



B Teamrace at the 2010 Australian NATs



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

To:

**Torque Roll - Issue #91
June 2010**

PRESIDENTS' REPORT
BOB WHITNEY

Greetings. I just got through looking at the entries for the 2010 racing Nats. There are a total of 7 entries in the AMA events plus two more that I know of. Hopefully the NCLRA events will be a little better. With this few entries we are really going to need to work together timers will be scarce. We may need to go to only one timer per entry. I hope not.

I still need someone to run Tuesday's events, plus we need help with 15 rat and F2C/ F2CN

The ballots will be out soon for NCLRA officers. We have two candidates for Prez, and VP. I, Bill Lee and Dave MacDonald are going as a package deal for Prez, VP and Sec Tres win loose or draw. Tim has agreed to stay on for one more term as editor of the T/R But still needs your pictures and ideas.

Most of our dist reps have given up the ghost so we need some new blood willing to spend a little time keeping us informed on what is going on in their dist.

Our F2C teams have been working hard and getting in some good 3 up practicing lets wish them well next month.

NCLRA President – Candidate Statement
JAMES HOLLAND

Hello Everyone. I decided to run for the position of NCLRA President again this year as a 'thank you' for the great times I have enjoyed since returning to control line racing 10 years ago. – I have received a lot of good things from this hobby, so now it's time to give something back.

While my life seems to improve with the passing years, I am sad to say that the same is not true of control line racing. Race entries continue to fall, enthusiasm is disappearing and apathy seems to rule, yet NCLRA as the Special Interest Group responsible for control line racing has done nothing. In the face of tough economic times and a declining membership base, the NCLRA has made absolutely no effort to turn things around by promotion, event sponsorship, or other forms of outreach. We have instead continued a careless sleepwalking as a disowned stepchild of the AMA.

If elected as NCLRA President, I will work to reverse this sad state of affairs. I will form a 'blue ribbon' committee to review all existing AMA and NCLRA classes of racing events and make recommendations on the future of each class. NCLRA sponsored regional events as alternatives to the Nationals will also be explored, as will a return to the NCLRA racing leagues of 10 years ago. Efforts will also be made to promote this hobby through working with manufacturers and hobby stores.

Please vote for me.

James Holland

North Central District- Les Akre



Computer problems prevented my submitting a column in time for the last issue. I have some contest results from the Cabin Fever contest for this issue, and also from the N.W. Regional contest since we currently have no Northwest Rep.

I only have Finals results from Cabin Fever. I have the full results from the N.W. Regionals, as well as some pics.

2010 Cabin fever finals results

Mouse 1

1. Paul Gibeault 4:45.75
2. Russ Green 5:54.97
3. Bill Lee 5:59.43

Mouse 2

1. Paul Gibeault 8:08.50
2. Bob Whitney 10:33.27

Slow Rat (70 lap final)

1. Russ Green 3:01.87
2. Steve Eichenberger 3:58.59
3. Bill Lee 3:33.75*

SSR

1. Dave Hull 5:32.82
2. John McCollum 5:34.00
3. Bob Whitney 5:55.33

Rat Race

1. Bob Whitney 7:48.84
2. Steve Eichenberger 9:26.79

TQR

- Russ Green 6:25.41
- Les Akre 6:37.68
- John Mccollum 6:47.56

B Team Race

1. Ron Duly 6:32.03
2. Russ Green 6:38.72

Clown Race

1. John McCollum 317 laps
2. Dave Hull 304 laps
3. Bob Whitney 260 laps

Formula Unlimited and F2CN were cancelled.

*This is correct. Contest Management later explained why Bill Lee's 3rd place time was faster the second place time.

2010 N.W. Regional Results

Mouse 1

- | Mouse 1 | Heat | Final |
|---------------------------------------|------|-------|
| 1. Todd/Mac Ryan | 2:36 | 5:03 |
| 2. Paul Gibeault/Burt Brokaw | 3:53 | 5:07 |
| 3. Nitroholics (J. Thompson/M. Hazel) | 3:04 | DNF |



Mouse 1 finalists L-R, Mac and Todd Ryan, Paul Gibeault, The Nitroholics (John Thompson, Mike Hazel)

North West Sport Race

- | North West Sport Race | Heat | Final**** |
|---------------------------------|---------|-----------|
| 1. Todd/Mac Ryan | 4:12:47 | 7:54* |
| 2. Paul Gibeault/Jim Cameron | 4:14:57 | 8:11 |
| 3. Burt Brokaw/Paul Gibeault | 4:10:32 | 8:49 |
| 4. Mac/Todd Ryan | 4:18:26 | Withdrew |
| 5. Mark Scarborough/Mark Hansen | 4:38:02 | 45 laps |



NWSR Finalists front to back, L-R, Hansen/Scarborough, Gibeault/Cameron, Ryan/Ryan, Brokaw/Thompson.

4. Mike Connors/Paul Gibeault *** 224

* New N.W. Final Record ** New N.W. Heat record

*** No Heats Run. **** Two 2-up finals run.



NWSS Entrants, back, Todd Ryan, Mark Hansen, Mike Hazel. Front, Mac Ryan, Burt Brokaw, Paul Gibeault.

North West Super Sport Race	Heat 1	Heat 2	Final
1. Todd/Mac Ryan	3:31	3:44	7:25
2. Nitroholics (J. Thompson/M. Hazel)	3:39	3:43	7:49
3. Paul Gibeault/ Burt Brokaw/	3:18**	PASS	8:16
4. Burt Brokaw/Paul Gibeault	3:48	4:03	-----
5. Mark Hansen/Jim Cameron	4:41	5:35	-----



Mac Ryan's winning Clown Race entry, turned 345 Laps to set a new Northwest record, and also break the previous N.W. Regionals record of 340 Laps held by Les Akre.

PDQ Flying Clown Race	Heat	Final****
1. Mac/Todd Ryan	***	345*
2. Todd/Mac Ryan	***	278
3. Mark Scarborough/Mark Hansen	***	235

SOUTHWEST REPORT-DAVE HULL

SCAR Racing: The Herb Stockton Memorial, April 18th

It was a low-key but fun day for the SCAR guys that showed up. McSlow's latest mouse motor showed promise during break-in, so I co-opted a contest official (master timer/lap counter Rod Scott) into becoming my pit man. He did fine considering the equipment provided. I handicapped him with the wrong fuel filler bottle for the tank, and a tank that defied needle settings.... We compressed the pitman's safety training course into 3 needle flights and then we were off to the first heat race! During the two minute warmup, Rod noticed that we had a head leak, and there was no Cox wrench in the pit box, so Hull scrambled for it. (Darrell paused the count at 30 to give us a break....) Rod provided nice straight launches so it was easy for me on takeoff. The little yellow mouse is so light it kept bouncing out of his grip on landing. I encouraged him to go for a "nose trap," not a wing catch since the plane is so small. And to top it all off, I think he is now eligible to join the pitman's union--the little APC got just enough of his fingers to spatter the plane with blood during the heat race. A couple of bandaids—and after borrowing a glove with full fingers—and we were ready for the final. Jim Holland lost a crank somewhere between the heat and the final, so he dug deeper into the motor box and found another engine. The replacement engine ran even better than the first one! There was one hiccup in the middle where the engine made a sort of straining sound, but then picked up rpm again and never looked back. We had to three-pit the final, and the first 6-10 laps of each tank were pitifully rich so we weren't going for an outright victory. Just lurking in the bushes waiting for another busted crank—or anything!

McSlow got to fly two unfamiliar planes. Jim Holland's McCarthy Quickie(?) and his brand new green F2CN. This QR has a fabulously smooth groove in just the right place, and was surprisingly light on the lines at full speed. Jim had good starts, except one where the battery "timed out." I was just figuring out how make really good landings right about the time the final was over. The "Burly Dukes" (or is it Duly/Burke?) were campaigning an

EVO powered QR that seemed to run fine in warm-ups, but immediately developed some kind of tank and plug problems once the heat started. When running, they had the airspeed advantage with their LARQ design, but they spent a lot of time on the ground doing some kind of mechanical stuff involving looking, and poking, and wrenches and things. Makes a pilot shiver to think.... There was some good passing and elbowing and stuff, but we had room for one more wrestler into the middle of the circle.

We put away the SCAR Goodyears and Unlimiteds without even getting them fueled up! One nameless chap (McSlow) had to go to a birthday party and did not provide a backup handle wiggling person, so there just wasn't time for more.

Jim brought a new F2CN with a Profi engine and a UK carbon tank. He put some break-in runs on the engine first thing in the morning before Mouse started. After QR, we put up the first flight and got some practice with it. He's got reflex in the wing and we guessed at neutral. That resulted in a pretty nice wingover on takeoff. A little handle adjustment, and a little less "pilot compensation" for the stiff wheel bearing and we had the takeoffs down. Jim walked into the setting in about 4-5 tanks, and it had a nice even run from the front of the tank to the back. With a decent but safe setting, he was getting 37 laps. The weather was probably 30% RH, 75 or 80F on the pavement, with a light breeze. We didn't time any of the laps, but Jim seemed pleased with the speed. It has good low speed handling (ie. you have enough control to float in over the pit in front of you) but needs some break-in on the wheel. At speed it hunts a bit upwind/downwind but is mostly correctable with a little handle pressure. I didn't ask what it weighs, but the way it flies, it must be fairly light. He's got a chunk of GBR cash embedded in the wingtip, and it stayed out on the lines just fine. After the test flights, I was amped up for some diesel racing--but we didn't have another team to challenge....

A big thanks to those that ran things or came to help out, especially to Darrell Albert CD, Don Burke for scoring, and Rod Scott and Dale Long for timing. I am looking forward to the June races!

Herb Stockton Memorial Races
04/18/2010

TQR	Entrant	Pilot	Pitman	Airplane	Engine	Prop	Heat 1 70 laps	Heat 2 70 laps	Best	Final 140 laps
1	Jim Holland	Dave Hull	Jim Holland	BLACK TQ	K&B		03:30.09		03:30.09	07:18.63
2	Don Burke	Ron Duly	Don Burke	LARQ	EVO 36	APC 8-7	04:42.88		04:42.88	09:17.43
MOUSE I	Entrant	Pilot	Pitman	Airplane	Engine	Prop	Heat 1 50 laps	Heat 2 50 laps	Best	Final 100 laps
1	Jim Holland	Ron Duly	Jim Holland	Streaker	Cox		02:54.89		02:54.89	06:14.00
2	Dave Hull	Dave Hull	Rod Scott	Chameleon	Cox	APC 4.2	03:30.27		03:30.27	07:39.23
SCAR GY	Entrant	Pilot	Pitman	Airplane	Engine	Prop	Heat 1 100 laps	Heat 2 100 laps	Best	Final 200 laps
	Dave Hull	Dave Hull		Buster	OS15	APC				
	Jim Holland	Jim Holland		Ginny	MOKI	MA				
Form Unlim	Entrant	Pilot	Pitman	Airplane	Engine	Prop	heat 1 70 laps	heat 2 70 laps	best	final 140 laps
	Jim Holland	Jim Holland		Buster	40PDP	APC				
	Dave Hull	Dave Hull		Shoestring	40PDP	APC				

Community Involvement

Members from several of the SoCal control line clubs provided a control line experience for kids at the Fullerton Airport Air Fair on May 22nd. Led by members of the Knights of the Round Circle, five Cox PT-19 trainers were used to give seventy-nine kids from 3 to 16 (or so) their first taste of control line airplane piloting. Most of the kids were small; several so small that the instructor pilot had to hold them in their arms to fly! The parents loved it!! Lots of pictures and videos and each new “pilot” received a nice certificate.

We started with five PT-19s at about 8:00 a.m. After cordoning off a tiny flying circle and tearing down one of the planes to get the engine running, the instructor pilots were itching to start. Sort of by default, McSlow became the mechanic/fixer. It took me a while to get each one running since they had been stored since the previous air fair. At first they were breaking them faster than I could fix 'em. Then we got a new instructor pilot and I got more and more backup planes ready. As the wind came up, we kept gluing on more tip weight. We still saw a lot of wingovers and barrel rolls. We clapped and hollered after each flight, regardless of the outcome. No kids were allowed to be traumatized by crashes.

We ended up cannibalizing one plane after another to keep some airborne. We blew up a lot of rubber bands, half a dozen props, three or four glow heads, and a few plastic parts. As the day went

along we got down to two flyables and three cannibals.... Only one plane finished the day with the pilot heads still intact. The wind was really our only problem. We need to find a more suitable trainer....

Only one kid backed out. He was a little tyke with very enthusiastic parents. He was led out to meet the instructor pilot in the center of the circle, just like all the others. His undoing was the sound of the engine starting. Dunno why, since he must have heard the engine start several dozen times while he stood in line.... Still, he got his picture taken holding one of the cannibals—and smiled just like he had flown it across the Atlantic solo....

Construction

My old AMA Scaler (Goodyear) had raced its last race some time back. The airframe was just coming apart at all the seams and places where there never were any seams, so it was time to build a new one. Time was short, so instead of doing a bunch of dreamin’ and drawin’, I decided to more or less replicate the old one—a Lil Quickie. Now this plane has really been around—but no one is sure how many owners it has had. I bought it from Vic Garner, who may have gotten it from Mike McCarthy, who might have gotten it from Pat Mattson or Dave McDonald. Dave is pretty sure that they were the original builders.

I tried to gather up all the hardware first in order to minimize the last minute, how to get out of this fix, kind of deal. I made up a couple of elevator horns to see what I could make fit. The picture shows both a .047" music wire horn, bent up per Bill Lee's directions on the Delphi racing website, and a .062" music wire horn with a silver soldered brass arm. All soldering used StayBrite 4% silver solder---the best I could find around town on a weekend. The all-wire unit weighs 1.2 grams; the brass arm job is 2.8 grams for those on the Weight Watchers program.



Figure 1. (3838) Three elevator horns were made to check out the possibilities. The quickest to make is the formed wire unit in the center. Only one part is required, not counting the wire wrap. This one was bent around a 1/16" pin forming the hole for the pushrod. It was then wrapped with .007" copper wire and soldered. The other two units are made from 1/16" music wire and .062 brass stock arms and silver soldered together. Close fits and big fillets used to improve strength.

I am working on an adjustable line guide. The body is made from a stationary piece glued to the wing and a removable plate. Not shown are the spring wire guides that will hopefully reduce the kinking of the lines at the tip. I hand wound several different sizes of springs: .016" diameter was felt like it was too flexible, and would not provide sufficient protection to the lines. I made another sample from larger wire, but can't immediately recall the size. More work needed....

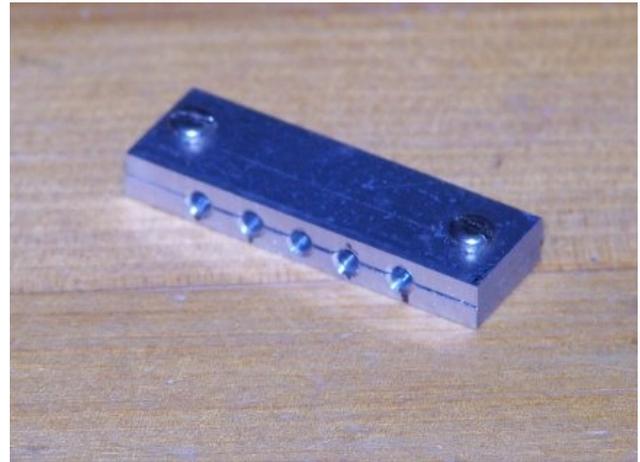


Figure 2. (3843) A prototype line guide. Allows a couple of line positions as long as there is room in the wing for the lines to shift over. Not shown are the actual coil spring guides that the lines go thru to help avoid kinks.

The progress has slowed lately, but here is how the wing and the fuselage are going together. I chose to go the "rugged" route on the fuse, starting with a 1/2" balsa blank, and embedding maple for the engine mounts and the landing gear. The landing gear is Glenn Lee straight leg titanium. I am never sure if I can keep a plywood surface from warping, so this time, I tried a 1/16" plywood fin with cross-grained balsa sheet on either side. Nice and stiff, easy to shape, allows thin edges, and straight---so far.

I split the fuselage into main and top sections along the line of the pushrod. I grooved the main and top pieces to create a channel for the pushrod. This is my first internal control plane and immediately it became obvious that some of my old construction and finishing sequences/methods weren't going to work any more. Bummer. I think I have a reasonably distasteful (that means too much work) method planned, but will wait for final results before making that claim.

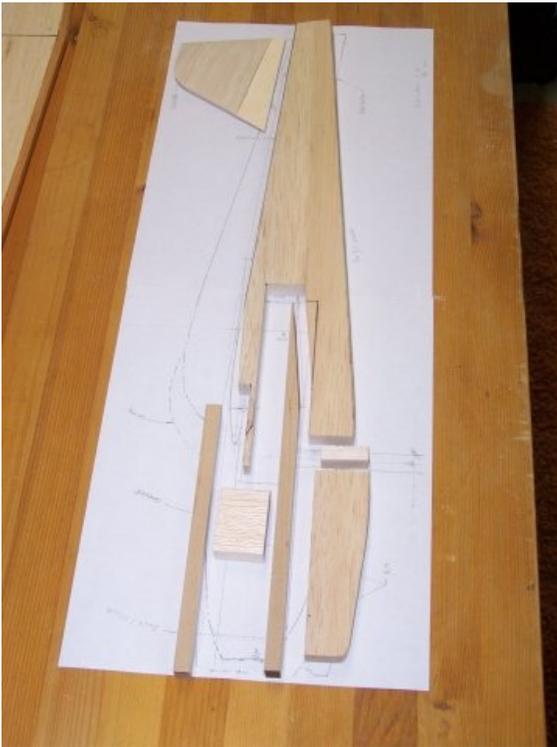


Figure 3. (3828) Parts for the main fuselage assembly laid over design sketch. Having a real drawing would have sped things up considerably. Note that the upper fuselage section is missing in this view, but you can see the assembled rudder made from plywood with balsa skins. Balsa nosepiece at the front of the engine mounts is also missing.

The stabilizer and elevators were shaped out of 3/16" basswood. I found a stash I bought before Superior Balsa closed up. The thing is, the density seems to vary as much as balsa does. They are ready for finishing now, but I will wait until the wing is ready and glass both at the same time. With the solid basswood, I will use sewn figure eight hinges made with Spectra. (Spyderwire fishing line.) On my B-TR I laminated the horizontal and elevator out of balsa with a 1/64" plywood core. That is an easy way to create clean hinge slots for plastic hinges, but it takes longer—and this job is already late!

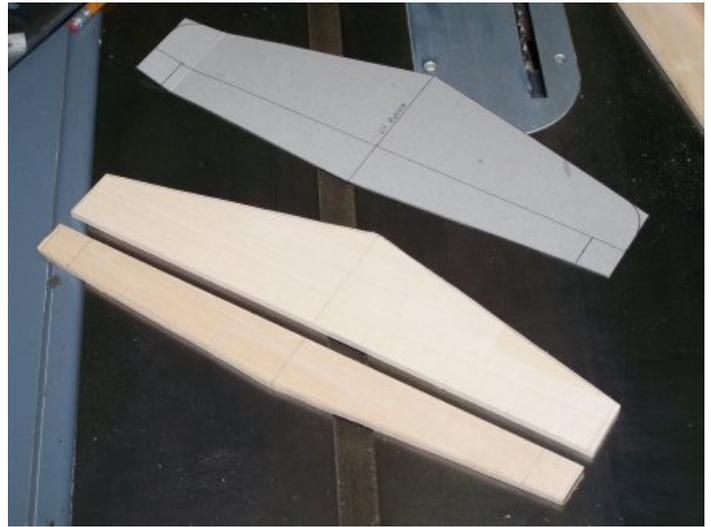


Figure 4. (3800) Basswood blanks for the horizontal stabilizer and elevators. Centerlines marked and retained during shaping operations. After shaping, the tips of the elevators will be cut off and glued to the stabilizer as shown on the template to retain scale fidelity. Next, the elevator is cut apart at the middle to match the width of the fuselage. Dimension not shown on the template due to the “design as you build” approach being used here. (Danger! Warning!) Cereal boxes make good templates, are in ready supply, and are very affordable.

The wing airfoil shaping is nearly completed. I first finished the top surface LE, then the top surface TE, then the bottom surface LE in order to preserve a flat clamping surface as long as possible. Now I need to shape the bottom TE and final sand. I plan to hand cut the leadout grooves this time by outlining the channels with an Exacto to the width of the flat Xacto (square “chisel” end). This shouldn’t be too bad. Next need to cut the recess for the bellcrank platform and the clearance windows for the bellcrank. I have not decided whether I will add a stub spar yet. The blank still feels pretty stiff after most of the shaping has been done. At the moment, it looks like the plan is to use a modified Fox 2" bellcrank, fitted with .027" stranded cable leadouts and brass buttons inside the wing. I remember thinking this method was such a pain when I bought a Goodyear. But after doing the same thing on a micro scale for F2C, it doesn’t seem too bad.



EDITORS' COLUMN- TIM STONE

NATS SCHEDULE- Hopefully we will still have a respectable turnout for the Nats this year. The schedule has been reduced considerably and is as follows;

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.

NEW REFERENCE BOOK- I recently spoke with noted engine collector Jim Dunkin, former USA F2C team member. Jim has published several wonderful engine reference books, including one on racing 2.5 CC engines. Jim is getting ready to publish volume II of the 2.5 CC engine reference book; contact him for details. 816-229-9671 or via email dunkin@discovernet.com

Figure 5. (3834) Shaping the upper surface of the wing to a secret, really fast, airfoil. There are six pieces of wood in the blank. The forward main section is hard balsa; the aft main section is medium soft balsa; the leading edge pieces are 1/4" square Douglas fir (hey, it was in the rack and the right size, so I used it!); the trailing edges are 3/32" x 1/4" spruce. The LE/TE joints are overlaps, not butted at the centerline. I like to plane to shape as far as I can so I breathe less sanding dust....

More to come if McSlow can get out of his own way. Stay tuned!

Polecat Racing

Dale Gleason/Phil Dunlap

We've been asked to describe somewhat the event known in the Dallas area as "Sport Goodyear Racing", in other areas it may be called "Class II Scale Race". Basically, the rules of AMA Scale Race (317) apply, with modifications to offer a more easily flown event. The idea is simpler airplanes, with readily obtained motors of .15 displacement (more on that later), and flying speeds held down to a level more tolerable to more "mature" pilots; an event which emphasizes strategy and coordination by teams in order to do well. This is by no means an "entry level" event, rotational speeds are similar to Quickie Rat, but the "pull" is less because they weigh less, therefore not as tiring. If you've a few seasons of "Goldberg" or "Foxberg" under your belt, can "whip", your ship into the pits regularly, fly three up-traffic, then you're properly "primed". As such, the event does require hard surface flying surfaces properly marked/striped to facilitate safe flying and pitting.

Some of the basic differences from Scale Race are shorter lines (52 and a half, plus or minus 6in, .015 braided, .012 solids) and no "hot gloves". Most rules specify non-ball bearing motor, but in our area, and Kansas, the Fox 15BB is allowed. As a matter of fact, it is the most popular motor in use today, affording approximately 20K rpm using readily available APC 6.5x 5.5 or 6.5x 5.0 props. Shutoffs are allowed, modified "button heads" must use 1/4x32 glow plugs. (Fox Pro 8 Short is a good choice) and fuel is limited to 10% nitro, usually supplied by contest management. At Topeka and Wichita, the Nelson head is approved. Twenty-five lb. pull test before flight, three up at a time. Heats are 80 laps, finals 160. Interested? Read on.....

There are a few kits available, the Sig .15 sized Buster or Shoestring comes to mind, but the best performance has been with home-brewed airplanes. One such is the Polecat, as modeled/designed by Mike Greb.(Nats SlowRat record holder from 1995 to the present) The popularity of this design has made Dallas contests almost exclusively "Polecat" races the last half-dozen years or so.

Phil Dunlap has been pitting and maintaining motors and I have been his pilot for about ten years. My first plane for this event was a "Ricky Rat", as designed by Bill Bischoff, a nice stable platform, as are all these planes. Exterior bellcrank and leadouts may have slowed this ship down somewhat, it never really was competitive with an OS 15 FP, a motor being tested by many of the Dallas racers at the time. It started well, but lacked the "oomph" of the Fox. But the combination began the learning process of flying and pitting.

Next came a "Little Gem". I tried a symmetrical airfoil/fatter wing, hoping for results which never materialized, but it did allow me to put the bellcrank and leadouts inside the wing. This ship was a total dog. "Bad Little Gem! Bad! Bad!" Amazingly, we continued flying this plane for almost four years. Many mods were tried, changing the wing incidence, the line rake, sanding off pounds of primer, lots of things. It was slow and remained so. An estimate of speed can be found by timing eight laps, which at 52 ft. equates to a half mile. Roughly. A competitive time would be about twenty seconds, give or take a little. Our "Little Gem" was in the twenty-five second range. "Bad Little Gem"!



But Phil and I pressed on.

One day Mike Greb came out to Hobby Park with his new "Polecat". My wife, "Linda Bob" liked it, saying it looked like a little LearJet whizzing around. Liking Lear's myself, and seizing an opportunity to gain favor con mi esposa, I built one. Internal bellcrank/leadouts, quarter inch thick built up wing, solid nose and suddenly Phil's Foxes ran "on song" and we were in the "Nineteen Second Club".



This little ship has been the one to beat for over five years. That first motor on the plane won every race entered, unless the pilot torque-rolled it on takeoff, or flew into a fuel bottle, or landed in the wrong pit! “Oops, my bad!” Probably on the order of twelve to fifteen firsts, maybe a second or two, but recently at Wichita, with that wonderful motor gone south, a mere third. Long overdue for retirement, Old Number Seven is showing its age



These planes don't have plans, per se, they are mostly laid out from a full size three view, cut, sanded and glued. If you use external controls, one of these can be built in very short order. For strength, all components, wing, fuse, and tail surfaces are glassed with light weight glass cloth and twenty minute “finish coat” epoxy. Glass the wing/fuse/rudder joints, too. Cut the glass oversize, lay onto the part to be glassed, pour a little resin onto the surface and squeegee it through the weave with playing cards. I use discarded playing cards, found in airline crew lounges in a bygone era, but any kind will work ok. Epoxy primer and paint stand up well to the rough and tumble lifestyle of these planes, KlassKote does a good job. The

landing gear must extend from the fuselage at the scale location, but where it goes after that is up to the builder. Glenn Lee's titanium gear and epoxy wheels never wear out, but piano wire or aluminum and rubber wheels are ok, too.

If the ship is viewed on the ground in level attitude, and a line drawn vertically from the CG to the ground, and another line drawn 15 Degrees to the first line, the point the second line touches the ground is where the landing gear should be located. This affords “no bounce” wheel landings* for a smooth roll into the pits, crucial for timely pitting. Fuel tanks are limited to one oz. capacity. Shutoffs are hand made usually, MBS has them in stock.

This rambling treatise isn't a construction article, we're covering a lot of ground without much detail—more like a familiarization with an event some may not be too aware of. Hopefully, no one will be stuck in the doldrums for four years as were Phil and I, but to many, the “fun” is largely the satisfaction of gaining in skill and expertise, finally being rewarded with a win or two. “Nice Polecat, Good boy”!

Always address the safety requirements of this event. It's a bona fide racing event, the planes go about 85 mph or so, utilizing glass or plastic props at high rpm. You don't want to get hit by one and you certainly don't want to hit anyone, either. Because of the quick rotational speeds, pilots should be in good physical shape.(160 laps in about eight minutes is typical.)

As previously mentioned, it's actually more advanced than “entry level” and participants should have a clear idea of what they're doing. The pit guys should wear helmets, (we use little league types, helmets required by AMA rules) and once the plane is released for takeoff, the pilot must lead his airplane, and *importantly*, simultaneously take steps inward toward the center of the circle. This to insure his plane passes well to the *inside* of the pit crew ahead of him. Upon approach to landing the pilot must lead his plane into his pit in a manner that precludes the plane striking a pit man. The circle needs to be striped so pilots know where the flying area is and where the pitting line is.

Pit crew stays outside the pitting line. Pit crews must maintain situational awareness- an incoming plane has the right of way and the plane being pitted must have its lines firmly on the ground, so the arriving plane's wheels can roll over them, not get tangled in them. All passing is accomplished by the overtaking aircraft flying *over* the slower machine. Racing is an event where "thongs" are not permitted. If an inexperienced flyer did pass under another plane, the thong would preclude changing hands to avoid a line tangle, possibly leading to a cut- away. We are fortunate to have experienced racers in our area, they show us the way and hopefully we can demonstrate to others what they have taught us.



Should anyone seek more specifics, there are websites such as National Control Line Racing Association (NCLRA) with vast information resources,(scroll to the bottom of the front page, under "District Pages" see ""South Central" for Dallas and Wichita Sport Goodyear Rules). AMA Event 317 rules. . DMAA's website, dmaa-1902.org, has links to these information sources. Try to attend a contest featuring this event, Topeka, Wichita, Dallas, to get a first hand look at this event, it may be to your liking.

Respectfully submitted:

Dale Gleason and Phil Dunlap, aka "Team PhilDale"

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

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 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

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.nmcccla.org>

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

OCT 31--Middlesex, NJ (A) October Contest Site: Mountain View Park. Events: 2 OZ Big Goodyear, Warbird, Slow Rat - New .25 . CD: Phil Valente, 1523 Ulster Way, West Chester, PA 19380. Phone: 610-692-6469(day)

NJ

NOV 14--Middlesex, NJ (A) November Contest Site: Mountain View Park. Events: Fox Race, Warbird, Slow Rat - New .25 . CD: Phil Valente, 1523 Ulster Way, West Chester, PA 19380. Phone: 610-692-6469(day)

NJ

DEC 05--Middlesex, NJ (C) December Contest Site: Mountain View Park. Events: Clown Race - NCLRA, Clown Race - Sportsman, 2 OZ Big Goodyear . CD: Phil Valente, 1523 Ulster Way, West Chester, PA 19380. Phone: 610-692-6469(day)

SOUTHEAST DISTRICT

None

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456 Garvey rd sw, Palm Bay FL 32908
f2cracer@aol.com



Officer's Addresses

President

Bob Whitney

456 Garvey Rd. SW
Palm Bay, Fl 32908
Phone 321-676-0554
Email F2CRACER@aol.com

Vice- President

Jim Ricketts Jr

3916 East 20th Street
Sioux Falls, SD 57103
Email jrsiouxfalls@yahoo.com

Secty/Treas

Dave Rolley

Mailing address; NCLRA
P.O. Box 468
Bennett, CO 80102-0468
Email:soar.rubber.duck@gmail.com

Editor

Tim Stone

4919 Country Oaks Dr
Johnsburg, IL 60051
Phone 815-344-5728
Email CLWHIPPER@YAHOO.COM

Northwest Representative

(none)

Midwest Representative

Tim Stone

4919 Country Oaks Dr
Johnsburg, IL 60051
Phone 815-344-5728
Email CLWHIPPER@YAHOO.COM

Northeast Representative

Jason Allen

1103 James St.
Sinking Spring, PA 19608
Email jallen@mpgis.net

Southwest Representative

Dave Hull

704 35th Street
Manhattan Beach, CA 90266
Home: 310-545-6029
E-Mail: dahull@raytheon.com

South Central Representative (none)

Southeast Representative

Walt Perkins

3368 Parkchester Sq. Blvd. #104
Orlando, FL 32835
walperkins@aol.com

North Central Representative

Les Akre

13336-129st.
Edmonton, Alberta
Canada T5L-1J8
Home 780-454-5723 Cell # 780-919-2792
Email scaleracer@hotmail.com

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