

From: National Control Line Racing Association
Bill Lee, President
601 Van Zandt County Road 4815
Chandler, TX 75758



Torque Roll

The Official Publication of the
National Control Line Racing Association
Issue #49 - February 2003

National Control Line Racing Association

February 2003

President's Column

2004 Control Line World Championships

As most of you know by now, the United States will be hosting the 2004 Control Line World Championships. They will be held in Muncie at the AMA National Flying Site from July 4 through July 11, 2004. This is the week immediately preceding the 2004 CL NATs.

If you have never been to a World Championships, I strongly suggest that you schedule your vacation now to attend in 2004. You can combine it with a NATs trip for perhaps the best two weeks of Control Line competition you will ever experience!

I also suggest that you volunteer to help at the WCs. F2C will be run by Dave McDonald and John Ballard. (I am the overall organizer.) I can't think of a better way to see the action "up close and personal" than by being one of the workers on the site. Give Dave a call at 765-378-7228 or e-mail at DMcD143@aol.com.

F2C Team Selection.

The F2C Team Selection for the 2004 team will be held the weekend after the NATs this year at Muncie, July 12-13. The selection contest will be hosted (Again! Thanks!) by Dave McDonald. If you have any questions about the actual operation, please contact him at the numbers I listed above.

The F2C Team Selection is run according to the F2C Team Selection Program. The program is available on the NCLRA web site. If you are interested in entering the team selection contest, please read the program thoroughly since the contest is run differently from a standard FAI event. Also, please download an entry form from the NCLRA web site and get it submitted to AMA Headquarters. The NCLRA website is located at <http://www.NCLRA.org/>

Torque Roll Newsletter Editor

As you probably have figured out by now, NCLRA has a new newsletter editor! Tim Stone has graciously volunteered to take over that very important role. The newsletter is the heart of the organization. The quality of the organization is reflected in and is a reflection of the quality of the newsletter. I wrote the last two myself, and I can vouch for the time and effort required. Not to mention that there is always a need for articles of interest, contest reports, calendar entries, etc.

Please contact Tim. His telephone, e-mail, etc. can be found on the back page of this newsletter.

NCLRA Website

We continue to add value to the website. In addition to the information mentioned above for the F2C Team Selection, there are several new little tools on the "Helpful Programs" page. One of interest is a Line Rake calculator that shows you where your leadouts should be placed for the parameters of your model. It also gives an estimate of line drag vs. model drag.

Another tool is the Prop Pitch calculator. It calculates the measured pitch for a specific radius on the prop given the air speed, RPM, and the angle of attack of the blade section as it moves through the air in a helical path. Adjusting the pitch of your prop so that each "section" is "flying" at an optimal Lift/Drag ratio is a key to improved performance.

And there are others. Please visit the web site at: <http://www.nclra.org>

2003 NCLRA Elections

This is the "odd" year when we elect District Representatives. Nominations are in order!

The District Rep has some responsibilities. They start by just trying to keep track of what's happening in his District, and then once every couple of months writing a short summary of it. That's all of the hard work. And it doesn't even have to be him doing the writing! Every District has some others that would write up a local contest report and send in a picture or two. That's all that is necessary.

But the District Reps along with the President, Vice President and Secretary/Treasurer, form the Board of Directors of the organization. This broad representation assures that NCLRA will truly be a "National" organization. The decisions that affect our future, while strongly directed by myself and Jim Holland, are the Board's responsibility. If you want to see the organization grow and prosper and truly represent CL Racing in the U.S., you should look to becoming an NCLRA District Representative.

In the past, the response to becoming a District Rep has been, well, underwhelming! Other than Doug Mayer, all of the current Representatives were appointed by me after a bit of arm-twisting. We need nominations. By the Bylaws, nominations are to be submitted to the Newsletter Editor and President between March 1 and April 30. In the past when those were the same person, that was easy. Now with the duties split, send a nomination to either Tim or myself and we will see that the other is properly notified.

Let's get those nominations in!

Members Only

We will soon have a "Members Only" section on the NCLRA website. In order to access this section of the website, you will have to provide a username and a password. On the mailing label of this newsletter, you will find the password, which has been pre-assigned to you. Please make note of it. When you get to the website, you will be required to enter it before accessing the Members Only pages. There will be the capability for you to change it as you desire. Why a Member Only section? As most organizations, which try to encourage membership, have found, one of the "selling" points is information and communication available nowhere else. This newsletter is a good example of "value added". Making it available on the website would encourage communication, but would discourage membership!

There are a few such things that should be in the Members Only section.

Control line Site improvements at Muncie

The AMA council announced at the October Executive Council meeting that money was included in the 2003 budget for some new blacktop that will benefit C/L racing. Some of the funds will be used to resurface the L-pad. This was badly needed since the original surface is very rough, almost to the point of being unusable.

A new pad will be built for CL racing and will be located at the North end of the 600 x 600 grass pad. This location will make the racing circles close to the Carrier & Combat sites, but a long way from the Speed site. This will make it tough for those that fly both racing & speed.

The new blacktop will have two circles, with the pits in between them. The pits will be arranged so that models can be taken out to the circles without stepping across a bunch of peoples' lines.

The two existing circles will be used for Speed. As always, these improvements are subject to change until the asphalt hits the ground!

Vice Presidents Corner

By Jim Holland

It's the model building time of year folks, where (for me) dreams of building the perfect race plane meet the reality of my building skills and budget. Seriously, one of the most important things I have learned in the last three years about building successful planes is that attention to detail matters. Good airplanes are typically not rush jobs, but are built with the time necessary to produce a precise and clean airframe. Thinking along these lines, I was

flipping through an old (English) Aeromodeller magazine the other week and found an insightful quote that said the difference between the good model builder and the average model builder was sandpaper. It now takes me about 3 months from start to finish to build a moderately complex plane (such as my new .15 Rat). When I started back in this hobby, I was interested in quantity and cranked planes out (from kits) in 2 weeks.

A couple of things happened to change this approach. Firstly, I assembled enough of a fleet to compete in most of the racing classes that interested me. Secondly (and more significantly), I started looking at the characteristics of winning airplanes. Few (if any) of them were stuffed full of trick parts or had super exotic engines. For the most part, they featured reliable operating systems and were built with a lot of thought - they carried no excess fat, were square, had consistent wing sections, drag was minimized and the surface finishes were excellent. The choice to take the time and trouble to incorporate these features in my new planes was relatively easy. It came down to making the decision of whether I wanted to win through having the right equipment or hoping for wins based on my good luck and my fellow competitors mistakes.



On a related topic, I was interested to see that Brodak has just released the kit for Dave Braun's 'Superfly' Fox Racer. Dave has enjoyed considerable success with this design over the last few years and it would make a very competitive plane for anyone who is thinking about building a new Fox Racer for this year. It is also worth noting that Brodak is (to the best of my knowledge) the only company currently kitting the 'Flying Clown'. I really like this version of the Clown and have found it to be super competitive with only a few structural modifications (most of which are legal under the new NCLRA rules!).

.15 Rat Poll

Speaking of .15 Rat, there was recently a poll taken on the Delphi C/L Racing forum which can be found at:

<http://forums.delphiforums.com/CLRacing/start>

concerning what type of .15 Rat people said they would build. 19 people voted in this poll; it would be great if we could expect that number of entries at the Nats!

Here's the results.

TQR style exposed mechanicals-1 vote
 Inverted 'Shark' style-8 votes
 Upright full pan style-3 votes
 Using my Goodyear-1 vote (no, not MY GY, YOURS!!)
 F2C Style turtlewing-6 votes

Let's hope that we can resurrect Rat. Using .15's seems to be a very good idea, more people have .15's tweaked out as opposed to .21's, and the event promises to be faster than Goodyear.



Holland's .15 Rat. There are talkers and there are doers!



Vic Garner seems to be ahead of all of us! See Jim Holland's web site for a more info on this.



Another view of Vic Garner's Nova Rossi 15 Rat

'C' Team Racer ??

Editor's Note: We recently received an article from John Starkey in ST.Petersburg, Fl along with some nice photos. The original article is a little long for the space we have available, so the following is a condensed version. If you wish to receive the article in it's entirety, email or snailmail John at:

Info@johnstarkeycars.com
 7045 Hibiscus Ave. S.
 St Petersburg FL, 33707

'C' Team racing was popular in Australia during the '50's & early '60's I have heard. It has recently been resurrected & Pete Soule has a nice article on it within his web site:

http://geocities.com/CapeCanaveral/Galaxy/4707/TR/VintageC_TR.htm

Dear Bill,

I have just finished building a scaled-up "Dalesman" Class B Team racer from 1960 for a Dooling 61. I thought that the description of the building and flying of this vintage fantasy, (hopefully!), would make an interesting article for your readers, particularly for those readers who enjoy the "Vintage" section.

The Dooling 61, along with the McCoy 60, both date from 1947 and were the ultimate speed engines of their era, used for tether cars, planes and hydroplanes through the fifties and on into the sixties. Today, a good Dooling is worth a thousand dollars plus, a McCoy a little less. The Dooling is an exquisite piece of work, diecast crankcase, twin ball bearings, rear induction, ringed alloy piston and even featuring a needle-bearing crankpin. Both the Dooling and McCoy were initially fitted with spark ignition, but glowplug ignition was quickly substituted.

The Dalesman was THE English Class B (up to 5cc) team racer of the sixties, winning just about everything the Wharfedale club entered, the designer and proponent of the Dalesman being Ken Long, who

I believe is still with us today.

The Dalesman used the classic ETA .29 engine, made in Watford, England and speeds of up to 112mph were recorded. The design of the Dalesman is, in the author's opinion, very graceful, featuring an elliptical wing and tail surfaces and an inverted engine. The tank is of the two-cell "Chicken Hopper" variety.

When I was sixteen years old, and had saved up many weeks pocket money, I bought my first ETA 29, it cost me Seven pounds, ten shillings, (about thirty dollars), and I still have it. I attempted to build a Dalesman then, the plans having just come out in "Aeromodeller". The task was then beyond me and the result an abortion. Today, having returned to modelling after a forty year gap, the results, (with today's fabulous rotary Dremel), have been far superior! The ETA has flown well and the sensation of flying such a classic design has been wonderful.

After flying my ETA-powered Dalesman for a while, the idea struck me. Why not build and fly a 10cc version? A sort of Class "C" team racer, if you like, just for fun. After all, much as I love looking at my Dooling 61, it is something of a shame for it not to be used in the manner intended today, and so I came up with the idea of building a scaled up "Dalesman."

I printed the plans from the internet, (where else, these days?), and then went to Kinko's copiers where they were scaled up for me by 50%. At that size, the Dooling fits perfectly. I am hoping for speeds around 120 mph in a clean airframe. My aim is to produce a good looking, good flying racer

So at last the "Dooling Dalesman", as I have come to call it, was finished. In truth, it had only taken me some two weeks part-time evening work to build, so simple is the basic design. I took it out into my garden on the Friday afternoon and, using a starter, fired it up twice. The Dooling started readily and sounded most impressive on 10% nitro only fuel.

So, having found the needle setting, I took it to my local flying field, a school playground in Sarasota, one Sunday morning, and had David Wallick, a very experienced flyer take the first flight. The Dooling fired up almost instantly and Wallick, all set at the handle, waved it away. I released the Dalesman and off it went to a nice smooth take off and then proceeded to blare its way around for some fifteen laps, sounding magnificent.

When the engine cut, the plane glided in beautifully under full control to a 3-point landing and Dave Wallick, ex-Nats winner, apart from commenting that it needed some down elevator in order to fly level, reported that it "flew just fine, just remember to step back smartly on take-off as it has a tendency to come into the circle".



**Dave Wallick
after test flight**

Then it was my turn. We re-adjusted the handle to give slightly down elevator at neutral stance. On new, .018" lines of 60 feet, the Dalesman took off perfectly and then I was just hanging on! It pulls hard, as I had expected a 10 cc engine racing engine to do. Flying characteristics seemed very neutral and, again, when the engine cut, its glide was very controllable to an easy landing.

I bought the plane home for a thorough check-over, and bought a 9x8 propeller to try the next week. On this, the revs were higher and the big Dalesman appreciably faster.

The "Class C" Dalesman has proved to be very satisfying, both to build and to fly and I look forward to more happy flights with it. I do have a speed-modified McCoy 60 from the fifties also that's in an old "Hellrazor" speed ship and I now have a hankering to build another big "Dalesman" to try that in!



Editor's Notes

Tim Stone

Starting with this issue, I have taken on the editor's role for the NCLRA Newsletter. It is an honor to do this job, and I look forward to all of your input. I give a great deal of thanks to

Dave McDonald for doing a fine job for so many years producing the newsletter; now it is someone else's turn.

A little on my background for those of you I have not met. I started out building model planes when I was about 6 years old, h/l gliders & stick & tissue kits. My father greatly encouraged me; having flown C/L himself since the '50's. I started competing with indoor free flight, and won my first Nationals as a Junior in 1972. My mentor was Sid Miller, a great man recently deceased. I still have my 1967 pilot's solo certificate, signed by Carl Goldberg! As a teenager I hooked up with Bob Oge in the early '70's: man could he start those planes! (He still can!) I

joined the Treetown club & was privileged to fly with a very talented bunch of guys. During the '70's I flew almost all types of C/L events and even got started in jet with Mike Hoyt's help. By the early '80's I dropped out of modeling & started full scale flying. Along with my brother, Al, we scratch-built a Mitchell Wing B-10 that we showed at Oshkosh in 1983. Al did all the test flying; he is a man of enormous talent and courage.

I got back into C/L racing with my son in 1996 & found that a lot had changed. I had a lot to learn & still do.

Kit Review 'Scorpion' TQR



There are not many current C/L Racing kits being produced these days, but Dave McDonald & Pat Matson are offering 2 very competitive TQR kits for sale, the 'Scorpion' & 'Gator'. I recently received a Scorpion kit from the 'Muncie Skunk Works'. I was quite impressed by the amount of effort Dave & Pat had put into this kit. The quality of wood included was superb. All of it appeared to be carefully selected. Hardwood for motor mounts, wing spar & basswood LE/TE was included. Full sized plans, along with assembly instructions also came with the kit.

I was surprised to see that a nice hardware package was included; bellcrank, leadouts, blind nuts, and .093" 6061 motor plate/gear leg. The workmanship of all the parts is very nice. At \$50.00 this kit is a bargain. See it and the rest of Dave's good collection of racing items at:

<http://members.aol.com/DMcD143/McDRacing.htm>

Dave is constantly adding to his inventory of hard to find racing items. Visit his web page, which has recently been totally redone. Dave will fix you up so you can run with the BIG Dogs!!

A bit of history

I recently received a pair of CD's from Tom Wilk that should interest quite a few of you. Tom has compiled a historical record of designs, plans, & articles of

interest to both the speed & racing crowd.

One CD contains C/L speed models, and the other has Goodyear & Team Racing plans, both dating from the '40s to the present. I lost a lot of sleep over this valuable resource! I never had been one to collect old magazines but have come to regret this, Tom has preserved this history for all of us. Reading some of the old magazine articles brought back memories of great modelers & times past. I'll never forget seeing Mike Langlois going 211 MPH in jet, & the articles on the Falcon, Zipper & Lil Quickie remind us that our knowledge is not new, just recycled from the old pros.

Cost is \$10.00 each. Contact Tom at 218-724-0925 or email tawilk36@cpinternet.com

CF Goodyear gear

Minnesota winters do not give you a chance to fly too much, so Steve Wilk has been busy in his lab. He recently sent me 3 sets of CF gear for testing. Weight is greatly less than standard titanium gear, 6.3g compared to 19.2 for the ti set. The gear are made up to Steve's usual fine standards. Testing revealed that some beefing up is needed prior to production, but the idea looks very promising.



Dick Lambert's stunning Viper F2C engine

Southwest District Douglas Mayer



Hi everybody, it's that time of the year.....brrrrrrrr.....that's right!!
W I N T E R !!!!!

Here in the Southwest, that means that it is contest calendar time. Every year in December and January all of the west coast contest directors start tossing around e-mails to figure out what the contest calendar will look like. Well, I'm sure that we are no different than most regions in the fact that most of our contests are based on tradition. We have the "BIG" events every year. The stunt guys, or the speed guys usually organize the "BIG" events and if the contest is an AAA or AAAA contest, we organize with the host club. Then we fill in the blanks with our local club contests. The SCAR organization (Southern California Air Racers) has finalized our contest calendar for the 2003 season. You can view the racing schedule for the SW District by visiting Jim Holland's website controllineracingwest.com. SCAR would like to give Jim Holland a BIG thank you for hosting this site as the "Official SCAR Website". Bill Lee, the president of the NCLRA has been encouraging all district officers to send in their 2003 racing schedules to Jim Holland, so he can post a comprehensive national 2003 racing schedule for the 2003 season. If your club is holding contests this year, contact your local district rep or Jim Holland and get some exposure. (Editor's note: See the Calendar in this newsletter.)

Having said all of this.....Plan a ROADTRIP to Tucson Arizona for the first major control line racing contest of the year. Arizona is the home of Spring Training for all of those fancy PRO Sport teams, and do you know why?? Because the weather is absolutely beautiful all year round! The "Zonies" call their contest "Cabin Fever" and the name is appropriate. Get your gear out of storage, dust it off, change the fuel tubing, tighten the bolts and come down to Arizona for some bona-fide "Spring Training!!!" This contest is a two day event, and the last two years has drawn folks from Texas, Florida, Indiana, Nor Cal & So Cal, and of course the local Zonies. If you can make plans for this trip, you should definitely consider it. The contest is the last weekend in March, the 29th & 30th. See last month's issue of the Torque Roll for the contest information flyer.

Winter also means building season. I've been in touch with some of the district's racers and it seems that there is a good interest in .15 Rat. I'd like to encourage folks all across the USA to consider building some .15 Rats to keep this event alive. The NCLRA has threatened to discontinue Rat at the NATS if the support is not there. Admittedly, the .21 Rat class has been poorly represented at the last 2 NATS. I honestly think that the .15 Rats already have better interest and a better chance for success, however; this success depends on all of the racing communities' participation, not just a few individuals. So get building!!



**Vic's
broken arm**

Now for some somber news. We had a very bad accident at our "Toys for Tots" December contest in Los Angeles. During practice, an inexperienced pilot flew a .40 size big Goodyear (I think it was a Buster) into Vic Garner's arm while Vic was pitting downstream. The impact shattered the Glo-Bee battery on Vic's arm and sent him to the hospital with a nasty 2" laceration. When Vic returned from the hospital, his arm was in a sling and the bad news was that the impact had broken his arm. Just so you know that Vic was ok, Jim Holland told me later that Vic was heard grumbling that he missed a whole day of racing. Now, seriously, what went wrong? It was clearly the inexperienced pilot's error. He walked a quarter of a lap on the pilot's pitting circle without fading back into the racing circle. He also flew a quarter of a lap without lifting his plane off of the blacktop. Which got us thinking. What if this guy had his plane 24" in the air instead of on the wheels?? This would have impacted Vic in the head, instead of the arm. This is a dangerous sport, and we all have to understand that, but we can also take some actions to mitigate the dangers that are inherent in our activity. For this reason, SCAR has decided to implement safety guidelines which will be enforced at all of our contests in 2003. These safety guidelines have been reviewed several times by the SCAR club officers and are now in effect. You can view these safety guidelines at controllineracingwest.com. (or at the end of this article if the editor is willing to print this information in this forum). Doesn't the AMA have safety guidelines?? Yes they do, but we have decided to go above and beyond what the AMA requires. We know that this action will cause some controversy, but we understand that, and we are willing to deal with it.

No shorter than a month or so before this incident last fall, Bill Lee had asked the district officers what we thought of a "Helmet Rule". FAI F2C requires helmets. RC Pylon Racers require helmets. Combat requires helmets. Why doesn't Control Line Racing require helmets?? Just think for a second about the very nature of what we are doing. How many pitmen can say that they have "Ducked" or "Jumped" out of the way of a speeding racing plane that wasn't controlled by a "Good" pilot?? It is ludicrous to think that accidents don't happen, and that YOU are not in serious danger by placing yourself on the pit line. I was pitting a plane with Todd Ryan at NATS one year when a pilot walked a complete 1/2 lap on the pitting circle and nailed Todd on the forehead with a Fox Racer. The plane just missed me by inches, but Todd wasn't so lucky. I tore off my t-shirt in seconds flat and had it on Todd's bleeding head. Very simply stated, if we were both wearing helmets, most likely nothing serious would have happened. I would like to start the National Debate on this helmet rule issue. My vote is YES! Write the NCLRA and tell them what you think.

Now for SCAR's safety guidelines in a nutshell.....These rules WILL BE ENFORCED IN 2003. All AMA safety & control line racing general rules are in effect. All pitting personnel will be required to wear a helmet, during Practice AND Competition at all SCAR events. All pilots will be required to be Known experienced pilots at Local, National or International events to SCAR officers. Beginner pilots or Unknown Pilots will be required to fly demonstration flights for a complete heat, for each event they plan to enter. The officers will give them a "GO" or "No GO" ruling. "No GO" pilots will not be permitted to practice or compete at this event. They can always re-test at the next scheduled event. No "Skyrocketing" takeoffs". Numerous violations will be grounds for disqualification. All pitting will be done from 1/6 lap "segments" similar to FAI F2C. The CD will require teams to space themselves accordingly. And finally, all racing planes except for Mouse-1 "Should" have a shut-off device by 2004. We expect to hear some moaning and groaning, but that's OK as long as the moaning and groaning is not from an accident related injury.

Remember, tighten your bolts, check your controls, and wear your sun block. From the Southwest, see ya next time.....

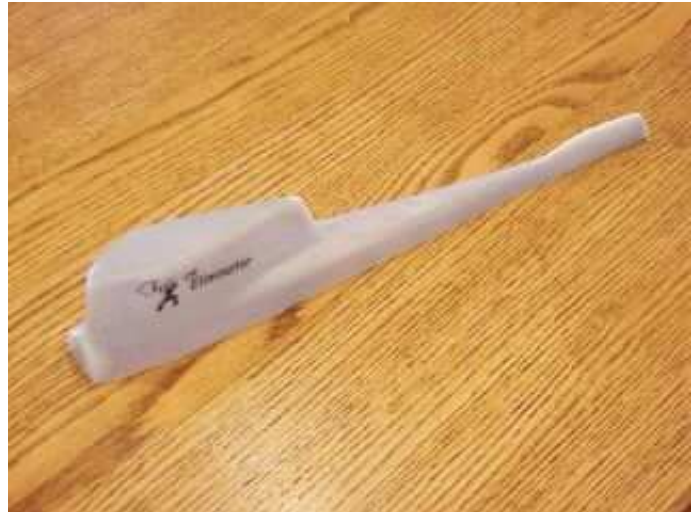
Southeast District

(No Report)

South Central District

Melvin Schuette

I do not have much to report this time, the winter weather has curtailed most of the flying around here. Normally this time of year is spent in the shop getting ready for the next contest season, but I have found myself spending all of building time not on models, but working on the house. Hopefully I can squeeze another Contest or two out of the equipment that I already have.



.15 Rat Tops

Steve Wilk is producing some fine looking .15 size Rat tops Molded to fit a DARP pan. Available in a variety of colors. See the ad in the suppliers section of newsletter for info.

Northeast District

Fitness & Flying

Brian Silversmith



(Editor's note: Racing can be quite physically demanding at times. This is true for both the pitmen & pilots, especially when temperatures rise. The pressure of competition also translates to physical stress. Events such as Slow Rat & F2C can be very rough on the arms & legs of pilots; if you're wise, you will prepare for this. We have probably all seen cases where the pilot has lost it due to not being in shape for the job. A good pilot will realize the stresses & begin to work out before the racing season begins. Aerobic exercise as well as weight training targeting the unique muscle groups used in flying is something that all pilots should consider.

Brian Silvesmith has submitted the following article to address the often-ignored physical aspect of flying. He has considered this more important than any article he could write about 'Fox brakes' (see the Delphi forum!). I have to agree in the light of some of the tragedies we have seen in past years.)

EATING GUIDELINES FOR SENIORS AND EVERYONE

Brian Silversmith, Northeast Representative

Are you concerned about your health? As a senior you have unique nutritional needs that, if not met, may rob you of your health and longevity. By eating a nutritious diet, taking whole, human food chain, organically derived nutritional supplements and exercising, you can not only prevent illness and disability, but also enhance your vitality and quality of life.

Do you eat less now than when you were 30 or 40? According to the 1994 New York State Elderly Nutrition Survey, approximately 25% of seniors age 55 and older are at risk of malnutrition because they don't consume enough food to get the vitamins and minerals they need. Loss of taste, difficulty chewing, reduced physical activity, depression; chronic illness, medication use, etc. are common reasons why seniors don't eat enough. The best way to get adequate nutrition is to eat four to five small nutrient-rich meals throughout the day and to take the appropriate supplements as well.

A low-fat diet is healthy, right? Wrong! Your diet should actually consist of 25 to 35% fat to ensure the health of cell membranes, hormone production and energy. Saturated fats found in meat, poultry, eggs and dairy, should be limited to 10% or less of your diet since these raise bad cholesterol and increase the risk of heart disease and some forms of cancer. Similarly trans-fats found in virtually all processed foods should have a zero tolerance level as they have been shown to be even more destructive than fats in any other form. These trans-fats can be identified in products whenever the words partially hydrogenated are found on the label. Instead consume unsaturated omega-3 and omega-6 fats, which decrease the incidence of cancer and heart disease, lower blood pressure and cholesterol, and reduce inflammatory conditions such as arthritis, eczema, neuritis and a host of autoimmune diseases which are now all too prevalent throughout the population. Avocados, olives, olive oil, oatmeal, peanut butter, almonds, walnuts and safflower seeds are high in omega-6 fats. Cold-water fish such as salmon (from wild Alaskan Sources) mackerel, herring, sardines and tuna are the richest sources of the omega-3 oils and should be eaten at least three times per week. In addition Flax seeds (in ground or milled form) and high lignin flaxseed oil should be used liberally on salad and vegetables.

Do you love bread, pasta and pastries? Most Americans eat diets high in these refined carbohydrates that are low in fiber and high in sugar. Try to balance your diet by adding more fresh fruit, (not bananas), vegetables, whole grains (like brown rice, not fried, barley and oats), beans nuts, and seeds.

These foods are higher in vitamins, mineral and fiber and have additional health benefits. For instance, broccoli, cauliflower, cabbage, brussel sprouts, apricots and soy products (tofu, soynuts, soy milk) are powerful anti-cancer foods. Oatmeal, olive oil, apples, garlic and onions lower bad cholesterol (LDL) and help to raise good cholesterol (HDL). Carrots, cantaloupe, berries and wheat germ are high in phytonutrients which slow down aging and prevent degenerative conditions like cataracts and age related macular degeneration. These phytonutrients are also available in concentrate form as well for those seeking nutritional insurance.

Protein is another important part of a healthy diet and is needed for muscle strength, immune function, wound healing, and normal blood, hormone and enzyme production, About 35 to 40% of your diet should come from high quality proteins such as fish, soy products, lean meats, poultry, eggs and occasionally dairy products.

Remember to drink six to eight or more glasses of water per day. Diet soda, coffee and high sugar juices and soda do more harm than hydration, so avoid them as much as possible. Dehydration can result in kidney problems, incontinence, dry skin, fatigue, constipation and mental confusion. Drink pure, preferably filtered water liberally.

Dietary deficiencies of calcium, magnesium, zinc and Vitamins D, B6 and B12 are common among seniors and may lead to serious health problems, including osteoporosis, anemia and declines in mental function. Every known chronic degenerative disease in man is associated with insufficiencies or deficiencies of various vitamins, minerals, fats and proteins. Our nation's top killers-heart disease and cardio-vascular disease, stroke and diabetes are largely preventable through nutrition and lifestyle. It is newer too late in life to begin working on your health.

Brian B, Silversmith, author of the article, is president of the Middlesex Modelers Inc. of central New Jersey and has been and continues to be a very active control line modeler and competitor. He fully recovered from a devastating accident when he was run down by a speeding car, he can be reached at (732) 274-8945.

Midwest District
(No Report)

Northwest District

Mike Hazel



Greetings all! Hope you had yourself some good holidays and are now all ready to get back to some racing. No contests for awhile in this corner of the country, so that must mean that it's time to practice and prep for the upcoming season.

Here are a few general ideas on getting ready for the upcoming season. The obvious big item is to get any new planes built that are needed, followed by doing maintenance on existing craft. Maintenance should go beyond just checking to see if the landing gear is rusty and if any engine bolts are missing. Do a thorough job and execute a complete teardown. That means if any part on the plane can be taken apart for inspection, then it should be taken apart. All the hardware, such as your fuel tank and shutoff should be inspected, tested, and cleaned as needed. Also look over the control system with a very critical eye. For planes with external controls, it might be time to replace the leadouts.

After you get your plane(s) reassembled take a look at your handles and flying wires. Repair and replace these items as needed. Another good area to go through would be your tool and pit boxes. Turn these upside down to empty out (or carefully remove items) and clean things up here. Make sure critical components like fuel bottles, batteries/contact systems, safety helmets are all in good shape. Right now is a good time to see what new items your big tool box might need. I just love any excuse to go shopping for new tools, and a pit equipment inventory should be a good opportunity to buy some new stuff.

I don't know if I have ever met anyone who has had too many propellers prepped ahead of time. If you make your own, then get busy laying a few up. If you buy from someone else, get your order in early. Then in either case take the necessary time to carve, trim, and balance a supply so you will never be down to your "last good prop".

Now I am sure that most of you probably already go through a pre-season preparation ritual. And you

might even have a very detailed checklist for everything. (Good idea!) This basic and brief reminder has mainly been penned with one person in mind. (Myself!)

Elsewhere in this issue the contest calendar will list the events for the Northwest Regionals, which is scheduled May 23 - 25. As I understand it, this is pretty much the last regular contest that the .40 size Rat Race event is held. In the last several years there haven't been too many entries, but we have kept it on the schedule for the sake of tradition and perhaps just a little touch of masochism. This year some racers are putting together .15 size rats, and the NW Regionals will accommodate them. Although we are still running event #311, the plan is that the .15 and .40 sizes will be appropriately seeded in the heats. And there will be a special award for the best .15 rat performance. So bring what you've got, and run what ya brung!

The photo heading this column shows the writer holding two rats, one old and one new. All of you long-time racers will recognize the black plane as the Shark, the classic rat racer designed by Tim Gillott. I built this for the 1979 season (Man, that makes me sound old!) and raced for a few seasons before retiring it to the boneyard due to some structural damage that I did not want to deal with. This was one of the very best flying racing planes that I have ever had the pleasure of hanging on to.

The other plane is my own design Quickie Rat. It spans 30 inches, and measures 20 inches from the prop thrust washer to the elevator hinge line. The plane is a little on the large-ish side, but it does fly good and shakes down really well.

All for this time



Here's a sample of plans on Steve Wilk's CD

2003 Contest Calendar

Ed Southwick Memorial Contest

Avondale, Arizona Feb 15 & 16
 CD- MARK SMITH 623-877-8968
 SATURDAY- 10 minute Fox race 1 pit
 STUNT- SAT & SUN
 Email rainydaysmith@earthlink.net for info

SCAR RACE #1

3RD ANNUAL CABIN FEVER CLASSIC- TUCSON ARIZONA

MARCH 29 & 30, 2003

CD - JOHN BRUMAN
 SATURDAY - MARCH 29

Mouse 1
 Mouse 2
 F2C
 NCLRA Clown Race
 NCLRA Fox Race

SUNDAY - MARCH 30

F2C
 AMA Scale Race
 NCLRA Quickie Rat
 NCLRA .15 Rat

DALLAS, TX

APRIL 13

SUNDAY
 Mouse 1
 Slow Rat
 NCLRA Texas Quickie Rat
 Sportsman GY
 Fox-Goldberg racing
 CD Patrick Hempel

SCAR RACE #2 CLUB CONTEST

WHITTIER NARROWS - LOS ANGELES

APRIL 20 , 2003

MOUSE-2
 NCLRA CLOWN
 NCLRA FOX RACE
 NCLRA QUICKIE RAT
 AMA SLOW RAT PRACTICE ??

SOUTH JERSEY MAY 4th

GSCB Clown
 CD Phil Valente 610-692-6469

KNIGHTS JOUST

WHITTIER NARROWS - LOS ANGELES

MAY 17, 2003 (racing day)

MOUSE-1
 NCLRA FOX RACE
 SCAR SPORT GOODYEAR
 NCLRA QUICKIE RAT

MAY 25 SOUTH JERSEY

GSCB Clown, 1 OZ GY, NCLRA FOX
 CD Phil Valente 610-692-6469

NORTH WEST REGIONALS

**ALBANY AIRPORT - ALBANY, OREGON
 MEMORIAL DAY WEEKEND, 2003**
 EVENTS - REFER TO OFFICAL
 DOCUMENTATION

MIDDLESEX NJ

JUNE 1ST

Fox, Slow Rat, Warbird, Clown, 1 OZ GY, AMA GY
 CD Phil Valente 610-692-6469

DALLAS, TX

JUNE 14

NCLRA Texas Quickie Rat
 Sportsman GY
 Fox-Goldberg racing
 CD Dale Gleason 940-637-2169

MIDDLESEX NJ

JUNE 22

Fox, Slow Rat, Warbird
 Clown, 1 OZ GY, AMA GY
 CD Phil Valente 610-692-6469

SCAR RACE #3 PRE-NATS WARM-UP

WHITTIER NARROWS - LOS ANGELES

JUNE 22, 2003 - START 9:00 SHARP

MOUSE-2
 AMA SCALE RACE
 NCLRA FOX RACE
 NCLRA QUICKIE RAT
 NCLRA .15 RAT (MAYBE-DEPENDS ON
 ENTRIES)
 CLASSIC B TEAM RACE (MAYBE-DEPENDS ON
 ENTRIES)

SOUTH JERSEY

JUNE 29

Clown, TQR, NCLRA Fox
 CD Phil Valente 610-692-6469

AMA NATIONALS

MUNCIE, INDIANA

JULY 6-11

Sun 7/6-NCLRA Fox (starts @ noon)
 Mon-Slow Rat, NCLRA Flying Clown
 Tues-Goodyear (starts @ 10:30)
 Weds- F2C, 'B' Team Race
 Thurs-NCLRA Texas Quickie Rat NCLRA .15 Rat
 Fri-Mouse 1, Mouse 2



2004 F2C TEAM SELECTION**MUNCIE, INDIANA****JULY 11-13**

Processing - July 11

Three rounds each day, July 12-13

SOUTH JERSEY**AUG. 24**

NCLRA Fox, Foxberg, 1/2 A GY

CD Larry Bush 610-383-5045

SCAR RACE #4 FUN IN THE SUN**WHITTIER NARROWS - LOS ANGELES****AUGUST 24, 2003**

MOUSE-1

SCAR SPORT GOODYEAR

SCAR FORMULA UNLIMITED

NCLRA QUICKIE RAT

NCLRA F2C (SIMPLE TEAM RACE)

DALLAS, TX Charles Ash Memorial**AUG 30-31**

Slow Rat, Mouse I

Quickie Rat, Fox Goldberg

CD - Bill Bischoff

AURORA, ILLINOIS TREETOWN ANNUAL**AUG. 31 AURORA MUNICIPAL AIRPORT**

Mouse 1, GY, NCLRA FOX, Treetown Fox, TQR

SOUTH JERSEY**SEPT 7TH**

2 OZ Big GY, 1 OZ GY, 1/2 A GY

CD Jim Gall 973-546-2099

TUSCON, AZ ,KARL MARSCHINKE**MEMORIAL****SEPT 20**

Mouse 1, Fox Race, TQR, Formula Unlimited.

CD Glen Allison 520-575-0359

SOUTH JERSEY**SEPT 28**

2 OZ Big GY, Warbird, TQR

CD Brian Silversmith 732-274-8945

SOUTH JERSEY**OCTOBER 5TH**

Warbird, Foxberg, TQR

CD Tom Tabar 856-455-6436

SOUTH JERSEY**OCT 19TH**

Foxberg, Slow Rat, Warbird

SCAR RACE #5 VIRGIL WILBUR**WHITTIER NARROWS - LOS ANGELES****OCTOBER 25 & 26, 2003**

2-DAY EVENT, EVENTS TO BE DETERMINED

SOUTH JERSEY**NOV. 16TH**

1 OZ GY, 2 OZ Big GY, Warbird

CD Lester Froelich 610-384-5046

SCAR RACE #6 TOYS FOR TOTS-2003**WHITTIER NARROWS - LOS ANGELES****DECEMBER 7, 2003 EVENTS TO BE****DETERMINED.**

Competition Suppliers

B & L HOBBIES

7606 Weymouth Rd., Hammonton, NJ 08037-3404

Harters Speed Pans, T/R Pans, Rev-Up & Top Flite

Speed Props, Torque Units and much more (Paul

Haley) 609-567-9365

CS ENGINES AMERICA

113 North Chase Ave., Bartlett, IL 60103

G/Z .049/.061 Engines; sales, service & parts.

Engines available in both normal and pipe timed configurations. (Bill Hughes)

e-mail whughes@fnal.gov 630-736-6036

COMPETITION MODEL AIRPLANE PARTS

P.O. Box 462218, Escondido, CA 92046

Parts for Cox % A Engines

Phone 760-746-3164 Fax 760-745-4584

combatalbert@yahoo.com

www.CompetitionMA.com

Darrin Albert is the new owner.

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

ELIMINATOR PROPS

Steve Wilk

3257 Welcome Ave. N.

Crystal, MN 55422

763-531-0604

e-mail: stevewilk@attbi.com

Eliminator Propellers



Steven Wilk

3257 Welcome Ave N

Crystal, MN 55422

(763)531-0604

stevewilk@attbi.com

Carbon Fiber & Fiberglass Propellers

Specializing in Control Line Racing & Speed

Custom Molding Available

15/21 Fiberglass Tops

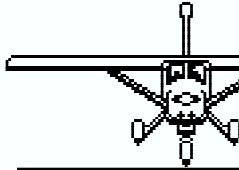
Customized Vinyl Lettering and Images

Speed and Racing Plans on CD



The 32nd annual...

Northwest
Control-Line Regionals



May 23-24-25, 2003

The West's *biggest*
control-line model aviation event

Championship Control-Line flying competition

With **39 events** and **124 trophies**, the Northwest Regionals provides the largest selection of CL competition events and awards available in a single contest in North America.

You can compete
in these great championship events:

- AEROBATICS — 4 PAMPA classes, Old-Time Stunt and Classic stunt!
- COMBAT — 1/2-A (high-performance), 80-mph, Vintage Diesel!
- NAVY CARRIER — Profile, Class I, Class II and .15 carrier!
- RACING — Mouse I&II, Rat, Slow Rat, Goodyear, NW Goodyear, NW Sport, NW Super Sport, Clown and Quickie Rat! Separate trophies for best .15 rat and best novice Clown!
- SCALE — AMA Precision, AMA Sport Scale and Profile Scale!
- SPEED — 1/2-A, 1/2-A Proto, A, B, D, FAI, Jet, Formula 40, .21 sport, .21 Proto, NW Sport Jet!
- JUNIOR/SENIOR EVENTS — Northwest Sport Race, Class I Mouse Race!

Enjoy The Regionals at Albany Municipal Airport!

Smooth paved surface ... Ample parking ... Camping and RV space ... Rest rooms
Hobby vendors ... Static model display ... Food concessions ... Motels and restaurants nearby!
TROPHIES ... MERCHANDISE PRIZES ... EVENT CHAMPIONSHIP TROPHIES
*Albany Municipal Airport is alongside Interstate 5 in Oregon's Willamette Valley
Northbound, take Exit 234. Southbound, take Exit 234A*

Check the back of the flyer for schedule and rules details.

Saturday night swap meet and pizza feed!

Swap meet 5 p.m.- 9 p.m. \$5 table rental, \$1 admission. To rent tables, contact
Bob Stalick, 5066 N.W.Picadilly Ct., Albany, OR 97321 freeflyer@aol.com

Contest Director Craig Bartlett, 205 N.E. Cedar Lane, Corvallis, OR 97330
(541) 745-2025, e-mail sraigbart@yahoo.com

The Northwest Regionals are brought to you in part by
Eugene Toy & Hobby, (541) 344-2117, www.eugenetoyandhobby.com

The Northwest Control-Line Regionals

Albany Municipal Airport, Albany, Oregon

SCHEDULE OF EVENTS

<u>FRIDAY</u>		<u>SATURDAY</u>		<u>SUNDAY</u>	
		Speed (all classes)	8:30-5 p.m.	Speed	8:30 to noon
Speed (all classes)	Noon-5:30	Carrier (all classes)	9 a.m.	Precision Aerobatics	8:30 a.m.
Carrier (all classes)	Noon-5	Old-Time Stunt	9 a.m.	Carrier (all classes)	9-4
Vintage		80mph Combat	9 a.m.	Scale static judging	9 a.m.
Diesel Combat	10:30 a.m.	Mouse Race I (Jr.-Sr.)	9 a.m.	1/2-A Combat	9 a.m.
Northwest Goodyear	Noon	Mouse Race I (Open)	9:30 a.m.	AMA Goodyear	9 a.m.
Mouse Race II	2:30	NW Super Sport Race	11:30 p.m.	NW Sport Race (Jr.-Sr)	11 a.m.
Slow Rat Race	4 p.m.	Classic Stunt	1 p.m.	NW Sport Race (Open)	11:30 a.m.
		Rat Race	1 p.m.	Scale flights	Noon
		Clown Race	2:30 p.m.	Quickie Rat Race	2 p.m.
				Contest ends at 4:30, award ceremony at 5 p.m.	

SCHEDULE NOTES

Registration Friday 10 a.m.-5 p.m., Saturday and Sunday 8 a.m.-noon.

Absolutely no engine running before 8 a.m. any day.

RULES INFORMATION

- AMA events are per **2002-2004 rule book**, except as noted below. **Know the rules!**
- Official Northwest Rules will be used for the following events: *NW Sport Race, NW Super Sport Race, NW Goodyear, Flying Clown Race, .15 Carrier, 80-mph combat, Nostalgia Diesel Combat and Northwest Sport Jet Speed. Quickie Rat will use NCLRA rules.* For complete rules, write John Thompson, 2456 Quince St., Eugene, OR 97405, JohnT4051@aol.com. **Not knowing the rules is no excuse — get a copy now!**
- **COMBAT** — 80mph and 1/2-A double-elimination; Diesel five rounds if time permits. *1/2-A combat will be flown on 42-foot lines, starters OK.* **FLYAWAY SHUTOFFS required in 80mph: Failure of a shutoff results in disqualification from the event.** Be sure that yours works!
- **RACING** — *1/2-A Mouse Race Class II* will use contest-supplied 10% nitro fuel. .15 rats welcomed in AMA rat race; a special "Best .15" trophy will be awarded. A special "Best Novice Clown" trophy will be awarded.
- Precision Aerobatics Model Pilots Association rules will be used for *Old-Time Stunt* and *Classic Stunt*.
- **Safety thongs required in all events.**
- Contestants may at some times be required to assist in timing or judging.

OTHER INFORMATION

- AMA or MAAC membership required for all participants. AMA membership available at registration.
- Only participants and officials allowed in flying areas. All others must stay outside roped-off or restricted areas.
- Absolutely no alcoholic beverages on flying field during meet hours.
- Awards — Trophies and merchandise through third place in each event and age grouping, and first through third place. Event champion trophies for each category!
- **Product vendors contact Contest Director for permission and site info.**
- Primitive camping allowed on site (no hookups). Get directions from contest officials. Commercial camping/RV locations nearby.

FOR MORE INFORMATION, CONTACT:

Contest Director Craig Bartlett, 205 N.E. Cedar Lane, Corvallis, OR 97330 — (541) 745-2025
e-mail sraigbart@yahoo.com

The Northwest Control-Line Regionals are sponsored and produced by the Northwest Regionals Management Association in association with *Flying Lines* newsletter and Northwest control-line clubs.

Join NCLRA! Support Control Line Racing!

NCLRA Membership Form

Name _____

Street Address _____

City _____ State _____

Country _____ ZIP _____

Phone# _____

E-Mail _____

AMA or Other National Organization # _____

Comments _____

Send Dues & Membership Form to:

Mike MacCarthy
4704 Hillsboro Ct.
Santa Rosa, CA 95405

US Dues: \$10
International: \$12

Officers' Addresses

President

Bill Lee
601 Van Zandt County Rd.4815
Chandler, TX 75758
Phone 903-852-5599
Email Bill@WRLee.com

Vice- President

Jim Holland
1161 Loughborough Dr. Apt #5
Merced, CA 95348
Phone 209-726-0357
Email jgmholland1959@yahoo.com

Secty/Treas

Mike MacCarthy
4704 Hillsboro Ct.
Santa Rosa, Ca 95405
Phone 707-542-2492

Editor

Tim Stone
4919 Country Oaks Dr
McHenry, IL 60050
Email tstone@mc.net

Northwest Representative

Mike Hazel
1073 Windmere Dr. NW
Salem, OR 97304
Phone 503-364-8593
Email ZZCLspeed@aol.com

Midwest Representative

Stewart Willoughby
95237 Aero Drive
Naperville, IL 60564
Phone 630-904-7011
Email StooDDS@aol.com

Northeast Representative

Brian Silversmith
86 Kingsland Circle
Monmouth Jct., NJ 08852
Phone 908-274-8945
Email via Phil Valente
Phil_Valente@millipore.com

Southwest Representative

Doug Mayer
1727 Penmar Av #2
Venice, CA 90291
Phone 310-392-9008
Email mayer@kmd-arch.com

South Central Representative

Melvin Schuette
P.O. Box 282
Auburn, KS 66402
Email mbschuette@att.net

Southeast Representative

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

North Central Representative

None Named

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 New Times Roman font. Any photos should be sent as a separate jpeg file, medium res. Email all as an attachment to Tim Stone At the address given on this page. While this is preferred format, we will take submissions in just about any format, they can be written, typed or mailed to Tim Stone.

Don't forget your "Pickelhaube" this year!

