

EDITORS' COLUMN- TIM STONE

ELECTIONS FOR PRESIDENT, VICE PRESIDENT AND TREASURER

2006 Is an election year for the positions of NCLRA President, Vice President & Treasurer. These positions will be vacant with the retirement of Bill Lee, Steve Wilk & Tom Wilk. Here is the text from NCLRA bylaws concerning nominations & elections:

Election

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.

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.

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.

In the event of a vacancy the President shall appoint a member to fill the vacancy. Vacancies shall be filled only for the remainder of the un-expired term.

NEW B TEAM RACE RULES

From the NCLRA Web site:

These rules have been approved by the NCLRA Board and will go into effect 03/01/2006. Models which currently exist but which are not in compliance with these rules will be "grandfathered" for one year, i.e. until 03/01/2007.

For safety reasons, all models, grandfathered or otherwise, must immediately comply with the control line specifications in these rules.

.016" ASTM A228 steel wire is available at MSC, part number 00040162.

NCLRA B-Team Race

Objective:

It is the purpose of this event to promote the advancement of "Three up" flying of semi-scale, realistic looking B Team Race control line racing models, similar to and including those flown throughout the world in the 1940's, 50's and 60's. These airplanes shall be flown in direct competition through a series of heat races and a final.

All provisions of the AMA Control Line Unified Racing Rules apply except as listed below.

Allowable model designs. Any B team race airplane from the 1940's, '50's, and '60's may be used. Individual designs that are similar in appearance may also be used.

Single flying surfaces (ie. flying wing designs), "pod-and-boom" fuselages, and flush or prone canopies are prohibited. Model shall be attractively finished or covered, with no all clear finishes allowed. Model shall have racing numbers in proportion to the model affixed near the top inboard wing tip and both fuselage sides.

Fiberglass or carbon cloth may be used to strengthen, or cover over wood. No all composite models allowed.

-There will be an award for best appearance.

-In the interest of promoting attractively finished models, should the best appearing model qualify for the feature race, it shall be given the first choice of pitting segment.

-All aspects of model design, construction, and flying, shall be in keeping with the "Spirit of the event".

Model specifications.

Wing area shall be 125 sq. inches. minimum, excluding fillets and the area covered by the fuselage.

Models which appear to comply need not be further checked, except in the case of a dispute, where it shall be the contestants responsibility to provide proof of legality.

The fuselage shall measure 2" wide somewhere within a zone located 3/8" above and below the thrust line, and between the nose of the airplane and the trailing edge of the wing. However, in the interest of keeping the appearance of the models similar to those from the '40's, '50's, and '60's, it is recommended that at the pilots location, the fuselage measure no less than 2" wide within the area between the pilots shoulders and his hips.

Model shall have a cockpit or cabin containing a dummy pilot's head with both being in proportion to the model. Canopies must be clear from the back of the pilots head forward to the front of the canopy, so as to provide forward and lateral vision for the pilot. Canopies must protrude above the forward fuselage contour with a resemblance to the "bubble or turtle deck style canopies" employed on full scale racing aircraft. Open cockpits must have a windscreen.

At the pilot's location, the fuselage shall measure a minimum of 3 3/4" from the top of the canopy, or if open cockpit, from the top for the pilot's head, to the bottom of the fuselage.

The landing gear shall be of the 2 wheel side by side type (ie. separate struts exiting on either side of the fuselage centerline). Both wheels shall be no less than 1 1/2" in diameter.

The landing gear shall have a minimum lateral spread measured from the center of each wheel, of no less than 4".

Engines shall be fully cowled and be completely covered.

Openings for the air intake, needle valve stem, fuel shutoff, engine exhaust, engine cooling ducts, and glow plug access are allowed. In keeping with the spirit of the event, no helmet cowls (ie. conventional speed model types) will be allowed. Side mounted engines using a "cheek cowl" to cover the engine, must have an identical cheek cowl on the opposite side of the fuselage. Maximum allowable model weight shall be 36oz.

Engines:

Any single bypass up to .29 cu. in., or any engine up to .28 cu. in. Full wave tuned pipes are prohibited. Mufflers, or exhaust extensions which do not increase engine performance will be allowed.

Fuel:

Fuel shall be the contestants choice. Any substance banned by the AMA will not be permitted.

Fuel Tank:

Fuel tank, including filler tubes or fill valves, vents, and fuel line from the tank to engine spraybar, shall hold no more than 30 cubic centimeters.

Multi-function valves and finger valves are prohibited.