

# ***NCLRA***

## ***NATIONAL CONTROL LINE RACING ASSOCIATION***

April 1995

Editors : Dave McDonald Lari Dziak

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### **What's in This Issue:**

Presidents Corner  
Contest Calendar  
Rotary Shutoff  
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Plus More

### **Presidents Corner:**

Lari Dziak

When the NCLRA was formed 36 people became members. Prior to renewal we reached a membership level of 80, with a post renewal deadline number of 63. As a goal lets try and have a membership of 100 before the 1995 year is over. The Special Interest Group is the only way that racing will prosper and grow. We have some very specific goals for this organization for the next year and we are going to get an early start.

1. We are going to track racing statistics, that is we are going to start publishing a points list of the top people in each event. The scoring system will be as follows:

Take the number of contestants, and divide the first 3 places in to that. i.e. 10 contestants, First = 10pts, Second= 5pts, Third= 3pts. If this system looks familiar it was used by the old CL-RPM Racing News. We will be keeping statistics for each AMA event, all non rulebook events will be lumped together. Send the Sanction # along with results to Dave McDonald, include name of top three winners in each event flown, along with total number of entrants in each event.

2. District representation, the NCLRA has its own district makeup because of the location of its members, this is somewhat different than the AMA districts. The districts are defined on page 2 of the Newsletter. If you are interested in this position drop us a line. If more than one person per district is interested then an election will be held through the Newsletter/ Annual Banquet. The deadline for throwing your name into the hat is May 15, 1995!! This is an absolute deadline. The way this will work is such, names will be published in the June edition along with a ballot for any contested district, these ballots must be returned prior to July 4th as they will be taken to the Nationals and counted at our Banquet, if you are attending the Nationals and your district has a contested spot you may vote at the Nationals. Otherwise the Ballot is your only chance to vote for your representative. We have 7 districts, each rep will have a one page area available to him, based on the following schedule Dist, 1,3,5,7, will have space in Feb., June, Oct.. While Dist 2,4,6, will have space in April, Aug., Dec. editions. Terms will run July-July

As you can see this is going to be a busy year so get ready.

**Districts:**

#1. (Northeast) New York, Pennsylvania, Maryland, Maine, Vermont, Massachusetts, New Hampshire, New Jersey, Virginia, Rhode Island, Delaware, District of Columbia, Quebec, New Brunswick, and Nova Scotia.

#2. (Southeast) Tennessee, N. Carolina, S. Carolina, Mississippi, Alabama, Georgia, Florida, Australia.

#3. (Midwest) Wisconsin, Michigan, Illinois, Indiana, Ohio, Kentucky, West Virginia, Manitoba, and Ontario.

#4. (Southwest) Texas, New Mexico, Oklahoma, Louisiana, Missouri, Arkansas, Kansas.

#5. (Central) N. Dakota, S. Dakota, Nebraska, Wyoming, Colorado, Minnesota, Iowa, Saskatchewan.

#6. (West Coast) Arizona, California, Nevada, Utah, Hawaii.

#7. (Northwest) Washington, Idaho, Oregon, Montana, British Columbia, Alberta, and Alaska

**Racing Advisory Committee:**

Yes that is correct there will be a racing advisory committee to the CLCB for the next rules cycle. We have spoken with John Thompson the Chairman of the CLCB, and he has expressed support for an Advisory Committee. This committee will be based upon the AMA districts, on John's suggestion, that means we will not be sending him a full list of names, but we will submit a list of names from the districts where the NCLRA has members. We have spoken with a few of you about this idea and have people for some of the districts. The Chairman of the Advisory Committee will be Stewart Willoughby Dist #6. Other members are Dick Lambert Dist #5, Bill Lee Dist #8, Jim Ricketts Dist #9. If you are interested in serving on this committee send the attached form to us by May 15th, as we would like to make an announcement in the June Newsletter. REMEMBER THIS COMMITTEE IS BASED ON AMA DISTRICTS.

**Committee Forms**

Name \_\_\_\_\_ Rules Advisory Committee \_\_\_\_\_

Address \_\_\_\_\_ District Rep. \_\_\_\_\_

AMA# \_\_\_\_\_ Dist # (NCLRA) \_\_\_\_\_

Experience \_\_\_\_\_

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Send to Dave McDonald  
P.O. Bx 384  
Daleville, IN 47334

## **Ask The Expert:**

Bob Fogg sent us a letter with some thoughts on the questions submitted by Fred Quedenfeld in the last newsletter.

### **1. How should a tank for Goodyear be set up?**

A tank is a tank is a tank. I have used wedges, narrow tanks and wide tanks. The only thing that matters (with regard to needle setting, balance is another matter) is the position of the pickup and vent (pressure) tubes. The pickup should be low (the bottom 15%) in the tank. It should be at least 1/3 of the way back from the front on a wedge type tank or at least 1/2 of the way back on a rectangle, the further back the better. It really doesn't matter how far outboard it is as long as the tank has a positive seal. The vent (pressure) tube is the critical item. It's location should be near the center line of the needle valve (point of regulation), usually slightly outboard 0.0 - .10. It will need to be adjusted inboard or outboard depending on the needle valve setting transition from ground to air. If it goes rich in the air, move the vent tube outboard; if it goes lean, move it inboard. This changes the relative pressure head at the point of regulation (i.e., needle valve) in flight, but does not change the ground setting. This can be done by moving the tube within the tank, or by moving the whole tank. A 1/16 inch move is a lot! On my 1/2A Proto I shim in .010 increments. The vent tube should be pointed slightly outboard at the point where it bubbles so that it acts as a regulator. The vent tube can be high or low. If it is low, then a pressure check valve is necessary to prevent floods. I position mine on the bottom of the tank, inboard of the pickup. If the vent tube is allowed to uncover during flight, i.e., enough fuel is used to allow the tube tip to go dry, then regulation is lost and the engine will start to go lean. That means that any fuel in the tank outboard of the vent position should not routinely be used. The center position of the tank is not important.

### **2. What size of tubing for pressure line?**

I usually use 1/8 inch. I have used 3/32, but it tends to be fragile and fatigue cracks easier.

### **3. Should this line have a restriction?**

Yes. I usually use a check valve. I don't have a recommendation for a line without a check valve.

### **4. & 5. Where should the pressure line be located? Why?**

Answered in 1.

### **6. Where should a racing plane balance?**

I try to balance about 1/2 inch ahead of the center of lift (cl is typically near 1/3 cord, but varies with lift distribution). On a tapered wing like the Ohm, that ends up near (1/8 - 1/4 inch behind) the leading edge at the wing tip.

### **7. Will a plane that is nose heavy be slower?**

Yes and no. A very nose heavy plane will always be slower because of the extra drag created by the up elevator required to keep the nose up. But, a little nose heavy doesn't detract much in level flight, but is much more stable while maneuvering. I would rather error toward nose heavy than tail heavy. Our Ohm is a tad tail heavy, and it shows during maneuvers.

### **8. Should the engine have 2 -3 degrees of in-thrust?**

No. The engine should be tangent to the circle. That would be less than 1/2 degree in-thrust for most racers, and that is not worth the trouble.

### **9. Leadout position (misc.).**

Leadout position is a function of the number of lines (i.e., monoline for speed Vs 2 line for racing) line length, weight, inboard wing span, line diameter and center of gravity. For a 20oz Goodyear on two .014 lines with a 13.75 inch inboard wing, the leadout should be 0.73 inches behind the center of gravity. At 130MPH the lines will have drag load of 1.25 lb. which uses approximately .43 Hp. The longer the wing, the further back the lines must exit because of the drag catenary in the lines. Likewise, the lighter the plane, the further



further back; the larger the line diameter, the further back; the longer the lines, the further back. All these cases increase the depth of the drag catenary. Speed is not a factor except for the amount of total drag and Hp absorbed. I can provide exact numbers for specific cases.

### Nationals Update:

I received a call from Paul Rice who is busy along with others from the Richland area getting ready for the 1995 Nationals. Paul has asked that anyone interested in volunteering their services should contact him by May 1. So if you are planning on attending the Nationals, and would like to volunteer please contact Paul. at Rt. 3 Bx 8642 Richland WA, 99352 or (509) 627-3142.

Mouse II will be taking place on Tuesday after Goodyear. The NCLRA will be hosting this, so bring out those killer Mouse II airplanes and get ready. Their will be a nominal entry fee to cover the cost of some very modest awards.

Once again the Annual NCLRA Banquet will be on Wednesday evening, time and place to be determined later.

### Schedule

<u>Monday</u>	<u>Tuesday</u>	<u>Wednesday</u>	<u>Thursday</u>
Mouse I	Scale Race Mouse II	Slow Rat	Team Race Fast Rat

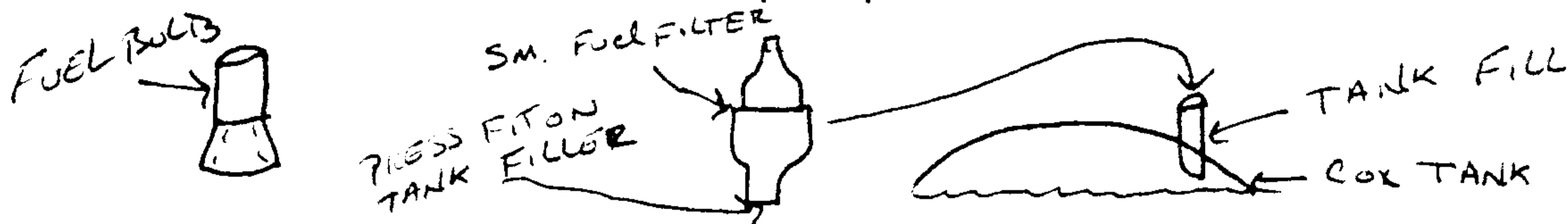
This schedule should allow for ample practice time after each days events to get ready for the next day!

### 1/2 A Racing Quick Fill

George Caldwell

This article originally appeared in the CL-RPM Newsletter.

A good quick fill can be had by force fitting a small nylon fuel filter on to the tank filler vent: next the fuel bulb needs to have a flaired adapter tip on it.



1/2A Reed Valve Goodyear is a lot of fun & has become popular once people try it. It offers the same excitement as .15 Goodyear with out the expense, the same techniques can be used such as hot gloves, modified props, engines, fuel, and quick fills, along with spring starters, which are very helpful.

### F2C Team Trials Update

At this time we have completed a small information pack on the Muncie area along with information on the site. This includes such things as normal weather information. Accommodations, etc.. We would also like to once again extend an open invitation to anyone who may be interested in coming to Muncie to help in some capacity.

To remind everyone the AMA has a relationship with the Hotel Roberts in Muncie as the Official Hotel. Rooms are currently being held but reservations must be made prior to August 1. Contact the AMA (Teresa in Competitions) or the Hotel Roberts directly for reservations (317) 741-7777. Do not delay as other events are taking place in Muncie over this weekend and rooms will be at a premium. If calling the Roberts make sure to request the AMA rate, which should be \$45.00.

We have several key positions filled for this event, Doc Jackson as Head Jurist, Walt Perkins, and Kenn Smith as Jurists, we are looking for that third Jurist so if you are interested drop us a line.

### **Lost Member:**

We recently acquired a new member, and attempted to send him some information he requested, but received the envelope back with insufficient address. If anyone knows William Martin, 212 Somerset Ave., Crisfield MD, 21817, or can advise of a different address please drop us a line so we can send this new member his requested information/Newsletters.

### **Editorial:**

The views expressed do not represent any official opinion of the NCLRA, but are views from the contributor. Let us know your thoughts.

I have just received the latest MA magazine, and have read with some interest Bob Underwood's column. Bob is a respected member of the model aviation community, but in this instance I feel that he and the AMA is missing the mark.

It appears that the AMA is moving toward a imperious number of pre registered participants in order to have the event at the Nationals. Starting 1995 that number looks like 5, in 1996 that number looks like 10. The query is this: in racing for example we fly in a net (the only place including the National Flying Site that it is required) if we have enough people registered for the events on Monday, Tuesday, and Thursday, but not for the Wednesday event do we just have an idle day? It does not increase the cost to have the Wednesday event as the people are already there and ready to go. What if you only fly for example Slow Rat and T/R, if Slow Rat is canceled would you go to the Nats to fly one event? The argument can be made in racing that the cancellation of the event could lead to lower participation in other racing events, which generates a net loss of income for the AMA in overall entries.

If we are so concerned about attracting younger members into model aviation, why in the world would we advocate the canceling of Junior/Senior competition regardless of the pre registered number. They say well the Junior/Senior could compete in the open category, well lets see a Junior attempt to pass someone as tall as Ballard for example and do it safely. Remember we had the big January edition for beginners and youth, you cannot try and get them involved with one hand and shut the door on them with the other.

It is time that people realize that the membership is the academies customers, with out the customers we do not need the academy. I agree we need to look at some changes in the Nationals. The time has come for new fresh thinking, not just canceling of events. The new trend is toward the Special Interest Groups to take the lead and run their events, well I think they are correct. Give the SIG's the authorization along with the responsibility to run their events, as long as they are run by the rule book.

Dave McDonald

### **Members Comments:**

Jim Ricketts sent us a copy of a letter he has sent to Bob Underwood regarding Nationals Policy.

Dear Bob,

It has been brought to my attention that the AMA is going to combine Jr. & Sr. Controline events at the Nats this year. If this turn of events is a move of consolidation to save expense and manpower it is ridiculous in both reason and purpose.

Bob, both you and Russ Miller have an education background and you let this happen! This is contrary to all basic educational principle and theory. A nine year old should not have to compete against an eighteen year old. There is too great a difference in both mental and physical development. C/L combat and racing are both physical events with fliers occupying a small circle, flying 2 at a time. This will cause both a safety problem and a physical/mental mismatch. We have had low numbers in the past Nationals

concerning Junior contestants. This will certainly discourage more from National Competition.

I have long been an advocate of Junior events and participation on the local, regional and national level of competition. I have understood, for many years, that AMA promotes model aviation both through sport and competitive flying. It now appears, to me, that we are discouraging Junior participation in its entirety.

If I am not mistaken, I believe that Junior fliers grow to be Senior fliers, who then become Open fliers. Do we want to nip the evolution in the bud! If it is strictly a financial problem, I would appreciate someone pointing out how much money we annually waste on Juniors.

Thank you kindly for your prompt response.

Jim Ricketts

AVP Dist IX

Former Nats C/L Director

Contest Director

PS. My son age 26, started flying at age 8 and progressed through Jr., Sr., and is now an accomplished open pilot in C/L Racing and Speed. The system Works.

**What's Coming:**

**Presidents Corner**

**Contest Calendar**

**Your Comments**

**Plus More**

Remember your contributions make the Newsletter so send in those articles.



I have just spoken with Jerry Rouillard the Executive Director of the AMA and he tells me that the area where the F2C/F2B trials will be held is to be upgraded, with completion in July. This will add even more room which should allow us to have 3 T/R circles available for the entire weekend.

We hope that many of you will come either to participate, or watch. So come and lend support to the next F2C FAI Team.

### Product Information:

Kenn Smith has informed us that he is kiting the Med-Fly Slow Rat airplane designed by Vic Garner. Kenn tells us that he also has the plans to this airplane if you just want those. Kenn hopes to have some of the kits at the Nationals. So if you are interested drop Kenn a line at, 521 Jansen Ave., San Dimos, CA 91773 TX#(909) 592-2100.

### Contest Calendar:

#### April

8 Richland WA, Mouse 1, N.W. Sport Race. Site Horn Rapids Athletic Complex CD Paul Rice 509-627-3142.

8-9 South El Monte CA, U.S. T/R Championships. Site Whittier Narrows Recreation Area CD Kenn Smith 909-592-2100.

#### May

6-7 Richland WA, Mouse 1, N.W. Goodyear, Flying Clown, N.W. Super Sport Race Site Columbia Point Marina, CD Paul Rice 509-627-3142.

26-28 Eugene Or, Northwest C/L Regionals (See enclosed Flyer for Details)

27-28 Houston TX, Texas State Championships, Team Race, Quickie Rat, Fox Goldberg, Site Scobee Park, CD Bill Lee 713-326-2758.

28 Sugar Grove IL, Midwest Regional Championships AMA Slow Rat, AMA Scale Race, Foxy Hazel, Site Waubensee College, CD Bill Calkins 708-466-1531.

#### June

3 Muncie IN, Bob Matson Memorial, Foxy Hazel, Limited Goodyear, Site Westside Park, CD Dave McDonald 317-378-7228.

### Rotary Goodyear Shutoff:

Stewart Willoughby

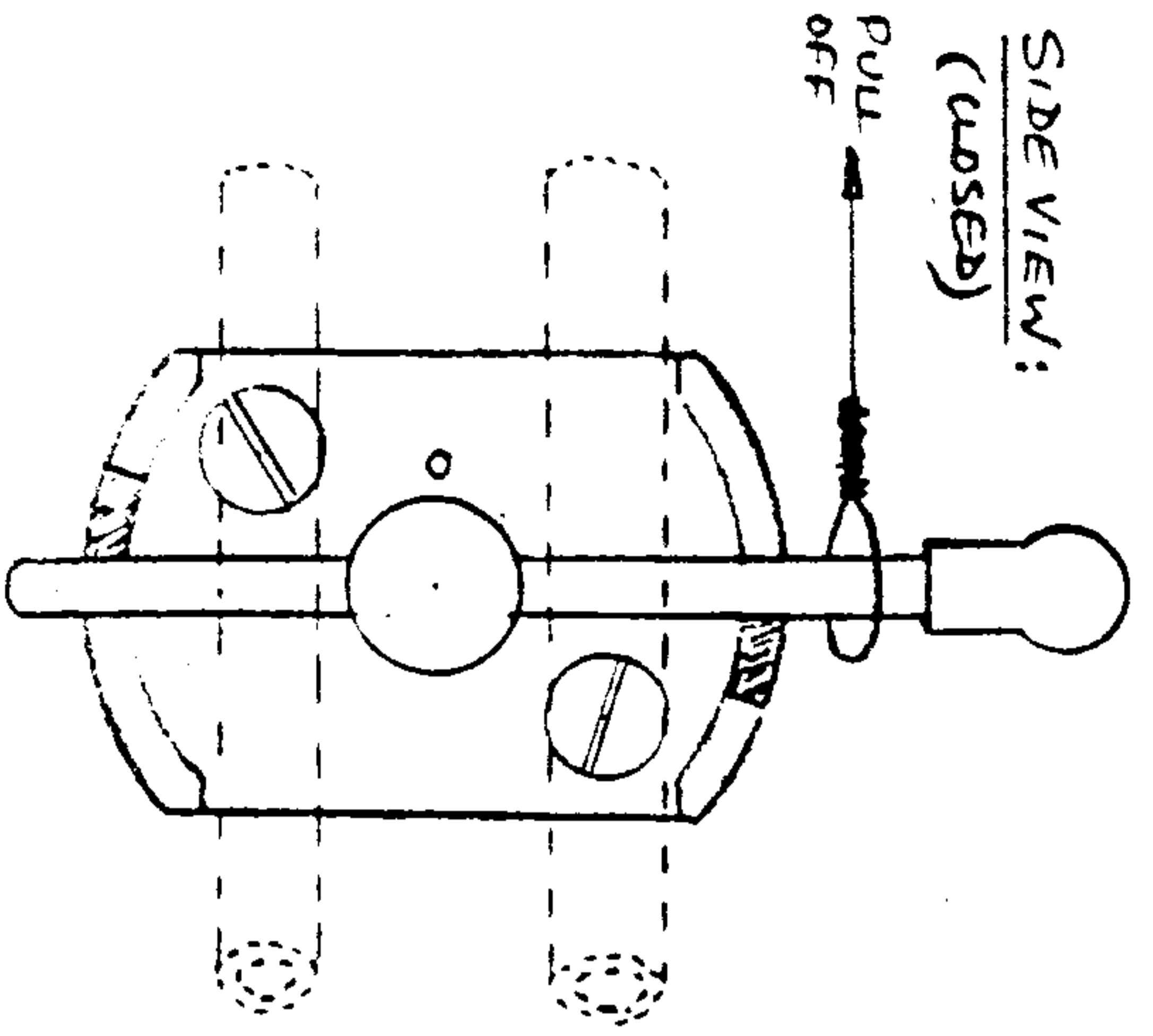
This is the shutoff used on the Lil'Quickie Scale Racer of Willoughby/Oge. The model won the 1993 and 1994 Nats and is the current heat race record holder. Yes, it is a bit complicated, but it works real good! As they say in the North of England, "you don't get owt for nowt"!

The design is adapted from a system described by British Goodyear exponent Ian Horne (Aeromodeller, May 1989). Basically the device comprises of a T-shaped plunger / crossbar activated by a coil spring. Additionally, the coil spring is fixed at both ends and is torsioned to rotate the plunger / crossbar clockwise into the open position when the reset button is fully depressed. A detent notch may be incorporated in the slot for the crossbar so that the fuel lines can be temporarily opened without resetting the shutoff, by pushing the reset button in until resistance is felt. This enables the pitman to prime the engine during pitstops by releasing the pressure trapped in the tank, but then shut the lines for refueling to avoid flooding. During warm up, the pitman can close the shutoff by pushing back on the crossbar knob.

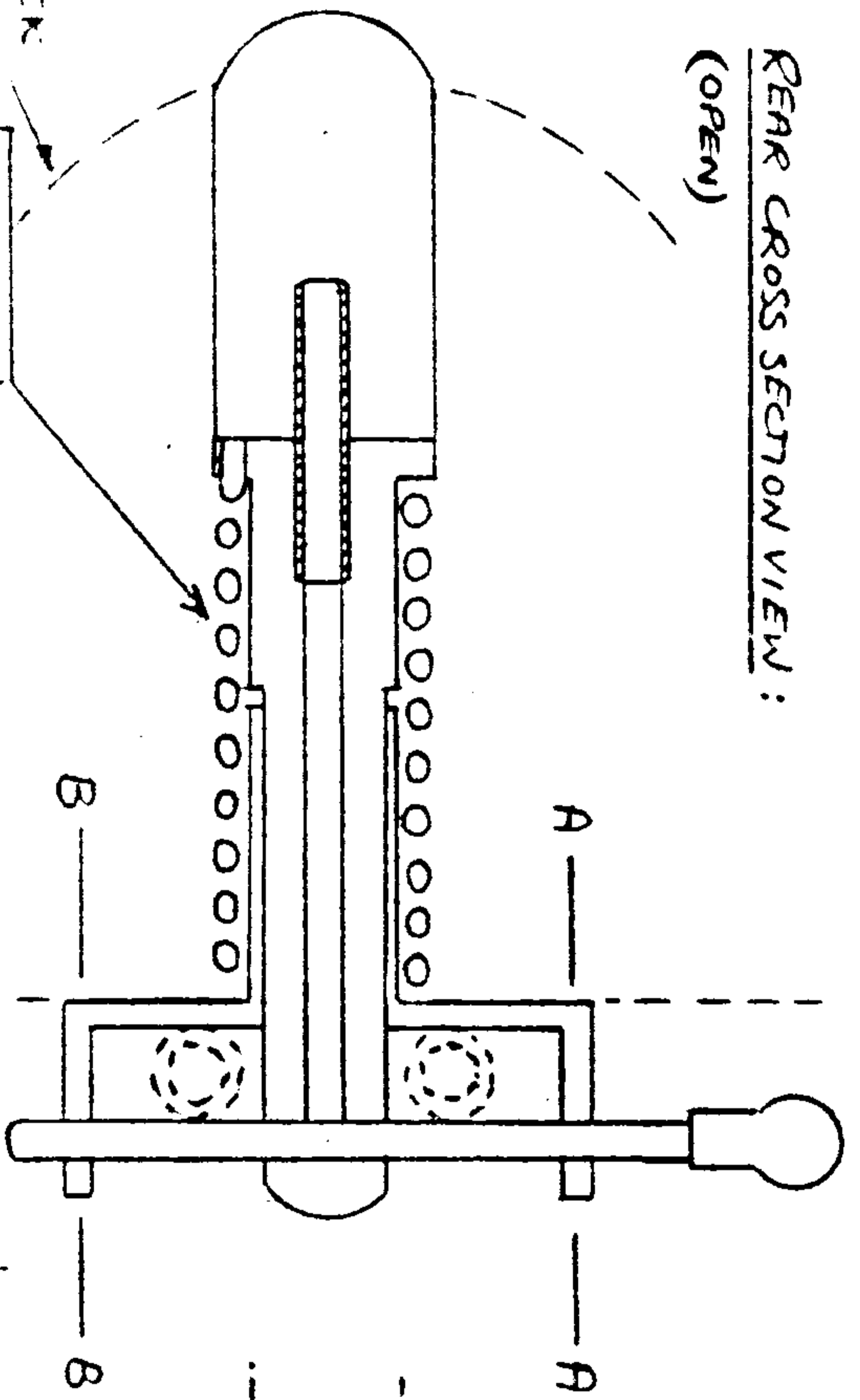
The shutoff is mounted to the model with two 2-56 bolts which screw into machined aluminum T-nuts epoxied through the fuselage.

One of the design parameters was the need to fully disassemble the mechanism for adjustments, etc. Once everything is working well, it is best to apply a dab of Loctite to the 4-40 stud prior to final assembly. (Print on following page.)

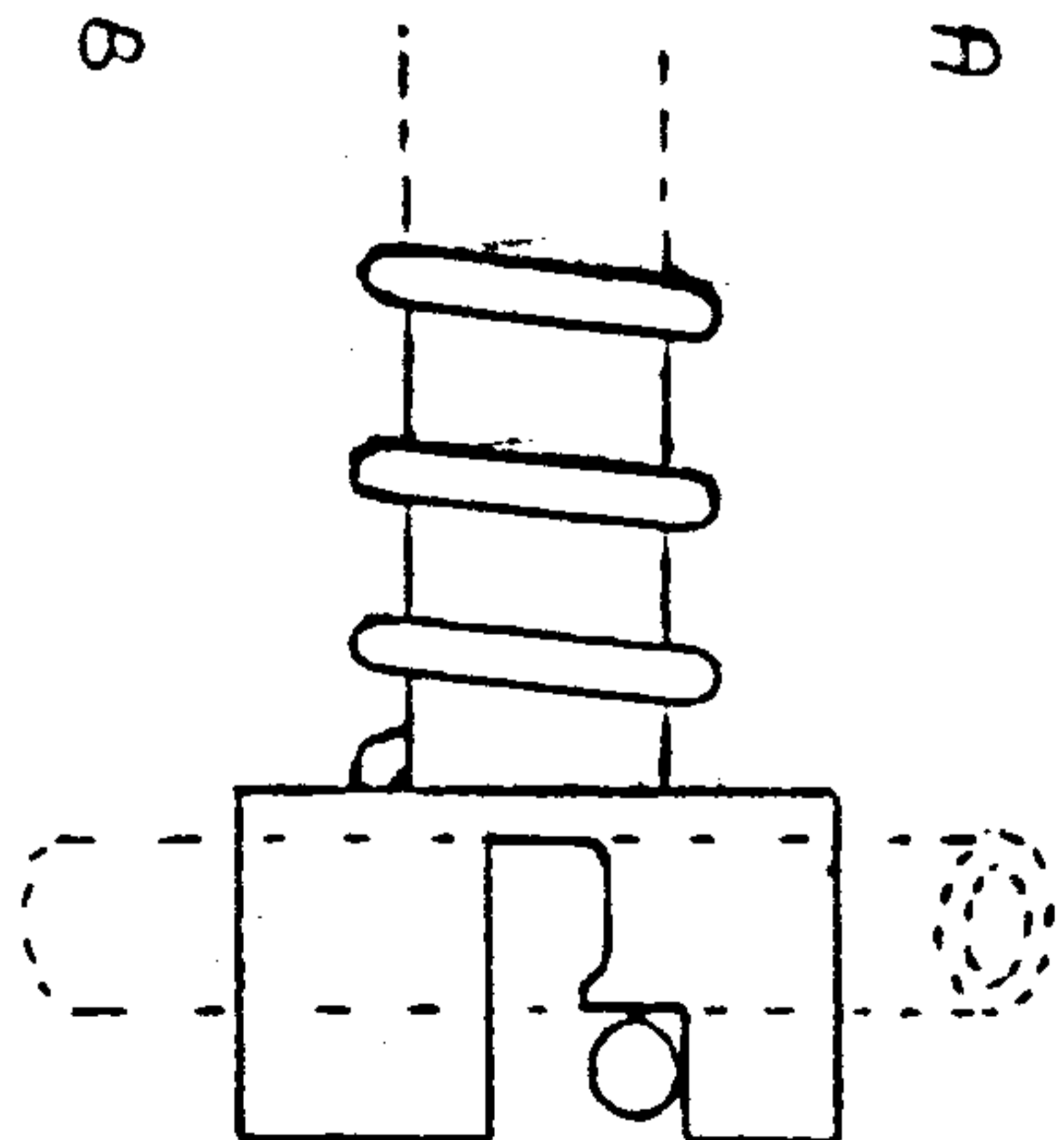
SIDE VIEW:  
(CLOSED)



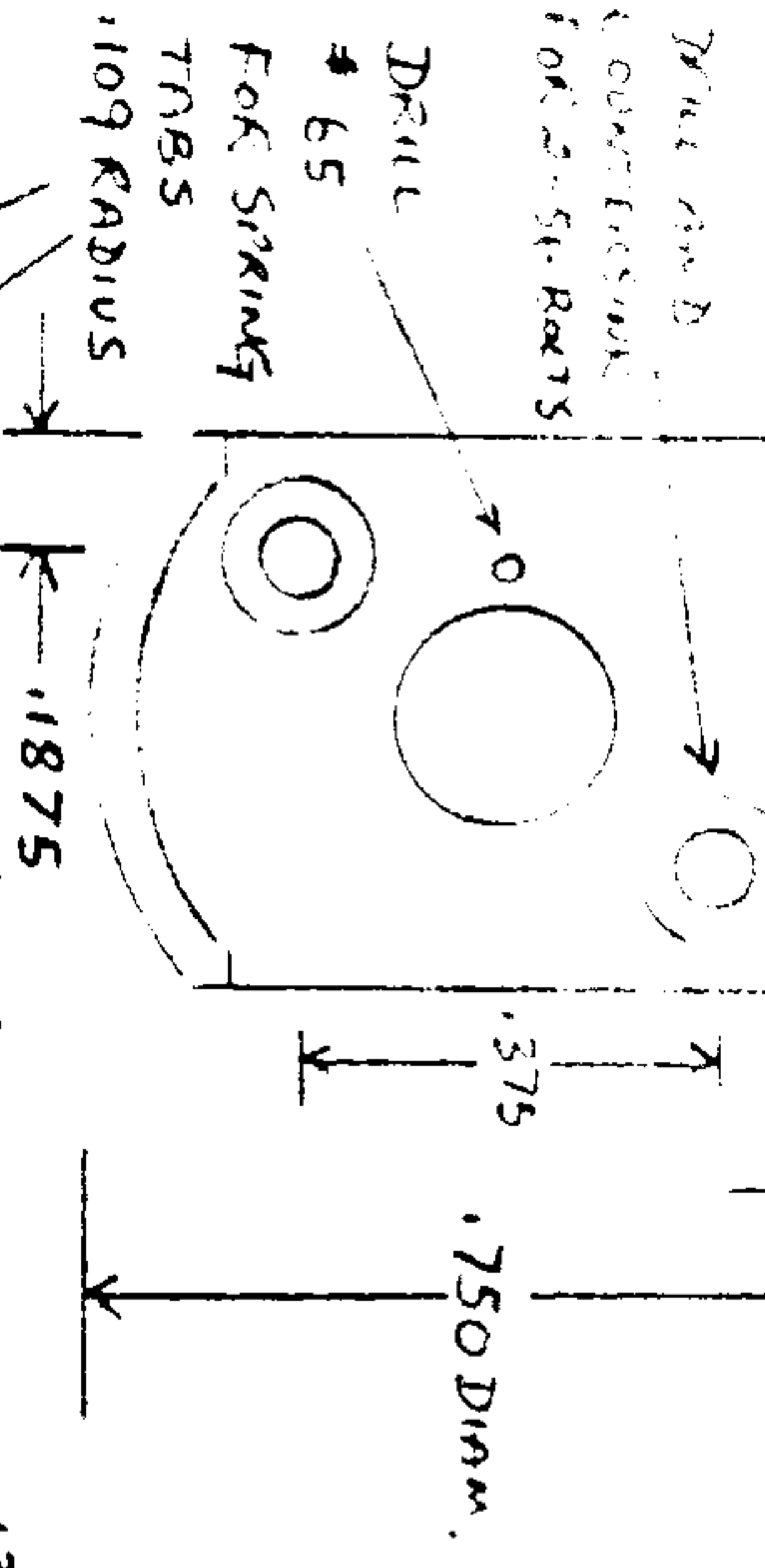
REAR CROSS SECTION VIEW:  
(OPEN)



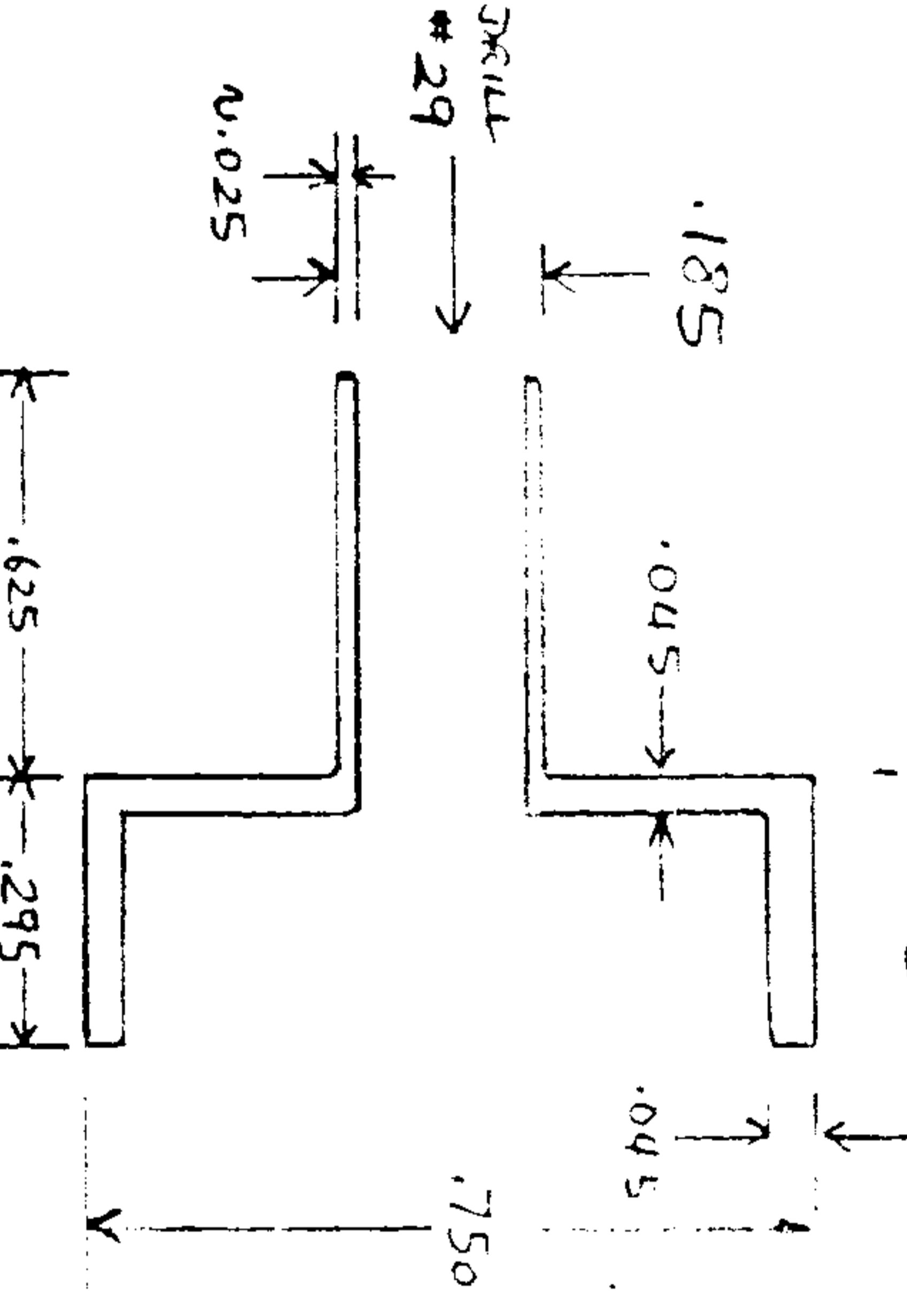
TOP VIEW A-A:  
(OPEN)  
(B-B IS MIRROR IMAGE)



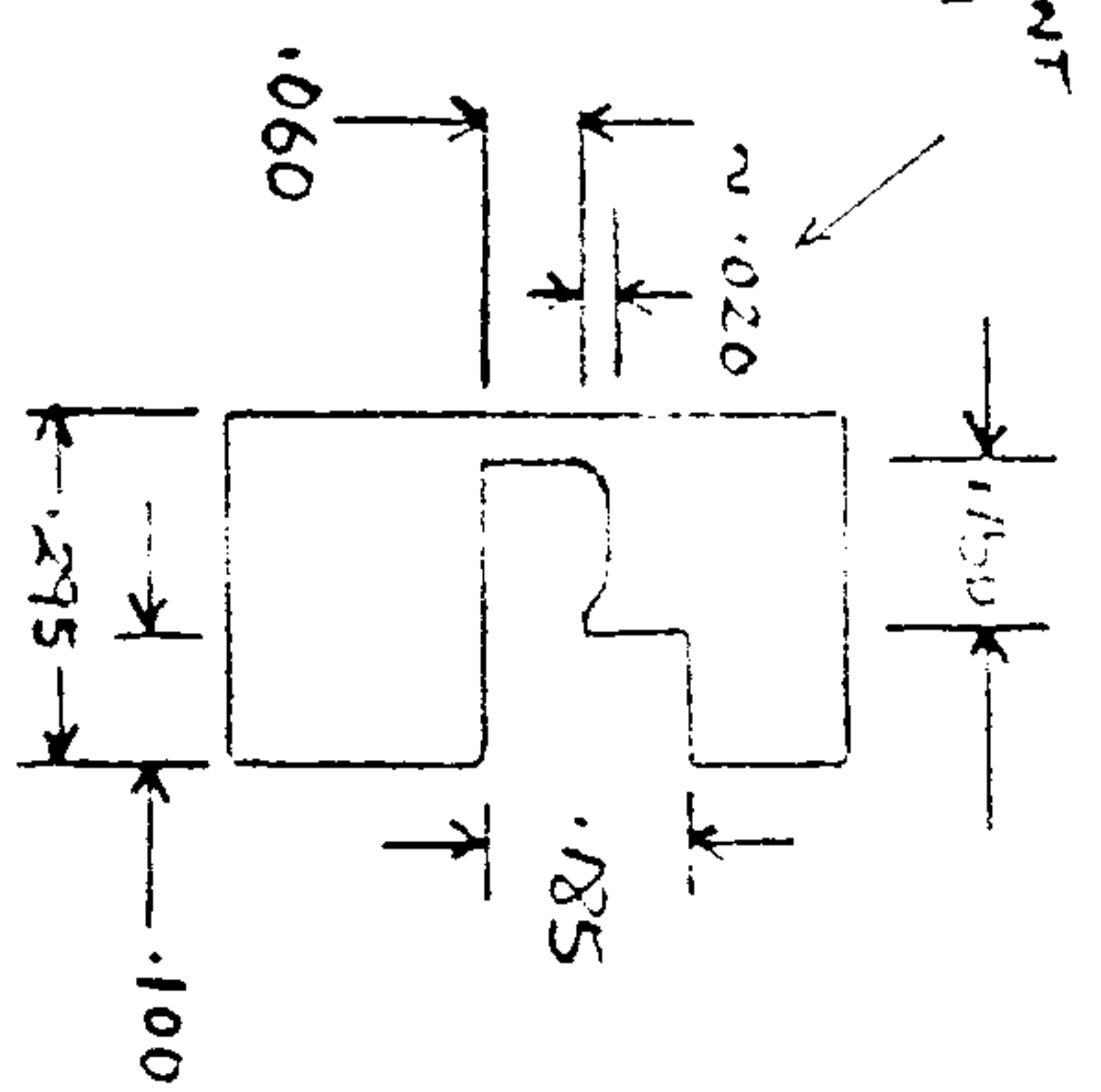
BODY:  
(BRASS)



SPRING:  
O.D. .250  
WIRE 1/32"  
PH. SPRING  
BND THRS  
BOTH ENDS



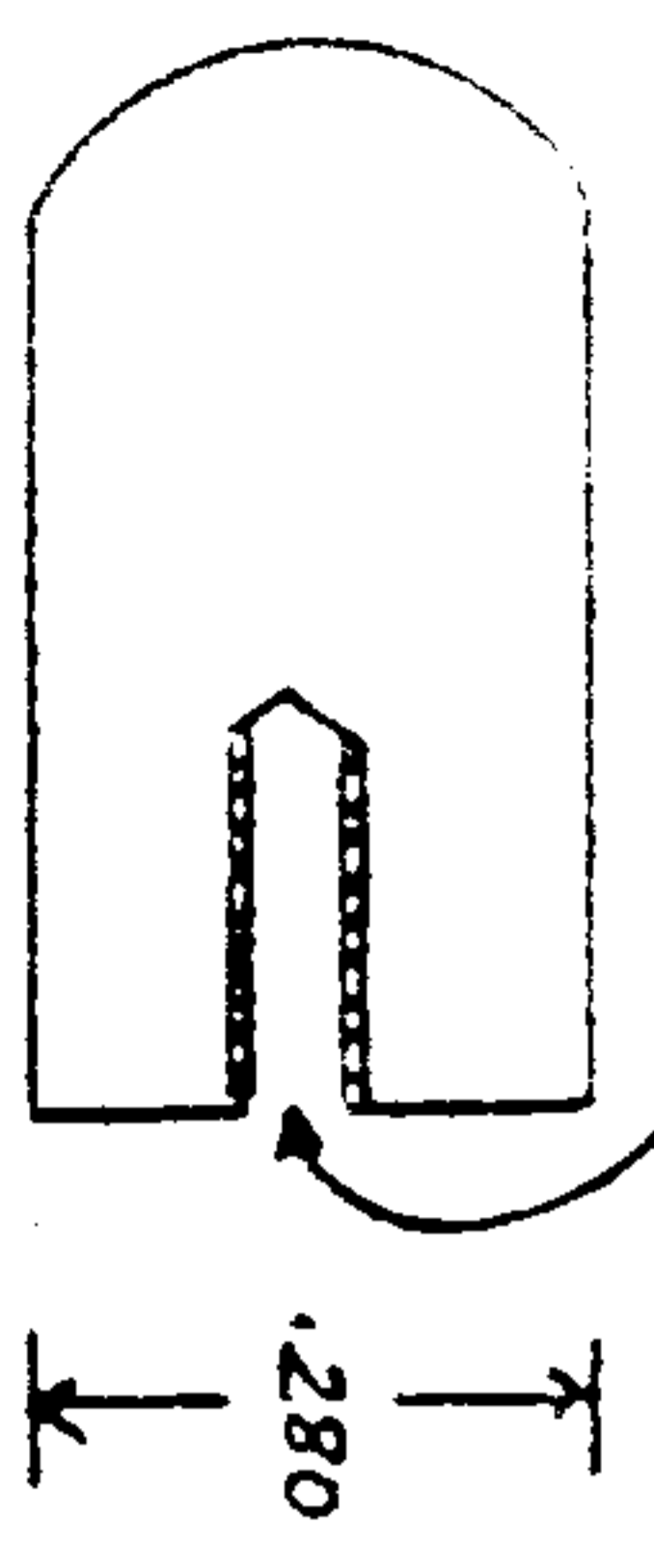
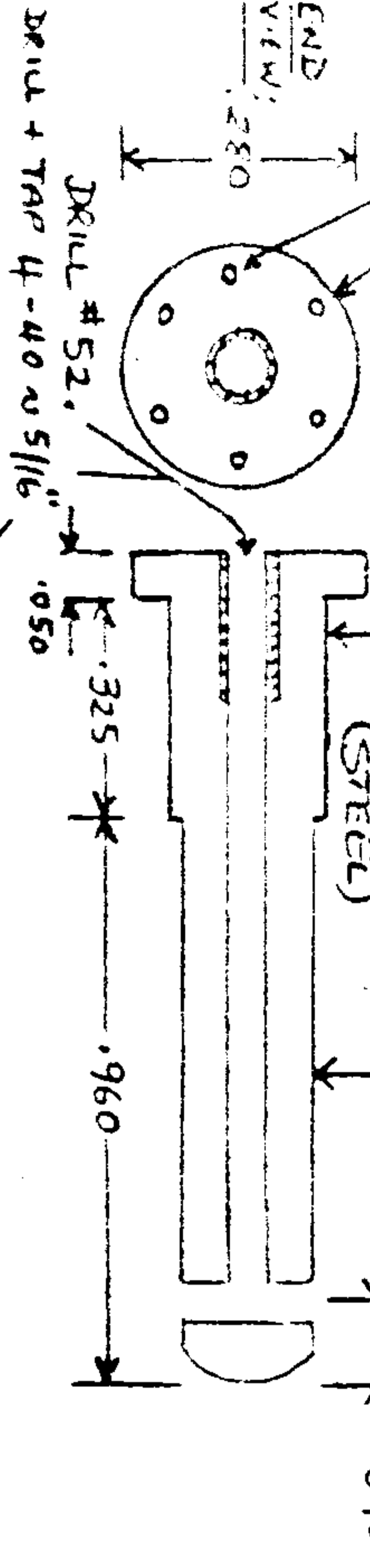
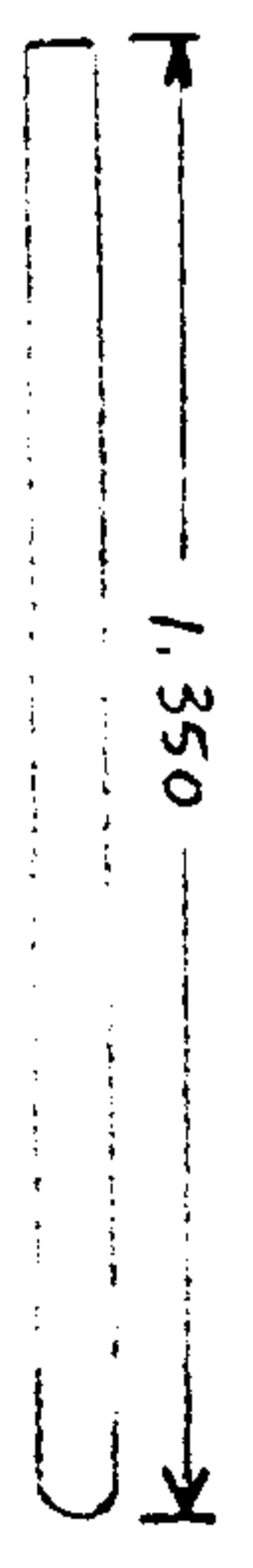
DETENT  
NOTCH  
DEPTH



CROSSBAR KNOB:  
(BRASS) PRESS FIT



CROSSBAR: (.055 MUSIC WIRE)



4-40 STUD:  
(STEEL)



RESET BUTTON:  
(DELKIN) LENGTH TO SUIT  
CHECK COIL WIDTH

CROSSBAR CLAMP ROD:  
(.055 MUSIC WIRE)

**ROTKY GOODYEAR SHUTOFF.**

SCALE: NOT TO SCALE	APPROVED BY:	DRAWN BY: <u>STGO</u>
DATE: <u>2/192</u>		REVISED:

**STEWART G. WILDOUGHBY**

DRAWING NUMBER  
**1 OF 1**



National Control Line Racing Assoc. Membership List

	Last Name	First Name	Address1	City	Prov/Stat	Postal C	Country	AMA#	Home Phone	Dues
1	Allen	James	219 Harvey Ave	Doylestown	PA	18901		374512	215-348-4092	1-96
2	Ascher	Lenard	215 N Prospectors Rd	Diamond Bar	CA	91765		36090	909-860-9476	1-96
3	Ballard	John	10102 Kimblewick Dr	Louisville	KY	40223		402	502-426-2184	1-96
4	Bearden	Robert	28305 S. Yates Ave	Beecher	IL	60401		6287	708-946-6130	1-96
5	Bush	Lawrence	2550 DuPont St	Coatsville	PA	19320		13863	215-383-5045	1-96
6	Byrd	Les	4561 Ozias Rd.	Eaton	OH	45320			513-456-6546	1-96
7	Caldwell	George	8435 Discovery Blvd	Walkersville	MD	21793				1-96
8	Carr	Ronald	418 Mabrina Ct	Ballwin	MO	63021				1-96
9	Christ	Bob/Jason	18644 N 54th Ave	Glendale	AZ	85308			602-434-5509	1-96
10	Deneau	Gerald	6464 S Andes Place	Aurora	CO	80016		9350	303-690-5445	1-96
11	Dziak	Lari	10107 1st SW	Rochester	MN	55901		90647	507-281-9180	1-96
12	Eber	Mike	2104 N CR 650E	Selma	IN	47383		72231	317-289-3521	1-96
13	Eibert	Alex	183-11 Hillside Ave 6C	Jamaica	NY	11432		439118		1-96
14	Ellis	Doug	5126 Torry Pines Dr	Las Vegas	NV	89118			702-368-6328	1-96
15	Fairrey	Brian	242 Bellhaven Dr	Waterloo	Ontario	N2J3L6	Canada	6939	519-885-3547	1-97
16	Fogg	Bob	11272 Carroza Ct.	San Diego	CA	92124		38820	619-560-0892	1-96
17	Gibeault	Paul	87 MacEwan Pkwy, N.W	Calgary	AB	T3K 3E4	Canada	255399	403-275-9630	1-96
18	Goff	Allen	2100 N Carroton	Muncie	IN	47304		3303	317-759-7473	1-96
19	Goss	Jim	P O Bx 3374	Saratoga	CA	95070			408-741-2435	1-96
20	Gould	Roy	400 S. Washington	Tuscola	IL	61953		442047	217-253-2232	1-96
21	Hawk	Michael	1551 Calabrese Way	Gilroy	CA	95020				1-96
22	Hazel	Mike	1073 Windemere NW	Salem	OR	97304		39021	503-364-8593	1-96
23	Hodgkin	Tim	P O Bx 1685	El Centro	CA	92244		350604	619-353-8988	1-96
24	Holliday	John	10421 W 56th Terr	Shawnee	KS	66203		23530	913-262-1949	1-96
25	Hoogenkamp	Ron	124 Shaftesbury Ave	Bedford 6052			Wstn Australia	466883		1-96
26	Jerabek	John	10 Mango Dr	Willowdale	Ontario	M2K2G1	Canada	C-5617	416-221-7071	1-96
27	Johnson	Priestly	2583 Dixie Hy.	Lakeside Park	KY	41017		244959	606-331-6195	1-96
28	Lambert	Dick	754 Renegade LN	Port Orange	FL	32127		10769	904-761-3560	1-96
29	Land	Dr. Adrian	370 Elan Village Ln #120	San Jose	CA	95134		387821	408-383-9229	1-96
30	Lee	Bill	423 Hedgcroft	Seabrook	TX	77586		20018	713-326-2758	1-96
31	Lieb	George	5202 Emeline St	Omaha	Neb	68157		720	402-733-6824	1-96
32	MaccCarthy	Mike	P O Bx 788	Glen Ellen	CA	95442				1-96
33	Manfredi	Gabe	601 NW Selvitz Rd	Port St Lucie	FL	34983		73168	407-878-9220	1-96
34	Martin	William	212 Somerset Ave	Crisfield	MD	21817				1-96
35	McCollum	John	21842 Bass Lake Cir.	Lake Forest	CA	92630		15542	714-770-3041	1-96
36	McDonald	Dave	P O Box 384	Daleville	IN	47334		3930	317-378-7228	1-96
37	Melancon	Charlie	1543 Chevelle	Baton Rouge	LA	70806		12194	504-927-2924	1-96
38	Meyer	Jerry	8 S. Grace	N Aurora	IL	60542		2483	708-897-1306	1-96
39	O'dell	Ronald	11625 Ride Way	Jacksonville	FL	32223		493596		1-96
40	O'Brien	Edward	2913 Concordia	St Charles	MO			466160	314-724-8424	1-96
41	Oge	Robert	15477 Owens Rd	Hinckley	IL	60520		93108	815-286-3969	1-96

## National Control Line Racing Assn. Membership List

	Last Name	First Name	Address1	City	Prov/Stat	Postal C	Country	AMA#	Home Phone	Dues
42	Palmer	Richard	BX 609 Closter Rd	Palisades	NY	10964		315880		1-96
43	Puleo	Frank	11054 Allendale Dr.	Arvada	CO	80004		386097	303-423-3373	1-96
44	Quedenfeld	Fred	492 Powderhorn Rd	King of Prussia	PA	19406		58609	215-640-6016	1-96
45	Reese	Fred	2500 Teddy Dr. #2	Las Vegas	NV	89103				1-96
46	Rice	Paul	Rt 3 Bx 8642	Richland	WA	99352			509-627-3142	1-96
47	Ricketts	Jim	4921 Fernwood	Sioux Falls	SD	57103		5884	605-371-3520	1-96
48	Ricketts Jr	Jim	4921 Fernwood	Sioux Falls	SD	57103		23554	605-371-3520	1-96
49	Schuette	Melvin	P O BX 240	Auburn	KS	66402		16835	913-256-2583	1-96
50	Seaton	Kevin	40 Huntington Rd	Augusta	KS	67010			316-775-3427	1-96
51	Smith	Kenn	521 Jansen Ave	San Dimos	CA	91773		2751	909-592-2100	1-96
52	Strand	Michael	N2 W31920 Twin Oaks Dr.	Delafield	WI	53018				1-96
53	Tabar	Thomas	R R 5 Bx 421 Oakland Dr	Bridgeton	NJ	08302		4690	609-455-6436	1-96
54	Tate	John	10 Hanbury Ave	Port Smith	VA	23702		60881		1-96
55	Thompson	John	295 W 38th Ave	Eugene	OR	97405		4051	503-465-1088	1-96
56	Tomasch	Dr. Andrew	2278 Woodview Rd Apt 822	Ypsilanti	MI	48198		61444		1-96
57	Urban	Mike	377 N Park	Glen Ellyn	IL	60137		1821	708-958-1725	1-96
58	Valente	Phillip	1041 Squires Dr	West Chester	PA	19382			215-692-6469	1-96
59	Vansant	James	337 Parkview Ave.	Pennel	PA	19047				1-96
60	Vinalet	Rodolfo	4400 W 16 AVE #430	Hialeah	FL	33012				1-96
61	Washington	Demetrius	1 Cobber Ln	Baltimore	MD	21229		80526	410-525-0224	1-96
62	Whitney	Bob	7840 NW 16	Pembroke Pines	FL	33024		RAD	305-983-3624	1-96
63	Williams	Eric	P O Bx 451	Vandalia	OH	45377		9599	513-667-6650	1-97
64	Willoughby	Stewart	4301 Yackley	Lisle	IL	60532		8775	708-852-6788	1-96
65	Wisniewski	Bev	3316 S Kiowa Blvd	Lake Havasu City	AZ	36403				



The Paul Agerter..

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### **FOR INFORMATION, CONTACT:**

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(503) 745-2025