



**Steve Mills, Russ Green & Dave Hull wrestle
Formula UnlimiteDs in Tucson**

Torque Roll Issue #86
June, 2009



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

To:

PRESIDENTS' COLUMN- BOB WHITNEY

Greetings. It sure has been quiet the last couple of weeks, hope everyone has been getting ready for the Nats and team trials.

Dave McDonald has offered to CD the NATs events that he is not flying which is probably only Goodyear. But we are still going to need plenty of help timing and processing in the pits. Anyone that can stay for the team trial, we can use your help timing and working the pits.

We have been trying to change a few of the events to make them more appealing to fly, Slow 25 Rat, 15 Rat, Mouse 2. Dave Hull and I have spent a fair amount of phone time on this subject. I would like everyone to think about what can be done to bring these events back. And get with me some time at the NATs or e-mail me with your ideas.

This is one thought I have had. Do we race because we like to race or because we want 1st place?? I went to a stunt contest in N.C. last month: it had 40 entry's spread out in 4 classes. It was like a big fly-in and the prizes were a bonus. Is there some way we can do something along these lines? Maybe have a couple of class's and everyone fly three or 4 times. Again let me know what you think.

HELP NEEDED

We need to fill some Dist Rep spots. The forms will be in the June TR. With our ranks getting smaller and smaller we all need to pitch in and carry some of the load.

Without the Dist Reps giving us the lowdown on what is going on in their district we can't keep up on what's going on in the world. It would be nice if the reps would put in a little more effort.

I have been in contact with the Jacksonville group. They plan on doing the Rebel Rally in November. F2C will top the chart. With Clown and T.Q. if you are planning on attending let them or me know what other events you want. SSR/Fox will also probably be on the bill.

North Central District-Les Akre



Is everyone ready for the Nats? This being the Pre-Nat's issue, now is the time to remind all who are going to get those models ready and make those last few adjustments. Perhaps you are ready, or perhaps many of you are like me; wait 'till the last minute, then hope you don't forget something. Well, this year is going to be different, no really it is!

I have made a list of what needs doing on which model, and... in order of importance.

Now everyone who knows me well, and knows my past contest history is probably rolling on the floor laughing hysterically about now. After all, who really goes to a contest fully prepared? If you're not running to the pit for something you forgot, or changing an engine minutes before your heat then what fun are you really having? Well, having had so much of this kind of fun, I'm going to try much harder to be prepared this year. Just to be different!

Speaking of the Nat's, Bob Whitney is still looking for help to run some of the events and of course for timing duties, so if you enjoy being the "Big Kahuna" and want the respect of all your peers, then drop Bob a line and offer up your help. If you haven't booked a hotel room yet do so very soon, they go very quickly around Nat's time.

The F2C team trials are the weekend after the Nat's, good luck to those who are competing.

Last, but certainly not least. Equipment suppliers like Henry Nelson won't be around forever. Everyone retires eventually. Don't wait until the writing is on the wall before you decide to buy what you need. I like most people in hindsight, don't appreciate what we had until it's gone. Let's support these guy's while we still can.

Back to the shop now ...

SOUTHWEST REPORT- DAVE HULL

Greetings from the Southwest District! Hopefully the folks that were lucky enough to go to the Cabin Fever contest have recovered from the intense racing. Those that were entered received a great set of contest photos in the mail. Lots of action shots; lots of artistic shots. I thought that some of the most interesting shots could best be described as character studies of the individual as a racing competitor. I was greatly entertained. If you didn't go, borrow the CDs from a friend and spend an hour (or more) living the race scene.

Contest report: Herb Stockton Memorial

A change of venue from Merced to El Monte (Whittier Narrows) certainly affected the attendance. Still, there was racing and folks got some work done on equipment. One of the highlights were the Team Race stories during the contest breaks. Don Jehlik, Herb's racing partner was in attendance and reminisced about some of their antics. The one that sticks out in my mind was the engine tuning method used by Herb. Rebuild an engine even if it takes all evening. Take engine into bathroom. Open window. Fire it up and get a setting. Shut it down. Close window. Probably the next step was to hide from the neighbors and whatever you do, don't answer the door! Don pointed out that Herb was an excellent builder of both planes and the engines that they used. The engine work was beyond just fits and tuning, and included new rear intake designs, backplates, drums, porting, and more.



Don Jehlik with a pair of Stockton/Jehlik FAI team racers attended the SCAR race name for his former partner: The Herb Stockton Memorial, held for the first time this year. Stockton overcame adversity to become world champion. (Photo: Dave Hull)



A closer look at the Stockton/Jehlik FAI team racers. This team dominated the event in their heyday, taking advantage of superior equipment and teamwork. (Photo: Dave Hull)

Aeronut Antics

The guys up in the bay area (Frisco/Oakland/etc.) are having some fun pseudo-racing. They already have a lot of 1/2A stuff, including Musciano stuff, so they held a contest recently to get proto speeds. Now all we have to do is get them to throw in a pit stop. After that, add 2-up. Oops! Now we *are* racing!



A few of the Half-A Proto Racers at the "Small Bore" Meet. Note the mix of designs which includes a Streaker, and at least two other Mouse I's, one with elliptical surfaces. (Photo courtesy of Randy Bush)

NATS

The NATS is coming—SOON! For those that can, borrow, beg or steal a ride and get in on the racing. I've been watching gas prices creep back up, but they are still less than we paid last year, if cost was a factor in your decision then. Remember this year that the sequencing of event has changed and hopefully will allow pilots to acclimate to the faster events.

For this racer, the biggest hangup is getting enough gear ready before the truck starts on the eastward trek. At least gear that is decent and can be raced without seriously embarrassing anyone associated with it. Seems like I need a full-time engine builder, and another guy to build some new planes! Still, I always end up flying plenty of events to make the trip worth it. In fact, maybe more events than I should.

Dale Long has been working with Jim Lee of Lee Machine Shop to develop another source of venturis for the TQR event. I needed some, so I sent Jim an email to get mine, too. I ordered one for the K&B big intake case and one for the small intake case, both out of aluminum. I got them in the mail a short time later and am pleased with the results. Nicely radiused and a good fit to the case. They came with o-rings, and had the bore diameter scribed on the outside. Mine were \$12 each, plus shipping. Now the only question is whether Jim put any special racing mojo on these so I will go just a little faster? I sure hope so! I also ordered some custom venturis for a Webra at the same time. You can contact Jim in Topeka Kansas at (785) 266-7714.

No feedback to report on any rules change discussions with the exception of F2C. In that event, it appears that a line length proposal by the USA was submitted. I don't know the status or details. There does not appear to be anything new to report on the wrist strap rule, except that the rule wording says they are going to pull-test the strap while it is on your wrist. Make sure yours is comfortable.

Lines tight and handle right side up!

Dave "McSlow" Hull
NCLRA SW District

EDITORS' COLUMN- TIM STONE

Spring is a busy time of year for me but between gardening..



Getting my Daughter off to Prom...



I managed to start building a new .15 Rat. My old upright Rat finally bit the dust at Tucson; no great loss as it was an ill mannered little beast! I have flown a few .15 Rats of various styles and come to know what handles better than others. By far the most impressive handling (and fast!) Rat I have flown are Steve Eichenbergers' inverted models. They take off nice & flat with little tendency to torque in, handle the wind very well and are rock solid stable. I can take my eyes off it easily for a half lap; assessing the other planes' position is important.

Building an inverted model is something that I had never really looked in to. Since I am from the Midwest, naturally all of my past Rats were upright designs; the inverted design is historically a West Coast product. This year both Bob Oge & I caved in and are building Inverted Hamsters!

I tapped Steve Eichenberger for info on the gear setup which was really a stumbling block for me. Steve supplied me with the parts & know how, heres' how he does it. First he makes a 'keeper' out of aluminum ¼" thick milled to 1/6" on the low sides.



The keeper provides support for the bottom end of the Titanium strut.



The strut must be bent to clear the minipipe. Titanium is extremely hard to bend so you'll want to get it right the first time. To help do this I made a template out of .020 white styrene, but any heavy card stock would work as well. This template is bent trial & error until the proper shape of the bend is made. These angles & measurements are then transferred to the Titanium blank.



The keeper gets epoxied to the fiberglass top. shown here for clarity prior to gluing.



The top end of the strut is drilled for a single 6-32 bolt. A 1/8" plywood pad fits between the fiberglass top and the Titanium gear.



After everything is fit up, add a 'dam' of modeling clay (hey you keep some around to balance your h/l gliders don't you?) in front of the aluminum keeper. The keeper then gets liberally flooded with epoxy. A nut holds the gear in place.





The gear leg is shortened to the proper length. This setup is extremely rigid.

Getting ready for paint now. With some luck I'll be ready for Muncie!



F2CN in Tucson, Ashley Wilk at left.



More good 3-up action with Dave Fisher in the center. Dave has got back into racing big time.

Charlie Johnson sent me some nice photos that I wanted to include here.



Some serious Mouse racing in Tucson (L/R) Ron Duly, Paul Gibault, Russ Green



L/R Don Burke, Ron Duly, Dave Dawson with B TR



Les Akres' Mouse 1 springs to life. Run pilot, run!

And a piece of history as shown at a recent Whittier contest. In the words of Don Burke;

"They are my design from 1964. "FAITER 6". The left one was Danny Jones and Bernie Tautz's from the 1966 team. The right, mine and Danny's from the 1964 team. When I quit after the 1965 team trials for the 1966 team I gave all my stuff to Danny. I think #7 is one I built and Danny rebuilt and finished for the 1966 stuff. He had to add a pilot. Plus he could finish orders of magnitude better than me. He and Bernie used them from there on. The CMMF is the "California Master Model Flyers" or any other thing one can do with those letters.

The prop in the pic is a tornado 7-8 but we flew with Rev-up 7-8s (modified by Rado Breznikar) and later Top Flite 7-71/2 "cuffed props.

Both are ETA MKII powered with Edmunds back plate, 10cc tanks, no shutoffs. Edmunds plate is a stock ETA variety, with the venturi shortened and tapped for a COX .049 NVA.

Danny and I placed 10th at Budapest. The best done by a US team to that date. This was in the days of 2 100 lap heats and no semi-finals. There were I think 56 teams from 28 countries there. Pete Soule has posted an AEROMODELER world champs report that had a lot of cudors for our pitting style which Danny showed them. The URRUPEANS had never seen the high speed taxi and wing snatch we did. It was nothing new to us cause everyone over here was doing it that way.

By 1966 everybody was doing it. I was recently talking to Don Jehlik and he told me that if Danny would have changed his flying style to conform to the FAI jury's idea of what was right and not gotten DQ'd, the US team would have won the Team trophy. Needless to say DJ was and still is not too happy with Danny's attitude at the time.



Charlies' strategy for earning favor with the SCAR (Southern California Air Racers) newsletter editor (the aforementioned Mr. Johnson)



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

None

SOUTHWEST DISTRICT

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:

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NORTH CENTRAL DISTRICT

None

SOUTH CENTRAL DISTRICT

TX

JUN 20--Dallas, TX (AAA) Dallas Aero Summer Heat Site: Samuell Hobby Park. Events: 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: [AntiSpambotMailto\("93|67|65|65|65|65|79|125|131|120|125|61|125|116|131"\)N42222@ntin.net](mailto:AntiSpambotMailto() WebSite: <http://www.DMAA-1902.org>

KS

AUG 08--Wichita, KS (AA) Air Capitol Control Line Championships Site: Planeview Park, 2895 So. Oliver. Events: Scale Racing(Class II), Quickie Rat, Goldberg Race Sponsor: Wichihawks #315. CD: Kevin Seaton, 40 Huntington Rd., Aigusta, KS 67010. Phone: 316-775-3427(eve) E-Mail: [AntiSpambotMailto\("127|121|138|125|130|66|135|121|117|136|131|130|84|117|136|136|66|130|121|136"\)kevin.seaton@att.net](mailto:AntiSpambotMailto() Racing on Saturday.

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

IN

JUL 05-10--Muncie, IN (AAAAA) 2009 U.S. National Championships Site: AMA National Flying Site. Events:

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

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: Brian Silversmith, 86 Kingsland Circle, Monmouth Jct., NJ 08852. Phone: 732-274-8945(day) E-Mail: lrlieberman@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

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(.15 RULES)

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 Ferarro/ 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

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USING PAYPAL-To pay dues with PayPal, first log in to your Paypal account, then send dues to; Treasurer@NCLRA.org

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