



Cabin Fever 2010 Contestants
(Photo by David Russum)

Torque Roll
Issue #90
February-April, 2010



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

To:

PRESIDENTS' REPORT- BOB WHITNEY

Well it is closer to Nats time I hope everyone has all their new stuff ready to go. It has not been very busy on the forum so it is hard to tell how things are going with everyone. Don't forget to get your entries in so we can get the maximum trophies from AMA

I have had contact with the CD of the Brodak contest. They have offered to give us our own day to run what they call 'Expert Clown' and 'Expert Fox / SS', but I need to know whether there is any interest in doing this.

Cabin fever is shaping up as a good contest again. Les & Paul will be down and the California group will make it as will the Texas guys. We will have two or 3 from Fla. Jason will be there

That's it from the Prez

SOUTHWEST REPORT- DAVE HULL

Racing is on again in the Southwest District. Floodwaters threatened the circles at the beginning of the year when we had some needed, but exceptionally heavy rains, but the water never rose high enough to flood the LA river (Sepulveda Basin) or Whittier Narrows. But it was close enough that one Sunday, the LA County Fire Department helicopters were out surveying the vegetation and debris in the flood control zone and areas just above the dam while control liners watched them fly over and hover!

My building and testing efforts were sidetracked a bit this year and I am trying to get going again. Not a motivation problem, just bits of life intruding into hobby time. I hope each of you has enjoyed some building time over the winter, too. I can't wait to test out the rebuilt engines for Mouse to see if there is one rat among the runts. I also built a new set of elevators to try out on the Goodyear to see if the control feel can be improved. Maybe I'll even finish final assembly on my new build project before the next race. All the hard work is done, and I can't wait to get a few minutes back at the bench!

I was offered a Rent-A-Pilot job to fly some F2C in Florida. Since I really, really need the

practice, I made an effort to get there. I had hoped to fly better, and *need* to fly better, but sometimes you just have to take your lumps and learn from them. Thanks to Bill Lee for the offer, and apologies to Bill Lee for all the carnage! Hopefully there will be a race report elsewhere in this issue. While I was in Florida, SCAR held their first contest of the year in Van Nuys and I was very grateful to receive a full race report from the members who attended. Enjoy!

2nd Annual Dennis Schauer Memorial Race

The first SCAR race of 2010 took place on February 21st at the Sepulveda Basin, Apollo 11 Field, in Van Nuys, CA. The weather was quite nice with temps in the high 60's and wind in the 5 to 7 mph range. Dead calm compared to Muncie, I've been told. Special guest pilot Russ Green came in from Alabama. It seems that SCAR traded Dave Hull for Russ and sent Dave to Florida to play F2C down there. In **Mouse**, Senior Kevin Kusik (that is per his AMA age classification and not a reflection of advancing years though we did celebrate his 18th birthday with a rousing song and chocolate cake) showed the older folks how it is done. (My English teacher always remarked on my run-on sentences. I'm guessing that she liked them.) This father/son team thrashed the competition by about twelve seconds. Kevin flew a Kenn Smith Streaker plane while Russ's plane was an IDK.

The **CAL 15** race was also won by Team Kusik using a high timed diesel piston/liner in a glow FIRE Nelson. Holland's engine of choice was a special version of the ZALP, the same as his Clown entry. Not sure of the translation from the native Russian that Jim shared with us but it sounded a lot like "pathetic". I may have gotten that wrong.

Clown was the feature race (we had more than three teams ready at the same time, what a joy). Green and Duly used FORA's while Kusik used an OS DX18 and Holland used the special Pathetic ZALP. Green/Holland won with 293 ½ laps, beating Burke/Duly who only managed 292 laps. It might have been closer had Burke not elected to show off his plug changing ability mid-race. The rather odd lap count for Mr. Green was due to the short cut his plane took upon taking off. Flying through the center of the circle only counts for half a lap, right? Russ recovered quickly and

the rest of his race was uneventful. His heart may get back to normal any time now.

TQR closed out the day with five entries ready for battle. Green and Kusik's 70 lap times were within .02 seconds. That is about one eye blink. The imported racer, Russ Green, won by actually finishing the whole 140 laps. What a concept! In the final, Kevin opted out after 15 laps due to a handle malfunction. Level flight was only maintained with his hand in a "full up" position. That was a disappointment as he was flying a very pretty Harlequin II v-tailed racer powered by an OS 35 AX engine. The Green entry (Al Gore would be so proud that even C/L racers can be "green") did well despite a multi-flip last pit. Untold "situations" stopped the other teams from joining the final. Oh, did I say a non-40 schneurle (or however it is spelled) engine was allowed? Yes, I did. Two of them in fact. Burke had an EVO 36. SCAR is looking to the future when good K&B 40's won't be available and off-the-shelf engines will be our only choice.

A special thanks goes out to Darrell Albert for being our resident Event Director. He is there every race-day and puts up with us. Thanks also to our timer team: Dave, Joe and Lexi. We couldn't race without you. Thanks!



Jim Holland with Russ Green's winning Quickie Rat. Good equipment, conventional setups, and experienced Rent-A-Mechanic means you can still win "on the road." Of course, wearing the right shirts can make all the difference, too. (Photo: via Ron Duly)



Jed Kusik's California Quickie Rat. Typical solid balsa construction, but the wing is tissue covered a la freeflight. Pretty, and Jed says it is a fast way to finish. Survived a handle malfunction during the final and went home just as nice looking. (Photo: via Ron Duly)



A close up of Jed Kusik's OS .35 AX powered Rat. Custom venturi, Dirty Dale shutoff(?), OS needle, conformal vent fitting, carbon APC prop(?) and looks like new! (Photo: via Ron Duly)



Ron Duly (L) and Russ Green (R) duel it out on the circle flying heavy iron at Sepulveda Basin. Note the special footwork Russ uses to confuse Ron during a pass. (Photo: via Ron Duly)



"Neutral" looked like this for Kevin Kusik in TQR final. He wisely landed the plane. Good judgment must have come with his recent attainment of old age. (Photo: via Ron Duly)



Un-named Pitman disrespecting the timer. Nuf said!
(Photo: via Ron Duly)

Other Topics

It looks like the flying field at Whittier Narrows is likely to remain as-is in the master plan recommendation to the Army Corps of Engineers. A lot of effort at the last minute by some key people made the difference. Much of the charge was led by Speedy Fred Anderson, along with members from the Knights of the Round Circle. We owe them a sincere thanks. Contact me if you would like to know more details but don't forget passing out a few handshakes and a smile. This episode demonstrates that we cannot take our flying sites for granted, even if there are only *two left* in the greater Los Angeles area of *over 15 million people*. We better start teaching a few of them to fly, so we can hang on. Besides, we can tell them that racing is exciting, and fun!

Time to try out that new stuff you built over the racing break—so come out to the next SCAR race. Also, we hope to see you in Tucson!

EDITORS' COLUMN- TIM STONE

Feb Issue late – Nope! Non-existent!

The February issue is delayed this time due to an early lack of contributions. By the normal deadline I had only received 1 article. We decided to wait until after the Tucson contest to publish the newsletter in order to have some meaningful content. Coming up with enough material for a control line racing newsletter every 2 months is difficult in the winter months. There are few contests to cover. We have discussed reducing the frequency of this newsletter to a quarterly distribution, but for now we are staying with the 2 month cycle.

I need all the help I can get in order to put out a decent newsletter. I urge ANY NCLRA member to help out in submitting articles, photos, anything that is pertinent to C/L Racing. Without the participation of its membership, any organization is destined to fail. Even though you may not be an 'Expert' I still welcome any & all contributions. We have never rejected a contribution to this newsletter & I need your help.



Greg Pretty

Sad news from Australia that veteran racer Greg Pretty was killed in a motorcycle accident on January 18, 2010. I met Greg at the 2004 Nats where he won Goodyear pitting for Rob Fitzgerald. We developed a friendship & frequently exchanged emails. Greg was a former champion motorcycle racer, winning the Australian Unlimited title in 1979. He will be missed by many, go in peace.

Eliminator props online store

Steve Wilk has finally got an online store going for his Eliminator props. You will find them at <http://eliminatorprops.com/store/> Online ordering will speed things up quite a bit over snail-mail and is becoming the preferred route for many small suppliers.

Delphi online forum

Every once in a while I want to remind new racers about the Delphi online forum, hosted by Dave McDonald. It is free for basic membership and their web address is <http://forums.delphiforums.com/CLRacing/> This has become the preferred online forum for C/L racers worldwide, jump in & join the fun.

F2C Thongs

Due to a recent rule change F2C Team racers are now required to use thongs, or wrist straps. This highly controversial rule has to be one of the stupidest rules I have ever seen passed in the history of C/L racing. Pilots can no longer switch hands during a race. Now there are additional proposals to try and control further damage;

“Proposed by the Bureau:

- 4.3.1 Class F2C – Team Racing Model Aircraft and
 - 4.G.1 Class F2F – Diesel Profile Racing Model Aircraft
- Add a new paragraph h) (F2C) and g) (F2F) as follows:
h) During a race, the pilots must wear a neck and throat protection device, made of leather, hard plastic, aramid fibre, or other suitable material, to protect the neck and throat area

from being cut in the event of the pilots becoming entangled in the lines.”

Any comments on this & other proposed F2C rule changes should visit the Delphi forum & contact Bill Lee before the mid April FAI meeting.

NATs schedule

If you plan on attending the 2010 Muncie NATs you might want to check out the schedule; it has changed from previous years. Also remember to pre enter asap as the AMA buys trophies based on their pre-entries

Monday July 12- F2C Team race, F2CN
Tuesday-Slow Rat, Texas Quickie Rat
Wednesday-Goodyear, Clown race
Thursday- .15 Rat race, B Team race

Notice that there is no racing on Sunday July 11 or on Friday July 16. Several events will not be flown due to ongoing lack of interest.

Florida Contest

Bill Lee sent me some photos of the Feb contest hosted by Dave Wallick at his home in Florida, Paradise Field. It looks like a beautiful site.



NASS SPEED PLANE RAFFLE

Over on the NASS speed forum on Delphi I noticed a raffle being held that some racers may be interested in;

“2010 USA F2A World Team (final) Raffle #2
For A John Newton 21 SS “Newtron Bomb”

John Newton is building and donating one of his 21 SS “Newtron Bombs” to be raffled off for the benefit of the 2010 USA F2A Team. In addition to this fine airplane, the raffle package will include a Dave Mark Speed Handle, lines from Mel Schuette of MBS Model Supply, Props from Mike Hazel of ZZ Props, and props from Steve Wilk of Eliminator Props. All-in-all, a very nice package for some lucky Speed Flyer ... But you can't win without a ticket! Here's how to get yours;

This raffle will be done a little different from the last one.

Here's how it will work:

1. No set number of tickets. Tickets will be sold through the Spring of 2010.
Drawing will probably be held at the contest in Dayton in June.

2. Tickets via Check or Money Order:
1 for \$20, 2 for \$40, 3 for \$50 and 7 for \$100

All funds need to go through me in order to issue tickets and keep the accounting straight. I then coordinate and account for all funds with Barry Tippett.

Please send Check or Money Order payable to Buz Johnson or NASS F2A Support to:

Buz Johnson
328 Hoofbeat Trail
Kennesaw, GA 30144

3. Tickets via PayPal:

1 for \$22, 2 for \$42, 3 for \$53 and 7 for \$105

For PayPal, Google “PayPal”, select “Send Money”, enter my email address,

buz@nass436.com, and follow the rest of the instructions. If you have any trouble with this, ask you kids or grandkids for help!!

The 2010 F2A World Championship competition is a very expensive undertaking for those fast enough to make the team. The AMA funding and the money we raise is just a portion of the total cost of the WC. Please help our team by buying a ticket or tickets. It's a great way for you to be part of our Team and show your support.

Special Thanks to John Newton for his dedication to the Speed Community and his gracious donation.

Thanks also to Dave Mark, Steve Wilk, Mike Hazel and Mel Schuette for their donations, and thanks in advance to all who will purchase tickets.

Buz Johnson

Nominations for NCLRA Officers

It is time for nominations for NCLRA officers. This year it is President, Vice President and Secretary/Treasurer. Nominations must be sent to the President (Bob Whitney: F2CRACER@aol.com) and to the newsletter Editor (Tim Stone: tstone@tukaiz.com) **Nominations must be received by the end of April!** Yes, very short notice. But get it done!

Cabin Fever Perspective- Paul Gibeault

Photos by Paul Gibeault

Some teams went from could do no wrong on one day... to could do no good the next...! The multiple colored pitting lines once again fooled some of us at least once...The pavement was good though. The practice circle was not busy & not much practicing going on.



F2C teams in Tucson (L/R) Bob Whitney, Dave Hull, Jason Allen, Les Akre.

At least this year, my mouse racers did not crash, break & burn. They ran perfectly without even a test flight (which surprised me a bit as when testing back home at 5 deg. C, a lot of power seemed lost). In practice my Mouse 2 ran "funny". Back in the hotel, I could find absolutely nothing wrong. I expected to concede to Bob's all conquering Cyclon. It turned out, for the race, my pressurized McShiribo engine ran quite OK & pitted superbly. Bob's usual consistency wasn't there this year & so...he allowed me the win. (Back home, the new bearings I needed arrived from Boca...)

F2C T/R had only 3 teams show, of which 2 flew after a ground incident. Allen/Whitney had nice steady 18.0/10 speed with nice pitstops. (Where was that earlier?) Jason's first 60MPH landing was ...um...wow! Hull/Akre had nice pitwork but couldn't seem to find a good setting.

The wind picked up & the pilots figured it was too much for F2CN & scratched the event.

Rat is always a treat, BUT...same old, same old. The glow rats are always faster, but they burn plugs, won't start, won't restart, & therefore give it all away to a stinky but fine running DIESEL of Bob Whitney's.

In PDQ Flying Clown.... the O.S. 18TZ is one hauling fine motor! Used by John & Les. Les was killing everybody until his pilot caught Russ's eyeglasses on a pitstop with his lines & splattered the model. Russ's glasses were eventually found ~20' away. Sadly, Les had no back-up for a re-fly.



Les Akre & his doomed Clown entry.

TQR was competitive as usual. Les's & Russ's models both finished the final with a 4 flip race. John's model, fast as always developed a pitting problem on one stop & finished in 3rd. Those K&B's sure start well when properly set up.

Due to crisp CDing, & a lower entry, the racing was all over by noon on Sunday. The racing CD Mark, thanked the racers for NOT flying high this year. (*Ed: It was noted that Tim Stone wasn't present.*) I was over in the speed circle when not racing, so I hope others might fill in the other events.

Wish y'all were there, it was a good contest!

Cabin Fever Perspective- Dave Hull

The SW District enjoyed the annual Cabin Fever racing and speed contest put on by the Arizona control line community. This year's edition had wind--moderate to *strong* winds—and blowing dust, but very pleasant temperatures and lots of sunshine. Several of the usual racers couldn't make it due to conflicts and expense, but those that did raced with a vengeance. It is hard to provide a comprehensive report on the contest when you are one of the entrants. You only see a portion of the contest, and you see it based on your own challenges and successes. So as I share a few things that I saw, please pardon any emphasis on my foibles....

The racing started on Friday with **F2C**, and there were enough warm bodies and equipment to field three teams if we arranged things just right. The Allen/Whitney team was a given; Hull/Akre had previously teamed at the 2009 Nats and could use Hull's gear; Green/Lee had previous experience and some of Bill's equipment. Ok, so let's give it a try! A/W got on the circle first for practice and had things under control. Next to warm up was G/L who had some issues with takeoffs, managing one flight, but chose to withdraw until they figured out what was up with the equipment, wind, and team coordination. The CanAm team (H/A) moved their equipment onto the circle for practice flights next. We had laps but minimal airspeed on a very soft setting. A/W was ready to go, so we started racing as the threat of increasing wind was looming over the contest. We got through three races with each team getting some welcomed practice, but unfortunately only 2-up. I think all the speeds were slow—with H/A being exceptionally slow. We needed more heat in the engine during warmup, and could have taped the duct a bit also. The plane was flying just fine and pits were ok, except for one missed catch. And, the primer setting was a bit dry. Les commented that it is tough on a mechanic to lay off all winter, and then the first thing you get to race in the spring is F2C. I was glad I just had to hold the handle and not try to catch the little buggers in the wind! I noted that a couple of the A/W pits were very fast! They must have been flying with a "start while filling" setup. After the third round, the wind had really started to pick up so F2C was declared

over, and after a poll, F2CN was postponed. (F2CN was later cancelled due to wind that lasted throughout the weekend.) That left all three circles for setting up other equipment and practicing. (The speed guys set up on the center circle and practiced all morning.) Everyone adjourned to the unofficial racing center at the Jack in the Box. But many came back to the field to test equipment Friday afternoon.



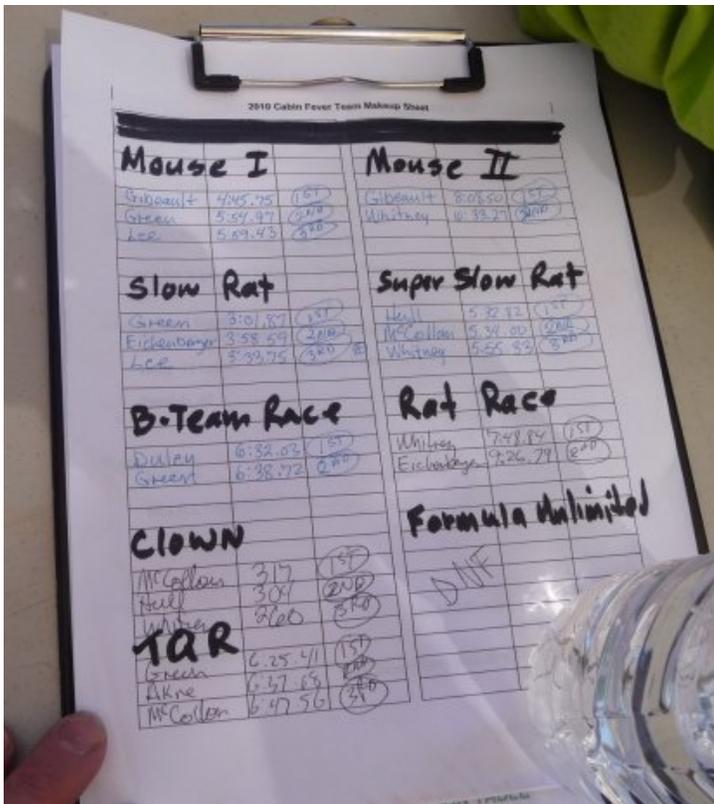
Bill Lee & John McCollum with Johns'TQR.

There were a few scratches in **SSR** due to the wind on Saturday. The hardcore racers lined out, pull tested and scrambled for pit positions. McCollum/Lee had perhaps the best airspeed and made good use of it. Hull/Akre were close using a brand new ShyFox. Line snags seemed to plague both the heats and the final with the H/A team in the upwind pit (1st pit) getting caught three times by the A/W plane. Les wanted to know if they were using a carrier hook or what? In the wind, the planes would settle gliding downwind even with high ground speed. The pitmen were catching faster and faster, but we still got snags even with handles and wingtips on the ground. Ken chose to continue racing in each case, although there was a delay while lines were inspected during the heat race. In the end, H/A won with decent airspeed and great pitting and line detanglements. The latter is apparently a very under-reported skill for pitmen, but something they should add to their resumes! John Bruman was the circle judge for the final, and got to make some calls.

Clown was perhaps the most contested event of the weekend. There were a few close calls on the passes and shutdowns but no carnage until a line contact occurred between Gibeault and Green in the

center. Paul's lines caught on Russ's head and caused the instant crash of the Gibeault/Akre entry. (Lines of plane racing struck the head of the landing pilot. Maybe we should start using line groupers in Clown like in the FAI events?) With G/A out with a demolished plane and engine, that left McCollum/Lee as the favored team going into the final. They produced 317 laps, followed by Hull/Akre at 304, and Allen/Whitney with something like 270. The equipment used by Hull/Akre was rebuilt from a previous wreck. It had never gone more than 294 laps in a final. And is still powered by an OS .15CV-A. But with a few expert adjustments by the mechanic and good pitting we finally broke the 300 lap barrier.

B-TR turned out to be a shootout between Russ Green and Ron Duly. Bill Lee pitted for Russ and Les Akre for Ron. It was very close this year, but my recollection is that the Greenmobile winning streak was broken. Both planes are fast and both pilots were working hard! No smoking wingtips, fires or explosions this year...but just in case, Ken Gulliford brought a fire resistant blanket! It would have been nice to see a few more entries and more racing of these high performance beauty queens. And three-up! Reminds me that I need to figure out how to fit all the mechanical stuff into my Firecracker B-TR, glue the big pieces together, and figure out how to paint it. Maybe by 2011?



We owe another big thank you to the Arizona control line community for putting on a good event with lots of racing and socializing time with other racers. The pizza party at the Trostle's was well attended and very nice. As always, it takes some good help to run an event of this caliber, and the 2010 edition of Cabin Fever was again, one of the best!

Cabin Fever perspective- Ron Duly

I don't remember much as I was a bit busy in the middle of the circle. I did think ahead and set up my video camera to capture the various races. Do you know what "battery low" means? It means the *^#\$^& camera isn't taking pictures, dummy! I know this now as I only got parts of some races.

As for B T/R, Team Green/Lee, fresh from their NATs record setting times were up against the CanAm Team of Duly/Akre. When the recorded message said "go", we were both gone. At the first pit stop, Les Akre got me back into the air several laps ahead of the other plane. With a comfortable lead, I didn't subject Les to any of my patented much-too-fast landings (ask Burke about my "style" and why I named this plane Splat'r).

Each pit stop was nice and easy, the Webra responded quickly to Les's touch and all went well for us except when the shut-off tripped unexpectedly on take-off at the second stop. The other Team returned the favor by having a similar incident at one of their stops.

Formula Unlimited was scratched by the entrants mostly due to the wind. The offer was to go right to a three-up final, so the teams took a few minutes to think it over. These planes can really float on that big wing after the engine quits. And they aren't light, either. Sure, a plane can be light for an Unlimited, but compared to every other event...? Considering the tension on the lines downwind, and then the likely speed of the plane coming into the pits...all three teams decided to scratch, saving the equipment for another day.

I didn't know how many laps we would get per tank so we pitted on a 35-lap schedule to be safe. (Burke, my usual pitman, knows this technical stuff. I don't - I'm just the pilot.) A 27 ounce Team Racer at 115+ mph translates to a 27 pound pull on the pilot. Try that for six and a half minutes before commenting on my flying style.

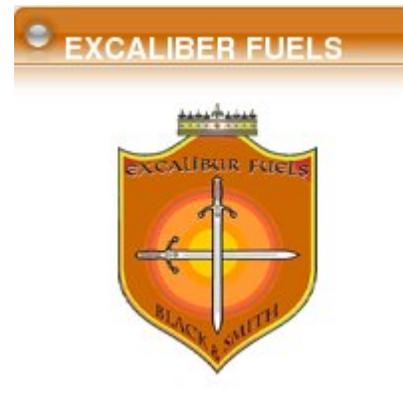
For the first portion of the 140 lap final, my hand was at my chest. A bit later, my hand crept out and by the end of the race my arm was fully extended. The other Team thought they were gaining on us! Our engine was just fine - the pilot wasn't. I was definitely not in as good of shape as last year. I was glad when the race was over.

The cooling and re-starting problems that plagued this plane when new seem to have been overcome. Also, since last year, I had cut into the plane to re-do the controls. I can now shake the plane down VERY quickly if needed. And to think they laughed at the HUGE stab and elevator I used on my version of Burke's design. Matter of fact, planes based on Burke's design placed first and second.

I'd like to thank Les for pitting the winning plane, a plane he had never worked with until that day. As I tried to explain the various functions for refueling, priming, shut-off reset and such to Les, Dave Hull made a startling suggestion: take the top hatch off and let Les see for himself what everything did. I did this and watched silently as Les systematically went through each function until he understood them. Thanks, Les, for a fine job!



(David Russum Photo)



Special thanks to Martk Smith of Excaliber Fuels for supplying the fuel for Cabin Fever!

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 28-30--Eugene, Oregon (AA) Northwest Control-Line Regionals Site: Eugene Airport. Events: Class I Mouse Race, Northwest Sport Race, Northwest Super Sport Race, Northwest Flying Clown Race Sponsor: Northwest Regionals Management Association #4356. CD: Mike Hazel, P.O. Box 126, Mehama, OR 97384. Phone: 503-859-2905(day) E-Mail: zzclspeed@aol.com WebSite: flyinglines.org The 39th annual Northwest Control-Line Regionals will be held at Eugene Airport in Eugene, Ore., on May 28-29-30. This major contest includes aerobatics, combat, Navy carrier, racing, scale, and speed. For a flyer with the schedule, motel information and all other details, go to the website and click on 'Where the Action Is.'

SOUTHWEST DISTRICT

CA
APR 17-18--El Monte, CA (AA) 2nd Herb Stockton Memorial Site: Whittier Narrows. Events: Both days: Speed as % of record; Sunday: AMA Mouse I(Cox Engines), SCAR GY, NCLRA B-Team Race, Formula Unlimited, SCAR Q Rat. Sponsor: SCAR #4641. CD: Darrell Albert, 572 Begonia St., Escondido, CA 92027. Phone: 760-741-2505(day) E-Mail: SCAR4641@AOL.COM WebSite: WWW.FAICLSOCAL.INFO/SCARRules for SCAR GY, Formula Unlimited and SCAR Q Rat can be found on the SCAR website.

CA
JUN 19-20--El Monte, CA (AA) 5th Annual Bill&Bev Wisniewski Memorial Site: Whittier Narrows. Events: Both days: Speed as % of record; Sunday: AMA Mouse I(Cox Engines), CAL 15, NCLRA S/S Rat, NCLRA Clown, SCAR Q Rat. Sponsor: SCAR #4641. CD: Darrell Albert, 572 Begonia St., Escondido, CA 92027. Phone: 760-741-2505(day) E-Mail: SCAR4641@AOL.COM WebSite: WWW.FAICLSOCAL.INFO/SCARRules for CAL 15 and SCAR Q Rat can be found on the SCAR website.

CA
SEP 18-19--El Monte, CA (AA) 5th Annual Wayne Trivin Memorial Site: Whittier Narrows. Events: Both days: Speed as % of record; Sunday: AMA Mouse I(Cox Engines), SCAR GY, Formula Unlimited, NCLRA B-Team Race, SCAR Q Rat. Sponsor: SCAR #4641. CD: Darrell Albert, 572 Begonia St., Escondido, CA 92027. Phone: 760-741-2505(day) E-Mail: SCAR4641@AOL.COM WebSite: WWW.FAICLSOCAL.INFO/SCARRules for SCAR GY,

Formula Unlimited and SCAR Q Rat can be found on the SCAR website.

CA
OCT 16-17--El Monte, CA (AA) 24th Annual Virgil Wilbur Memorial Site: Whittier Narrows. Events: Both days: Speed as % of record; Saturday: AMA Mouse I(Cox Engines), NCLRA B-Team Race, CAL 15, Formula Unlimited. Sunday: SCAR GY, NCLRA Clown, NCLRA S/S Rat, SCAR Q Rat, SCAR Orange Crate Sponsor: SCAR #4641. CD: Darrell Albert, 572 Begonia St., Escondido, CA 92027. Phone: 760-741-2505(day) E-Mail: SCAR4641@AOL.COM WebSite: WWW.FAICLSOCAL.INFO/SCARRules for SCAR GY, Formula Unlimited, Orange Crate and SCAR Q Rat can be found on the SCAR website.

CA
DEC 04-05--El Monte, CA (AA) Toys for Tots Site: Whittier Narrows. Events: Both days: Speed as % of record; Sunday: AMA Mouse I(Cox Engines), NCLRA Clown, NCLRA S/S Rat, SCAR Q Rat. Sponsor: SCAR #4641. CD: Darrell Albert, 572 Begonia St., Escondido, CA 92027. Phone: 760-741-2505(day) E-Mail: SCAR4641@AOL.COM WebSite: WWW.FAICLSOCAL.INFO/SCARRules for SCAR Q Rat can be found on the SCAR website.

NORTH CENTRAL DISTRICT

None

SOUTH CENTRAL DISTRICT

TX
APR 24-25--Dallas, TX (AA)
DMAA Spring Warm-Up
Site: Dallas Samuell Hobby Park. Events: Saturday/Sunday: (301-310) Flown to % of record (JSO); NASS Sport Jet(Saturday only); Sunday: 312, NCLRA TQR, 313, Sportsman Goodyear, Fox Goldberg (JSO) Sponsor: Dallas Model Aircraft Association #1902. CD: Patrick Hempel, 304 Becky Ln., Rockwall, TX 75087. Phone: 972-841-8766(day) E-Mail: ptrckhem@aol.com WebSite: <http://www.DMAA-1902.org>

TX
JUN 19-20--Dallas, TX (AA)
Dallas Aero Summer Heat Site: Dallas Samuell Hobby Park. Events: Saturday: 312, 313, 333, Sport Goodyear, Goldberg Race, Quickie Rat (JSO) 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 14-15-- 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.nmccla.org>

SOUTHEAST DISTRICT

None

MIDWEST DISTRICT

JULY 12-15 Muncie, Indiana- AMA Nationals

Monday July 12- F2C Team race, F2CN

Tuesday-Slow Rat, Texas Quickie Rat

Wednesday-Goodyear, Clown race

Thursday- .15 Rat race, B Team race

Notice that there is no racing on Sunday July 11 or on Friday July 16. Several events will not be flown due to ongoing lack of interest.

NORTHEAST DISTRICT

NJ

MAY 02--Middlesex. NJ (C)

Racing

Site: Mountain View Park. Events: 1/2 A Scale Racing (Cox only); 1 OZ Goodyear; Clown - NCLRA; Clown - Sportsman
Sponsor: South Jersey Aeromodelers #432. CD: Phil Valente, 1523 Ulster Way, West Chester, PA 19380. Phone: 610-692-6469(day) E-Mail: phil_valente@millipore.com

NATIONAL RECORDS

SLOW RAT (.25 engine)

Op (70 laps) 3:05.17 Russ Green/ Bill Lee 7/07/09

(140 laps) 6:17.59 Russ Green/ Bill Lee 7/07/09

(no Jr or Sr record)

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) 6:18.13 Whitney/Hallas 7/10/09

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) 3:16.47 Lambert/Fluker 7/07/09

(200 Laps) 6:56.61 Fluker/Lambert 7/08/09

F2CN (NCLRA RULES)

100 Laps 4:49.99 Bill Lee/ Russ Green 7/08/09

200 Laps -No record established since line diameter change

'B' TEAM RACING

Op (35 Laps) 1:24.34 Burke/Duly 7/12/05

(70 Laps) 3:05.73 Green/Lee 7/10/09

(35+70 Laps) 4:33.91 Green/Lee 7/10/09

(140 Laps) 6:08.80 Green/Lee 7/10/09

RAT RACING (.15 RULE)

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) 5:14.30 Bill Lee/Russ Green 7/05/09

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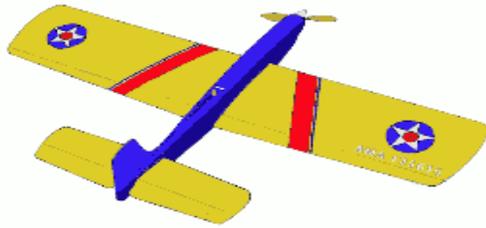
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FOR INFORMATION, CONTACT:

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