOST CAN RELATE TO! Not in any order, as these Gremlin inspired happenings are most certainly random...

1. The wheel(s) fell off
2. The tank had rust in it.
3. The plug burnt out.
4. The wrong fuel was used.
5. The needle valve came loose.
6. The fuel filter was blocked.
7. The fuel tubing split.
8. The fuel line slipped off.
9. The backplate came loose.
10. The battery went flat.
11. The head bolts started unscrewing.
12. The glow plug was too cold.
13. The glow plug was too hot.
14. The tank was mounted too low.
15. The tank was mounted too high.
16. The fuel had the wrong nitro content.
17. The pacifier burst during filling.
18. The tank vents came unsoldered.
19. The blockoff fell off.
20. The tank was filled using the overflow pipe.
21. The filler pipe was blocked.
22. The muffler came loose.
23. The silicone tubing had a pinhole.
24. The propeller was unbalanced.
25. The prop was clipped on take off.
26. The prop threw a blade.
27. The prop pitch was wrong.
28. The tank only got half filled.
29. The prop diameter was wrong.
30. The tank had a loose blob of solder.
31. The prop broke while being flicked.
32. The fuel was old.
33. The pilot was too old.....(!)
34. The weather was too hot.
35. The weather was too cold.
36. The engine mounting bolts vibrated loose.
37. The propeller nut came loose.
38. The spinner came off.
39. The engine cowl came off in flight.
40. The lines snagged long grass on takeoff.
41. The lines weren't soldered properly.
42. The up was connected to the down!
43. The kink was going to be OK for a few more flights...
44. The frayed connections went unnoticed,
45. The bloody up line broke.
46. The lines were heavyweight instead of lightweight.
47. The handle was picked up the wrong way ... (!)
48. The stainless steel lines bound together in the wet.
49. The lines were too short.
50. The lines were too long.
51. The adjustment came loose at the handle.
52. The controls were out of whack.
53. The bellcrank had become sloppy.
54. The control horn wore out.
55. The leadouts jammed.
56. The lines slipped off the connector.
57. The controls started binding.
58. There was more down than up.
59. There wasn't a spare set of lines.
60. The top was left off the fuel can.
61. The spare glow plug was missing.
62. The spare propeller wasn't in the box.
63. The elevator hinges came adrift.
64. The wing developed a warp.
65. The tailplane was cock-eyed.
66. The covering had sagged.
67. The paint wasn't fuelproof.
68. The covering was peeling off in flight.
69. The tree wasn't that close when I took off.
70. The plug spanner had vanished.
71. The mechanic slept in.
72. The pilot didn't turn up.
73. The ground was too wet.
74. The grass was too long.
75. The wheels on the model were too small.
76. The grass was too spongy.
77. The hole in the tarmac caught the monowheel.
78. The other guy caused me to crash.
79. The model was tail heavy and too sensitive.
80. The model was nose heavy and flew like a brick.
81. The battery wasn't connected during starting.
82. The Glow Plug connection wire broke.
83. The needle was set too rich or too lean.
84. The comp. screw backed off in flight.
85. The motor was over compressed.
86. The motor was under compressed.
87. The needle was knocked during the pit stop.
88. The wing came away when I caught the model.
89. The model tipped over on landing.
90. The model landed in the wrong segment.
91. The motor wouldn't shut off for the cool down.
92. The shut-off wouldn't shut-off in flight.
93. The shut-off kept shutting off in flight.
94. The mechanic forgot to re-set the shut-off .
95. The motor cut just a few laps from the finish.
96. The pilot forgot how to whip the model.
97. The time keepers lost count of the laps.
98. The stop watches failed to stop.
99. The manouvre was performed out of sequence.
100. The wings decided to do a 'handclap'.
101. The other guy just flew better !
102. The flying field flooded.

JOHN HALLOWELL. VH 1984.

This was sent to us by Ron Hoogenkamp, and is taken from Australia's VCLN publication. Thanks Ron, I am sure we have all heard, or had some of these happen to us in the past.