

NCLRA

NATIONAL CONTROLLINE RACING ASSOCIATION

August 1995

Editors: Dave McDonald & Lari Dziak

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Plus More

'95 Nationals

The 1995 edition of the AMA Nationals took place in Richland Washington July 10-14, 1995. The weather for the four out of five days was outstanding, sunny, 80+, little to no wind. The only exception was Thursday for T/R and Fast Rat when the wind approached the 20mph mark. The site was very good if not excellent to fly from, and the local organizers of the Nationals did an outstanding job with hosting the 1995 Nats.

Mouse

This year something new happened in Mouse racing, there was no wind, and no torque rolls. Mouse again proved to be an event with a good turnout, with most airplanes being kits from Ken Smith's stable. The winners this year in Mouse JR/SR were: First Stephen Cox, Second Darwin Parr, Third Todd Ryan. Open winners were First Paul Gibeault, Second Mike MacCarthy, Third William Naeumura.

Scale Race

Again Scale Racing proved to be a popular event with 14 entries. Most engines were of the Gillott Rossi, or Nelson variety. There was one Moki in the Junior category that ran good also. Again this year the Rossi was consistently .1-.2 seconds faster than the Nelson, but the Nelson's that were entered proved to be very competitive. The Fogg/Shahan Team turned the fastest times in the 14.1- 14.2 range using a Rossi, while Jerry Meyer and Lari Dziak were turning times in the 14.3- 14.45 range with a Rossi. The Nelson contingent of Dave McDonald, Dee Washington were running times in the 14.4 range, while the team of Seaton/Schuette were running Nelson equipment in the 14.45- 14.6 range. Paul Rice of Richland was also campaigning a 15mm Nelson that ran competitively. The hard luck award this year must go to Demetrius Washington who in both 70 lap races had the stem blow out of the plug causing long pit stops.

This year like others the low 3 minute mark was the magic number to make the Finals. In this years finals were Howard Shahan, Bob Fogg, Mike Shahan, Jerry Meyer, Lari Dziak, and Kevin Seaton. The race to watch turned out to be between Lari Dziak and Mike Shahan in the finals. Both aircraft got off to a excellent start, but a burnt plug forced a longish second pit in the Dziak camp. Both Mike and Lari were extremely close in airspeed and flying styles. This always makes for an interesting racing, and conversation both before and after the race.

This years Champion was Howard Shahan, second went to Bob Fogg, Third to Mike Shahan, fourth to Jerry "Who" Meyer, fifth to Lari Dziak, and sixth to Kevin Seaton. If everything holds true you will not want to miss the excitement of Goodyear day at next years Nationals.

In the Junior/Senior division of Goodyear Bobby Fogg set a new record of 5:40.50, while utilizing Rossi equipment. (Congratulations Bobby on the record)

Also on Tuesday after the completion of Goodyear the NCLRA hosted Mouse II. We had hoped for a better turnout, but all the competitors did an outstanding job.

The winner of NCLRA Mouse II was Mike MacCarthy, while Darwin Parr took second, and Demetrius Washington was a close third.

Slow Rat

Wednesday brought out the 300 square inch technological masterpieces called slow rat. This year saw more Nelsons than ever before, along with the old Supertiger, and the Fox MarkVII. All engines used the Nelson style head and plug combination, but prop selection was as varied as the 31 flavor ice cream store. Dave McDonald turned some very impressive airspeeds this year running in the 13.6 range, while Jerry Meyer was running in the 13.9 bracket. Kevin Seaton with a MK VII was turning times in the 14.7 range along with Melvin Schuette, who was also running a MK VII. Mike MacCarthy was running a modified Nelson and was turning times in the 14.5-14.7 range. The heat races this year saw only two people run under the 3 minute mark, Dave McDonald turned a 2:44, and Jerry Meyer ran a 2:50.

The finals again proved to be very interesting, with the guys running the fastest having plug problems. I know the McDonald/Dziak team lost two dozen plugs in the week, some with blown stems, some with blown seals, and some that just broke. Mike MacCarthy blew a blade in the finals and required a longer pit. Melvin Schuette just plane and simple ran a clean, and consistent race to take first in 1995 Slow Rat competition, second went to Mike MacCarthy, and Jerry Meyer took third.

Cox Racing

At the conclusion of Slow Rat, Cox models and the NCLRA hosted intro-racing with beginners. Most were younger kids, but I believe that we had some older people get out at try their hand at this also. This was an outstanding success. Cox donated 20 of their P39 airplanes, while the NCLRA provided some manpower, and the kids provided the excitement. Twenty airplanes found their way into the hands of younger modelers who will hopefully someday become future rat pilots. A special Thank You to Larry Renger of Cox, and Cox Models for their partnership in this project. We look forward to working with Cox and Larry in the future to promote model aviation.

F2C

This year only two teams entered T/R at the Nationals, Dziak/McDonald and Elbert/Makarov. The team of Elbert/Makarov are originally from the former Soviet Union, and now reside in the United States. They were running models of their design, with engines made by Alexander Elbert, and props of their own design. In practice they were turning times of 19.3. The team of Dziak/McDonald were running Vorobiev airplanes and engines with a modified Bolly prop. This team is new to T/R with only having one competition under their belt, however the times for the Rookie Team was 18.3-18.5 with plenty of laps.

The 200 lap final for the competitors was disappointing, with both teams getting off to a good start, after the first pits were made the team of Dziak/McDonald were about 3 laps up on the Elbert/Makarov team. After a good stop the Dziak/McDonald team experienced some minor wind problems resulting in a torque roll. The airplane was approximately 6 inches away from being able to be retrieved, this allowed the Elbert/Makarov team to roll on to victory in this years F2C competition.

Fast Rat

Again this year Fast Rat proved to be a pure power - v - power event. Leading the way this year was the team of Fogg and Shahan who were running in 11.5 bracket which is outstanding for rat after the venturi change of two years ago. The Fogg Shahan team completely dominated this years rat competition, with the only question being who among Howard & Mike Shahan and Bob Fogg would finish first. Mike Shahan came out on top, and set a new national record of 4:50.87 while Howard Shahan took second, and third went to Bob Fogg.

Congratulations to all the winners of this years Nationals, and thank you to all the participants for making this years Nationals truly a memorable one. And the NCLRA would like to thank Vic Garner for being the Event Director at this years event.

NCLRA Banquet

Larry Dziak Sportsmanship Award

This years winner of the Larry Dziak Sportsmanship Award is Melvin Schuette. For those of you who do not know Melvin, he is truly deserving. Melvin is a true gentlemen and diligent worker at each Nats. Melvin is always there when work is to be done, and constantly helping with the tasks that never get recognized, but if not done would prevent us from having a Nationals. On behalf of the Officers and Membership of the NCLRA, we would like to say congratulations Melvin, you are a truly deserving recipient of the award.

Annual Meeting

This year we were fortunate to have a couple of guests in attendance, Bev Wisnewski the CL Category Manager, and Larry Renger of Cox Models.

The treasurers report showed the NCLRA to have a bank balance of 689.00 dollars.

Bev and reported on the plans for next years Nationals in Muncie, Indiana. These are to start July the 8th 1996. The AMA is putting in a new Racing/Speed area at the AMA and should be done soon. (the site is in, and painting of lines should be done by the 13th of August)

Dave reported that the Newsletter is in need of articles, comments, letters to the experts, contest reports, etc.. so please send those to Dave at P.O. Bx 384 Daleville, IN 47334.

Lari Dziak passed out a questioner to the membership for comments suggestions. (one is included in this edition) Please take a moment to look this over and return.

Lari introduced Larry Renger of Cox, and thanked him for his involvement with the NCLRA in the promotion of the Cox racing that took place at this years Nationals, and hoped that this partnership could continue to grow and bring new people into the racing discipline.

Lari and Dave announced the formation of the Racing Advisory Committee to the Control Line Contest Board. At this time they are Stewart Willoughby Chairman AMA Dist #6, Bill Lee AMA Dist #8, Dick Lambert AMA Dist # 5, Demetrius Washington AMA Dist # 4, Kenn Smith AMA Dist # 10, and Jim Ricketts AMA Dist # 9. We would like to have a member for each AMA District, if you are in a district that is not listed and would like to be considered for this committee please drop Dave or Lari a note. This committee has the blessing of John Thompson the CLCB Chairman, and we would like to get this committee functioning ASAP.

Discussion also focused on how to attract new people in control line racing, with discussion headed toward some form of entry level event. One of the events discussed was the Fox racing that is so popular around the country. Some of the comments focused on why this is so popular. Easy of attaining the engine, airplane, tank etc.. along with the ability of beginners to handle the airplanes. Other comments were directed toward the fact that the "Big Time" racers should stay out of this event, to let the beginners learn to race. Other concerns were that a shutoff should be incorporated into these events for safety, and to develop the pitting/flying skills needed to advance. John Lowry talked about the Stock -v- Non Stock engines, how to handle this problem. One of the suggestions was to have two classes, while another suggestion was to have a claim it rule. This being the value of a new Fox engine. If you win, someone could buy your engine for that amount of money, if you choose not to sell you are NOT declared the winner. The idea is to keep people from spending big money to have an engine reworked.

Mike MacCarthy said he would be willing to look at different areas rules and compile a list of common, and uncommon traits to hopefully have a starting area for an NCLRA entry level event. If your area flies some form of Fox Racing send your rules to Mike MacCarthy at P.O. Bx 788 Glen Ellen, California 95442. (after this list is complete we will publish the findings for member comments, and suggestions) This is not intended to strong arm anyone from changing their event, but intended to set a standardized set of rules that hopefully will draw new people into the event, much as PAMPA has done with Beginner Stunt. If you have a comment on this drop us a line, and we will publish your comments for all to look at. So, do not be shy as I know some of you have comments. We would like to have January 1996, as a goal date for the introduction of some basic guidelines for this event.

It was discussed that requests for back issues of the newsletter will be sent for .75 cents each. Now that we have almost two years worth of newsletters it is not financially feasible to send all back issues to everyone who requests them at no charge. This minimal charge is to cover postage, and copy costs of the back editions. We will try and come up with an article index to be published periodically to guide people in their effort to obtain articles on specific topics.

Additionally, starting with the next membership cycle 1-96 dues for U.S. address will still be \$10.00, while dues for foreign members will be \$12.00. Again this is an attempt to offset the additional postage required to mail out of the U.S.

Presidents Corner

On the next page you will find a questioner that was passed along at our annual meeting. Please take a moment to look at it, and return it. We need people to take a moment to do this, as this is your SIG, and without your input we cannot advance. So please return this ASAP, and we will share your comments in upcoming newsletters. I am sorry to say that of the 30 + that were passed out at our banquet, we have only received 2 replies. I know that everyone has an opinion on something that is included in the questioner, so lets hear from you.

The newsletter is yours, so if you have a question about a problem with that new airplane, or anything do not be afraid to ask. No one person has the corner on good ideas, so if you have a tip on something drop us a note and share it also.

NCLRA Points Leaders

Please note we have dropped the Non-AMA category as the number of different events flown would require a monumental task of keeping records. Your editorial staff unfortunately does not have the time to keep track of all these non-rulebook events.

<u>Goodyear</u>		<u>Slow Rat</u>		<u>F2C</u>	
Howard Shahan	12pts	Melvin Schuette	12pts	Ascher/Ascher	10pts
Bob Fogg	6pts	Mike MacCarthy	9pts	Kusik/Braun	4pts
Dave McDonald	5pts	Jerry Meyer	6pts	Ballard/Lambert	3pts
Mike Shahan	4pts	Dave McDonald	5pts	Mogi/Long	1pt
<u>Fast Rat</u>		<u>Mouse Race I</u>			
Mike Shahan	8pts	Paul Gibeault	12pts		
Howard Shahan	4pts	Robert Boling	12pts		
Bob Fogg	2pts	Mike MacCarthy	10pts		
		Ron Salo	6pts		

Points are current as 7-17-95. please send results to Dave McDonald include number of entries in each event, sanction #, along with date of event, plus any additional information.

Contest Calendar

August

12-13. Wichita, KS Events 313 (J), 312, 314, 317, Scale Race II 15PB, or Fox 15 BB, Site Planeview Park. M. Tallman CD 3014 Exchange Wichita KS 67217, TX# 316-524-4004.

20. Sewell, NJ Events 314, 315, Foxberg. Site Gloucester Co. Inst. of Tech. CD Tom Tabor RR 5 Box 421 Bridgeton, NJ 08320, TX# 609-455-6436.

September

2-3 Muncie, IN F2C Team Trials, Site AMA National Flying Site. Contact Dave McDonald PO BX 384 Daleville, IN 47334.

24. Sewell, NJ Events 314, Foxberg, 2oz Big Goodyear. CD Byron Bednar PO Box 4386 Baltimore, MD 21223 TX# 410-523-2711.

October

7 Batavia, IL. Events 350 lap Foxyhazel. Site Fermi Lab. CD Jerry Meyer 8 S Grace St. N. Aurora IL 60542 TX# 708-897-1306.

F2C Trials

Bill Lee has advised that if any Juniors would like to come to the trials a Junior competition will be held at the World Champs next year. The team must have both a Junior pilot/pitman. Due to safety factors only Juniors will fly against Juniors. Separate Qualifying flights will be flow at the Trials if any Junior teams show up. Contact Bill Lee at 713-326-2758, or Dave McDonald or the AMA for Trials information. The Trials will start with practice on Sept. 1, and competition on 2-3. So come to Muncie and support the next F2C team.

For Sale

If you have racing equipment to sell, or you are looking for something special drop us a line and we will include it in the next newsletter.

Cyclone T/R model, engine, tank/multi-function valve, fingervalue, and lines. \$400.00
Dave McDonald P.O. Bx 384 Daleville, IN 47334. 317-378-7228.

Contest Reports

On May 7 the South Jersey Aeromodeler's had the first race of the season. It was a rain delay from the previous Sunday. The racing started out fast and slow. The first event was Quickie Rat. In SJAM rules Quickie Rat is the go fast event. Contestants run non-schunerle 35's and 40's and you can run pressure and any size venturi. In practice Walt Gifford had Hillary Kahn fly his Fox 36 powered model. The strong wind forced the model to crash. Hillary felt terrible all day. Demetrius Washington asked Fred Quedenfeld to fly. Dee's Aldrich Modified Supertigre 40 was really honking. Someone said they clocked it at 14.2. Fred said it was movin but not that fast. The fuselage broke on the second pit so Dee had to get out his backup plane. Phil Velenta was using a model powered by a new K7B 40. Larry Bush was using an older K&B 40. In the second chance race Dee's back-up plane had control problems and he had to withdraw again. The results were Phil 1st, Larry 2nd, and Dee 3rd.

The next event was Big Goodyear. Here they use non-schunerle engines on a 2 ounce tank with 100 lap heats and 200 lap feature. Here is what the ran: Paul Haley and Charlie Magil used a new K&B 40 on a plane called the Lokey. Paul used some R/C technology in constructing this very clean looking plane. Walt Gifford was running a PAW 35 diesel. Fred Q. was running a Supertigre 35 on a Stardust. Phil was using an old K&B 40, and Larry was using a modified tigre 35. There were many long pit stops and the wind caused havoc on the large planes. Fred's plane was flying along when unexpectedly the fuselage broke in mid air without any warning. When the dust cleared, Paul took 1st, Walter 2nd, and Larry Bush 3rd.

The final event was 1 ounce Goodyear. In this event we use a 1 ounce tank and 52' .014 lines and run 100 lap races with no required pit stops. Ed Gifford was running a Nelson diesel. Phil was running an old K&B 15 glow (rear drum side exhaust), Sam Wood used a Nelson glow, Paul Haley used an old Tigre G15, while Larry Bush was running a new front intake side exhaust Nelson diesel turning a Bolly prop. Control problems kept Larry from completing the race but his plane was really smokin'. Fred Q. ran his Nelson diesel as did Walt Gifford. Dee Washington ran a rear drum side exhaust Nelson glow with a stock APC prop.

If anyone wants to come out and race give us a call.
Fred Quedenfeld, 492 Powderhorn, King of Prussia, PA 19406.

Bob Matson Memorial Contest

June 3rd was the date of this contest held in Muncie, Indiana. This year the club sponsored two racing events, Foxy Hazel, and Limited Goodyear. Our limited Goodyear is basically old time Goodyear, all current AMA rules apply, except 52' lines, and no Nelson, or Gillott Rossi engines. This year there were 9 entries in our Goodyear class, the engine of choice is the Moki either Sport or C series, props used were of the Carbon type in the 6 X 5 range. There were also two entries using the old Supertigre G15, while these ran good they were no match for the Moki. Speeds in this event are in the 15-16 second range for 8 laps. As you can see they do not run bad, especially for an engine you can buy for \$40.00. Almost all of the engines that were run were straight out of the box, except for Dave McDonald's. This engine has had some minor adjustments made to it, and it showed in the performance.

What I call "Team Eber" that's Mike, Brian and uncle Dennis, had some extremely competitive aircraft, that ran very well. Dennis did an outstanding job in the pitting of these, with pitstops in the 5 second range. Bob Abernathy and son Mike also ran very well with a stock Moki. You have to watch Bob as he is probably the most consistent racer in the area. Bob is never the fastest, but he never misses a pit. Pat Matson ran a Supertigre that was not bad, unfortunately for him he had to fly against Dave McDonald, and was passed about every 3-4 laps, but that Supertigre never missed a beat. Dave Decker also ran a stock Moki that was competitive, Dave is a rookie in the racing scene, and did a good job in the Goodyear event. The final results were Dave McDonald 1st, Pat Matson 2nd, and Dave Decker 3rd.

Foxy Hazel had 8 entries. This year saw a rules change to a plane with at least a 36" wing span. This was due to John Ballard, and Dave McDonald flying Scat Rats, and running 16-17 seconds for 7 laps last year.

Brian Eber had a Shoestring aircraft that is very light and fast, Bob Jetmore ran a P51 Mustang, that you have no problem leading thru traffic as it is a tad heavy, but an extremely good flyer. Allen Goff had another fast Foxy Hazel, but some slow pitstops kept him from the winners circle. David Betz also ran a Shoestring that was quick, this was Dave's first ever C/L racing event, and he did a great job. Brian Eber finished 1st, Bob Jetmore 2nd, and Dave Betz took home 3rd.

Next year the Muncie Club will return to AMA Scale Racing, Slow Rat, and either limited Goodyear, or Foxy Hazel. We are going to try and have the same time frame for the events, so make plans to come to Muncie, as it would make a good warm up for the Nationals.

What's ahead

Presidents Corner
Contest Calendar
Your Comments
Plus More

Ah, fall. The cool breezes. The turning
of the leaves into a myriad of bright hues.
the sweet aroma of nitromethane in the air...
Nitromethane?
Yes, it's time for the sixth annual...

REALLY RACING!

1995

A complete day of control-line
model aviation racing, featuring:

Mouse Race Class I

(including a junior class race)

Mouse Race Class II

AMA Goodyear

Slow Rat Race

Rat Race

Northwest Sport Race

Northwest Super Sport Race

Flying Clown Race

The details...

Date: Saturday, Oct. 14, 1995

Place: Eugene Airport, Eugene, Ore.

Prizes: Trophies through third place

Entry fees: \$5 per event, \$25 maximum

First race at 9 a.m.: events run in order listed above.

Contest Director:

John Thompson

295 W. 38th Ave., Eugene, OR 97405

Contest sponsored by the Eugene Prop Spinners

Academy of Model Aeronautics membership required