



Cabin Fever, anyone?

Torque Roll Issue #85 April, 2009



National Control Line Racing Association
456 Garvey Road S.W.
Palm Bay, FL 32908

To:

PRESIDENTS' REPORT-BOB WHITNEY

Ah, April already. Just got back from 3 weeks of flying, flying and flying some more. I went to the VSC (Vintage Stunt Championships) to compete for the first time. When I left the plane had 3 flights and 3 loops on it, so what's new? With the help of Keith Trostle, Charlie Reeves and Alan Brickhouse we got it so I could get it through both patterns. All I can say is I wasn't last. 5 days of flying and eating, these guys know how to do it. Nothing like putting your first classic flight up with only two practice flights in front of 2 ex world champs and 3 ex Nats champs. The last time I had a feeling like that was our first flight in Spain. All I can say is that I still have the plane!

Spent the week between VSC with my good friend Keith Trostle going over stunt plans to start working on (AFTER THE NATS AND TEAM TRIALS, JASON).

The Cabin Fever results should be in the T, R, elsewhere, Friday, F2C day was the worst day of the three and everyone had trouble with settings. This has always been one of our problems, bad weather, we don't practice enough in it.

I spent a great week after cabin fever with Bill and Sandra Lee. John McCollum lives 15 min from Bill so I spent much time in John's garage learning how little I know about machining. For those of you that know John's wife Helen, she is really looking good and is in very good spirits. Bill and I spent time discussing the Nats and FAI. As most know the wrist strap (safety thong) has passed for F2C. I think we should let it be known to anyone we can talk to that this is a stupid rule.

The Nats are coming together slowly. We still need people to run events so that we can all fly the events we want to. We are working on getting fuel donated again this year..

This is just a thought...most speed and racing people don't fly for fun. Once the planes are dialed in they are put away for a contest. The stunt types fly all the time as do free flight guys. How about getting together with some buddy's, building some ringmasters and go weekend flying? I am sure we can all remember when we used to do that. Down here the R/C guys have given us a grass circle on their flying site and we get together and have fly ins no pressure, just fun.

I wish I had more official stuff to talk about. Oh, we sold all 24 hats at Cabin Fever and could have sold more. Anyone who thinks he or she can sell 1..2..or 50, let Dick know...the more we sell, the less the burden on the F2C team.

SOUTHWEST REPORT- DAVE HULL

The Southwest District enjoyed a great early season event with the very competitive Cabin Fever held in Tucson, Arizona. The host club Cholla Choppers put on a great contest which was pretty well attended. (*Editor's note: the host club is the Central Arizona CL Club from Phoenix*) Those who came to race got plenty of chances to do so, and those that came to hang with the racers (and maybe pick up a pitting assignment or a handle opportunity) seemed to have a good time too. No excuses for those who missed out. Plan on it next year! I'm sure this issue of the 'Roll will have lots of stories and anecdotes. I thought that one of the best races to watch was the B-TR final.



B Team Race at Cabin Fever: Don Burke with his new 21 oz. B T/R with B25R engine from Down under, Ron Duly with his 27 oz. plane with Webra 28 and Dave Dawson with his AMA Show winning plane, also Webra powered.

Them boys raced for all they were worth, getting the most they could from equipment and crew, and in some cases just a bit more. They didn't leave anything in reserve that we could see. The spectators on the grassy hill provided expert commentary and many cheered on their favorite teams. The experience was what I think racing should be like! My thanks to all three teams for a great show....



Ron and Don's B T/R planes. Ron's is a close copy of Don's original Nemesis. Note the external refueling tube. Not as prone to fires as a valve on top of the fuselage (but not totally immune) due to over-prime.

There is a change in venue for the SCAR April contest. The projected turnout from the NorCal racers looked quite low, so our April contest chief facilitator, Jim Holland, suggested moving it to El Monte for a more central location. The events to be run will remain the same. After brief discussions the organizers decided to name it the Herb Stockton Memorial, in honor of one of the USA's truly great team racers. His partner, Don Jehlik plans to attend and we hope to see some of the equipment they used.

The folks involved with the FAI-F2C program were selling hats at the Cabin Fever. They look good, and are for a good cause (racing!) so if you can find one, you should get one or two. Our Pres didn't seem to have too much trouble selling out his inventory. A week later, Rich Lopez, the 2008 team manager, hit me up at the local field about them. Guess we need some more out here on the west coast. I saw on the racing forum that the T-shirts are available now.... Remember, you have to refurbish the old wardrobe somehow and that lucky hat really won't last forever.

I think it is healthy to have a continuing discussion on event rules. There is often some of this on the CL Racing Forum sponsored by Dave McDonald (<http://login.prospero.com/dir-login/index.asp?webtag=CLRacing&lgnDST=http%3A%2F%2Fforums%2Edelphiforums%2Ecom%2FCLRacing%2Fstart%2F>), but not all racers visit there, or are comfortable putting their viewpoint out for discussion. I will try to list the more recent suggestions I heard discussed either among the SW racers, or conversations from Cabin Fever with no attempt to cover pros and cons. You can phone your buddies or give me a call if you want to put something together to make a rules change proposal. I think it is a really good idea to test out the merit of a proposed change at your local contest and see if it works or not; if it has good support; or what unexpected consequences pop up. The idea should be to make it better for all, not to gain advantage or change for the sake of change. (Some might argue with the last statement.)

1. Mouse—plain bearing, any induction method (Funny Mouse) ---SCAR currently running tests
2. Mouse II—nothing new beyond allowing open fuel and spring starters; local suggestion for Cox TD/Medallion only (Arizona)
3. SSR—revisit the engine restriction and/or go to a maximum venturi size.
4. Fox—allow aftermarket parts, engine mods to the venerable Stunt .35. Eliminate prop restriction.
5. SR—require on-board fire extinguishers for certain individuals (clarifies application of AMA rule against pressurized gases)
6. Rat—no rules discussions that I am aware of except how to get rid of the diesel guys who are tough to beat.
7. Clown—require use of shutoffs to reduce landing accidents
8. B-TR—no rules discussions that I am aware of (these guys must be flying a perfect event!)
9. FAI-TR—run separate category called “long-line F2C” using 60’ nominal lines for slower rotation speed. These guys are mixed in with the Rat guys right now with no differentiation as is done between SSR and Fox, which are run together but awarded separately.

10. FAI-TR—work to rescind the new safety thong rule on the basis of reduced safety.
11. NCLRA F2CN—retain the .012” diameter lines used previously for F2C. (Florida)
12. Formula Unlimited—no discussions that I am aware of.
13. SCAR Goodyear—break into jr/sr and open classes; change to single stock engine for either jr/sr or for all.
14. AMA Scale (.15 Goodyear)—no discussions that I am aware of, so I will just make one up here. How about a ten second bonus for models that are less than a year old?

If there are any topics I have missed that are more than just a grumble here or there, let me know and I'll get them on the list. I am not trying to drive changes, but to let the members know what ideas are being discussed so the process is open and inclusive. Personally, I think a fairly stable set of rules is a good indication of a healthy event. On the other hand, a completely static set of rules (no discussion, no changes, no interest) is a good indication of a dead event. Even more peculiar, what some guys assume is a dead event is actually being flown sporadically *and the guys who entered had a good time!*

Don't forget to make plans to attend the Nats if you can and be sure to preregister. Hope to see you there!

Remember: catch, fill, flip, fly—in that order! (**Not** fumble, flood, flog, fire!)

North Central-Les Akre

Several North Central district modelers made their way to the sunny locale of Tucson Arizona for the 2009 Cabin Fever Race.

For many of us the Cabin Fever Race is the first major race of the year and provides an opportunity to shake off the cobb webs, and get back into the racing groove.

Making the trek South to avoid what has been a very long winter were Paul Gibeault and myself from Edmonton, and the Wilk family, with Dave Fischer and his lovely girlfriend Melissa from Minnesota. The official results should be available elsewhere in this issue.

The weather was somewhat cooler than last year, and the wind fairly strong and steady on Friday for F2C and F2CN. This lessened somewhat over Saturday and Sunday and everybody seemed to handle it pretty well. The Cabin Fever race has become one of the more social races I have attended with many of the modelers getting together after the end of each day for supper and talking over the day's events, and of course some good natured ribbing!

Some of the events are still suffering from minimum entry levels however; Clown Race and TQR are still the main draws and are closely contested.

The contest continues to get better and better each year and the hard working staff were greatly appreciated by everyone for

their efforts and hospitality. A great Mexican style feast was put on under the Ramada at the far end of the field on Saturday afternoon by the host club's women and it was first rate.

Observations:

The field was without a height marker this year, but mostly everyone kept the high flying under control.

The pilots pit circles need some work. On the main circle, there were too many. The old 15' circle, along with the new 14' and the F2C circle made it far too easy for pilots to get confused and line up with the wrong one.

Mouse 1 should be held on the new (3rd) circle as it does not have a raised edge or "donut" right near where the airplanes have to take off and land. This did cause a bit of carnage.

There was some informal discussion amongst some of the racers on fuel shutoff's (started by me) and their potential use in all events during the race. As discussions of this type often go some were for it, and some against. From a safety standpoint it makes sense, and there were a few 'hairy' moments during the Clown race, with engines cutting out when in the process of passing another airplane that could have been avoided if shutoffs were allowed to be used during the race.

I'll end this issue with some Pictures from Cabin Fever 2009.



Bob Oge with Sonofabat Slow Rat, note fire extinguisher nearby just in case!



Ever lose your pilot or pitman before a race? Don Burke and Ron Duly have that problem covered.



Pit area at Cabin fever 2009.

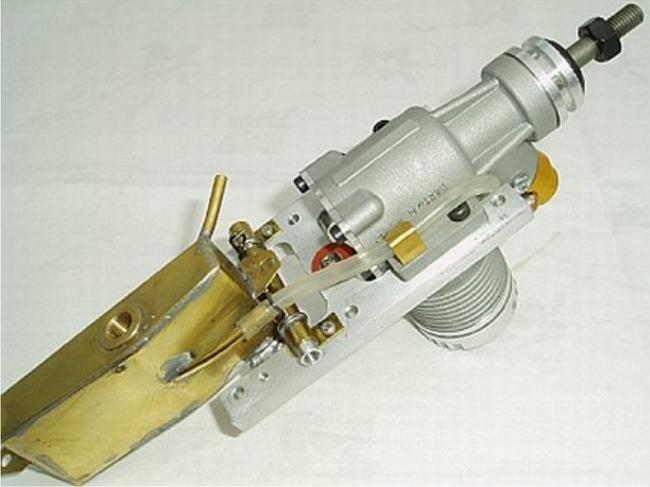


**Don launching his B-TR
Dave Russum photo**

EDITORS' COLUMN- TIM STONE

New supplier

I got an email from Tony Higgins in the UK where he runs a hobby business called "VTR Developments" I have him listed in the supplier section of this newsletter. Tony produces a wide range of parts for vintage team racers. He makes fuel tanks, shutoffs, engine plates, pans & engine parts for a wide variety of engines.



Here is a B TR setup for Irvine .25 Nice craftsmanship!



Tony makes custom heads, venturis, spinner rods etc. Above are custom bar stock Dooling, BVM & McCoy engines. Tony sent me a list far too extensive to be printed here of his parts & services. Email him or myself for this list.



Tony's Merco .61 powered C TR "Dalesman" design

Elections

This year is an election year for NCLRA District reps. The Ballot will be printed in the June Newsletter.

Cabin Fever

I just returned from the Cabin Fever contest in Tucson. The event was hosted by the (*Editor's note: Central Arizona CL Club with great support from the*) Cholla Choppers club. Ken Guilliford, Leroy Black & Bill Lee provided the leadership.



Steve Eichenberger with his new Formula Unlimited.

I feel that the event was run a whole lot better than in previous years. The event schedule is quite full (11 events!) and the time between heats was enforced at 6 minutes unlike past years. This really kept things going and no one seemed to have a problem making it to the races. Racers were also given the choice of synthetic or all castor oil fuel; you raced with whatever you wanted. Fuel was provided by Mark Smith (Excalibur) and no one seemed to have any problems with it.

Participation was down a bit from last year owing to the past conflict over fuel; this issue was resolved before the contest & I am disappointed with those that decided to stay home. They missed a good race, their loss.



Burt Brokaw's neat candy apple purple 'Streaker'

Bob Whitney won .15 Rat for I believe the 4th straight time. Dave Fisher also ran a F2C team racer in rat. What was surprising this time is that the team racers had every bit as much airspeed as the glow Rossi MK2 & 3's tuned by Tim Gillott. Given the reliability & superior pitting of the diesels they have become the #1 choice. I find this disturbing. At first it was kinda cute that the slower TR's would make for a 'Tortoise & Hare' race. However when top notch F2C equipment is run in Rat, it is almost unbeatable by conventional glow powered entries. While there isn't much participation as it is, this gives me even less incentive to fly this event. I just can't justify putting out thousands of dollars for 1 event.



And from John Bruman...

"While kibbutzing at last weeks VSC, I had the pleasure of showing the Pink Fink 2008 to its original designer and pilot. Both "Big Art" and David Adamisin were extremely gracious and excited about seeing their old 1964 racer all re-done with the benefit of carbon fibre, titanium, fiberglass, and epoxy. The original versions used things like solid cherry for the fuselage, solid bass or "pre-tapered" cedar shingle for wings, and the entire front half wrapped in Celastic! Not only did they deign to autograph the 2008 version of the Pink Fink, they insisted on posing with my oldest son and I for a photo."



Don Burke at the Denny Schauer memorial race.
Charlie Johnson photo



Dave Dawson & Dave Hull.
Charlie Johnson photo



Dave's helmet is crowned with a plastic Rat!

Finding the perfect Pitman- Charlie Johnson

The big contest is coming up and you don't have a pitman, what to do? If you've waited to the last minute you may have to find someone at the contest. I like to borrow a nice racer (tell the owner you'd like to take some pictures of it to put in a magazine) and walk around looking for a potential mechanic. Keep your hand over the AMA number or just paste on a temporary sticker with your number on it. Always start a conversation with something like, "wonder if you could pit for me *again*?" The person may have never pitted for you and may not even know your name but they're generally too polite to mention this and a quick glance at the borrowed model will convince them that you're a contender. Tell them the heat you'll be in and that you'll have everything ready in the circle. Return the borrowed model and pull your hunk of junk out of the trunk.

Hopefully you've not done any repair to the model since the last contest, the hole in the tank shouldn't have repaired itself, the dead plug will be corroded, battery charged....har har. I'd normally suggest having all dead plugs in your plug caddy with nothing but a pipe wrench to remove the bad one in the engine but a recent article by Les Akre gave me an even better idea since the well prepared pitman often has spare plugs and a combination wrench with him at all times. In Les' article he machined Nelson plugs so a plug on battery would fit properly and of course a 5/16" inch wrench would remove them. Be sure to cut them down to a size that'll be a slip fit for anything but Whitworth sizes. Making them five sided like a fire hydrant valve is a bonus. There are so many options in setting up your model, wheels that don't roll, holes in the tank and fuel line and the previously mentioned bad plug.

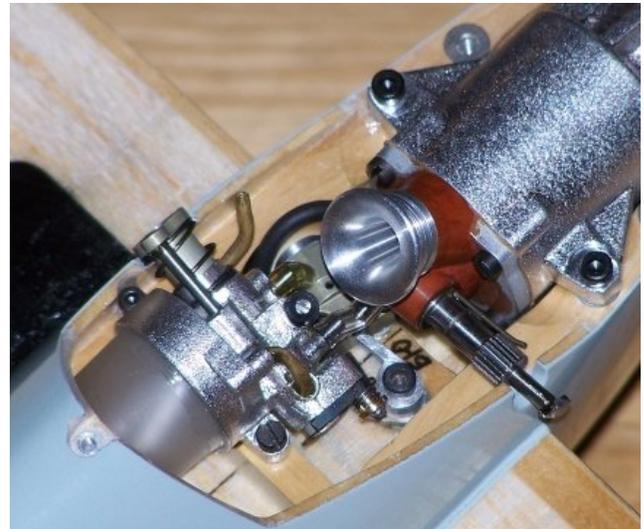
The determined pitman will eventually get your engine started but you can enhance this experience by constantly tugging on the lines. If you get the timing just right he might even miss the prop! Cackle cackle. Be sure to shout in some helpful advice after he's flicked for a few minutes, something like "you look like a monkey at the opera". Be careful about naming a specific type of monkey because they often are better pitmen. If by some miracle the engine starts be sure to nose it over and break the prop. You can then blame him for a faulty launch and smug knowing that they'll have a tough time getting the prop off since it's sheared at the hub and with great foresight there isn't a tool in your pitbox that can hold the prop and pry it off the crankshaft after you pressed it on. Make sure that none of the spare props are reamed out to fit the crank, not that you should even consider having a spare prop, maybe a couple broken ones you've used to stir epoxy, that'd be OK. Should the pitman find a prop and restart the engine be sure to shut it off and land on the other side of the circle. I was in a race once and noticed the pitman for a competitor was doing an excellent job. I mentioned this to the pilot and suggested he see how good his pitman could run by landing on the opposite side of the circle. Ah, the power of suggestion, the pilot missed his pit segment and indeed did land a half circle away. The pilot is now banned from talking to me while flying.

Don't worry that your pitcrew won't want to drive home with you except after they've gone and you realize you rode with them. You'll have a great time taking the Greyhound those 200 miles home and can regale the other passengers with tales of your 'almost victory' if it wasn't for the bungling of that pitman. I noticed all the passengers got off at the first stop.

The good thing about all this is that people have short memories, pitman often can only remember the last 35 laps or so. It's a lot like leaving a tip for the waitress, the next time she sees you she can't remember if you were the big tipper or the sleazy scrooge who left a dime super glued to the table. The borrowed model serves as bait for the unsuspecting pitman and you can usually snooker a waitress by having a pile of cash sitting on the table, just be sure to pick it all up before you leave.

F2C Matters—McSlow and McNabbit's High Flying Adventure

We finally managed to get our hands (ok, our oily mitts) on some new FAI equipment. Getting it sorted out has been more of a challenge than we expected. The major issue came from the tight fit of the engine "regulator" module and the shutoff arm inside the fuselage. The first photo shows the stock setup of the Bondarenko plane with the Profi engine, regulator and tank assembly. As you can see, it is tight. Most setups are pretty tight—even without the regulator. The tank is moved as far inboard as possible and the shutoff arm is offset to the outboard side. The plane comes with threaded pads installed so the parts just bolt on.



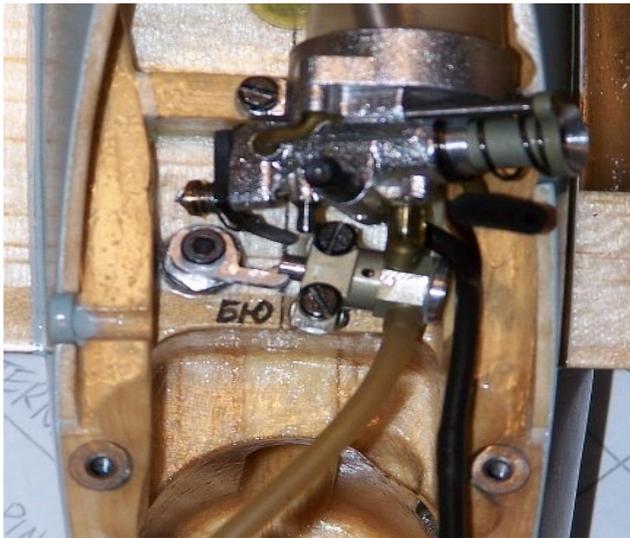
A view inside the 2009 Bondarenko FAI ship set up for the Profi engine, tank and regulator. Beautiful pale gray paint on this well constructed model. All-up weight of this example is 339 gm. (Photo: Hull)

The day after the plane arrived, I started assembly. It took some time to figure out the sequence that provided the easiest fuel line installation. Some of the fittings are extremely close together. I also checked the design and functioning of the regulator since this was a new feature for me. It has a spring loaded piston that closes the passage between the tank and the engine pressure fitting when the engine is not running. The regulator also vents the tank when in that position. The piston is very short, but it is guided by a shaft or pin machined into the outboard end. The end of this pin is flush with the regulator housing when unpressurized. I wanted to make sure it was working, so I placed a piece of fuel line over the nipple that goes to the engine pressure fitting, and blew into it. The pin extended about 1/32". This cleared the shutoff arm so I adjusted the arm position relative to the elevator to set the shutoff sensitivity. I finished assembly by installing the engine and the landing gear.

We didn't have any trouble starting the new engine or with the basic adjustments, so we moved over to the circle

pretty quickly. Set the handle, pull test, shutoff test, then start the warmup sequence. The first flight was a little exciting. Even with a small prop it accelerated much faster than our old equipment---and went right into a wingover when released. The controls didn't seem to do much of anything. As it started coming back down, application of full up managed to keep it above the pavement. I will spare you a full recounting of the next few flights, but they varied only slightly in flight path (trajectory?) and pucker factor. After a second session, and still not having figured it out, but knowing we were really lucky to still have an airplane, I took it home determined to fix it. The difference this time was that I had a few more hints based on exactly how it was flying.

Back home, I took the engine out and applied simulated engine pressure to the regulator using a 5 oz syringe. With a little bit of pressure there were no surprises, but when I really pushed on the syringe, the pin popped out far enough to create a perfect pneumatic latch for the shutoff arm. Since this locked the controls in the up position, it seemed to explain all of the problems. The simplest fix seemed to be to swap out the arm to avoid the interference. Out to the shop, quick!



When pressurized using a fuel syringe, the regulator travel increased, causing an interference with the shutoff arm. From the geometry, you can see that it makes a perfect pneumatic solenoid latch that locks the controls in the up position. The pilot then becomes a tether pole with really big eyes. (Photo: Hull)



Changing the shutoff arm to a shorter, thicker design eliminates the interference with the regulator, but still makes adequate contact with the tank shutoff lever. Hopefully, the contact geometry (not great) does not result in excessive contact forces that will wear the arm and compromise the system. With this setup, the pilot can wiggle his hand with satisfying results. (Photo: Hull)



A comparison between the stock shutoff arm (right) and the shorter, thicker replacement on the left. The replacement is made from .090 6061-T6 aluminum. I had lapped the bottom of the stock arm to eliminate some saw-cut marks and hopefully improve the joint with the shaft. It slipped during early testing. The material seemed to be very hard---possibly an extrusion. (Photo: Hull)

We did an experiment at the field where we ran the engine with the canopy off to observe how far out the regulator pin was going. By eye, it didn't seem to be going out far enough to cause problems. That suggests that the pin is actually pulsing in and out at a high speed and your eye is just averaging the position. If you hold some up for takeoff and then try to put in down as the plane comes off the ground, the control force would cause the shutoff arm to grab the pin and it won't go back in. We always regained control at 1/2 lap because by then the plane had flown over the top (with pilot holding down elevator to that point) but since an F2C apparently won't fly a tiny overhead circle it starts coming down rapidly, at which point a ton of up elevator was applied, unlocking the controls. Near neutral, the end of the arm prevents the pin from coming out further, so no lockup occurs if you are just trying to fly level. Our last flight before fixing the problem somewhat confirmed this. With the stock arm and the controls held slightly down allowed the plane to take off without locked controls--after grinding off a fair bit of the prop. One experiment we did not try was full up from level flight to see if it would lock up again. We have five flights since changing the arm and have not experienced any problems with the controls or shutoff. Hopefully it is really fixed. Dimensioned sketches of the stock arm and the replacement arm are available. A word of thanks to all those who helped troubleshoot by email and by phone.

Dave "McSlow" Hull

NATIONAL RECORDS

SLOW RAT

Jr (70 Laps)	5:16.20	Scott Matson	7/10/00
(140 Laps)	6:47.37	Scott Matson	7/10/00
Sr (70 Laps)	4:29.63	Howell Pugh	7/20/94
(140 Laps)	10:58.47	Doug Short	7/10/00
Op (70 Laps)	2:36.31	Bob Oge	7/18/91
(140 Laps)	5:24.94	Mike Greb	7/19/90

½ A MOUSE 1

Jr (50 Laps)	2:37.57	Scott Matson	7/15/99
(100 Laps)	5:17.68	Scott Matson	7/17/99
Sr (50 Laps)	2:44.68	Dave Rolley Jr	7/15/99
(100 Laps)	5:20.11	D.J. Parr	7/16/98
Op (50 Laps)	2:12.3	Jim Holland	7/16/04
(100 Laps)	4:22	Ryan&Gibeault	7/15/99

½ A MOUSE 2

Op (70 Laps)	3:01.24	MacCarthy/Kerr	7/11/03
(140 Laps)	7:16.03	Whitney/Hallas	7/11/03

SCALE RACING

Jr (70 Laps)	2:50.65	Bob Fogg III	7/16/91
(140 Laps)	6:08.55	Bob Fogg III	6/23/92
Sr (70 Laps)	3:15.12	Doug Short	7/11/00
(140 Laps)	5:40.05	Bob Fogg III	7/11/95
Op (70 Laps)	2:39.38	Willoughby/Oge	7/15/97
(140 Laps)	5:33.04	Bob Fogg Sr	7/16/91

F2C TEAM RACING

Op (100 Laps)	3:15.46	Lambert/Fluker	9/04/05
(200 Laps)	6:57.36	Lambert/Ballard	7/15/98

F2CN (NCLRA RULES)

100 Laps	4:20.27	Bill Lee/ Russ Green	7/16/08
200 Laps	10:37.8	R. Whitney/D.Hallas	7/11/05

‘B’ TEAM RACING

Op (35 Laps)	1:24.34	Burke/Duly	7/12/05
(70 Laps)	3:11.51	Burke/Duly	7/12/05
(35+70 Laps)	4:35.85	Burke/Duly	7/12/05
(140 Laps)	6:45.1	Burke/Duly	7/13/04

RAT RACING

Op (70 Laps)	2:44.6	Jim Holland	7/15/04
(140 Laps)	5:33.1	Jim Holland	7/15/04

Jr-Sr No record established

NCLRA FOX

Jr (100 Laps)	5:57.11	Scott Matson	7/11/99
Sr (100 Laps)	5:28.09	Scott Matson	7/16/02
Op (100 Laps)	5:32.55	Tim Stone/Bob Oge	7/10/05

NCLRA CLOWN

Op (15 Min.)	331 Laps		
Ron Duly/JohnMcCollum/Russ Green		7/12/06	
Op (7 ½ Min.)	165 Laps		
Al/ Pat Ferraro/ John Ross		7/14/08	

NCLRA TEXAS QUICKIE RAT

Op (70 Laps)	3:04.28	Jim Holland/Bill Cave	7/14/05
(140 Laps)	6:07.01	John McCollum/Bill Lee	7/14/05

NCLRA SUPER SLOW RAT

(100 Laps)	5:53.06	Dave Hull/Bob Whitney	7/13/07
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SLOW RAT PROVISIONAL (.25 ENGINE)

Op (70 laps)	3:15.87	Tim Stone/Bob Oge	7/17/08
Op (140 laps)	7:20.72	Russ Green/ Bill Lee	7/17/08

CONTEST CALENDAR

NOTE! Confirm all contest details with Contest Director! NCLRA cannot be held responsible for errors or omissions! This calendar is compiled from data collected at the NCLRA website nclra.org. Members can log in there and submit contest details. All contest information must first be posted to the web site.

NORTHWEST DISTRICT

MAY 22-24--Eugene, OR (AA) Northwest Control-Line Regionals Site: Eugene Airport. Events: Mouse I, Northwest Sport Race, Northwest Super Sport Race, NW Clown Race, also full schedule of aerobatics, combat, speed, scale and carrier. Sponsor: Northwest Regionals Management Association #4356. CD: John Thompson, 2456 Quince St., Eugene, OR 97404. Phone: 541-689-5553(day) E-Mail: johnt4051@aol.com WebSite: www.flyinglines.org All racing events are on Saturday, May 23. For Northwest rules, go to flyinglines.org, rules section.

SOUTHWEST DISTRICT

CA

APR 19--Merced, CA (AA) No Name Site: Merced High School. Events: Sunday: Mouse 1, SCAR Goodyear, Formula Unlimited, NCLRA Clown, and NCLRA Texas Quickie Rat; Sponsor: Southern California Air Racers #4641. CD: Jim Holland, P.O. Box 2092, Merced, CA 95344. Phone: 760-741-2505(day) E-Mail: JGHOLLAND1959@YAHOO.COM WebSite: WWW.MICROAIR.INFO/SCAR

CA

JUN 20-21--El Monte, CA (AA) 4th Annual Bev & Bill Wisniewski Memorial. Site: Whittier Narrows. Events: Saturday: F2C, F2CN, Mouse 1 (Any plain bearing .049); Sunday: Mouse 1(Cox Engines), NCLRA B Team Race, SCAR Formula Unlimited, NCLRA Clown, Texas Quickie Rat; Saturday and Sunday: All Speed (% of Record). Sponsor: Southern California Air Racers #4641. CD: Darrell Albert, 572 Begonia St., Escondido, CA. 92027. Phone: 760-741-2505(day) E-Mail: SCAR4641@AOL.COM WebSite: WWW.MICROAIR.INFO/SCAR Note: Fuel is Performance Plus, 2 types (1) 10/10/%oil, (2) 20% Castor in all of SCAR races. This is what we provide.

CA

SEP 19-20--El Monte, CA (AA) 4th Annual Wayne Trivin Memorial. Site: Whittier Narrows. Events: Saturday: F2C, F2CN and Mouse 1 (Any plain bearing .049 engine); Sunday: Mouse 1, SCAR Goodyear, NCLRA Clown, SCAR Formula Unlimited, NCLRA S/S Rat, and Texas Quickie Rat; Saturday and Sunday: All Speed (% of Record). Sponsor: Southern California Air Racers #4641. CD: Darrell Albert, 572 Begonia St., Escondido, CA. 92027. Phone: 760-741-2505(day) E-Mail: SCAR4641@AOL.COM WebSite: WWW.MICROAIR.INFO/SCAR

CA

OCT 17-18--El Monte, CA (AA) 23rd Annual Virgil Wilbur Memorial. Site: Whittier Narrows. Events: Saturday: Mouse 1 (Cox Engines), Formula Unlimited, AMA 15 Rat and F2CN; Sunday: NCLRA Clown, NCLRA B Team Race, SCAR Goodyear, NCLRA S/S Rat, Texas Quickie Rat and SCAR Orange Crate; Saturday and Sunday: All Speed (% of Record). Sponsor: Southern California Air Racers #4641. CD: Darrell Albert, 572 Begonia St., Escondido, CA. 92027. Phone: 760-741-2505(day) E-Mail: SCAR4641@AOL.COM WebSite: WWW.MICROAIR.INFO/SCAR

CA

DEC 05-06--El Monte, CA (AA) 20th Annual Toys for Tots. Site: Whittier Narrows. Events: Saturday: F2C,F2CN and Mouse 1 (Any plain bearing .049 engine); Sunday: Mouse 1, NCLRA B Team Race, NCLRA S/S Rat, SCAR Formula Unlimited, and NCLRA Texas Quickie Rat; Saturday and Sunday: All Speed (% of Record). Sponsor: Southern California Air Racers #4641. CD: Darrell Albert, 572 Begonia St., Escondido, CA. 92027. Phone: 760-741-2505(day) E-Mail: SCAR4641@AOL.COM WebSite: WWW.MICROAIR.INFO/SCAR

NORTH CENTRAL DISTRICT

None

SOUTH CENTRAL DISTRICT

TX

APR 25-26--Dallas, TX (AA) DMAA Spring Warm-Up Site: Dallas Hobby Park. Events: Saturday: (301-310) Flown to % of record (JSO); Sport Jet; Sunday: 311, NCLRA TQR, 313, Sportsman Goodyear, Fox Goldberg (JSO) Sponsor: Dallas Model Aircraft Association #1902. CD: Patrick Hempel, 304 Becky, Rockwall, TX 75087. Phone: 972-841-8766(day) E-Mail: ptrckhem@aol.com WebSite: www.dmaa-1902.org

TX

JUN 20-21--Dallas, TX (AAA) Dallas Aero Summer Heat Site: Samuell Hobby Park. Events: Saturday: 313, Goldberg Race (JS)(O), 312, 333, Sport Goodyear, Quickie Rat. Sponsor: Dallas Model Aircraft Association #1902. CD: Dale Gleason, 6003 E. Lone Oak Rd., Valley View, TX 76272. Phone: 940-637-2169(day) 940-637-2169(eve) E-Mail: N42222@ntin.net WebSite: <http://www.DMAA-1902.org>

NM

AUG 15-16-- Albuquerque, NM (AA) High Desert Control Line Fiesta. Site: Maloof Airpark. Events: NCLRA Fox Race, NCLRA Super Slow Rat Sponsor: NM Coalition of CL Addicts #4323. CD: Richard L. Perry, 427 Live Oak Lane NE, Albuquerque, NM 87122. Phone: 505-263-0763(day) 505-856-7008(eve) E-Mail: tailhooker@comcast.net WebSite: <http://www.clcentral.com/NMCCLAHome.asp>

MIDWEST DISTRICT

July 12-17 Muncie Indiana- U.S Nationals

2009 NATs Schedule

Sunday, July 5

NCLRA Fox Race
Super Slow Rat (SSR)
(Run simultaneously with separate finals.)

Monday, July 6

Qualifying Rounds: AMA Scale Race
Rat Race
Mouse I

Tuesday, July 7

Qualifying Rounds: NCLRA Clown Race
Finals: AMA Scale Race
Slow Rat Race

Wednesday, July 8

Finals: NCLRA Clown Race
Qualifying: F2C Team Race
Qualifying: Texas Quickie Rat

Thursday, July 9

Finals: Texas Quickie Rat
Qualifying: F2C Team Race
F2CN

Friday, July 10

Finals: F2C Team Race
B-Team Race
Mouse II

NORTHEAST DISTRICT

NJ

JUN 07--Middlesex, NJ (A) Racing in Middlesex Site: Middlesex Flying field. Events: Fox race, Warbird, Clown Race. CD: Al Ferraro, 4 Morrison Dr., Lebanon, NJ 08833. Phone: 908-439-9161(day) 908-256-4553(other) E-Mail: al-denise@comcast.net

NJ

AUG 23--Middlesex, NJ (A) Racing in Middlesex Site: Middlesex Flying Site. Events: Foxberg, Slow Rat, Clown Race. CD: John Ross, . . Phone: 908 722 4961(day) E-Mail: pjr50@aol.com

NJ

SEP 05-07--Middlesex, NJ (AA) Racing in Middlesex Site: Middlesex Flying Site. Events: Scale Race, F2C, F2CN, Quickie Rat, Fox Race, Slow Rat, Clown Race. CD: BrianSilversmith, 86 Kingsland Circle, Monmouth Jct., NJ 08852. Phone: 732-274-8945(day) E-Mail: lrliberman@verizon.net

NJ

OCT 18--Middlesex, NJ (A) Racing in Middlesex Site:
Middlesex Flying Site. Events: Foxberg, Warbird, Clown
Race. CD: John Waskiewicz, . Phone: 908 755 1646(day)

SOUTHEAST DISTRICT

None

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CABIN FEVER 2009 RESULTS

NAME / EVENT	PLACE	TIME			
RAT RACE	<<<<				
Bob Whitney	1st	05:54.4			
David Fischer	2nd	06:11.9			
Steve Eichenberge	3rd	07:40.5			
SLOW RAT	<<<<				
Russ Green	1st	06:19.5			
Tim Stone	2nd	07:22.1			
Bill Lee	3rd	(Pass)	03:29.8		
MOUSE 1	<<<<				
John McCollum	1st	04:47.0			
Dave Hull	2nd	05:30.6			
Les Akre	3rd	29 Laps			
MOUSE 2	<<<<				
Bob Whitney	1st	09:32.7			
Paul Gibeault	2nd	129 laps			
Ashley Wilk	3rd	(Pass)			
F2C	<<<<				
Bill Lee	1st	03:35.7			
David Fischer	2nd	04:16.2			
Dave Hull	3rd	(Pass)			
F2CN	<<<<				
David Fischer	1st	950.81:			
Steve Wilk	2nd	10:55.4			
Les Akre	3rd	(Pass)			
SUPR SLO RAT	<<<<				
John McCollum	1st	05:18.7			
Dave Hull	2nd	05:56.8			
Burton Brokaw	3rd	06:58.9			
B TR	<<<<	Total			
Ronald Duly	1st	09:26.6	01:30.9	03:12.4	04:43.3
Russ Green	2nd	09:51.6	01:56.1	03:41.7	05:13.8
David Fischer	3rd	10:23.5	01:47.5	03:24.2	05:11.8
CLOWN	<<<<				
Russ Green	1st	324 Laps			
Les Akre	2nd	321 Laps			
Don Burke	3rd	314 Laps			
FORMULA UNLIM	<<<<				
Bill Lee	1st	07:29.8			
Dave Hull	2nd	10:00.0			
Steve Eichenberge	3rd	11:36.9			
TQR	<<<<				
Bill Lee	1st	06:27.3			
Russ Green	2nd	06:28.7			
John McCollum	3rd	35 laps			



Les Akre prepares to 'Mouse'



Russ Green, Dave Fisher & Paul Gibeault



Paul Gibeault's AMA record holding Mouse 1

Cabin Fever Pictures

Fire in the B-TR – Russ Green



Note the smoke “contrail” off the inboard wing as Russ' B-TR comes in for landing.

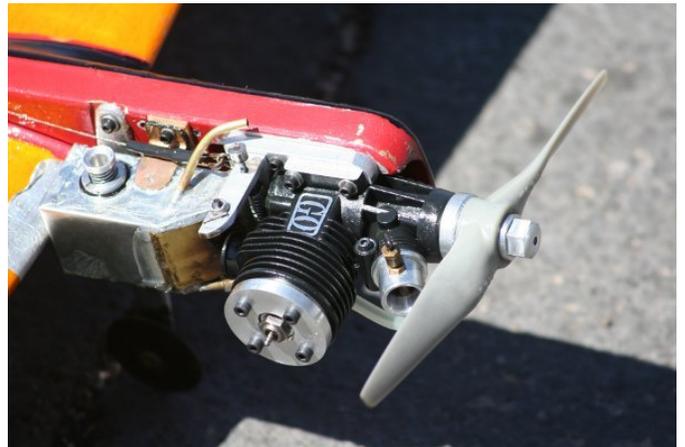


Cockpit full of fire damage and a hole burned through the cowl.

Slow Rats



Nice looking model from Steve Wilk



Russ Green's winning Slow Rat power set-up



Racing in March: where else but Cabin Fever?

Photos by Dave Russum

Reminder: Nominations for District Reps are due in April.

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