

1974

NCLRA

National Control Line Racing Association

May Edition

Editors Lari Dziak, Dave McDonald

Presidents Corner

AMA Approves NCLRA for Special Interest Group Status. At the October 25th meeting of the A.M.A. executive council, the NCLRA was granted Special Interest Group Status on a unanimous vote. It was clear that the A.M.A. was pleased that the Control Line Racing fraternity was organizing on it's own behalf. This clearly relieves a burden from the AMA in trying to service a group of individuals without actually knowing what is important to our hobby. The ball is now in our court, and it is time to focus on what we need to accomplish with our group.

Before we get too far into this newsletter we would like to thank those who have contributed articles, and or information for this edition. Keep those articles coming. If any of you have articles, and would like to contribute please send them to Dave McDonald P.O. Bx 384 Daleville, IN 47334 by May the 20th for the June Issue.

Our last issue included a questionnaire to be filled out and returned. We would like to thank all of you who have taken the time to respond. It is important that we have input from as many of you as possible. The following summarizes the responses we received:

1. Maintain an active voice to the AMA.
2. Attract and retain new members to our ranks to keep our hobby vibrant.
3. Develop an entry level racing event for the newcomers to racing.
4. Publish a monthly newsletter.
5. Maintain a racing event schedule for the membership.
6. Provide a knowledge resource for the membership, Who, What, When, Where, Why, How.
7. Standardize & consolidate some of the local events so more people can enter and enjoy them.

Our last issue listed the NCLRA agenda that we will pursue. I believe that the concepts listed above are also worthy of inclusion into our agenda.

Lari.

NCLRA Agenda:

Develop, adopt and act on rules and events proposals.

A newsletter that allows all members to share their knowledge.

Foster safety in all areas of modeling.

Help form the Nats schedule

Establishment of point standings and a yearly points champion for all events. Communicate and influence the AMA on issues vital to our interests with one voice.

Foster the entry of newcomers to CL racing.

Communicate & report on contests throughout the year.

Establishment of an entry level event for the newcomer.

Racing Calendar

Each month we would like to provide all of you with a contest calendar on a monthly basis. In order to provide it I would like to be provided news of contests as each of you are aware of them. If you could provide a flyer if one is available or drop me a line. Please encourage all of the clubs and contest directors to send this to me. The contests that are included at this time are the sanctioned contests. *** Indicates a variance from standard AMA rules. We are only including the racing portion of the contests, along with a contact person.

May

7-8 Richland, WA *** Slow Rat, 1/2A Mouse I, Scale Race, N.W. Flying Clown Race, Scale race has some local rules. Contact Paul Rice at Rt.3 Bx. 8642 Richland, WA 99352, TX#509-627-3142 for information.

15 Centennial Park, Toronto *** Goodyear A & B, FAI Team Race Contact Lloyd MacLean at 491 Northcliffe Blvd. Toronto, Ontario Canada M6E3L4 TX# 416-652-0829 for information.

21-22 Jacksonville, FL *** Slow Rat, 1/2A Mouse I, Scale Race, Texas Quickie, Foxberg and Florida Slow Rat Contact T. Rimert at 367 Orange Av. Baldwin, FL 32234 TX# 904-266-4579 for information.

27-28-29 Eugene, OR *** Fast Rat, Slow Rat, 1/2A Mouse I, Scale Race, NW Super Sport Race, NW Sport Race, NW Goodyear. Contact Mike Hazel at 1073 Windemere Dr. NW Salem, OR 97304 TX# 503-364-8593 for information.

28-29 Topeka, KS *** Slow Rat, 1/2A Mouse I, Scale Race, Class II Goodyear plain bearing .15 (Fox BB allowed). Contact J. Lee at 827 SE 43rd St. Topeka, KS 66609 TX# 913-266-7714 for information.

29 Sugar Grove, IL *** Slow Rat, Scale Race, Foxy Hazel Sport Race. Contact Bill Calkins at 317 Snow St. Sugar Grove, IL 60554 TX# 708-466-1531 for information.

June

11-12 South El. Monte, CA ***1/2A Mouse I, Texas Quickie, Formula Unlimited, ACLA Slow Rat, Foxberg. Contact M. Leventhal at 1788 Niobe Av. Anaheim, CA 92804 TX# 714-535-6570 for information.

18 Centennial Park, Toronto Goodyear A & B, Fox Race Contact Lloyd MacLean at 491 Northcliffe Blvd. Toronto, Ontario Canada TX# 416-652-0829 for information.

18-19 Muncie, IN Scale Race, Slow Rat, Fast Rat, Team Race. Contact Dave McDonald at P.O. Bx 384 Daleville, IN 47334 TX# 317-378-7228 for information.

18-19 Dallas, TX ***1/2A Mouse I, Goldberg Racing, Quickie Rat, Sportsman Goodyear. Contact M. Greb at 1518 College St. Sulpher Springs, TX 75482 TX# 903-885-5579 for information.

These are the contests I have at this time. If we have overlooked one we are sorry. Send us the information and we will include it. We will try and put two months in each newsletter so next month you will get June-July, etc.

1994 Nationals

As most of you know the 1994 Nationals will be held in Lubbock, Texas this year. It would not be appropriate to talk about the nationals without giving a big thank you to Melvin Schuette for his work at the 1993 Nationals, and to wish John Holiday the best as he will be the E.D. for the 1994 Nationals. We wish to thank these gentlemen for the fine job and dedication to our hobby.

I have spoken to the AMA about practice day, and they tell me that there will be a place for practice on Sunday the 17th, as the Racing Excitement will begin on the 18th. The schedule for events are as follows:

Sunday 17th Practice.

Monday 18th Scale Race.

Tuesday 19th Mouse Race.

Wednesday 20th Slow Rat.

Thursday 21st Fast Rat, Team Race.

We are planning on having our dinner / annual meeting on the evening of the 20th. At this time it will be held at the Holiday Inn south location. The time will be announced in the June Issue, Please RSVP on attendance as soon as possible.

Larry Dziak Memorial Award

The racing community suffered a great loss in the passing of Larry at last years Nationals. To keep the memory of Larry with us, we are announcing the Larry Dziak Sportsmanship award. This will be a traveling award presented at each Nationals to the pilot/pitman who has displays outstanding sportsmanship. Dick Lambert is handling the specifics, there will be more in the next issue, or drop Dick a line.

NCLRA Championships

We are going to be holding our First Annual Championships this year on June the 18-19th in Muncie, Indiana. I have had some correspondence concerning this event. The majority think it is a good idea, some do not. The concern some have is this, "is this a local contest with the words championship applied" well the answer is, what constitutes a local contest? If the Nationals are held in your home town is that a local contest? This sport needs more contests, not fewer. To say that the NCLRA Championships will always be held in Muncie may or may not be correct. If the membership wants to have a traveling Championship that is fine, but remember you must have a place to hold it. If the membership does not want a NCLRA Championship that is fine also. However, I think the idea of our own Championship is a good one.

This years contest will go something like this: First thru third place awards in each event, along with a point award given for the top three finishers in each event along with a point award for fastest qualifier in each event. At the conclusion of the two days of racing the top three point winners will get a cash award based on 35%-20%-15% of the entry money collected. If you like this idea let us know, if you do not let us know. This year the events flown will be Saturday, Scale Race, Slow Rat, and Sunday, Fast Rat, Team Race. If this is a success then we will add more to it for 1995. I hope that most of you can attend.

Guest Articles

This area of the newsletter is a place where we will share information that is passed to us. We appreciate articles that are sent in to us, and we will pass them along to you.

Variable Position Spring Line Grouper ("Ajustaroach") by Stewart Willoughby.

There has been much discussion over the years about the leadout position for racing models. Theoretical calculations based on the model flying tangential to the circle show that the lines should exit the wing tip 1/2-3/4" behind the CG., however many exponents swear that the plane flies faster, is more responsive to whipping and less susceptible to blocking if it is set up to "fly the circle" with the lines exiting on the CG or even ahead of it. (this can be taken too far- ask John Ballard about his experience flying "the banana"!)

Seems to me, the best approach to the problem is to follow the lead of the stunt fliers and make the line exit adjustable, then the fastest position can be found at the flying field with a stopwatch.

The body of the line guide is made from two pieces of .050 and one piece of .015 aluminum sheet. Cut the aluminum pieces oversize, tack glue them together with CA to form a solid sandwich, then mill to size. Drill, tap and

countersink for 1-72 bolts at the ends. Clamp in a machine vise in the drill press or mill and drill and tap the 2-56 groupers spring holes. Clamping in the vise stops the layers being forced apart during this operation. Separate the pieces by soaking in nitro, discard the middle sections of the .015 layer, and reassemble permanently with 1-72 flat head bolts and CA. Starting with a full piece of .015 makes drilling and tapping easier, and prevents burrs being formed in the slot.

Grouper springs are wound in closed coils from .018 control line wire on a .037 mandrel. This produces a spring with 55½ coils per inch and the correct diameter to thread into a 2-56 tapped hole. Springs are easy to make- you need a reversing electric drill (or preferably a lathe), a #63 drill bit, a leather glove and a little practice! Put the drill bit in the chuck with the shank sticking out, bend 1/2" of the end of the wire at right angles and poke this between the jaws of the chuck close to the drill. Pinch the wire firmly over the mandrel between the thumb and finger and start winding at the slowest speed- use the glove- it gets hot! Note that the drill or lathe has to be run in reverse to produce a spring to screw into a RH thread. After grinding the ends of the spring flat and deburring, test it in the threaded hole- you may need to use a #62 or a #64 drill as the mandrel to get the right fit.

You need a wide slot in the wing out at the tip to be able to use all the positions on the line guide. This is best accomplished by cutting out the whole section between the tip and the bellcrank prior to airfoiling and replacing it with a built up piece as shown in the diagram. Use quarter grain wood and cover it on the inside with glass cloth out at the tip. This will stop it from sagging after the wing is finished. If you want to be able to take the lines on and off the model, the loops for the bellcrank or wing connectors must be bound with thin copper wire (eg. from stripped electrical cord) so that the max. diameter when finished is less than .070. Twin loops can be used provided they are made up with one loop just outside the other so they can lay flat and pass through the .015 slot. Don't forget to put the grouper spring on the lines before you make up the ends. I have enclosed a print for reference.

Contest Report

This section will be devoted to reports from various contests around the country, if you attend a contest drop us a line and we will let everyone know what went on.

1994 United States Team Race Championships by Dick Lambert

The United States Team Race Championships were held April the 9-10th 1994 at Whittier Narrows, California.

The team of Lambert/Ballard arrived at the flying site about noon on Friday, the weather was cool and windy. We had two new engines to check

out and get a setting on. My #2 airplane ran about 18.7, 36 laps while #1 ran about 18.3, 35 laps. I thought we were ready for Saturday.

We awoke Saturday to cold and raining conditions. Upon arriving at the field only four teams showed up, Lambert/Ballard, Jed Kusik/Dave Braun, Lenard & Arron Ascher, and Bill Lee/John McCollum. The rain stopped about 11:00 am and the flying started about 11:30.

The first heat was L/B, A/A, and L/M. I thought I would be smart and use the #2 airplane. We went hard, had two adjustments and three pitted for a 3:59, L/M had a good run with 3:43, while A/A had good pits for a 3:49.

Second heat was K/B, A/A, and L/M. L/M had their best race with good pits 3:37. A/A more pitting problems 3:49, K/B three pitted, missed the setting and ran a 4:08.

The third heat was L/B, L/M, and K/B. This time we used our #1 airplane which I should have used first. (Six races come and go before you know it.) We turned our personal best time, with one extra glide lap on a pit stop, 3:31, K/B went soft with a 3:51, while L/M had a good race with a 3:43.

The fourth heat was L/B, A/A, and K/B. We had another low 3:30's going, torque rolled on the second pit and DNF. A/A had their best race with a 3:30, K/B had a good time also with a 3:38.

With all the racing done for Saturday, I made my big mistake, I took my best engine apart to clean, on Sunday I could not hold a setting, no times under 4:00. The problem is I broke the seal and carbon build-up which effected my compression setting. Do not clean an engine between race days.

Sunday could have been called Arron & Lenard Ascher Day, They did everything perfect, 3:35, 3:37, and 3:34.

Kusik/Braun had three good times, 3:50, 3:40, and 3:45.

Lee/McCollum posted one good time a 3:45 with two DNF'S.

The finals were Ascher/Ascher, Lee/McCollum, and Kusik/Braun. A good start for all three. A/A had a good setting, running about 18.7, K/B with a good setting for 18.9, L/M went soft, 19.5. K/B developed engine problems, and dropped out at lap 86. This left a two man race with A/A running perfect, L/M still soft. A/A on the third pit had a ten flipper (only mistake) but still turned a good time, 7:17, while L/M also finished with a good time of 7:32.

A good time and excellent racing was had by all. Ken Smith did a great job putting on a first class contest.

Ice O Lated Contest at Buder Park St. Louis area by Ronald Carr

This was the first contest in the midwest area, and was held on February the 27th. The racing event was Midwest Sport Race, with 22 entries. The weather was clear, with a 12 mph wind, and a temperature in the low 30's. The event was won by John Bruno with a time of 7:32 while Bill Calkins place second at 7:41.3 and Larry Wooldridge came in third posting an 8:28.

***Northwest C/L High Point Champion
by Paul Rice***

Congratulations go to Todd Ryan, the 1993 Northwest Control Line High Point Champion, and Julie Rice, 1993 Junior High Point Champion. Also to Joe Rice the 1991-92 champion. Sixty percent of Todd's championship points were do to racing events.

I know that there was a speed/racing contest held in Tucson in March, I have not received any information on the contest. If someone would send the information to me I will include it in the June issue.

Special Information

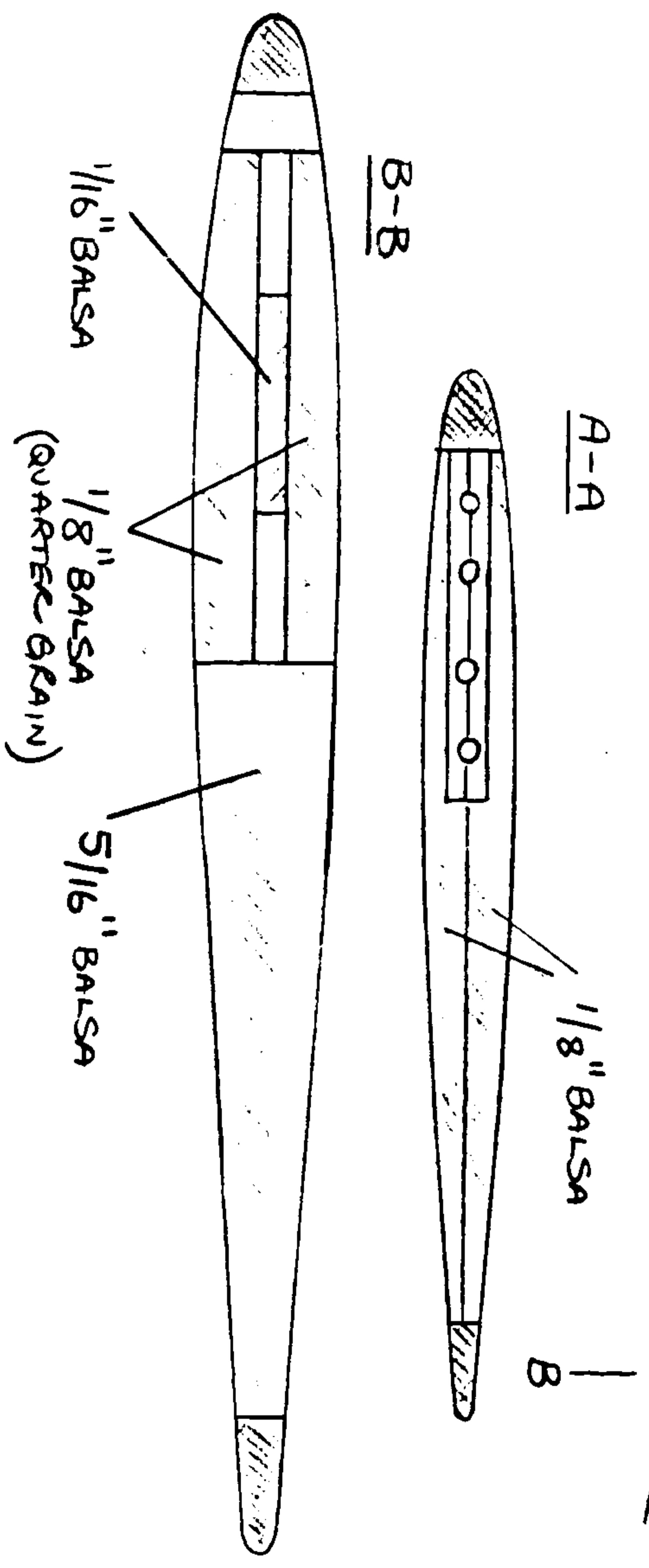
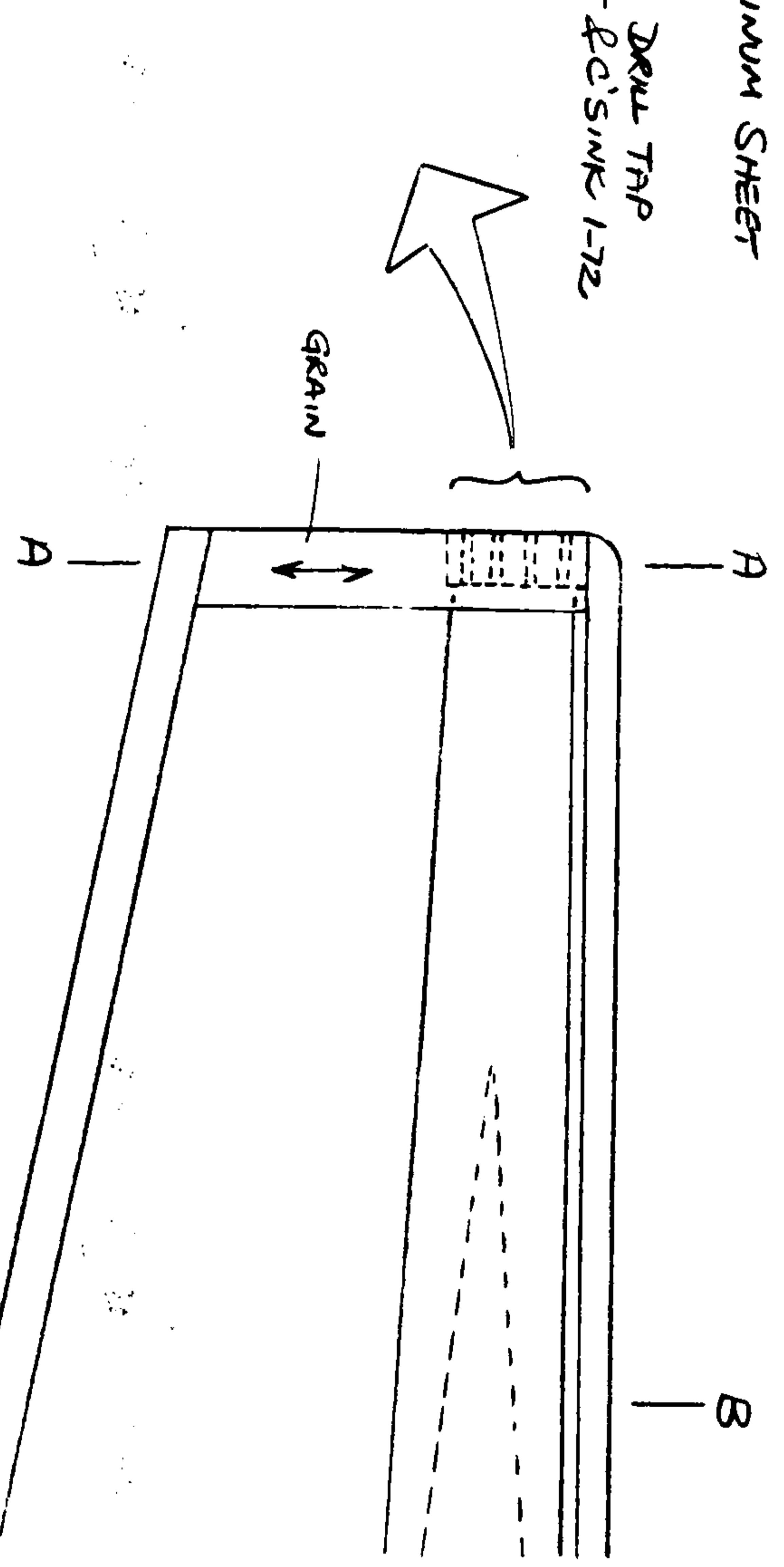
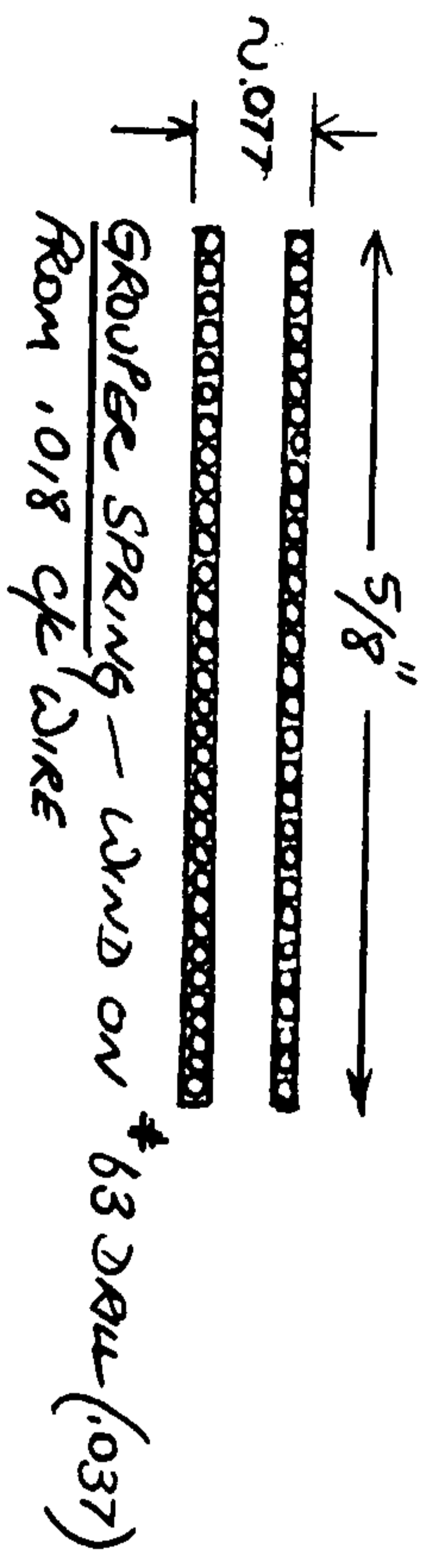
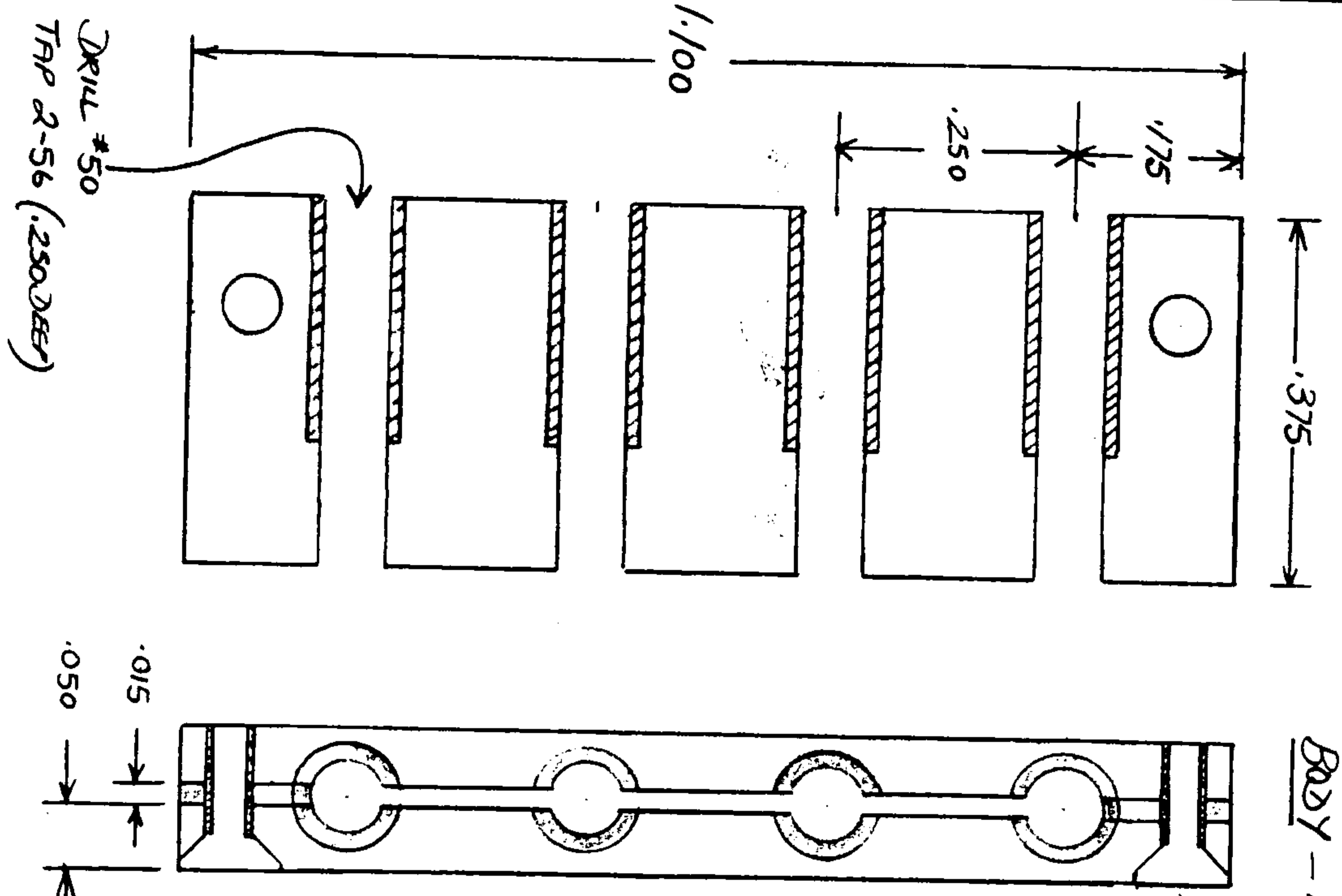
I would like to thank John Thompson for his fine article in the June issue of Model Builder. John put together a great article on the formation of the NCLRA. Once again thanks John.

In the June Issue of Model Aviation (pg 6) it is mentioned that the fate of the Racing column is in the hands of the pens or readers. This is a column that we cannot afford to lose. Lets all do our part and send Ken Smith something for the column.

What's in the June Issue

More information that you send in.
Discussion on the yearly point awards
Information on the Larry Dziak Sportsmanship Award
Contest Calendar
Plus lots more.

Remember this is your Special Interest Group if you have a comment send them in we will share it with the group.



VARIABLE POSITION SPRING LINE GROUPEE

SCALE: No	APPROVED BY:	DRAWN BY
DATE: 7/91	Stp	Stp
	REVISED	

DRAWING NUMBER
1 OF 1