

**From: National Control Line Racing Association
Melvin Schuette P. O Box 240
Auburn, KS 66402**



TO



2012 Nationals Open Scale Race winner Jim Ricketts.

**Torque Roll Issue #106
February 2013**

PRESIDENT-Melvin Schuette

Let me start out this month's article with an apology to Jim Holland. The results of the Rule Bender contest published in the last issue of the newsletter were taken from a post Jim made on the Delphi Control Line Racing Forum. In the future we will attempt to make sure that credit for anything printed in the newsletter is properly given.

For those planning on attending the 2013 AMA Nationals, C/L Scale has the use of the McCool site the Saturday and Sunday before C/L racing is scheduled to begin. This includes both the asphalt area and the tents. We will not be allowed to use the site or the tents until C/L Scale is over, packed and have left the site.

If you haven't been to the NCLRA Web Site lately there have been some changes made. There are two obvious changes to the site; two new sections have been added. One is the Technical Article section and the other is a Plans section. The plans sections is where people can upload original C/L racing plane designs that they are willing to share with others. These must be original designs which have not been previously published anywhere other than Torque Roll. The new Technical section is where you will find both technical articles that have been previously published in Torque Roll and articles that have been uploaded by the members of the NCLRA.

For the most of us we are in the midst of building season. What this really means is its cold outside. I have a number of planes I would like to get built for the upcoming contest season. In fact I have so many that I would like to get built, I don't know which one to start on first. This will mean I probably won't get any of them done in time for the Nats. Well OK maybe one, my Clown Racer needs only to have a tank built and installed to be ready to fly.

Last month I discussed the possibility of the NCLRA changing its dues structure. Currently all US members pay a set amount regardless whether they get an electronic newsletter or a paper newsletter. International members pay a slightly higher amount to cover the cost of mailing them a newsletter even if they get an electronic newsletter. Using the cost of printing and mailing the December newsletter I would like to propose the following changes to the cost of membership. Both U.S. and international members would pay the same basic membership fee which includes an electronic newsletter. Any US member wanting a paper newsletter would pay the basic membership plus an additional ten dollars a year. International members wanting a paper newsletter would pay the basic membership plus an additional fifteen dollars a year. Anybody receiving a free membership would receive an electronic newsletter unless they pay the additional cost of a paper newsletter. Currently the by-laws state that changes to the dues are voted on at the annual meeting held during the AMA Nationals. I would like to

change the by-laws to read that the dues can be changed by a vote of the membership by mail in ballot.

Speaking of by-law changes, there are still changes that I would like to see made to the current by-laws. I would still like to see the authority of the president and or the officers limited, but how do we do it without so many restrictions that they cannot take care of the day to day operation of the NCLRA. It also needs to be done in such a way that we aren't back here a year from now discussing redoing any changes we just made.

It's getting late, so I will close for now. Maybe just maybe between now and the time I have to start writing my next article I can get some work done in the shop.

Melvin

SOUTHEAST DISTRICT – Jim Bradley

Not much is going on here in the Southeast this time of year. At least we are able to get some test flying in from time to time. Right now there isn't any 2013 contest scheduled for control line racing in the Southeast. That may change as there are a few of us working on trying to set up some one day racing contest here in Florida.

In a recent test session I tried my Clown on 60 foot lines for the first time. Speed and laps dropped off but that was expected. The biggest thing my pilot Jim DeMeritte noticed is how much faster the model scrubs off speed when the engine quits. The Clowns really slow down fast on 60 foot lines. It was almost impossible to whip the model an extra lap with the longer lines. If you are planning on flying a Clown at the NATS and don't already have a shutoff on your model it would be a good idea to add one so you can control where you shut down the model.

From our single test session with the Clown on 60 foot line lines it looks as though you can expect to lose about 5 to 7 MPH in airspeed and 10 laps per tank of fuel. I am going to try reducing the venturi diameter to work on getting the laps per tank back up even if it means losing a few more MPH. The pit stops are going to be even more critical than before with the Clowns on 60 foot lines. The rotational speed for the pilot was noticeably less as that was the biggest problem with 3 up Clown racing. The longer lines will make it a lot easier on the pilots. The NATS will give us a good chance to see if making a NCLRA rule change for Clowns flying on 60 foot lines is a good idea.

NORTH CENTRAL DISTRICT – Steve Wilk

Things are quiet up here in the frozen north. Not much flying going on but plenty of planning and some building. We are looking forward to heading south to do some F2C testing in a month or two.

This month I decided to talk about props as I answer a lot of emails about props. The most frequently asked question is which prop to use for a particular Racing, Speed or Stunt event.

Most times I can recommend a couple of sizes, but there is no set formula to pick the best prop. You may have the same engine as another competitor, but using the same props may give you different results. The only way to optimize your speed with props is to do a lot of testing. When Dave and I first started out with F2C, we had several plane designs, engines and a box full of props – and each combination used a different prop. It took a lot of testing and note-taking to find the right prop for each.

Prop pitch is only one of variables that come into play. You also need to take into account: prop length, width, thickness, blade design, and whether the pitch is constant or possessive. F2C engines, 2.5cc diesel, can be very fickle; we tested props with pitches from 6.0 to 6 3/4, and prop lengths from 5 3/4” to 6 1/4”. For our current plane and engine combination, we found that 6.1 X 6.25 worked the best.

But that testing was done in Florida, at sea level with 80’s for temps. But when we went to a competition elsewhere in the US or world, we would spend a whole afternoon testing. We would vary the pitch a little, then the prop length, and even the blade design; we also recorded the temperature, humidity, density, and altitude – all to find the best prop. It is not always the fastest prop (according to the stop watch) that is the best, but also listening to how engine sounds. Our goal was for a time 16.5 - 17.0 seconds for 10 laps.

We might find a 6.0 X 6.3 is fastest, but the engine sounds like it is loading up, where a 6.1 X 6.25 is a tenth or two slower, but the engine sounds smoother - happier. We must remember that a race is 100 laps with a start and 2 pits, however, a fast 10 laps does not win a race, but fast and a consistently running engine does. So when it comes to choosing the right prop, it requires a lot testing, note taking and a handful of props.

See ya at the circle!

Steve

From the Editor

NCLRA Website

There have been a few changes since the last issue. Our Webmaster has updated the website with the goal of making it more user friendly. The following will be his words on what has been done to improve the site.

If you take a look at the site at NCLRA.org you will find that it looks a lot like it did before, although the opening page has a lot less clutter on it. I moved some information to other pages and have added a couple or three new buttons to the front page. Notably

- New item of TechTopics. If you click there you will find links to several good articles that I pulled out of the Torque Roll from years past. Also there are some direct links into the wealth of good stuff that is in the captured site from Wayne Trivin.
- A new item is "Plans". Right now there is only one there, the F2CN that Don Burke designed and has raced. What I plan for that page is a way for any user to submit plans, and after review by "management", they will be included on the website. Hopefully when a person, beginner racer of otherwise wants to know what a good model for XXX event is, they can find one here.
- "Documents" is the place where important information for CL Racing is linked, information that is not maintained by us. It currently includes AMA and FAI rules information.

You will also find other significant changes. E.g.,

- The site now has a "LogIn" link instead of a "Members Only". The good part of this new implementation is that once you are logged in, you stay logged in no matter where you go on the website. The old way, when you left the Members Only page, you had to log back in to get back to it.
- Along with that, almost every page has a standard navigation bar that is fixed in the upper left corner of the screen. Makes navigation around the site immensely easier.
- All back issues of the Torque Roll are available online. If you're logged in, i.e., you are a member, they are all there. If you are not logged in, the last year of issues will not be accessible.
- The Racing Rules is there from before. Many of the actual rule-sets have been "prettied up".
- Likewise for the "Helpful Programs" and "NCLRA Awards".
- The Calendar is very similar to what it was before, but the calendar maintenance is much improved.



2013 Bluegrass WORLD CUP

Welcome to BluegrassWorldCup.us! Here you can find information about the 2013 Bluegrass World Cup, the second year of America's F2A and F2C World Cup adventure! The 2013 Bluegrass World Cup, presented by SKYMAC, will be held October 18th, 19th, and 20th at Stahl Field located in beautiful Bowling Green, Kentucky. This three day event will be limited to 21 entries in F2A, and 21 Teams in F2C. SKYMAC will be offering travel vouchers to help offset the cost of travel from countries outside the North American continent of \$500USD per entry in F2A, and \$500USD per registered competitor in F2C. This will be payed out after completion of one round of flying. Registration fees will be \$75USD per entry in F2A, and per competitor in F2C. This will include a catered BBQ meal on the field Friday evening, and a Banquet on Saturday Night. The BBQ on the field Friday will be \$9, and the banquet will be \$16 for friends and family. Please visit the website to view the tentative schedule, and register for competition at the 2013 Bluegrass World Cup!



<http://www.BluegrassWorldCup.US>

F2C News - Dave Rolley

I have been selected as the F2C Team Selection Committee (TSC) chairman for the 2014 Control Line World Championships (WC).

The first thing I want is to acknowledge the support the NCLRA has provided to the F2C program. This has included monetary support as well as providing web space for F2C activities and providing space in the Torque Roll for articles concerning F2C and Team Selection activities. Thank you.

2014 F2C Team Selection Program (TSP): The proposed TSP has been distributed to the TSC for review. If the TSC approves the proposed program, it will be sent to the F2C program participants for their concurrence the first or second week of February.

The AMA has been evolving their FAI team selection program over the last few years. The current AMA approach is to focus on the participation in the team selection finals contest. The AMA approach looks back at the participation in the last two WC team selection finals contests to determine if there is sufficient participation to warrant having a team for the next WC. These guidelines describe the participation levels for fully funded support, half level funding support, no funding support, and finally dissolution of the specific team in question for lack of interest.

The 2010 team finals contest had sufficient participation to carry forward for 2 WC cycles (2012, 2014). Right now it appears the 2012 team finals contest did not have the necessary level of participation to carry forward 2 WC cycles (2014, 2016). This means participation in the 2014 F2C Team Selection Finals Contest is vitally important to the future of USA participation in F2C at the WC. Using the current formulas, a minimum of 7 teams need to participate in the team selection finals contest for the AMA to permit WC F2C team activities beyond the 2014 WC.

The proposed 2014 F2C TSP recognizes this reality and endeavors to reduce the barriers to participation in the team selection finals. If there is to be a future WC F2C presence, it is up to you to participate.

2014 F2C WC Team Selection Finals Contest:
The call for bids for the 2014 F2C WC Team Selection Finals has gone out from the AMA. A quick summary of the announcement is:

Bids must be postmarked or emailed by March 22, 2013.

The minimum information submitted in a bid to host the finals:

- Desired dates for the event
- The location of the site
- Local information (local hotels, restaurants, airports etc.)
- Contact information

More information may be requested by Colleen Pierce or Dave Rolley

If you have any questions:
Colleen Pierce: (765) 287-1256 ext. 252 or
cpierce@modelaircraft.org

Dave Rolley (303) 809-2785 or soar.rubber.duck@gmail.com

Please consider working with the other modelers in your area and submitting a bid to hold the team selection finals contest.

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. and other published sources. Members can log in to NCLRA.org and submit contest details.

NORTHEAST DISTRICT

None

NORTH CENTRAL DISTRICT

None

NORTHWEST DISTRICT

None

MIDWEST DISTRICT

OCT 19-21--Bowling Green, KY (AA) 2012 Bluegrass World Cup Site: SKYMAC Club Field, Bowling Green, KY. Events: F2A, F2C Sponsor: Southern Kentucky Model Aero Club #1158. CD: Bill Lee, 601 VZ County Road 4815, Chandler, TX 75758. Phone: 903-852-5599(day) same(eve) 903-288-6029(cell)(other) E-Mail: Bill@WRLee.com WebSite: <http://www.bluegrassworldcup.com> FAI World Cup competition. Pre-entry required (see website). On-site barbeque Friday and banquet at the Corvette Museum Saturday included in entry fee

SOUTHEAST DISTRICT

None

SOUTH CENTRAL DISTRICT

APR 27--Dallas, TX (AA) DMAA Spring Warm-Up - Gene Hempel Memorial. Site: Dallas Samuell Hobby Park. Events: Mouse I, Fox Goldberg, Sportsman Goodyear, Super Slow Rat, Texas Quickie Rat 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: www.DMAA-1902.org

JUN 15-16--Dallas, TX (AA) Dallas Aero Summer Heat Site: Dallas Samuell Hobby Park. Events: Tentative schedule, all of the usual "suspects": Mouse I, TQR, SSR, Sportsman Goodyear, Fox Goldberg. Other events in other disciplines, check out the DMAA website Sponsor: Dallas Model Aircraft Association #1902. CD: TBDL, TBDL, TBDL. Phone: TBDL(day) Contest Data will be updated when club makes later plans.

SOUTHWEST DISTRICT

February 9-10 Lenny Waltemath Speed & Dennis Schauer Racing Memorial

All Speed events including electric, 301-310, 606-607, Perky, NASS Sport Jet & C-Speed

Racing Sunday only, events include: SCAR Goodyear, NCLRA Clown &

Super Slow Rat/Fox Race

April 13-14 Bill Nusz Speed & Herb Stockton Racing Memorial

All Speed events including electric, 301-310, 606-607, Perky, NASS Sport Jet & C-Speed

Racing Sunday only, events include: NCLRA Clown, SCAR Goodyear, Quickie Rat &

Cal 15 Rat

June 1-2 Bill and Bev Wisniewski Speed and Racing Memorial

All Speed events including electric, 301-310, 606-607, Perky, NASS Sport Jet & C-Speed

Racing Sunday only, events include: NCLRA Clown, Super Slow Rat/Fox Race,

Mouse I & F2CN

September 14-15 Wayne Trivin Memorial Speed and Racing

All Speed events including electric, 301-310, 606-607, Perky, NASS Sport Jet & C-Speed

Racing Sunday only, events include: SCAR Goodyear, Quickie Rat, Formula Unlimited &

Mouse I

October 12-13 Virgil Wilbur Memorial Speed and Racing

All Speed events including electric, 301-310, 606-607, Perky, NASS Sport Jet & C-Speed

Saturday Racing events include: F2CN, Super Slow Rat/Fox Race, Formula Unlimited &

NCLRA Clown

Sunday Racing events include: Mouse I, SCAR Goodyear & Quickie Rat

December 7-8 Toys For Tots Speed & Racing

All Speed events including electric, 301-310, 606-607, Perky, NASS Sport Jet & C-Speed

Racing Sunday only, events include: SCAR Goodyear, Super Slow Rat/Fox Race,

Musciano Log Racing & Quickie Rat

(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

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

SUPPLIERS

BRITISH AUSTRALIAN RACING

Duncan Bainbridge
24 Flinders Avenue, Colonel Light Gardens
SA 5041 Duncan@east-two.co.uk 0434045805
Your one stop shop for the best of British TR equipment;
wheels, valves, RTF F2F and GY models, plugs, canopies and
those hard to find items.

BRODAK MANUFACTURING

Everything c/! 100 Park Ave, Carmichaels PA,15320
724-966-2726 email flyin@brodak.com

CS ENGINES AMERICA

113 North Chase Ave., Bartlett, IL 60103
G/Z .049/.061 Engines; sales, service & parts. (Bill Hughes)
e-mail williamhughes4@comcast.net 630-736-6036

DARP

31052 Mason St.
Livonia, MI 48154 DARP Magnesium Speed Pans for all
classes including A, B, D, F-40, 21-S, and 21 Proto. (Barry
Tippett) e-mail: btippett@ameritech.net 734-266-7290

JIM DUNKIN

Engine reference books 816-229-9671
dunkin@discovernet.com

ELIMINATOR PROPS

Steve Wilk 3257 Welcome Ave. N.
Crystal, MN 55422 763-531-0604
e-mail swilk@cpinternet.com
Online store <http://eliminatorprops.com/store/>

STEVE EICHENBERGER

Custom Fibreglas Performance Props: Moulded tops. Steve
Eichenberger 480-730-0016

GILLOTT RACING PRODUCTS

Custom engine reworking, hard chroming
Tim Gillott 1063 Harding St.
Salinas, CA,93906 Phone 831-449-2052

GOODYEAR PLANS- DOUG MEYER

Douglas Mayer 5010 W. 123rd Place
Hawthorne, CA 90250
310-676-4240 home310-463-0525 cell
mayer@kmd-arch.com

JUST ENGINES LTD

Newby Cross Farm,Newby Cross
Carlisle, CUMBRIA CA5 6JP England
All engine and engine accessory needs; Popular engines plus
spares and Pipes.Irvine, Moki, Mvvs
(<http://www.justengines.unseen.org>)

JON FLETCHER

Custom replacement engine parts, needle valves.
33 Lagari Close, Wingham, NSW 2429
Australia Tel. 61 2 6553 4548

LONESTAR BALSA- NOW OPEN!

12058 S. Profit Row
Forney, TX 75126
Office: 972-552-3939 Fax: 972-552-3941
Email <http://www.Lonestar-Balsa.com>

MBS MODEL SUPPLY

PO Box 282 Auburn KS 66402
Contact Melvin Schuette 1-785-256-2583
Solid Wire Sets and other C/L needs
mbsmodelsupply.com

RITCH'S BREW

Fuel ready mixed top quality finest ingredients.
4104 Lark Lane, Houston, TX 77025 713-661-5458

MEJZLIK MODELBAU

Borova 14, 64400 BRNO,Czech Republic Distributors of
PROFI line of Russian FAI speed gear. PROFI Engines, Pipes,
Pans, Props, Tanks, Handles and FAI Speed Models in kit
form or ready built. (Tomas Mejzlik) Phone: 420-5-432-18888
Fax: 420-5-432-18880 e-mail mejzlik@brno.comp.cz

MODEL ENGINE SPECIALTIES

15477 Owens Rd, Hinckley, IL 60520 815-286-3969
Custom engine reworking, liners chromed and honed to your
specs, racing parts. (Bob Oge) boge@isp-west.com

NELSON COMPETITION ENGINES

121 Pebble Creek Lane, Zelienople, PA 16063
Manufacturer of NELSON Racing Engines and parts, FAI
Pans for F2A & FIC Custom Button Heads, Nelson Glow
Plugs, many other specialty engine items. (Henry Nelson)
Phone: (724) 538- 5282 e-mail: nelcomp@fyi.net

MARC WARWASHANA

Rubber fastfills, vintage Dons' racing wheels.
11577 North Shore Dr.
Whitmore Lake, MI 48189-9124
Phone: 734-449-7355 E-Mail: whellieman@gmail.com

OLD MAGAZINE PLANS & MORE ON CD

Tom Wilk, 301 W. Redwing St.,Duluth, MN 55803
Phone: 218-724-0928(hm) E-Mail: tawilk36@cpinternet.com

ZALP ENGINES

Zalp F2C&F2D engines- Bob Whitney
456 Garvey rd sw, Palm Bay FL 32908
f2cracer@aol.com



Officer's Addresses

President

Melvin Schuette

P. O Box 240

Auburn, KS 66402

Home: 785-256-2583

Work: 785-221-7042

Cell(or other): 785-221-7042

E-Mail: mbschuette@cox.net

Vice- President

Les Akre

13336-129st.

Edmonton, Alberta T5L-1J8

Canada

Home: 780-454-5723

Cell(or other): 780-919-2792

E-Mail: scaleracer@hotmail.com

Secty/Treas

David Rolley

P.O. Box 330

Bennett, CO 80102-0330

Home: 303-644-3715

E-Mail: soar.rubber.duck@gmail.com

Editor

Les Akre

13336-129st.

Edmonton, Alberta T5L-1J8

Canada

Home: 780-454-5723

Cell(or other): 780-919-2792

E-Mail: scaleracer@hotmail.com

Northwest Representative

(none)

North Central Representative

Steve Wilk

3257 Welcome Ave. N.

Crystal, MN 55422

Home: 763-531-0604

Cell: 763-257-3588

E-Mail: swilk117@yahoo.com

Northeast Representative

Phil Valente

1523 Ulster Way

West Chester, PA 19380

Home: 610-692-6469

E-Mail: phil_valente@millipore.com

Midwest Representative

(none)

Southwest Representative

(none)

South Central Representative

(none)

Southeast Representative

Jim Bradley

1337 Pine Sap Court

Orlando, FL 32825

Home: 407-277-9132

BMP4CARBON@aol.com

Torque Roll is the official publication of the NCLRA. Published bi-monthly. All submissions are valuable & will be considered for publication subject to editing. Preferred format for publication is as a MS Word document using 10 point Times New Roman font. Any photos should be sent as a separate jpeg file, medium res. Email all as an attachment to Les Akre at the address given on this page.

Apply for membership by mailing annual dues of \$20.00 to the Secretary/Treasurer at the address on this page. Make checks out to the order of "NCLRA" and be sure to provide the correct address for receiving the newsletter.

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

Note that a \$.90 (\$1.10 for foreign membership) surcharge is added for the PayPal charges.

OR VIA THE WEB: Membership renewal can be easily done via the NCLRA web site at

<http://www.NCLRA.org/>