

From: National Control Line Racing Association
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TO:

'Spreading the joy of control line racing'



Torque Roll!!

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President's Corner - June 2003

On Rules and the death of CL Racing

Over the past year NCLRA has taken a proactive stance on gathering together rules for racing events that seem to be important to us, both in the present as well as in the future. Rules for events which are widely flown, or for, perhaps, events we HOPE will be widely flown. And, as you would expect, everybody has their own ideas on what they should be, and nobody is ever totally 100% satisfied with what comes out. But it makes no difference WHAT the rules say if they are ignored!

And that is the death knell for our sport!

Take a long look at the history of CL Racing in this country. (Take a SHORT look! It will reveal the same!) Every AMA event has the same history: an event born out of the interest of a few locally, achieved wide acceptance, official rules formulated, a brief peak of active interest and participation and then a steady decline in participation (and an steady climb in performance) until so few are racing that the event dies. Rat is dead. Slow Rat is essentially dead. Scale race is holding on. Class I Mouse is active but barely, but when the day comes when the special-built engines begin to dominate, it will die, too. And Class II Mouse has never ever really taken off.

Every AMA event has suffered the same problem: rules that allow/encourage competitors to find the "trick", find the "speed secret" in the hopes of improving performance. And when one is perceived to work, then everyone must "have one" or be left behind. Unfortunately, many ARE left behind, over flying stunt or something. "It's just not worth the effort!" These are/were what I call "the casual racers", those folks who perhaps fly some other discipline, and like to race a bit on the side. They are not the hard-core addicts that many of us are, and when the performance or complexity or the obvious ignoring of the rules becomes too high, they are quite happy to say "See ya!".

Now we come along and try to define a set of rules for events that will prevent that from happening. But the hard-core among us will just not be happy with that: they have to still push the edges, lopping over just that little bit into illegality. But just a *little* bit! And the poor CD, who doesn't really want to offend them (they are, after all, REAL racers!), won't say "No, that's not legal!". So after a year or two goes by of running just-a-little-bit-illegal models, the new one gets built and it's just a little bit MORE illegal, And all you hear is "Well I've flown this design for two years now and it's not ever been illegal before, why is it now?". And the obvious answer is: it's ALWAYS been illegal, but you've never been called on it before!

It's bad enough when the rules are indistinct and poorly written (e.g., the "exposed controls" of Mouse I or ½A Proto), but when the rules are very explicit and then IGNORED does it really get bad. It leads to widespread abuse, and eventually the death of the event.

The tombstone of CL Racing will read "We only cheated a LITTLE bit!"

NATs and Quickie Rat

And that brings us to the issue at hand: how a Quickie Rat will be judged for legality at the NATs.

Controls: The TQR rules are quite explicit in requiring the entire control system to be "external to normal airplane contours". The big question is: how do you define the "normal airplane contours".

Some would say "If you can see it from the outside, it's o.k.". And that is nonsense since it would allow leadouts to be buried in the surface of the wing in grooves, even perhaps covered with a piece of clear mylar, or bellcranks buried flush in the wing, or similar tricks (which are all employed in Mouse I and ½A Proto).

Here's the way it will be judged at the NATs:

When the model is viewed in plan view, from the top and/or bottom as necessary, with the controls in neutral, the bellcrank, leadouts, pushrod and elevator horn must be totally visible. No control component will be allowed to be embedded into the body or the wings or hidden within a cheek cowl. Leadout tip guides may be embedded in the wing, but not cover the leadouts for more than ½".

This method of judging a model for legality is in TOTAL AGREEMENT with the TQR rules, which you should go read on the NCLRA web site.

Needle Valves: When the TQR rules were first established some 25 +/- years ago, there were two needle valve assemblies that were commonly available: Super Tigre and K&B. Both valves had a spray bar that was well over .155" diameter (probably 4 mm). The rules allowed for that when we set the minimum .155".

Now, with both of those companies essentially dead (yes, I know...), the primary source of needle valve assemblies has become Henry Nelson. And Henry's spray bars are not as large as the ST or K&B! I spoke with Henry about this and he says that he made them to fit the .156" hole in his engines, and that they ended up being a couple of thousandths smaller, "Maybe 155 at one end and 154 at the other."

Recognizing that this is the only and dominant source, spray bars will not be ruled illegal at the NATs if they are .153" or larger, and we will likely make that a rule-change later in the year.

Engine parts: Again, the rules are quite explicit about what is legal and what is not: you're supposed to be using *production* components, nothing home-made. You can remove metal, but you cannot add metal or any other material.

Now the question has arisen about buying unfinished components from the manufacturer and then doing the finish machining yourself. No problem as long as there isn't any metal in the finished product that would NOT have been there in a production part! (Taking into account normal

machining tolerances, of course.) There is no problem with taking an unfinished case and putting the cylinder bore in more accurately, but I DO see a problem if that bore is offset (desaxe) or if the ports are cut smaller than a production engine.

Same thing for head and rods, etc. As long as there is no metal there that was NOT in a production part, go for it, as long as you START with a part from the manufacturer.

Please understand that virtually ALL of the tech inspection will be of the TLAR variety: That Looks About Right. However, we will measure venturis and spray bars, as usual.

NATs Help:

The NATs are only a short time away. And, as usual, help for running the events is in short supply. I need volunteers to help me run some events. I need volunteers to time and count laps. Please contact me at Bill@WRLee.com to get on my list. Remember that we will be enforcing the "fly one-time one" rule if sufficient volunteers are not available

Muncie Site:

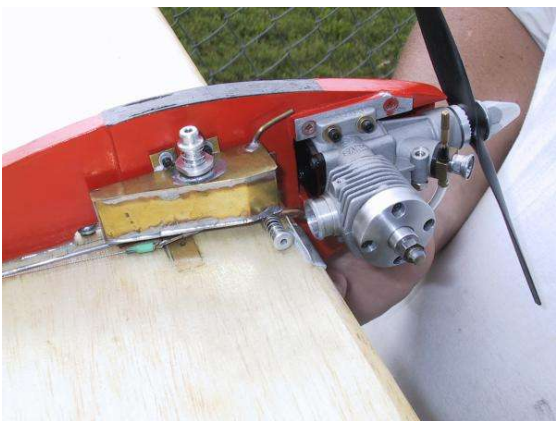
As of his writing, I do not know the status of the new racing site at the National Flying Site in Muncie. I do know that the repaving of the L-Pad is going on or has been completed, and that was part of the same contract (as I understand) that was to build the CL Racing pad. I heard earlier in the year that the goal was to have it all done by the first of June. Hope it all works out.

2004 Control Line World Championships:

Things are happening! The first bulletin, Bulletin 0, has been distributed and we now have an official web site

<http://www.2004CLWC.org/>

Right now there isn't much there, but we will be adding to it as time goes by. If anybody has any suggestions about content, please notify me.



Front end of F2CN by Conrad Cloete of South Africa, as shown by Kevin Seaton at Topeka contest.

SOUTHWEST CONTEST RESULTS

By Jim Holland

OFFICIAL RESULTS: SCAR RACE #1 WHITTIER NARROWS, LOS ANGELES SUNDAY, APRIL 20, 2003

NCLRA CLOWN RACE (7.5 Minute Heats)

1	Jim Holland	144 Laps
2	Doug Mayer	143 Laps
3	Fred Buschbaum	96 Laps
4	Bruce Tunberg	70 Laps

NCLRA FOX RACE

1	Doug Mayer	5.58.31
2	Jim Holland	6.42.66
3	Fred Buschbaum	6.57.19

NCLRA QUICKIE RAT

	Heat 1	Heat 2	Final
1	Doug Mayer	3.14.78	Scratch 6.31.19
2	Doug Haas	3.11.60	3.20.90 6.39.18
3	Bob Murphy	3.20.66	3.18.63
4	Jim Holland	4.00.50	3.27.66

KNIGHTS OF THE ROUND CIRCLE KNIGHTS JOUST: OFFICIAL RESULTS WHITTIER NARROWS, LOS ANGELES SATURDAY, MAY 17, 2003

AMA MOUSE I

	Heat 1	Heat 2	Final
1	Jim Holland	41 laps 2.32.07	5.28.69
2	Vic Garner	3.06.46 4.11.49	7.19.17
3	Greg Kovach	8.47.07 3.32.90	
4	Doug Haas	DNF	Scratch

NCLRA FOX RACE

	Heat 1	Heat 2	Final
1	Don Burke	6.09.54 6.31.94	6.12.34
2	Doug Mayer	6.27.29	Skip 6.32.94
3	Fred Buschbaum	7.31.68 6.35.41	6.54.54
4	Jim Holland	6.53.43	Scratch
5	Ted Kraver	45 Laps	Scratch
5	Greg Kovach	45 Laps	Scratch

NCLRA QUICKIE RAT

	Heat 1	Heat 2	Final
1	Doug Mayer	3.14.78	Scratch 6.31.19
2	Doug Haas	3.11.60	3.20.90 6.39.18
3	Bob Murphy	3.20.66	3.18.63
4	Jim Holland	4.00.50	3.27.66

EDITOR'S COLUMN

TIM STONE

Spring building season is in full bloom. Getting prepared for the '03 racing season has required a lot of time; taking inventory of supplies & gear, prepping new props in particular takes a lot of effort. I would remind people that it is a good idea to replace your flying lines every year, the cost of this is minimal...about \$5.00 a set if you buy in bulk.

COVER PHOTO

I decided to brighten up the cover of the newsletter starting with this issue & thought...what a better way to kick it off than with a picture of my own charming Daughter, Caitlin!

I hope to keep this up. Send me any photos you wish for consideration for use in future issues on the cover. I really prefer planes/with people rather than just hardware. Send either a color glossy photo, or a JPEG email attachment to my address as listed on the back cover.

KING ORANGE REBORN?

I recently received a letter from Jim Catevenis in Jacksonville Florida, promoting a racing contest on Nov 15 & 16. Details are in the contest calendar section. Jim went on to say "...Our ultimate goal is to have a unified control line contest featuring ALL of the control line events as they were featured in the '60's & '70's. We would like to have ALL racing events in the future. We welcome your input, participation & suggestions. We hope the NCLRA group can help revive C/L racing as it once was"

For those of us that remember the K.O.I. Contests from that era, that is a lofty goal...

TOM BLANKMAN MEMORIAL RACE RESULTS -ST. LOUIS 5/18

The air was heavy in St.Louis for the first Annual Tom Blankman Memorial Speed & racing contest. Tom was a Great competitor & did much for the sport. We will miss him. The annual Spring contest was renamed for Tom as he passed away recently.

With humidity running between 85-97% & rain recurring every 1/2 hour, conditions were far from ideal for any quick races. We decided to run Fox & TQR first because using braided flying lines that are wet is not so bad; solids are a different story. Ten competitors showed up & we had some decent racing.

NCLRA FOX (100 laps)

- 9) Tim Stone 5:37.99
- 10) Gary Frost 5:59.19
- 11) Tom Wilk 6:11.54
- 12) Bob Oge 6:36.89

NCLRA TEXAS QUICKIE (70 Laps)

- 4) Tim Stone 3:08.67
- 5) Jerry Meyer 3:10.74
- 6) Dick Hart 3:14.59
- 7) Bob Oge 3:15.28
- 8) Steve Wilk 3:38.77

Goodyear was canceled due to wet conditions; flying on solids would have been a safety problem. Congratulations to Jerry

Meyer for his first real competitive time in TQR! Jerry showed up with a brand new plane & motor, and things worked out pretty well for him. Dave McDonald flew in with Dick Hart from Texas to add to some good racing. The blacktop at Buder Park was recently redone, as well as the speed circles. Thanks to the officials for a job well done.

STREAKER KITS AVAILABLE

I just got the word that John Lowry, formerly of Fox is kitting the Streaker for Mouse 1 or 2. Kit features laser cut parts. Price is \$ 15.00 +\$ 3.85 postage. John also has bulk wire & 1/2 A wheels. Reach him at; [BearHobbys@aol.com](mailto: BearHobbys@aol.com) 479-649-9052
1217 S. Phoenix #38, FT. Smith, Arkansas 72901

TANKS A LOT...

I lost a final race last year due to a fuel feed line coming loose during a 350 lap Fox Race. This really upset me, as I check all my tanks prior to a race, flush them out & pressure test them as well as visually inspect all seams. This particular tank was over 3 years old and had around 2000 laps on it.

Fox

.35's are real shakers & produce metal fatigue in the thin tanks & brass tubing. Based on my own experience, I don't think I'll

trust a Fox racer's tank for any more than a couple of years; other racing classes produce much less vibration and last longer... but still need to be replaced regularly. Making a tank is not too much of a chore; I can make one in about 45 minutes once I have a master 'plug' done. Here's how I do it.

MATERIAL SELECTION

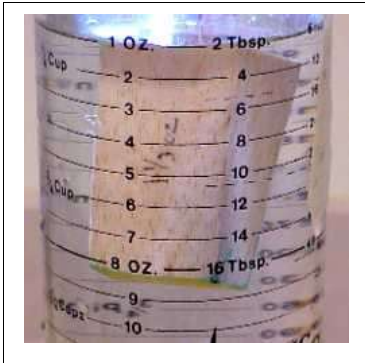
I like the .008 "Easy solder tin" that is sold all over; most hardware or craft stores sell it It is sold under the "K&S" brand name as well as several other generic names. Brass is too heavy to be used; some people use .005 stainless steel. Solder should be Rosin core. Acid core will eventually fail, as it is impossible to remove the acid completely. Silver solder requires an acid flux & should not be used either.

STEP 1-MAKE A PLUG

To determine size, shape & volume of tank, start by making a plug to the final size & shape of tank you want.



Make the plug out of any hard or soft wood. Remember that the plug will be slightly smaller than finished tank. To determine liquid capacity of tank, fill a graduated cylinder partially with water, poke a pin in your plug & immerse it in the water; the volume of water displaced = the capacity of your tank.



Trim plug to adjust volume of tank. Take a little off at a time until the desired tank volume is reached

LETS GET CUTTING

At this point some people will make a paper pattern of the tank; I have found this to be less accurate than simply tracing the plug directly on to the tank material. I make a typical tank That is an angled rectangle in 3 pieces; main body & 2 end caps. Some people go to great lengths to make a tank out of one continuous piece of material, but I have found this to be more time consuming, harder to fit, and weaker than a 3 piece tank.



Cut the tin with a pair of heavy duty scissors. Bend the main body section to the shape of the plug using a pair of duckbill vise grip pliers. Bends should be sharp, but with a slight (1/64" or so) radius as not to stress the metal too much. Fit the main body section around the plug; fit should be very tight at this point. All seams to be soldered should be a very tight fit, then cleaned with denatured alcohol, paste flux applied in between seams, then soldered with rosin core.

Make the end caps by tracing around the actual tank rather than the plug. I have found that an external overlap of seams is easier to make & stronger than internal bends. With the plug still inserted in the main tank body ,bend the ears of the end caps to fit the tank. Use a hard balsa stick to form the endcap seams tight. Remember that while the solder will bridge a pretty large gap, it will not be nearly as strong as a tight seam.

Remove the plug, and solder the endcaps on one at a time while holding the tank body vertical; this helps the solder go where you want it to.



To complete the tank, add vent & gas pipes. To promote a stronger fit here, I usually drill holes undersize (5/64" for a 1/8" tube) and then flare the holes to size using a nailset or other conical steel rod such as an awl. Don't make fit too tight here, as you want solder to flow inside the tank as well as outside. Flush the tank with alcohol, to rinse out rosin flux & any metal chips. Solder mounting brackets to tank, then pressure test the tank immersed in water to spot any bubbles. Remember to mark the date on the tank so you'll have some idea when to start over...

.15 RAT PANS



Just received the first of the .15 pans from Henry Nelson, they are 8" long weigh 1.6 oz, and have a wall thickness of approx. .045. The price is \$50.00 from Henry. If you see the amount of programming work, and machine time involved in this project you would be amazed. Henry makes top shelf equipment, and this pan is no exception. I would suggest people to call Henry as these pans will not be around long. (By Dave McDonald/Delphi Forum)

NORTHEAST REP'S REPORT
BRIAN SILVERSMITH

The following is a report for our May 4th Clown contest in Lincoln Park, New Jersey. We had god weather, a dry grass field, lots of Mosquitos and a handful of contestants.

PLACE	ENTRY	LAPS	MOTOR
1	Tom Schaeffer	289	Old Rossi .15

2	Jim Gall	257	Moki Sport .15
3	Brian Silversmith	254	Fox .15
4	Neal Beekman	248	Norvel .15
5	Ed Gifford	215	Fox .15
6	Steve White	176	K&B .18

The 6 of us had a great time as we relaxed and each had as many feature (15 Minute) races as we cared to have. No one came from any distance and was given a single heat race in order to qualify. Here in New Jersey we try to keep our contests at a friendly level. Gone are the days when dozens of competitors waited all to take their one attempt.

Today we have multiple events for the same group of competitors and each one is always ready and willing to help one another. Frankly, I, as an old time hard-boiled competitor greatly enjoy our laid back ways. Everyone gets their fair shot, and we don't hear "Lets hurry up & get this over with" that I hear in other places. I feel that if you don't want to run a contest, then back out & pass the baton to someone that does.

If no one wants the responsibility, then don't falsely advertise a 'good time' only to ruin every one else's good time with a bad attitude.

P.S. Too bad I didn't get much feedback from my health & well being article...Do you guys want to enjoy our Sport into old age or what?!!

Brian continues with the "Foxbrakes" Saga... The following is a copy of a letter sent to Dave McDonald.

Dear Dave; I am overwhelmed by the attention that the "brake" on my Foxracer received. Actually it should be called a nose skid. Yes, it really does the job of saving the pitman's hand during hard, fast stops. It can also make for faster pits, which is a good thing. There most certainly is a danger when a model is rolling towards the pitman- but it is not from the skid, but rather the propeller shaft. I most definitely agree that the skid is a danger to snagging lines on the ground, and therefore will not use it again.

At this point I want to clarify that the design & installation of this skid was done by no other than by my Pilot, H. David Wallick of Sarasota, Florida. Although new to the racing circles, H. David is no stranger to the winner's circle in C/L Carrier competition. He has set more than 50 records...and if he gets the urge to REALLY compete.....

EDITOR'S NOTE

At this point Brian launches in to glowing love & extended praise Of H. David's ability & talent... I didn't want to make anybody blush, so we'll end it here!

SOUTHEAST REP'S REPORT BOB WHITNEY

We had a busy month. Two weeks ago we had our Spring Fling at our new flying field ,Whitehouse in Jacksonville. The turn out was small but the racing, was great!

MOUSE 1

I had low heat time @ 2:31, Dave Hallas was 2nd @ 2:32, Gabe Manfredi was 3rd @ 2:43. I dropped out after a bad 2nd heat, leaving Dave & Gabe to go for the Gold! Dave won with a 5:04, Gabe finished with a 5:30.

MOUSE 2

Dave Hallas won with a slow 7:05, Gabe was 2nd with 7:08.

SLOW RAT

George Leib came in from Nebraska to fly with us, and did himself proud. He took 2nd with 3:43 behind Dave Wallick's 3:39.

FLORIDA SLOW RAT

Gabe Manfredi 7:13, Dave Halas 9:39.

NCLRA FOX

Hallas 6:24, Al Stebbins 7:01, Gabe 7:35.

TEXAS QUICKIE RAT

The old man did blow us away quick! George Leib turned 6:41, Bob Whitney 2nd with 7:09, Gabe went 3:26 for heat time.

CLOWN

If you cant' do 300 laps don't bother coming down to Florida!

George put it to us again with 316 laps, Manfredi had 313, Hallas went 292 laps.

No one entered B TR or F2CN Profile.

Our combo rc & controlline field is coming along good, we will have 2 grass circles first year then one paved circle next year.

We have quite a few past racers show up at just to watch , a couple said they were getting the bug again.

PAGING MR HENRY...

If anyone knows how to get in touch with a Mr. John Henry, please contact Dave McDonald at DMcD143@aol.com , Dave has stuff to ship but no return address for John.



Chris Peter's SCAR Goodyear at Topeka

SOUTH CENTRAL REPORT
MELVIN SCHUETTE

On May 24th and 25th the members of the Topeka Control Line Association held it Annual Contest at Gage Park. The Weatherman had predicted lows to be in the upper 40s and the highs in the lower 70s with little wind, and a chance of rain in the morning. Well for once he got it right, the rain caused a short delay in the start time, but nothing that prevented us from having a relaxed day of racing. We even had enough entries in a couple of events to warrant having heat races and taking the top three to the finals.

Saturday evening was the traditional dinner at the nearby clubhouse hosted by the club. If you can imagine the covered-dish suppers that you used to attend as a kid, that's what this is. Great food, fellowship, and an opportunity to hand out the Racing awards.

Class I Mouse (6 entries)

1 st Team McCollum/ Lee	4:28.92
2 nd Melvin Schuette	5:57.92
3 rd Russ Green	1 lap

Class II Mouse (2 entries)

1 st Team McCollum/Lee	8:19.84
2 nd Dave Rolley	14:06.84

Class II Goodyear (7 entries)

1 st Dale Gleason	7:36.12
2 nd Mike Grebb	7:53.59
3 rd Team McCollum/Lee	8:16.40

Scale Race (3 entries)

1 st Mike Greb	8:36.49
2 nd George Leib	8:44.06
3 rd McCollum/Lee	29 laps

Big Goodyear (5 entries)

1 st Melvin Schuette	11:03.90
2 nd Dale Gleason	11:47.04
3 rd Tom Franklin	14:01.00

Slow Rat (2 entries)

1 st George Leib	18 laps
2 nd Melvin Schuette	DNF

Quickie Rat - 5 entries

1. McCollum/Lee	3:01.92	3:03.56	6:14.49
2. Russ Green	3:15.35	3:19.37	6:42.09
3. Mike Greb	3:17.79	3:22.68	19laps
4. George Lieb	3:20.56	3:18.26	
Dale Gleason	3:29.26	3:26.22	

We look forward to seeing you next years, same time same place.



John McCollum's 'smokin'TQR..3:01

Dave & Charlie Rolley with class 1 Mouse



Kevin Seaton, with F2CN from Conrad Cloete of South Africa.

Southwest District Column ,June 2003.

By Douglas Mayer

Hi everybody, boy does time fly! (No pun intended). It's almost the end of May as I write this article. We've already held three contests here in the Southwest. The infamous windy Cabin Fever in Tucson, a local April SCAR club event in Los Angeles and the Knight's Joust last weekend, May 17th here in Los Angeles. Next weekend is the big Memorial Day NW Regionals in Oregon. This contest is boasted as the West's biggest CL contest. Unfortunately, for the last several years, we have had a conflict of interest between the Knight's Joust & the NW Regionals. The Knights of the Round Circle are the biggest CL club in the Los Angeles area. Each year they hold a AAAA, two-day contest in LA. They cover all events, and get the local clubs to event direct the different categories. This year I was the Event Director for the Racing Events, hosted by our local club SCAR, (Southern California Air Racers). Unfortunately, for the last 4 years, the Knights have scheduled their big AAAA contest the weekend before Memorial Day weekend. This puts all of our racers in a tough spot. Do you fly in LA, or do you make the annual pilgrimage to the big NW Regionals contest?? This is a tough choice for a lot of people who can't travel out of town 2 weekends in a row. This year the crew seems to be split in half with some guys here in LA this weekend, and some of our buddies going to Oregon next weekend. If you, or your local club can work with your other regional clubs to avoid this situation, go for it!! Sometimes, it just can't be avoided when people travel across the USA to go to contests. Sometimes you just have to pick your priorities and go do what feels right.

This brings me to a personal note. Many of you are aware that I've been writing a local newsletter here in the SW for the last several years called the TORCH. Well, I'm going to take a bit of a break and Jim Holland is going to take over the newsletter for a while. This is good because I will still write this SW article, contribute stuff to Jim, and re-focus some of my own personal priorities. This year will be the first time in 6 years that I go camping with my group of friends for our own traditional Memorial Day Camping trip. I finally realized that many of my other priorities have been pushed aside for model airplanes. I enjoy my hobby, but I also think that a balance in your life is important. Don't worry about me, I love airplanes, and I'm not going anywhere. I still have the club box with the bullhorn, stopwatches, lap counters and clipboards. You don't think that my buddies would let me get out of doing WORK, do you??? Heck no! I'm still busy, but now I have a little breathing room. Thanks Jim for taking over our newsletter.

Now for the big news from the South West. Most of you are familiar with our accident last December when Vic Garner got a broken arm from an airplane accident. Most of you are also familiar with SCAR and the NCLRA promoting the use of helmets. And many of you are familiar with SCAR's new safety guidelines and mandatory Helmet Rule. Our safety rules also go above and beyond the AMA unified Control Line Racing rules. We have had one or two complaints that

our mandatory "demonstration flights" for newcomers would alienate newcomers, make them feel unwelcome and would turn them away. After hearing some complaining, from a few nay Sayers, I started to question whether we had made the right decision. Oddly enough, they were experienced fliers expressing concerns, not beginners. Well, I am pleased to give you the following report. This weekend at the Knight's Joust, SCAR put our new safety guidelines to the test. At our pilot's meeting, we handed out a written copy of the safety guidelines, and went over them. Everyone was notified that they must wear a helmet on the pitting circle, during racing heats AND practice. We sported 3 brand new club helmets, and said "Help Yourself, just put them back at the judges table when you're done." We also had a newcomer team who has never raced with us before, and we notified them that they MUST put up a demonstration flight in Mouse-1 & Fox Race (Their entries). First of all, we have never heard a single complaint about wearing helmets, and as a matter of fact, not a single one of our brand new helmets was used this weekend!?!? WHY?? Everybody showed up with their own helmets, and people have been telling me that they have even been practicing with them on their own time!!!! Now to address our mandatory demonstration flight procedure. Quite to the contrary of our dis-believers, this was probably the best investment of time dedicated to newcomers that I've ever been involved in. During the test flights several bad habits were quite obvious, (skyrocketing takeoffs, not fading back to the pilot's circle and pivoting). After the initial flight we gave our new pilot some coaching and training, and asked for another flight. This flight was better than the first. For a third flight, I walked as a dummy pilot in the center of the circle (no airplane) with our new pilot and worked on walking the circle, not pivoting, and keeping in position with the airplane. Our new pilot flew test flights in Mouse and Fox race, and later competed without incident. We scheduled two-up heats, and we worked with him during the heats. We also realized that the pitman was doing some incorrect things, so we spent some time with him and the pilot and went over numerous rules and requirements. Neither of these guys has ever read the AMA control line racing unified rules (Believe it!) and they simply didn't know what they were required to do in all situations. You might not expect this situation to happen at your flying site, but when it does, you should be prepared. In hindsight, our safety rules were as much for us experienced racers as they were for the new guys. Several years ago, we might have ignored them, figuring that they'll learn on their own, and just hope that they don't screw up and crash somebody, or worse yet, hurt somebody. Our new pro-active approach is much better and was openly appreciated by our new participants. They both thanked us for all of our help and went away with a third place trophy in Mouse-1 !!! So there you have it, safety is not only important, but promoting safety in a pro-active program is also very productive. Our new guys were

both happy to have a good welcoming party and promised to come back.



On a final note, Dale Long presented Vic Garner with a custom hand-made trophy at the end of the Knight's Joust. The trophy had a small purple heart, a small propeller & an engraved plate that read "For Valor", December 10, 2002. This was a nice gesture, and Vic accepted his medal with Honor.

Remember, tighten your bolts, check your controls, and wear your sun block. From the Southwest, see ya next time.....

NEW SOUTHWEST AIRCRAFT, by Douglas Mayer

This weekend, a new team showed up at our contest with 3 new airplanes. A Mouse-1, a Fox Racer and a Quickie Rat. The mouse and Fox looked like nice airplanes, but the quickie Rat was an absolute show stopper!!



Dave Dawson who is also a Stunt Flier, built a Matson Scorpion and put the most incredible finishing touches on a race plane that I have ever witnessed. It was so immaculately finished, that it looked more likely to be parked with the stunt airplanes, than the racers. We weren't sure if we should be in awe, or give him a hard time for such a beautiful airplane. First of all, the paint job was amazing, multi colored scheme, with racing pinstripes on top, diagonal checkerboards on the bottom and a glossy finish that would blind you on a sunny day. Then, all of the metal parts had a fine circular brushed pattern, which matched on all components. The tank, landing gear/motor mount plate, the bellcrank and even the engine head!! I didn't look

closely, but I wouldn't be surprised if the wire skids were bushed too! Just kidding. The new team of Dawson/Kovach chose not to fly their quickie, but instead focused on Mouse & Fox. We look forward to your first entry of this beautiful airplane..... very nicely done!!!!



I had a chance to fly Jim Holland's new sport Goodyear, [Judy Wagner's No. 44 "Solution"]. Well, I must say from a pilot's perspective that this was a very well behaved airplane. Many racers are stuck in the "lil' Quickie or Dick Ohm mindset, that is to say, "Chose a proven aircraft design". Jim decided that since this was a sport Goodyear and not an AMA Goodyear, that he would experiment and try something new. In my opinion, this was a very successful experiment. Jim is considering a full-blown AMA "Solution". I always thought that a shorter airplane was better, shorter = smaller = less weight = better moments, etc, etc, etc. I no longer think that this is the case. The modified shoestring is an excellent flying aircraft. I've also flown Wayne Trivin's modified shoestring (square wingtips, elevator/stab & rudder) and this plane also flew very well. My own Dick Ohm Special "hunts" which is particularly annoying at 120 mph. Meanwhile both Shoestrings just grove like they are on rails, which ultimately means a better projected path, less drag and a faster flight. Both of the Shoestrings also had a better glide behavior than my Dick Ohm. Several lessons are learned here. Smaller is not better. If you don't experiment and try something new, you are limiting your success to that which is already established by others. Experimentation can lead to success, otherwise we would all be flying Busters & Cosmic Winds.

For more information on Jim's "Solution", visit www.controllineracingwest.com, and look in the "hardware" section. For more information on Wayne's Shoestring, visit <http://hometown.aol.com/nivirt/Goodyear.html>



Greg Kovach & Dave Dawson with Mouse 1 trophy.

PAINTING WITH DOPE

BY MIKE PRATT

Painting with dope is really easy and it turns out good almost every time if the builder uses just a few precautions. Never touch the model without washing your hands. The oils from your skin and other contaminants can get on the model and cause problems. Listed below is a simple way to paint a model with dope.

Carefully sand the entire model with 220 grit sandpaper and then switch to 360 and sand the model again. Apply three to four coats of clear dope thinned 50/50 on the framework. Sand between each coat of dope with 360 sandpaper. At this point the model should feel and look really smooth.

Cover the solid surfaces with lightweight silkspan applied wet. Cover the wing with medium weight silkspan. When the silkspan has dried, lightly sand the solid surfaces with 360 grit sandpaper to remove any over laps and seams. Apply a coat of dope to the entire model and allow the dope to dry over night. Again, sand the entire model with 360 sandpaper and apply another coat. Repeat the above step until you have four coats on the model. You can speed up this process by applying a coat in the morning and one at night. The model should look really cool at this point. Apply two coats of sanding sealer thinned 50/50 and allow the sealer to dry for two days. Over this period the sealer will shrink into the wood grain and low spots.

Wet sand the sealer with 400 sandpaper being careful not to go through the silkspan. Hold the model up to the light and bounce the light off the area you are sanding. What you are looking for is dull satin look to the area you are working. If you have sanded off most of the sanding sealer and there are low spots still visible then more sealer is needed. What we are trying to do with the sanding sealer is fill in the low spots and cover imperfections. Sanding sealer is heavy so we want to sand most of it off. If you go through the silkspan it is really no big deal just apply sealer to that area and allow it to dry and then sand that area again.

Now switch to spraying the dope if you can and apply a nice thick coat of clear to seal up the sanding sealer and to build you gloss base. Spray on your base color and allow it to dry 24 hours. Use only 3M drafting tape to layout you trim scheme and seal the tape edges with clear dope. Spray your color trim colors and remove the tape. When the dope has cured, use an old credit card and gently rub the edges of the trim colors to remove the paint ridge that has built up. After all the trim colors have been applied, spray the entire model with four coats of clear dope. The model should look great at this point.

This is where you have to make a decision if this is going to be a "Show Finish" or a great looking "Sport Finish".

If you want to try the show finish then apply six more coats of clear dope to the model and allow the dope to cure for two weeks (you can fly the model during this time). Carefully wet sand the entire model with 600 wet or dry sandpaper until you achieve an overall dull satin look. Use 3M rubbing compound and a damp soft cloth, start rubbing out the finish in small areas. It may be

necessary to rub out the model more than once to get that deep shine that only dope has. Apply a few coats of high quality wax and buff out.

It is really hard to tell someone just how to put on a good finish but the above is a lot simpler than it appears.

Fillets: Use Sig Epoxalite or Brodak Aeropoxy. Both work really well.

Mike

Hi Mike

Is there any difference between Sig and Brodak Dope?

Have you had any experience with car paint?

I have access to PPG paints at wholesale pricing.

Steve,

Sounds like fun. The PPG paints are new to modeling and there are many different opinions on how to use the stuff. I have used the PPG paints on a number of R/C models with good results. But there is no free lunch. The PPG paints are just about as much work as dope because you have to use nitrate dope and tissue as a base and a mixture of nitrate dope and talcum powder as a filler. Note: Some people say you can spray PPG over regular dope but I have not tried this yet. Then switch to the PPG color paints. This stuff is heavier than dope so you need to thin the paint 60 to 70%. It does spray on quite well and dries much faster than dope. You also need to use a good carbon filter paint mask to keep this stuff out of your lungs. It is not as bad some paints but you need to be careful with it. It is also really expensive when you want a few trim colors.

Do not mix Sig or Brodak dope because you are just asking for trouble. I am not sure what the difference between the two dopes but a few people have tried and had problems.

If you want a good looking model with as little work as possible you may want to consider this method. Cover the wings, stabilizer, and elevators with Monokote and Paint the fuselage. Brush on 4 coats of nitrite dope onto the fuselage (sanding between each coat) and cover with silkspan. Apply two more coats of nitrite dope to help fill the wood grain. Spray the fuselage with a coat of Top Flite Lustercoat primer. When the primer is dry sand it smooth with 360 sandpaper. The grain of the wood should be filled at this point and you can switch to Lustercoat color. It works really well and not much work. The Lustercoat only comes in spray cans and is quite fuel proof.

**From : Phil Valente (South Jersey
Aeromodelers) Contest Results for May 25th,
2003**

Weather was 58 degrees and rained all day. No
downpour...just light rain all day. A good time was had
by all the brave souls who attended.

1 OUNCE GOODYEAR (140 laps with no pits required)

- 1) Bud Brautlecht.....7:44:00
- 2) Jason Allen.....8:06:76
- 3) Walt Gifford.....8:12:70
- 4) James Van Sant.....8:16:46
- 5) Jim Gall.....8:18:84
- 6) Brian Silversmith.....8:18:96
- 7) Glen Van Sant.....8:24:06
- 8) Phil Valente.....13:29:27

CLOWN RACING

- 1) Brian Silversmith.....251 laps
- 2) Walt Gifford.....247 laps
- 3) Phil Valente.....231 laps
- Jim Gall.....218 laps

NCLRA FOX RACE
NCLRA QUICKIE RAT
NCLRA .15 RAT (MAYBE-DEPENDS ON ENTRIES)
CLASSIC B TEAM RACE (MAYBE-DEPENDS ON
ENTRIES)

SOUTH JERSEY

JUNE 29

Clown, TQR,NCLRA Fox
CD Phil Valente 610-692-6469

AMA NATIONALS

MUNCIE, INDIANA

JULY 6-11

Sun 7/6-NCLRA Fox (starts @ noon)
Mon-Slow Rat, NCLRA Flying Clown
Tues-Goodyear (starts @ 10:30)
Weds- F2C, 'B' Team Race
Thurs-NCLRA Texas Quickie Rat
NCLRA .15 Rat
Fri-Mouse 1, Mouse 2



2003 Contest Calendar

MIDDLESEX NJ

JUNE 1ST

NCLRA Fox, Slow Rat, Warbird
CD Phil Valente 610-692-6469
Or Brian Silversmith 732-274-8945

DALLAS, TX

JUNE 14

NCLRA Texas Quickie Rat, Sportsman GY, Fox-Goldberg
racing. CD Dale Gleason 940-637-2169

MONTEZUMA, IA-SIG CONTEST

JUNE 21 & 22

Stunt, Racing, Carrier
Skyray-Fox
CD Mike Gretz 515-623-5154 mikeg@sigmfg.com

MIDDLESEX NJ

JUNE 22

Clown, 1 OZ GY(South Jersey rules), AMA GY
CD Phil Valente 610-692-6469 or Brian Silversmith
732-274-8945

SCAR RACE #3 PRE-NATS WARM-UP

WHITTIER NARROWS - LOS ANGELES

JUNE 22, 2003 - START 9:00 SHARP

MOUSE-2

AMA SCALE RACE

JULY 11 & 12 F2C TEAM SELECTION

AMA SITE, MUNCIE, INDIANA

Sat & Sun U.S. Team selection for F2C
Contact Bill Lee

SOUTH JERSEY

AUG. 24

NCLRA Fox,Foxberg,1/2 A GY
CD Larry Bush 610-383-5045

AUG 30 & 31 DALLAS, TX (AAA)

CHARLES ASH MEMORIAL

HOBBY PARK, DALLAS, TX

Events; 312,319-321,323-326(JSO)313(JS)(O)
TQR(JSO)Fox-Goldberg, Sportsman GY(JS)(O)
Stunt, Carrier.

CD Bill Bischoff, 2609 Harris Dr,Garland, TX 75041
972-840-2135 Days, 972-840-2135
Sponsor; Dallas Model Aircraft Assn #1902

AURORA, ILLINOIS TREETOWN ANNUAL

AUG. 31 AURORA MUNICIPAL AIRPORT

Mouse1, GY, NCLRA FOX, Treetown Fox,TQR
Speed, Carrier, Stunt

CD Bill Caulkins 630-466-1531

Clflyer@mchsi.com

SOUTH JERSEY

SEPT 7TH

2 OZ Big GY, 1 OZ GY, 1/2 A GY
CD Jim Gall 973-546-2099

TUSCON, AZ, KARL MARSCHINKE MEMORIAL

SEPT 20

Mouse 1, Fox Race, TQR, Formula Unlimited.
CD Glen Allison 520-575-0359

SOUTH JERSEY

SEPT 28

2 OZ Big GY, Warbird, TQR
CD Brian Silversmith 732-274-8945

SCAR RACE #4 FUN IN THE SUN

WHITTIER NARROWS - LOS ANGELES

AUGUST 24, 2003

MOUSE-1

SCAR SPORT GOODYEAR

SCAR FORMULA UNLIMITED

NCLRA QUICKIE RAT

NCLRA F2C (SIMPLE TEAM RACE)

BUNNELL, FLORIDA OCT 4&5

Mouse 1&2, Slow Rat, NW Clown, F2CN
NCLRA Fox, Fla. Slow Rat, TQR, B- TR
CD Ron Mackett 904-879-9070 or Gabe Manfredi
772-878-9220

JERRY WHO? 350 LAP FOX RACE

FERMILAB, BATAVIA, IL

OCTOBER 5TH

Treetown Fox Rules, 350 lap
CD Jerry Meyer 630-897-1306

SOUTH JERSEY

OCTOBER 5TH

Warbird, Foxberg, TQR
CD Tom Tabar 856-455-6436

SOUTH JERSEY OCT 19TH

Foxberg, Slow Rat, Warbird
Contact Brian Silvesmith 732-274-8945

SCAR RACE #5 VIRGIL WILBUR

WHITTIER NARROWS - LOS ANGELES

OCTOBER 25 & 26 , 2003

2-DAY EVENT, EVENTS TO BE DETERMINED

SOUTH JERSEY NOV 2 (Mountain Park site)

Clown-Sportsman/expert classes
Brian Silversmith 732-274-8945

JACKSONVILLE, FLORIDA NOV 15 & 16

Clown, Texas Quickie Rat, Fox.

US Navy Whitehouse OLF

CD Jim Catevenis 352-332-4683

SOUTH JERSEY NOV. 16TH

1 OZ GY, 2 OZ Big GY, Warbird
CD Lester Froelich 610-384-5046

SCAR RACE #6 TOYS FOR TOTS-2003<

WHITTIER NARROWS - LOS ANGELES

DECEMBER 7, 2003 EVENTS TO BE DETERMINED.

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Shore Dr, Whitmore Lake, MI 48189-9124
734-449-7355 chief@wwnet.net

N.W. Regionals Racing Results
(unofficial, copied from posted scores)

Mouse I Jr/Sr
 Maria Huber 8:44.47
 Milissa Huber 12:31.99

Mouse I Open
 Les Akre 2:39.56 2:31.92 5:09.03
 Mac Ryan 2:37.81 2:35.75 5:37.66
 Doug Haas 2:50.38 2:43.08 81 Laps
 Scott Jackson 2:59.86 3:09.43
 Paul Gibault 13 Laps 3:02.24
 Todd Ryan 3:03.13 4:16.58
 Robert Murphy 3:10.42 9 Laps
 Bush / Persson 3:15.26 4:06.06
 Bruce Duncan 34 Laps 3:46.08

Mouse II
 S & S Racing 3:08.15 43 Laps 10:53.07
 Mike MacCarthy 2:53.13 2:52.55 11:43.87
 Bob Kerr 3:14.76 3:51.41
 Robert Murphy 38 Laps 3:58.99

N.M. Sport Race Jr/Sr
 Milissa Huber 08:43.66
 Cayce Rule 3 Laps

N.M. Sport Race Open
 Bush / Persson 4:16.07 *8:06.59
 Mel Lyne 4:22.37 8:27.56
 S & S Racing 4:32.83 9:01.88
 Todd Ryan 4:14.73 DQ
 Bruce Duncan 4:39.73
 Mike Rule 5:17.46
 *Regionals Record

N. W. Goodyear
 Les Akre 8:21.15

AMA Goodyear
 Todd Ryan 2:59.66 3:06.27 5:51.22
 Les Akre 3:14.70 2:42.71 6:25.66
 Bob Kerr 3:57.45 2:59.72
 Mike MacCarthy 3:01.11 3:11.70

N.W. Super Sport Race
 Todd Ryan 3:35.43 4:04.79 7:1.31
 Nitroholics Race Team 4:14.41 3:41.34 7:46.56
 (Thompson/Hazel)
 Dave Schrum 4:35.59 6:11.23 64 Laps
 S & S Racing 38 Laps

NCLRA Quickie Rat
 Doug Haas 3:01.83 3:04.49 6:29.02
 Robert Murphy 2:58.61 2:58.61 6:32.51
 S & S Racing 3:08.50 3:10.56 DQ
 Nitroholics Race Team 3:13.68 3:16.02
 Bob Kerr 3:22.97 3:15.02
 Mike MacCarthy 7:22.66 3:17.59

.15 Rat Race
 Bob Kerr 3:43.00 5:55.24
 Les Akre 03:22.93 03:32.00 09:18.70
 Mike MacCarthy 48 Laps

Elections

According to the NCLRA Bylaws, this is the year when we elect our District Representatives. Earlier this year, we asked for nominations, and a ballot is on the reverse side of this page.

Since there are no contested races, the ballot which you will find on the opposite side of this sheet will ONLY contain a place for a write-in if you choose to identify one. Fill it Out & mail to Bill Lee, address on the back cover.

All of the current District Representatives have been nominated, and all but one have accepted the nomination. In the South Central District, Melvin Schuette did not desire another term, and Russ Green from Dallas has been nominated for that District.

The District Representative nominations are:

- Southwest: Doug Mayer
- Northwest: Mike Hazel
- South Central: Russ Green
- North Central: No Nomination
- Midwest: Stew Wiloughby
- Northeast: Brian Silversmith
- Southeast: Bob Whitney

**2003 Elections
District Representatives**

Due July 31 (due to printing problems)

Nominees:

Southwest: Doug Mayer

Northwest: Mike Hazel

South Central: Russ Green

North Central: No Nomination

Midwest: Stew Willoughby

Northeast: Brian Silversmith

Southeast: Bob Whitney

If you wish to cast a write-in vote, enter the name of the person. The write-in **MUST** be in your District!

Write-in: _____

Your Name: _____

District: _____ AMA# _____

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North Central Representative

None Named

Torque Roll is the official publication of the NCLRA. Published bi-monthly. All submissions are valuable & will be considered for publication subject to editing. Preferred format for publication is as a MS Word document using 10 point New Times Roman font. Any photos should be sent as a separate jpeg file, medium res. Email all as an attachment to Tim Stone

At the address given on this page. While this is preferred format, we will take submissions in just about any format, they can be written, typed or mailed to Tim Stone.

