



Season's Greetings
(Graphic by Ingemar Larsson)



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

To:

Torque Roll Issue #100
December-Feb 2012

PRESIDENT'S COLUMN- BOB WHITNEY

Well it looks like we have the 2012 NATs covered thanks to Brian Silversmith. When asked to ED the Nats, he agreed. He will need all the help we can give him. I have not talked to him but VP, Bill Lee has been conversing with him.

The NATs schedule is set and looks good. It looks as though we have a new Goodyear class, the only question I have is if an AMA Goodyear works well in the 1 oz Goodyear than why do we need it? Why doesn't everyone just run AMA GOODYEAR?

I want to thank Dave McDonald for going to the AMA NATs meeting for us. Sounds like it worked out good.

Contests are getting smaller and smaller the Rebel Rally this year had only about 3 entries in the glow events with Mr. Lee caught half way between Tex and Fl with a broken pony. It was slim pickings. Our dist rep Jim Bradley is working with the rally guys to have another contest early in the year. I am sure he will have more on it.

It looks like the Bluegrass World Cup is coming together; there has been a lot of interest from over seas. My contacts from Zalp will be here if they can get visas.

I haven't heard anything, but I assume that things are moving along smoothly for the NATs.

This is election year so need to be thinking about who we want for prez for the next two years. One thing is for sure; with as small a group we are becoming, it is going to take everyone to keep the group going. We need to support each others events at the NATs If the F2C flyers want the glow guys to time for them so they can concentrate on their stuff than they need to step up and do some timing for the glow guys.

Everyone needs to think about flying one more event at the NATs that would increase entries by about 1/3.

Talking to the organizers of stunt. KOI wants to add

racing if we can get any entries usually the 2nd week in Jan.

We, the board, have been working together trying to figure out a good way to help out our F2C team with some monetary help. Along the way it has come to our attention that there are some that think NCLRA is not doing enough to help districts build up their local participation.

It has been stated before that NCLRA was formed to give us representation at the NATs, but without local participation we have no NATs participation.

My question is: what should we be doing to help the local districts??? It seems to me that the NCLRA officers and dist reps do more than their share of supporting racing in and out of their districts.

Our S.E. dist rep is working close with our local racing promoter to hold 2 race's a year. My question is: who will show up?

I am open to suggestions, now is the time to speak up, so please tell me what you have in mind.

TREASURER'S REPORT - DAVE McDONALD

Account Transactions - NCLRA 8/1/2011-1/6/2012

<u>Date</u>	<u>Category</u>	<u>Credit</u>	<u>Balance</u>
	Balance as of 8/01/2011		13,133.10
10-27-11	NATs/Dues income	220.00	
			13,353.10
11-23-11	Dues Income	160.00	13,513.10
12-07-11	Bill Lee (2011 Newsletter)		
	Payment	1,037.48	12,475.62
01-06-12	Deposit	45.00	12,520.62
01-06-12	Transfer from Paypal	59.97	
			12,580.59

Income for the period was derived through member dues & NATs Income.

Expenses were for reimbursement for 2011 Newsletter expense.

Respectfully Submitted
Dave McDonald

SOUTHWEST REPORT-DAVE HULL

The year 2011 is over! To see how the SW District closed it out, check out the great pictures by our club photographer, Paul at: <http://www.flickr.com/photos/star-paul-star/sets/72157628646189423/show/>. Put it into slide show mode and let 'er run. Some good passing sequences. And the slow motion agony of crossed lines in the Mouse final and wreckage everywhere!

Toys for Tots results elsewhere in this issue.

See you guys on the racing circles in 2012!

McSlow

North Central Report-Les Akre

Happy New Year everyone!

The holiday season is mostly behind us now, and life is slowly getting back to normal. As North Central members know, we're right smack in the middle of the building (rebuilding??) season. Undoubtedly, some of you may have new projects that you've been threatening to build for some time now, and some (like me) have broken models that are in need of repair or modification. After last year's Nat's debacle in Rat, I've decided to try something a little different. Oh, I'll still be seen flogging the new Rat, trying to get it to perform properly, and now that the Nelson has a newly fitted piston most of the restart problems should be history. Hmm, Sounds good on paper don't it! Well, I have a backup plan!

I got the idea after watching the SCAR "Cal Rat" event at their Virgil Wilbur Contest this past October. These small F2D combat engine powered mini Quickie Rat models running on suction, ran fast enough to catch my attention and had me wondering; would a full fuselage, fully cowled Rat on suction be a viable alternative?

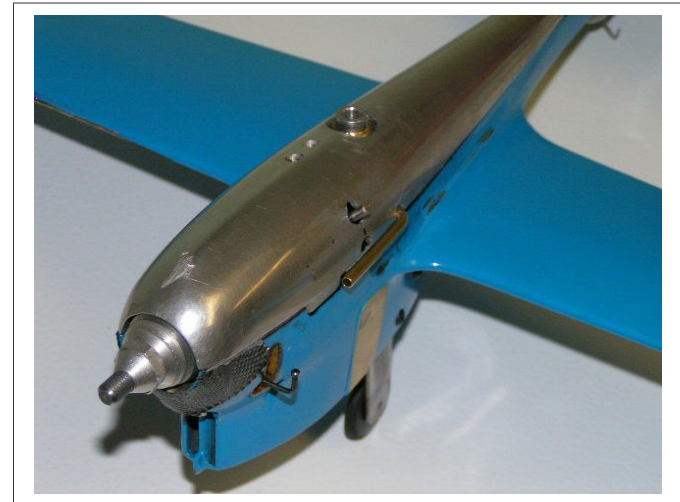
I had a look at the old Rat which had been cast aside mostly due to fuel pressure/restart issues, and determined that I should be able to install a new shutoff, and re-plumb the fuel tank to a suction/uniflow arrangement. A little visualization and fitting, (with help from the Dremel tool) saw

the shutoff problem solved. It's an F2A speed shutoff bolted to the backplate.

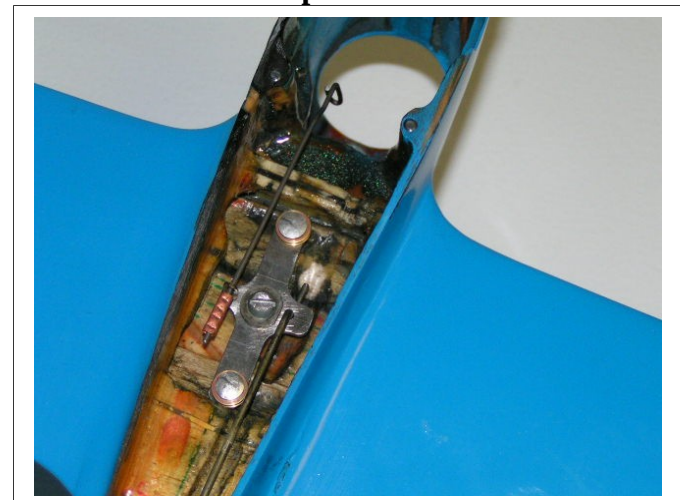
Next up was the fuel tank. I decided to use the old tank, but add a new feed and vent line and I replaced the old Duck bill rubber fastfill system with a mechanical unit. I also added a Titanium, pulley bellcrank with an additional throw opposite the pushrod, as one was needed for the new shutoff tripping arrangement. All that is left is some general repairs to the model and a refinishing.

Below are some pictures showing the new mods.

That's it for this issue.

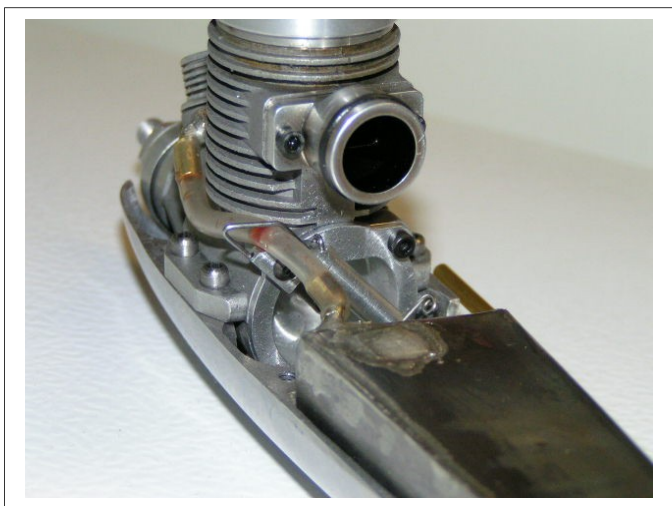
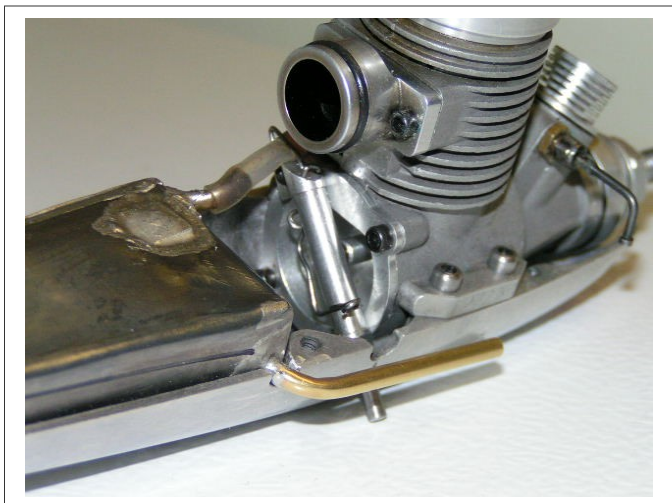


Shutoff plunger in the tripped position, it's flush with the pan when reset.



Shutoff tripping rod slides through a hole drilled in a 4-40 bolt filed flat on both sides, crimped copper tubing allows the rod to slide enough to get the proper trip adjustment. It is then be trimmed back, and soldered. Small adjustments can be made at the attaching end.

Note: the attaching hook is shown upside down, the hook end is up when attached to the shutoff trip wire.



These two pictures show the shutoff in its open and closed configurations. Shutoff is an F2A speed unit and bolts to the backplate after elongating the hole spacing slightly.

December 2011-January 2012 Southeast Torque Roll Report-Jim Bradley

Not much has happened here in the Southeast since the last Torque Roll report except for the Rebel Rally. We were down a little in entries this year mainly because Bill Lee's RV's wasn't up to the trip so we lost all of our Texas entries. Hopefully they will make it next time.

Thanks to the efforts Mike Schmieder it is looking very positive that we will hold a Spring Racing and Combat contest in Starke this year. The dates haven't been finalized but mid April is what we are shooting for, maybe April 21st and 22nd. That will avoid the previous weekend which is Income Tax weekend but hopefully not interfere with the start of the racing season in the Northeast, Midwest, and Texas. Events and schedule will be very similar to the November Rebel Rally with at least 2 heats of F2C both days.

The Rebel Rally was an interesting contest. Had some good racing, some interesting stories and lots of Fun. Since there was only 1 entry in Slow Rat and SSR no races were run in those two events but they will part of the spring racing contest. Clown turned out to be true to its name, we all looked like a bunch of Clowns. Jim Bradley and Jim DeMeritte kept loosing laps and couldn't fine a reason until the Schrader valve that opens the tank overflow finally fell out. Note that this had been going on since the NATS, takes a long time for those Schrader valves to come unscrewed. On a happier note Jim and Jim put up a personal best in TQR. The Finals did involve some blood and bandages though.

F2CN had some close heat times but Whitney/Lambert put up one very good 4:06 heat race and went on to take the 200 lap Final. F2C had the most entries with most teams debugging their equipment. We had the 3 US F2C teams there working on their stuff for the upcoming World Champs this summer. Coming out on top were the team of Lambert/Fluker with some very consistence heat races and 1 very good 3:12.78 heat.

Rebel Rally 2011 – Race Results (November 12th / 13th, 2011)

Event Contestant	Heat 1	Heat 2	Heat 3	Finals	Place
Clown					
Jim Bradley	117 laps	155 laps		290 laps	1
Ralph Aaberg	137 laps	DNF		266 laps	2
Jim Holland	DNF	DNF			3
TQR					
Jim Bradley	3:15.84	DNS		7:35.40 / 140-laps	1
Jim Holland	5:27.06	DNS		7:57.81 / 140-laps	2
F2CN					
Whitney / Lambert	6:58.97	4:06.41	4:42.00	8:38.44 / 200-laps	1
Brozo / Holland	4:28.62	4:26.63	4:39.37	9:59.50 / 200-laps	2
Wallick / Fitzgerald	4:43.98	4:23.75	4:18.72	DQ (Crash on take off)	3
Rodriguez / Arencibia	DNF	4:35.31	DNF		
F2C					
Fluker / Lambert	3:28.43	3:12.78	3:20.06	(did not fly a 4 th 100)	1
Fischer / Wilk	3:41.16	3:47.22	3:44.00	3:50.72 / 4 th 100-lap	2
Wallick / Fitzgerald	DNF	3:43.56	4:41.68	4:18.47 / 4 th 100-lap	3
Brozo / Holland	DNF	DNF	3:50.19	(did not fly a 4 th 100)	
Albriton / Perkins	DNF	4:06.75	DNF		

SOUTH CENTRAL REPORT

DAVE ROLLEY

It has been a busy fall at work. I apologize for not having a column in the last two newsletters.

The activities I've been aware of mainly revolve around being in the shop or on the computer with a little racing thrown in for good measure.

Several years ago Melvin Schuette (Auburn KS) completed a degree program in computer drafting. His training included both 2 Dimensional (2D) and 3 Dimensional (3D) modeling. Recently Melvin and his son designed and built a 3-axis CNC router. He has successfully cut ribs and fuselage parts for a couple of sport models he designed.

These parts are produced by creating a 2D drawing in a Computer Aided Design (CAD) software package. The drawing is then processed by a Computer Aided Manufacturing (CAM) software package to produce the machine instructions for the router to cut the parts.

The CAM software handles the depth of the cut for the thickness of the material. This is often referred to as 2.5D machining because no vertical contours are being cut. The file that contains the router instructions is then processed by the Computer Numerical Control (CNC) software on the computer connected to the router. Watching the router cut the part seems magical. It is almost like having a Star Trek Replicator in your shop! (OK, the real machinists out there can stop snickering)

Of course as soon as someone starts getting 2.5D parts out of a machine their thoughts turn to 3D parts. Things like wing cores and molds come to mind.

I've been doing some parametric modeling (basically creating CAD drawings by numbers or equations rather than drawing each part by hand). In November Melvin came by my place for a visit. We spent several days working to create a 3D model of a Goodyear wing for Melvin. The goal was to create a 3D CAD model of the Goodyear wing that could be used to create a 3D model of a Goodyear wing for Melvin. The goal was

to create a 3D CAD model of the Goodyear wing that could be used to create the cutting instructions for the router. But this same 3D CAD model can then be used to create the cutting instructions to make a cradle to hold the wing once the upper (or lower) surface has been cut so the other surface of the wing can be cut.

In some respects this sounds easy and conceptually it is. However, there are many little details that can hold success at bay. For instance, while we had what appeared to be a closed shape (think of a sealed, empty box), the software indicated the shape was not closed and would not allow the creation of the cradle shape from the wing. We could have drawn the cradle shape by hand. But we wanted to use the wing shape because we could then tie the two parts together in the software and any change in the wing would be reflected in the cradle. This is parametric modeling thinking. The idea is the change only has to be made once and it ripples out through all the related parts. Sometimes simple is good enough (draw two parts) and perfection (in this case a parametric relationship) just gets in the way of getting the job done.

What does this do for us? Take a look at the Barton Model Flying Club Racing Forum to get an idea of what Mike North has done in a home shop with home-made tools:

<http://www.controlline.org.uk/phpBB2/viewtopic.php?t=5704>

In December I went out to LA for the Toys for Tots contest at Whittier Narrows. This year there was a two day Speed contest, a one day 1/2A Hollow Log contest (Sunday), and a one day Racing contest (Sunday) all on the same site. Many of the racers brought hollow log models for that contest. On Sunday the tether car folks were also out. Multiple groups all cooperating and having fun.

I spent most of Saturday helping time on the Speed circle. Dave Hull showed up around lunch time and we started going through his collection of coffee can 1/2A engines to pick the 1st, 2nd, and 3rd choice engines for the next day's Mouse Racing. Sunday was Race day. Dave had a lapse of judgment and asked me to pit for him. I'm sure he

will have a somewhat accurate description of the racing follies I put him through. I did learn that a worn out OS LA engine in a SSR is every bit as difficult as a hot Fox 35 Stunt to pit. The difference is the OS will eventually start!

The Southern California Air Racers (SCAR) sponsors six racing contests through the year. They are a great group of folks. You need to try to make one of their contests. It is worth it.

I'm off to my shop to see if I can build a competitive Mouse Racer for the next SCAR contest in February.

EDITORS COLUMN- TIM STONE

NATS ENTRY FORMS AVAILABLE ONLINE

Dave McDonald just sent me the word that Nats entry forms are available online. "Start spreading the word..... The 2012 Nats entry forms are LIVE and ready for download here's where they can be found:

<http://www.modelaircraft.org/events/nats/entryforms.aspx>."

2012 ELECTIONS

This year is the cycle for elections for NCLRA President, Vice President, and Treasurer. Here is the process taken from NCLRA bylaws which can be found at the website www.nclra.org

Election

1. Nominations are open, anyone wishing to hold office will submit their name to the President and Newsletter Editor between March 1 and April 30, for publication in the June Newsletter.

2. Ballots will be in the June Newsletter, and must be returned by July 1. The results will be announced at the annual meeting at the Nationals.

3. All open category members, who were members prior to March 1, shall have the right to vote. District Representatives will be voted on by members of that district.

DON BURKE sent in some pictures of an interesting Mouse 1 racer that he recently completed.

12/4/2011
TOYS FOR TOTS RACES

TQR

	pilot	pitman	airplane	engine	heat 1 70 laps	heat 2 70 laps	best	final 140 laps
1	Ron Duly	Don Burke	LARQ	OS35AX				
2	Dave Hull	Stan McCarver	Splintered	K&B				
3	Steve Mills	Burt Brokaw						
4	Bill Cave	Jim Holland		K&B				
5	Steve Mills	Burt Brokaw		K&B				
6	Les Akre	Dave Hull	Les Akre					

MOUSE I

	pilot	pitman	airplane	engine	heat 1 50 laps	heat 2 50 laps	best	final 100 laps
1	Dave Hull	Dave Rolley	Lil Porker	Cox .049		02:46.23	02:46.23	19 laps
2	Krystina Kusik	Don Buke	Streaker		02:35.86	02:29.35	02:29.35	74 laps
3	Kevin Kusik	Jed Kusik	ME-109		03:11.53	03:00.84	03:11.53	DQ
4	Mike Callas	Dave Hull	Callas Spec		03:31.45	33 laps	03:31.45	
5	Dave Hull	DaveyRolley	Streaker		n/t	21 laps	21 laps	
6	Ron Duly	Don Burke	miniBLOB III	Cox .049	2 laps	00:00.00	2 laps	

FOX/SSR

	pilot	pitman	airplane	engine	heat 1 100 laps	heat 2 100 laps	best	final 100 laps
1	Ron Duly	Don Burke	CHIROPTERA	B25				05:47.40
2	Charlie Johnson	Mike Callas	Super Fly	B25				09:00.16
3	Dave Hull	Dave Rolley	Shy fox	B25				09:48.31

CLOWN

	pilot	pitman	airplane	engine	heat 1 7-1/2 min	heat 2 7-1/2 min	best	final 15 min
2	Dave Hull	Dave Rolley	Clown	OS15				300
1	Ron Duly	Don Burke	Clown	CYCLON				59
3	Krystina Kusik	Jed Kusik	Clown	MOKI				DQ

RESULTS: MIDDLESEX MODELERS
Middlesex, NJ, OCTOBER 16 2011
Phil Valente reporting

SPORTSMAN CLOWN RESULTS (10 entries)

1 st .	John Ross	136 laps
2 nd .	Louis Lopez	135
3 rd .	Tom Schaefer	131
4 th .	Brian Silversmith	130
5 th .	Steve White	124
6 th .	Shawn Cook	123
7 th .	George Connors	120
8 th .	Roy Glenn	117
9 th .	Phil Valente	116
10 th .	Al Ferraro	99

“Sportsman Category.” We fly 71/2 minute races; each contestant had two chances.

Speed maximum 22 seconds for 8 laps on 52 ft lines. A contestant is disqualified if his speed exceed 22 seconds for 8 laps or number of laps exceed 140. This has become our most popular event as only the brave can keep up with NCLRA Clown.

FOXBERG

8 entries,140 laps 3 pits

1 st .	Brian Silversmith	9:51
2 nd .	Jim Gall	9:53
3 rd .	Shawn Cook	10:02
4 th .	George Connors	10:09
5 th .	Phil Valente	10:16
6 th .	John Ross	11:09
7 th .	Steve White	135 laps
8 th .	Al Ferraro	DNF

WARBIRD (4 entries)

105 laps 2 pits required

1 st .	Al Ferraro	5:18
2 nd .	Brian Silversmith	5:39
3 rd .	John Ross	8:44
4 th .	George Connors	55 Laps

RESULTS: South Jersey Aeromodelers
Middlesex, NJ October 30, 2011
Phil Valente CD & reporting

FOX- RACE (5 entries)

100 laps 2 pits

1.	Tom Schaefer	6: 06
2.	George Connors	6: 32
3.	Brian Silversmith	6: 35
4.	Phil Valente	6: 58
5.	Steve White	7: 05

SLOW RAT (5 Entries)

70 Laps 1 Pit

1.	Al Ferraro	2:58:93
2.	John Ross	3:00:70
3.	George Connors	3:39:27
4.	Brian Silversmith	3:46:73
5.	Phil Valente	4:23:61

2 OZ BIG GOODYEAR

(5 entries)

140 laps, no pits required

1.	Jim Gall	6: 54
2.	Brian Silversmith	8:34
3.	Phil Valente	8:54
4.	George Connors	8:56
5.	Tom Schaefer	DNF

RESULTS: South Jersey Aeromodelers

Middlesex, NJ, November 13, 2011

FOXBERG (6 entries)

140 laps 3 pits

1.	Tom Schaefer	9: 27
2.	Jim Gall	9:37
3.	Al Ferraro	9:51
4.	Shawn Cook	10:06
5.	Phil Valente	10:07
6.	Steve White	DNF
7.	Brian Silversmith	DNF

SLOW RAT (3 Entries)

70 Laps 1 Pit

1. John Ross	2:57:88
2. Al Ferraro	2:58:30
3 Tom Schaefer	3:25:13

NATIONAL RECORDS

SLOW RAT (.25 engine)

Op (70 laps)	3:01.52	Jim Gall/ Les Akre	7/04/11
(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)	6:43.80	Fisher/Wilk	7/07/11

F2CN (NCLRA RULES)

100 Laps	4:14.84	Bill Lee/ Russ Green	7/07/11
200 Laps	8:54.66	D. Hallas/Whitney	7/07/11

'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.)	344 Laps	Les Akre/Andrew Robinson	07/14/10
Op (7 ½ Min.)	167 Laps	Les Akre/ Dave Hull	07/05/11

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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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.

2012 FAI World Championships for Control Line Model Aircraft Pazardzhik, Bulgaria 25 Aug to 01 Sep

Good luck to the U.S. Team!

NORTHWEST DISTRICT

None

SOUTHWEST DISTRICT

WHITTIER NARROWS SCHEDULE

The SCAR contest which was originally scheduled for February 19th has been moved to February 26 because of a huge BMX event in the park (3-5,000 expected). Same events, SCAR Goodyear, NCLRA Clown, AMA Mouse and Super Slow Rat. Speed will be held February 18-19.

Feb 25-26

Lenny Waltemath Speed & Dennis Schauer Racing
All speed events including electric, 301-310 & 606-607 + perky & NASS Sport Jet & C Speed.
Racing events, Sunday, Mouse I, Clown, SCAR GY, & NCLRA SSR

Speed ED: Howard Doering h.714-638-4937 c.714-394-5304
Racing CD: Don Burke 951-679-0349

Apr 14-15

Bill Nusz Memorial Speed and Racing
All speed events including electric, 301-310 & 606-607 + perky & NASS Sport Jet & C Speed.

Racing events Sunday only: Mouse I, Clown, SCAR GY, & TQ

Speed CD: Jon DeFries 951-315-3929

Racing ED: Don Burke 951-679-0349

June 16-17

Bill & Bev Wizniewski Memorial Speed and Racing

All speed events including electric, 301-310 & 606-607 + perky & NASS Sport Jet & C Speed.

Racing events Sunday only: Mouse I, Clown, SCAR GY, & F2CN

Speed ED: Howard Doering h.714-638-4937 c.714-394-5304

Racing CD: Ron Duly 818-843-1748

Sept 15-16

Wayne Trivin Memorial Speed and Racing

All speed events including electric, 301-310 & 606-607 + perky & NASS Sport Jet & C Speed.

Racing events Sunday only: Mouse I, Clown, SCAR GY, & SSR

Speed CD: Joe Brownlee h.714-895-1857 c.714-393-1940

Racing ED: Ron Duly 818-843-1748

Oct 13-14

Virgil Wilbur Memorial Speed and Racing

All speed events including electric, 301-310 & 606-607 + perky & NASS Sport Jet & C Speed.

Racing events Saturday F2CN, F2C, SSR

Sunday only: Mouse I, Clown, SCAR GY, & TQ

Speed CD: Howard Doering h.714-638-4937 c.714-394-5304

Racing ED: Don Burke 951-679-0349

Dec 1-2

TOYS FOR TOTS Speed and Racing

All speed events including electric, 301-310 & 606-607 + perky & NASS Sport Jet & C Speed.

Racing events Clown, SCAR GY, SSR, Musciano race (Mouse I rules, Musciano designs only)

Entry fee: 1 new unwrapped toy, approx value \$10-\$20.

Racing CD: Jed Kusik 714-669-0205

Speed ED: Howard Doering h.714-638-4937 c.714-394-5304

NORTH CENTRAL DISTRICT

None

SOUTH CENTRAL DISTRICT

TX

APR 28-29--Dallas, TX (AA) DMAA Spring Warm-Up Site:

Dallas Hobby Park. Events: Saturday/Sunday: (301-310)

Flown to % of record (JSO); Sport Jet(Saturday only);

Saturday: 312, NCLRA TQR, 313, Sportsman Goodyear, Fox

Goldberg (JSO); Sunday: 15 Profile Carrier, Sportsman

Profile Carrier, 319-321 (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

MIDWEST DISTRICT

AMA NATIONALS- MUNCIE INDIANA

Monday July 16

F2C

NCLRA F2CN

Tuesday July 17

Slow Rat

Super Slow Rat – Fox Race

Wednesday July 18

Scale Race

NCLRA Quickie Rat

1oz GY

Thursday July 19

Rat Race

NCLRA Clown Race

Friday July 20

Mouse I

B T/R

The NATs ED will be Brian Silversmith.

BOWLING GREEN KENTUCKY

The 2012 Bluegrass World Cup, presented by SKYMAC, will be held October 19th, 20th, and 21st at Stahl Field located in beautiful Bowling Green, Kentucky.

See website <http://bluegrassworldcup.com/index.html> for details.

NORTHEAST DISTRICT

Middlesex 2012 Racing Contest Schedule

June 3 - AMA Scale Racing, NCLRA Fox Race, NCLRA Clown Race. CD: Jim Gall 973-546-2099

June 24 - 1 oz Goodyear- S/J Rules, Quikee Rat, 25 Slow Rat. CD: Al Ferraro 908-256-4553

August 26 - .25 Slow Rat, Foxberg- M/M Rules, Sportsman Clown- M/M Rules. CD: John Ross 908-722-4961

October 21 - Foxberg, Warbird, Sportsman Clown- M/M Rules. CD: John Waskiewics 908-755-1646

Site: Mountainview Park – Route 28 – Middlesex Boro, NJ (Behind Middlesex High School)

Further information: Contact Brian Silversmith- President at 732-274-8945

2012 South Jersey Racing Schedule

April 29 - 1/2 A Scale Racing (cox only), 1 OZ Goodyear, CLOWN RACING – NCLRA. CD: Phil Valente 1523 Ulster Way, West Chester, PA 19380 610-692-6469

July 1 – Clown Racing-Sportsman, Clown Racing-NCLRA, 1.2A Scale Racing(COX Only), Fox Race. CD: Phil Valente 1523 Ulster Way, West Chester, PA 19380 610-692-6469

August 12 – 1 oz Goodyear, 2 oz Big Goodyear, 1.2A Scale Racing (COX Only). CD: Phil Valente 1523 Ulster Way, West Chester, PA 19380 610-692-6469

August 30 – 2 oz Big Goodyear, Foxberg, Slow Rat. CD: Phil Valente 1523 Ulster Way, West Chester, PA 19380 610-692-6469

November 4 – Slow Rat, Warbird, Fox Race. CD: Phil Valente 1523 Ulster Way, West Chester, PA 19380 610-692-6469

November 18 – Clown Racing-NCLRA, Foxberg, Clown Racing-Sportsman. CD: Phil Valente 1523 Ulster Way, West Chester, PA 19380 610-692-6469

Contest site: Mountain View Park, Middlesex, NJ

SOUTHEAST DISTRICT

Jim Bradley says... Although it's not finalized yet it looks like we are going to have a CL Racing and Combat Contest in Stark Florida in April. The dates could be the 21st-22nd or maybe 28th-29th. Mike Schmieder, mas23@comcast.net, will be the CD

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WORLD CHAMP OF THE MINI-PLANE

Article from **EBONY** - 1968

Champs of control line team flying, Herb Stockton (l.) and **Don Jehlik**, have more than 40 years of "aeromodelling" experience between them. Although both are expert in all phases of plane construction, Stockton specializes in engines and fuel testing while Jehlik concentrates on bodies and props. They have worked together for seven years, since Jehlik offered to help Stockton start his plane on a parking lot in Washington, D. C.



During flight Stockton keeps plane between 6½ and 10 feet above ground. To pass other planes in competition, planes soar 20 ft. above ground. Lines are 52"2".

IT was in Bierset, Belgium. The event: the 1965 European championships in control line team racing of model airplanes. Suspense pressed upon the three "pilots" standing back-to-back in the center of a 128-foot diameter circle. While they guided their 22-ounce diesel engine planes at speeds exceeding 90 mph, their mechanics waited in pitstop areas outside the circle to refuel the planes as soon as the tiny seven cc tanks would run dry at intervals of 50 laps.

Suddenly, half way through the 200-lap race, the U. S. pilot tripped over a competitor and fell to the ground. He knew that if his plane collided with that of another contestant, the American team would be automatically disqualified. But with split-second precision, U. S. pilot Herb Stockton averted disaster by

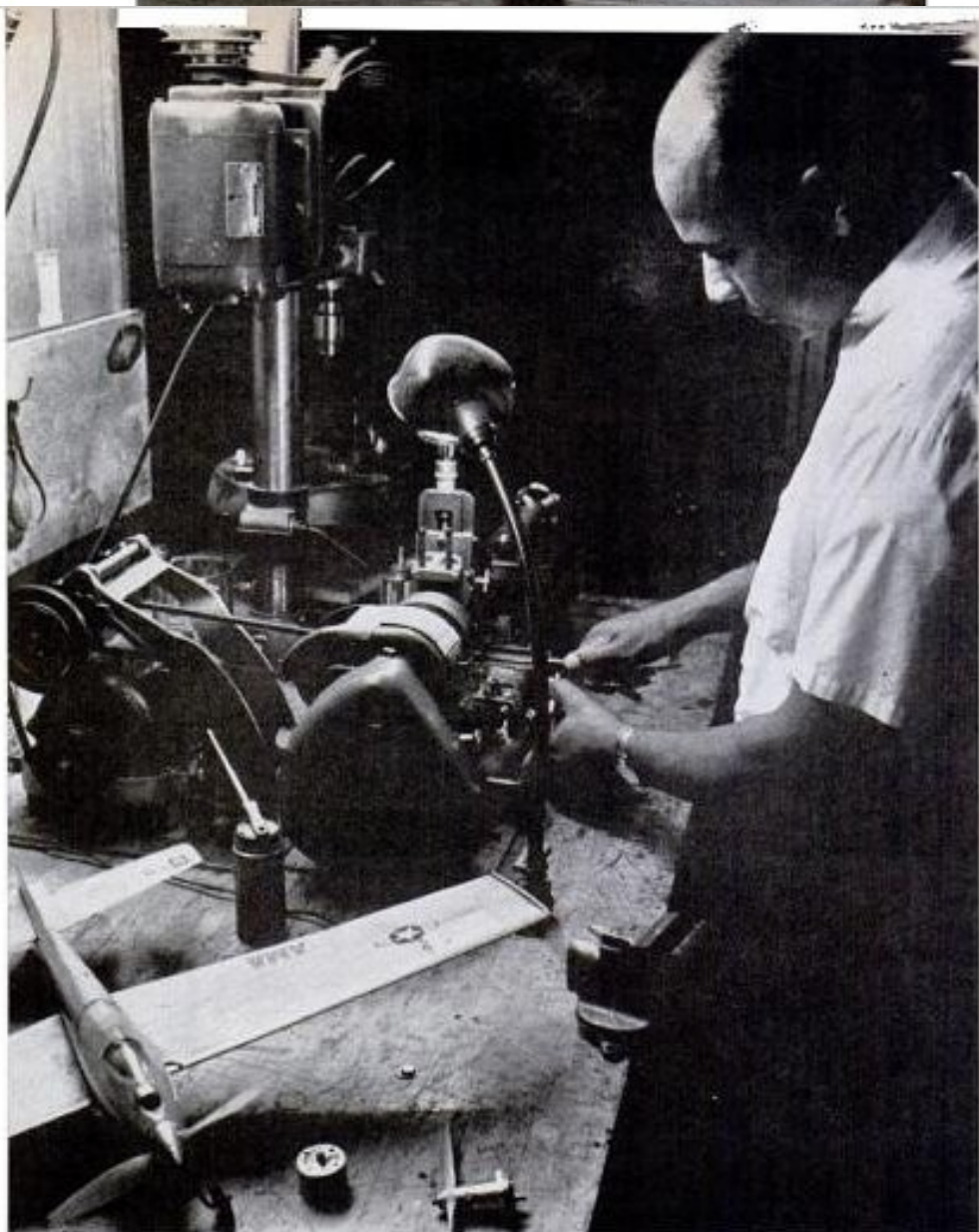
WORLD CHAMPS *Continued*

switching the control handle from his right hand, around his competitor, and into his left hand. Then he sprang to his feet, finishing the race coolly, as if nothing had happened.

"That was the turning-point in American team racing," says **Don Jehlik**, Stockton's teammate who helplessly watched the incident from the pit area. "Americans hadn't proved their worth in team racing competition before, but that day Herb proved that he is the best pilot there is."

No, they didn't win that race in Belgium; they finished second to the British. But since then they have defeated 112 international opponents and won the coveted World Cup.

Jehlik catches plane as it lands within designated refueling area. This part of competition requires strength and precision, for planes come in at 40 mph.



Handy with lathe (right above), Stockton modified standard Eta engine into heavier, more reliable one held in his right hand (top left). Above left, he times engine's 15,200 rpm.



Five hours of Stockton's weeknights are spent on problems to be tested on weekend.



Jehlik attaches control lines to wing as his wife and the Stockton family watch.

WORLD CHAMPS *Continued*

After capturing the world championship in England in 1966, Stockton and Jehlik went on to win the European championship in Belgium in 1967. This July they are heavily favored to retain their world title at competitions in Finland. Wrote one aero-model expert in a trade magazine recently: "Many Europeans now think that 'S' and 'J' are invincible." Some competitors also think that the duo plans to retire

soon, but the champs quash that rumor.

Their wives, however, wouldn't mind too much if they rested on their laurels. The hobby doesn't permit a normal family life. It's costly and time-consuming. But Vilma Stockton and Ann Jehlik are resigned to the fate of "modeling wives." When the champs practice they simply pack Herbie and Sedrick Stockton and the Jehlik's baby son in family cars and turn the whole affair into a big family picnic.



In England for 1966 world championship, teammates check plane which won title. Below, they pose with other members and managers of American team. In center is Group Capt. B. Hamilton, commander of RAF field near London where biennial competition took place.



Not content with winning world cup and European medals they wear around necks, nor with building nearly perfect plane, Stockton, 37, a Navy electronics technician, and Jehlik, 33, Navy employe development officer, plan to enter radio-directed flying in future.

