

Torque Roll!



NATIONAL CONTROL RACING ASSOCIATION Volume 5 Issue 4 September 1998

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**Thanks Sig Mfg
for supplying fuel
for the 1998
Nationals!**

**Congratulations!
The winner of the
\$ 400 Nelson
Merchandise
certificate is
Glenn Lee of
Batavia IL.**

Thanks to the hundreds of people who took part in this fund raiser for our United States Team Race Team,

This event helped to raise over \$1100 for their participation in this years World Championships in Kiev.

While there can only be one winner, the US Team and the NCLRA thank you

President's Corner

Greetings;

As your new President, I would like to first introduce the new officers of your Special Interest Group.

Dave McDonald President, Larry Dziak vice-president, Dick Lambert Sec./Treas. I would like to extend a sincere thank you to Jerry Meyer who has served as Sec./Treas. since the NCLRA was formed. I would also like to extend a Thank You to Larry Dziak. Larry served as our President from day one, and with his leadership this group has grown, and made significant progress toward the revitalize interest in Control Line Racing.

Even though Larry and I have exchanged positions, I want you the members to know that the way the group is ran will not change. Larry and I along with Jerry, always discussed all decisions affecting the group. I expect that Larry, Dick and I will do the same. I want you the members to feel welcome to make suggestions, comments, ideas etc.. We represent you the member, and can only represent your interests with your input.

As for some news about the group, and some possible changes in some events; This year we had 10 entries in Fast Rat for the Nationals. Where this may seem to be a reasonable number, it proved difficult to make a race. One person WD because of equipment failure, two others WD because they needed to return home, an additional person WD because of a faulty fuel system. One Junior entry flew, and the remaining people were from one team, and could not fly against themselves. This is not a new problem, but this event has declined for the past several years. Some say the decline is because of the new .257 venturi rule, others because of the speed, pull etc.. what ever the reason, it is clear that Rat is dying. After talking with the competitors, and seeing that Rat had to be flown one up, and only three people flying including a Jr. We may have seen the last Rat race at the Nats. I prefer to think of this as an opportunity, to revitalize an event. By taking some time we have the opportunity to change the event, either by changing engines, airplanes, etc.. But for 1999 Rat will probably not be flown. Instead it looks as if Quickie Rat will be flown as a supplemental event at the 1999 Nats.

Now, it is important that we know your thoughts about the future of Rat. Please send your comments to us. I have provided the address of the officers for your convenience.

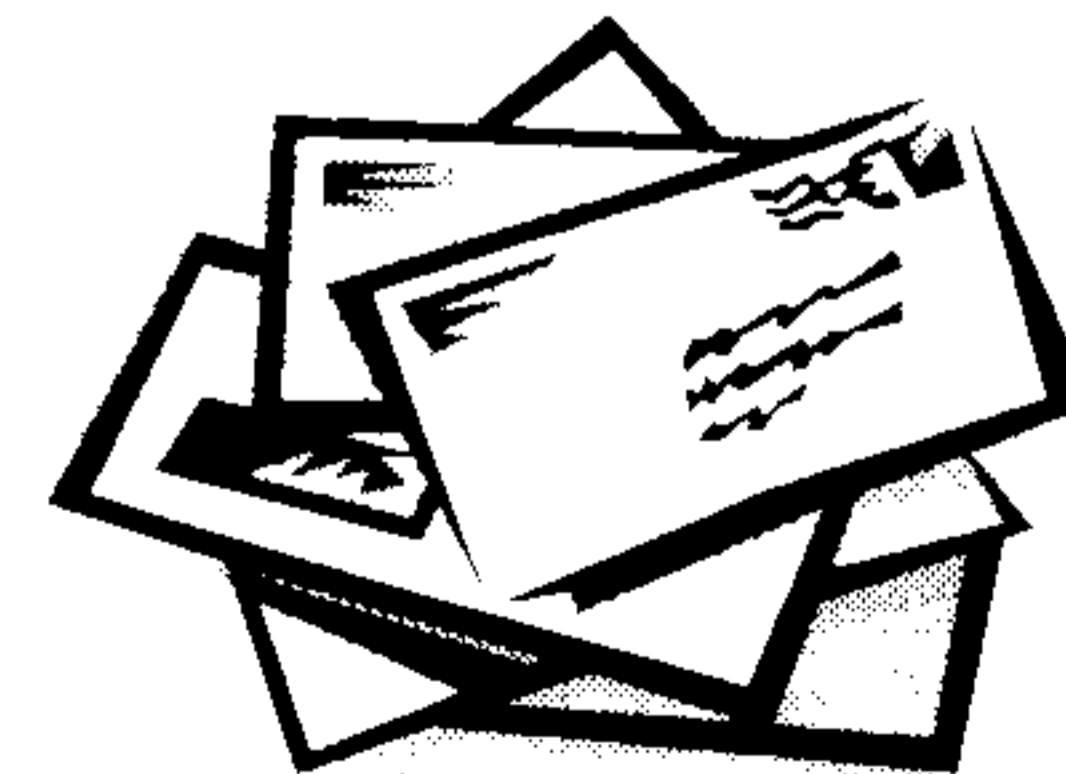
Dave McDonald
P.O. Box 384
Daleville, IN 47334
Email: DMcd143@aol.com

Larry Dziak
7 Goldenrod Lane.
Madison, WI 53709
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4651 Ridgewood Ave.
Port Orange, FL 32127
Email: Rlamb10769@aol.com

To be very clear, we are not mind readers, we must have your input. We attempt to balance your thoughts and to make decisions that are for the betterment of racing. Since the NCLRA was formed, each year entries, and membership has increased. Please help us continue this growth.

Sincerely,
Dave McDonald



AUG 30--Machesney, IL (A) for 313(J)(S)(O), 323, 324 (JSO). Arthur Johnson CD, 1818 Oslo Dr. Rockford, IL 61108. PH: 815-398-3490. Sponsor: ROCKFORD AEROMODELERS

AUG 30--Sewell, NJ (C) Control Line Racing. Site: Gloucester Co. Institute of Tech. Tom Tabor CD, RR#5 Box 421 Bridgeton. NJ 08320. PH: 609-455-6436. Sponsor: SOUTH JERSEY AEROMODELERS

SEPT 5-6--Dallas, TX (AAA) Charles Ash Memorial Southwestern CL Contest for 301-310, 312, 319-321, 324-326(JSO), 313, 323(JS)(O). Site: Garland Hobby Park. Phillip Nickles CD, 6648 Champion, Midlothian, TX 76065. PH: 972-723-2311. Other events: 15 Profile Carrier(JSO), Sportsman Carrier(JSO), Expert Carrier(JSO), Quickie Rat(JSO), Sportsman Goodyear(JS)(O), Goldberg(JS)(O). Sponsor: DALLAS MODEL AIRCRAFT ASSN

September 13th Whittier Narrows CA

NCLRA Fox Racing
Texas Quickie Rat
Mouse I/II
ACLA Slow Rat
Kenn Smith CD 909—592-2100

SEPT 27--Sewell, NJ (C) Control Line Racing. Site: Gloucester County Institute of Technology. Byron Bednar CD, PO Box 4386 Baltimore, MD 17543. Sponsor: SOUTH JERSEY AEROMODLERS

October 2-5th Lisbon Portugal
International World Cup
F2A F2B F2C F2D British Goodyear Mini Goodyear
Contact Julio Isidro
351-1-4103028

OCT 10-11--Salem, OR (AA) Really Racing/Fall Follies for 311-314, 317, 323-326(JSO). Site: Bill Rieger CL Field. John Thompson CD, 2456 Quince St. Eugene, OR 97404. PH: 541-689-5553. Additional events: Northwest Sport Race, Northwest Super Sport Race. Flying clown race. Write CD for rules. Sponsor: EUGENE PROP SPINNERS & WESTERN OREGON CL FLYERS

Thanks to Jim Ricketts for providing awards for Mouse II at this years Nationals.

October 11th Whittier Narrows CA

N.W Flying Clown
Mouse I/II
Classic B Team Race
N.W Sport Goodyear
ACLA Slow Rat

Lenard Ascher CD 909-860-9476

OCT 18--Sewell, NJ (C) Control Line Racing. Site: Gloucester County Institute of Tech. Philip Valante CD, 1041 Squires Dr. West Chester, PA 19382. PH: 610-692-6469. Sponsor: SOUTH JERSEY AEROMODELERS

OCT 25--Middlesex, NJ (AA) Fall Racing Meet for 311 and 312(J)(SO). Site: Mountainview Park. George Connors CD, 421 Jasinski St Manville NJ 08835 PH:908-526-9486. (311) Foxberg racing (J)(SO) Middlesex Modelers rules, sportsman/expert. Warbird racing - Middlesex Modelers rules. Sponsor: MIDDLESEX MODELERS INC

Nat's Volunteers

This year as in past years, the Nationals would not have been possible without a dedicated group of people who helped in running and working the contest. ***A Heartfelt Thank you, is in order for these people and others who volunteered their energies.***

Roy Gould. Roy did an outstanding job again this year as event director. **Bob Abernathy** checking lines and telling tale tales. **Marsha Matson, Charlie Melancon, Les Byrd and Mary Lee** Counting Laps and timing races.

The Nat's would not have been the success it was without these people. Please join me in giving them a well deserved. Thank You

Send in your Racing Contest Flyers and I will include them in the Newsletter. Send to;

Larry Dziak
7Goldenrod La
Madison WI 53719
608-827-6779
Dizman@inpress.net



1998 CL Racing Hall of Fame Award

I am very proud to announce this years NCLRA Hall of Fame inductee is **Harold Lambert.**

In 10 years of Nat's competition Harold had a winning record second to none. He started in 1974 and retired in 1983.

1975 1st. Rat (record) over 75 entries in Rat

1976 2nd. Rat

1978 1st. Rat

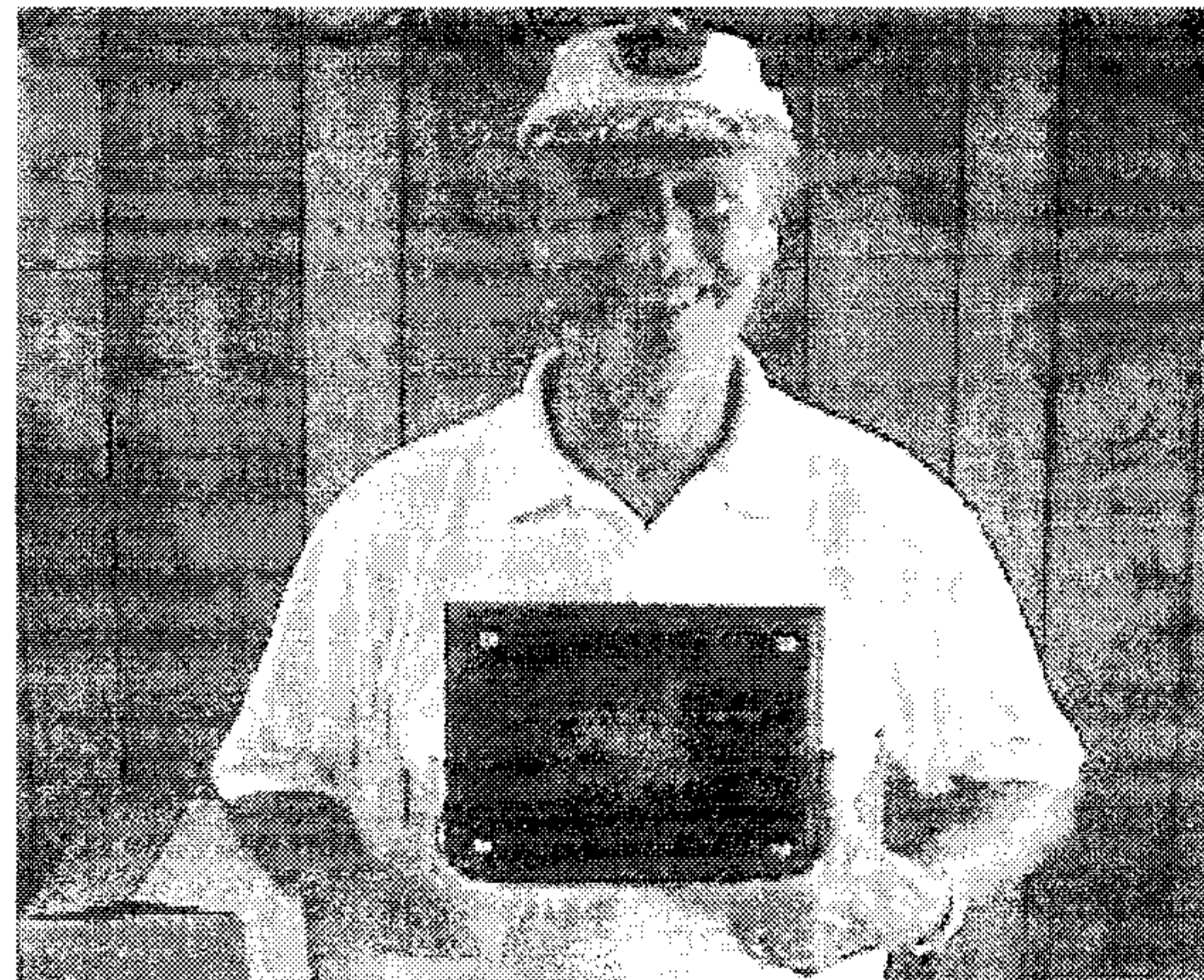
1980 1st. Goodyear (record)

1981 1st. Goodyear (record)

1982 1st. Goodyear (first three consecutive year winner)

1983 2nd. Goodyear

In these short years he also won the U.S. Championship many times setting new records and standards. He was co-designer of the Snake and Cobra rats.(the Snake was the winningest rat of it's time). Harold was a friend and a gentleman to everyone. would give a helping hand to anyone who needed it. His retirement was a loss to racing and model aviation. but his accomplishments will always stand.....



Harold Lambert

Larry Dziak Sportsmanship Award



Jim Ricketts Jr, "The Wiz" and Jim Ricketts

"Each year the NCLRA presents this award at the Nationals to the person who has best displayed the characteristics of sportsmanship and competitiveness that my father displayed. Words cannot describe the emotion that I feel that this years Larry Dziak Sportsmanship award was presented to myself. It was one of my proudest moments in CL Racing

Winners of the **Larry Dziak Sportsmanship Award**

1994 Jerry Meyer

1995 Melvin Schuette

1996 Dave Mc Donald

1997 Jim Ricketts

1998 Larry Dziak Jr.

Last years winner, Jim Ricketts would like to express his thanks for having the honor of sharing the award for a year and being included in a "Special Racing Family"

Fireman Of the Year Award

This year made the appearance of a new Nationals award which was donated by **the world famous John Ballard.** Named as the **Fireman of the year award**, this award goes to the competitor who has the worst pit fire. While it is a dubious honor, it also serves to remind everyone that safety needs to be practiced in all aspects of our hobby. Please be careful.

This years award was a very tight contest. The high temperatures made for several pit fires. **Jerry Meyer** had a couple in practice for slow rat but the Award goes to **Mike MacCarthy** for the biggest fire.

It seems that the Slow-Rat's with the large exhaust ports and the combination of fuel being dumped everywhere and high temperatures cause a large amount of fires. Be careful of how high you have your batteries turned up, as well as pitting where copious amounts of fuel have been dumped on the ground. Never apply your battery to the engine until fueling has been completed.



Jerry Meyer former fireman of the year.

Top Quotes Overheard at the Nat's

"If that airplane is so fast, why are selling it?" Dick Lambert

"There's always a Peanut gallery" Bob Oge

"It worked All right last year" Jerry Meyer

" I think something is loose" Rich McIntyre

"I'm nervous, I think I have Meyers Syndrome" Dick Lambert

"That thing is really squirrelly" Lari Dziak

"One more stop, the moment of truth" John Ballard

"Do I get extra points for a loop?" Tim Stone

From: J. Bruman

June 29, 1998

Thanks so much for publishing our April Contest results.

It was probably my fault in reporting those results over the telephone, but one minor correction is in order. The 3.00.88 time that Chris Bates recorded in his Jr. Mouse heat was a 50 lap heat (Mouse I) rather than 75 laps as reported. Sorry. Hope the reported time for 75 laps didn't "shake up the troops" too much. We've got one excited 12 year old Racer out here who just saw his name listed with National Points! Yes, his membership application is on its way to Jerry Meyer.

I enjoyed the comments by Les Byrd in the latest Torque Roll, particularly his suggestion for the "Profile T/R Event with second tier diesels. Sounds just like our PIAST Diesel Sport Event. I am enclosing a brief write-up on our version for Les and any others around the country to consider. You may publish it if you wish, if it seems worthwhile. A couple of guys have experimented with some profile "Medjlick ?" (Please excuse spelling) profile jobs, but they're a little expensive. Our Diesel Sport jobs are a lot simpler, and cheaper.

In your "Rumors and Lies" section (Gee that sounds familiar), you mentioned **Matt Kruse** from California. Matt deserves a special salute for sportsmanship from all of us. First of all, he was the lone California entrant in our April Spring Round-up. Apparently our last minute date change caught many of the California racers in a conflict. In any case Matt showed up to contest a really nice Mouse II only to suffer some airframe damage in his first heat. He then volunteered to pilot Steve Eichenberger's Mouse in the next heat which caused him to "miss the call" for his second heat, eliminating him from higher placing. Matt certainly made the supreme sacrifice and deserves a special salute! Thanks again for the couple articles on racing etiquette and techniques. I took the liberty of re-drawing some of the graphics and added some observations to the already fine writing in the original articles. Take a look at it, and do with it as you see fit. If I miss-stated anything PLEASE let me know before I include it in any of our local Newsletters.

John A. Bruman

Ed note: John's Diesel Sport Rules WILL appear in future edition as well as his flying article.

Reflections on a Return to Racing

Early in the winter of 1997, I got the bug to go racing again after a 20 year layoff. I had been to the Treetown contest a few times during my absence from CL racing and never lost the interest...just too little time between work, Family, etc.

With the help of many people, most notably Lari Dziak, Goran Olson, Bob Oge, Pat Matson, Dick Lambert, Jerry Meyer, and Tim Gillott, I slowly began to get my stuff together. Many things I used to take for granted have become quite hard to find...and I have to thank all of you that helped me ferret out racing stuff..

The day before the 1997 Memorial Day contest was the first time I had a chance to practice, and I found it to be quite a thrill to hang on to my 22+ year old Sweet'Pea going 15.5!!! We used to be cookin' anything under 16 sec.on 52 ft lines and unlimited nitro. As fate would have it, my rusty piloting and 40mph wind gusts led me to seek new equipment!!

Goodyear has always been my favorite event and continues to be. It has, however changed quite a bit. I now find myself spending huge amounts of time (and cash!) trying to stay competitive. The people that are doing it are all very fast and running very similar equipment. Margins of victory can be much slimmer than I was used to, and he who screws up for just a few seconds becomes an 'also ran'.

I was also surprised to see that Fast Rat is essentially dead, but it was headed in that direction 20 years ago. I guess it's just too fast and complex for most people To mess with it.

I enjoy the NCLRA Fox Racing event. It's simple and low bucks, but hurts when Stunt guys can beat you!! The recent proposals (informal) at the Nats for a 'Texas Quickee Rat' event seem like a good idea that would bring out a fair number of Racers. There seems to be a consensus on plane specs, but not on the motors. Let's open the debate so that maybe we can all enjoy some 'primal' Rat racing next year.

Here's the consensus as I understand it;

- 60 ft. 018 solid lines
- Any plane design allowable with these limitations;
- Profile design, no pans or half pans.
- External bellcrank and leadouts required.
- Shutoffs permitted.
- No restriction on tank type, pressure or suction or fast fills.
- hot fingers allowed.
- 70 lap prelims, 140 lap finals.
- Motor?? No consensus here. I would like to see K&B 40 front intake or even Fox 35, but they gotta stay bone stock whatever they are.
- Races flown 2 up, 3 up? Some have even talked about 4 up!...but if I wanted to break stuff, I would be flying combat. I am in favor of 2 up, and anytime I have seen 3 up racing with anything going faster than 90 mph there has been at least a 50% disaster rate.(Even with 'Good' pilots!) Once again I thank everybody that has helped me get racing again. It's been fun, and I have met some really neat new people. I guess not much has really changed. We all need to get more Juniors involved ...our kids, neighbors, it's up to us all individually.

Tim Stone tstone@mc.net

I would like to include a where to get it edition of the newsletter. If you have parts for sale. Props, engines molds etc please send it in. To include in our where to get edition

Flying Wings in F2C

A personal perspective

In my opinion the transition of F2C models from the "conventional" or "real airplane" configuration, which was used initially in the late 1950's, to the "flying wing" layout used today depends on three things:

Accumulation of knowledge from intense worldwide competition.

Changes in the rules regarding flying and their interpretation.

The increasing speed of the models.

In the beginning whipping was explicitly allowed by the rules. In addition, the motivation from AMA team racing to have aircraft that would look like the closed course aircraft racers provided some guidance in the spirit of the event.

Nery Bernard's "Startiger" exemplified the first good F2C aircraft. If you have access to the web you can see a picture of this aircraft on <http://home1.gte.net/muaero>. It was designed to be whipped.

Leadouts well forward to provide a no-yaw condition when the pilot was well ahead of the airplane and weight close to the maximum permitted by the rules. If you can get ahead of the airplane weight is good.

This condition changed when the rules changed gradually to "whipping is not allowed" and subsequently to the flying stance "handle on chest centerline" over a period of eight years. Aircraft design does not respond immediately to these changes. Rules are not interpreted uniformly in all countries and brand new designs tend to take away the advantages of a race-proven setup.

By 1964 a general trend away from "real airplane" appearance was apparent and the monowheel became universal. This is the first step in the direction of the flying wing.

New engines with superior performance quickly made up for all the airspeed lost by line diameter increase (.25 to .3 mm) and flying stance rules. But few competitors had access to them. With a very fast airplane, continuous passing provided many opportunities to pull the

plane around.

Hand away from the chest was generally allowed for up to a lap in passing. The hot set up was the "Orion" of Trnka and Drazek. (Again, a drawing of this aircraft is on the web site above). Leadouts still way forward and not very light. The heat time they set at the world champs in 1964 stood for seven years. A very fast aircraft, good pilot, moderate wind and slow competitors. Nearly half the laps allowed a downwind pass with a lot of tug.

Gradually, though, airplanes became faster. Piloting had to pay most attention to just staying out of trouble.

And, in addition, more evenly matched competition provided fewer opportunities to pass. Judges were more critical of flying.

In these conditions the pilot is most often behind the aircraft. Weight is now the enemy.

Shut-offs became mandatory. High deceleration became an advantage and acceleration at launch was always important. Here, too, weight became an important factor.

Appearance had now gone a long way from the appearance of, say a scale Goodyear, to a purely functional look. The willingness to "accept" a flying wing configuration may have already been there. Even though they were never specifically ruled out, there was some emotional tie to "airplane-like appearance" with little men in "cockpits" and so on.

Now competition made people look for something new. A wing offered lower weight, now important. Further all the wing was all the area there was and it all counted. With the standard configuration in addition to the wing one had to have a tail that did not count toward the area rule. Less drag and less weight.

Last of all the Reynolds number of the wing would be increased by a factor of 3 or 4 at the root. The drag of these aircraft wings is nearly all due to skin friction. No significant induced drag and little separated flow at the low angle of attack configurations. The higher Reynolds number is associated with lower skin friction coefficient. If the flow does not transition to turbulence the skin friction drag will be less.

There it is. (1) Light weight, because the pilot can not tow the aircraft and because it promotes acceleration.

(2) Low drag because there is no tail and lower skin friction from larger Reynolds numbers. (3) Acceptance as not violating the intent of the rule.

Pete Soule

In the last edition of the Newsletter a request was made to discuss the evolution of the Flying Wing in T/R vs the conventional type aircraft. Pete Soule decided to tackle this question. Any other opinions? ED

Slow Rat 14 Entries

- 1. Mike Greb 5:35.49
- 2. John Ballard 5:36.18
- 3. Bill Bischoff 5:37.18
- 4. Todd Ryan 5:48.95
- 5. Jerry Meyer 5:49.78
- 6. Mike MacCarthy 5:59.20
- 7. Steve Wilk 2:54.70
- 8. Rich Mcyntyre 2:58.02
- 9. Tim Stone 3:20.87

- 10. Bill Cave 3:35.78
- 11. Dave Fischer 3:53.81
- 12. Jim Ricketts 61 Laps
- 13. Dee Washington 60 Laps
- 14. Bob Whitney DNF

Jr Slow Rat

- 1. Scott Matson 9:50.82

Goodyear 21 Entries

- 1 Bob Oge 5:53.51
- 2 Jim Ricketts Jr. 6:09.84
- 3 Jim Ricketts Sr. 6:47.74
- 4 Alan Stone 7:21.54
- 5 Dave McDonald 8:35.80
- 6 Todd Ryan 9:24.87
- 7 Dee Washington 119 Laps
- 8 Lari Dziak 33 Laps
- 9 Rich McIntyre 3:05.37
- 10 Steve Wilk 3:09.17
- 11 Bill Cave 3:10.72
- 12 Tim Stone 3:13.25
- 13 Melvin Schuette 3:22.97
- 14 Stoo Willoughby 3:31.52
- 15 Dave Betz 4:08.32
- 16 Doug Mayer 4:18.36
- 17 John Brewington 4:48.22
- 18. Mike MacCarthy DNF
- 19. Jerry Meyer DNF
- 20 Dave Fischer DNF
- 21 Meyer DNF

JR & SR Goodyear

- 1. Crystal King 7:29.44
- 2. Andy Westerheim 68 Laps
- 3. Scott Matson 4:28.78
- 4. Usher 54 Laps

F2C Team Race

- 1 John Ballard 6:57.36
- 2 Stoo Willoughby 7:15.54
- 3 Bill Lee 29 Laps
- 4 Lester Goldsmith 3:32.52
- 5. Dick Lambert 3:42.09
- 6. Ken Perkins 3:43.51
- 7. Dave Fischer 3:59.29
- 8 Alexander Elbert 4:39.72
- 9. Brian Fairey 4:53.63

Mouse I

- 1. John Mc Collum 4:47.09
- 2. Bill Lee 4:57.80
- 3. Bob Whitney 5:10.58
- 4. Todd Ryan 5:18.68
- 5. Bill Cave 5:34.95
- 6. Bob Sylvia DNF
- 7. Melvin Schuette 2:47.05
- 8. Steve Eichenberger 2:48.97
- 9. Roger Wheeler 2:51.85
- 10. Oesterle 2:57.31
- 11. Mike MacCarthy 3:03.82
- 12. Rolley 3:12.89
- 13 Al Stone 3:21.05
- 14. Dave Betz
- 15. Tim Stone 3:29.32
- 16. Rich Mcyntyre 4:22.18
- 17. Dee Washington 4:44.68
- 18. Julio Isidro 49 Laps

JR & Sr Mouse I

- 1. DJ Parr 5:20.11
- 2. Peters 5:50.89
- 3. Shoemaker 5:50.89
- 4. Matson 5:52.68
- 5 Rolley 2:53.53
- 6. King 3:13.96
- 7. Stone 3:18.01

Rat Race

- 1. Todd Ryan 5:52.92
- 2. Scott Matson (JR) 9:30.11
- 3. Rich McIntyre 78 Laps
- 4. Steve Eichenberger 3 Laps

NCLRA Fox Racing

- 1. Bill Cave
- 2. Les Byrd
- 3. Mike Mac Carthy

1998 Slow Rat Winners

Champion Mike Greb. John Ballard, Bill Bischoff, Todd Ryan, Jerry Meyer and Mike MacCarthy.



Goodyear Winners and Pilots

Top Row from left: Stoo Willoughby Jim Ricketts Jr. , Tim Stone, Lari Dziak and Todd Ryan



Bottom Row

Champion Bob Oge. Jim Ricketts Al Stone Dave McDonald and Bill Cave.

NCLRA Nationals Banquet

After the reading of the minutes and treasurer's report come the awards ceremonies. The first award of the Larry Dziak Sportsmanship Award went to **Larry Dziak Jr.** The 1998 hall of fame inductee was presented next by Dick Lambert to **Harold Lambert** a pioneer in CL racing.

A new award was the fireman of the year award to Mike MacCarthy for the worst pit fire.

Elections of officers was next, with new officers being elected for the first time.

Dave McDonald was elected President with Lari Dziak as Vice President and new treasurer Dick Lambert.

Bill Lee was presented an award by the AMA for his lifetime of achievements in modeling.

Discussion of supplemental event scheduling and safety concerns at the Nationals ensued. The President named 2 committees to study both and to report back their recommendations.

NCLRA Members.

My name is Bob Whitney, I fly all classes of Control Line. I have been flying since 1954. This year I took some time off from serious flying to participate in some DOO-DAH events. I went west to Tucson AZ for the vintage B team race. Unfortunately we got blown out. While I was there, I heard a fair amount of complaining about how the group in charge of the NCLRA were running things and messing up events like Fox Racing.

Next I went to Pennsylvania for the Brodak fly-in to fly Clown & Fox Racing. 174 Stunt flyers, 12 Race entries. Jed Kusik & Dave Braun came from California, Jerry Meyer from Illinois. Henry Nelson & Fred Quendenfeld from Pennsylvania and I from Florida, plus a few others. A two day contest and 12 entries, but I heard our leaders were messing things up.

I went to the Nationals and of course, the NCLRA banquet. When elections were held, North, East, South and West were all represented. When time came for President and Vice President nominations, every one sat on their hands. Finally after some prodding the same two people were elected in reverse order. Nobody stood up and said I would like to help run this organization.

So I say to the rest of you, quit bitching. If you have a complaint, give Dave or Larry a call. They WILL listen to you! Let your feelings be known to them not your local flying buddies. I have not agreed with everything the NCLRA has done and I have the phone bills to prove it. But I also don't have the time to be a major player. So I will continue to let our leaders lead and help out as best I can...

That said, if we are going to keep these Fox Racing rules, I would like to see it opened up to any plane of the correct dimensions not just kits. Then if you don't like the mongoose you could build your own. I know there was at least one non kit Lil quickie at the nat's which happened to be one of the best looking planes there but still was not legal. (we need more of this type of airplane) they look like real racers not slow rats.

We also need to get rules set up for Texas Quickie rat if we are going to have it at the 99 Nationals. TQ rules were made up 8-10 years ago. Maybe we need to be looking at some newer engines 21, 25, 28 or maybe the new K&B 40, otherwise it becomes who can find the best engine parts. If you have any ideas, call or write our leaders.

Bob Whitney.

Send In your For sale or wanted items to put in the newsletter. All members ads are free for a business card size space.



Send mail to; **Larry Dziak 7 Goldenrod la. Madison WI 53719 or E-mail**

dizman@inxpress.net

Editor's Response

First of all let me say that I appreciate Bob taking the time to write and let his feelings be known.

As these are sensitive issues I hope we can all speak frankly without being offended. As the outgoing President of NCLRA and having proudly served as your President for 7 years I have some thoughts on Bob's letter.

I am not so naïve as to believe that everything that has been decided, accomplished or discussed is always met with anything approaching universal approval. Nor have I ever sought a unanimous consensus. I have however sought input on every decision possible. Through phone calls, questionnaires, and face to face discussions. Where input was given, it was considered very carefully at all times.

There will always be people who voice their opinions through other than direct channels. I accept and acknowledge that as a fact of life. I would however, remind those people that if they valued their own opinion's, they would share them with the officers who are in a position to act on them. Other wise they are just so much idle talk that serves no meaningful purpose what so ever.

I am proud of what the NCLRA has accomplished while I was President and stand on that record.. Obviously what has yet to take place is the membership taking ownership of their organization and contributing in a meaningful way. For the NCLRA to continue it's mission of promoting CL Racing this needs to change.

Before the NCLRA was born, racers were fragmented and unorganized. We are now organized and interest is on the rise. A strong leadership of the officers was necessary in the first years to get the ball rolling. Now that we are established, we need engaged, energized and contributing members.

Call write or e-mail. We do listen..

*Respectfully Yours,
Larry Dziak
Vice President*



Contest Results

Please Ask Your Contest Director to send in the results of your contest with the number of contestants in each event.

Tree Town Modelaires May 31st 1998

A change in dates meant it was a little warmer but the usual gale force winds again prevailed, making for very interesting racing.

Scale Racing 7 Entries

- | | |
|--------------------|----------|
| 1. Bob Oge | 6:04.69 |
| 2. Tim Stone | 6:07.22 |
| 3. Dave McDonald | 6:18.30 |
| 4. Stoo Willoughby | 6:24.33 |
| 5. Dave Betz | 9:39.80 |
| 6. Al Stone | 108 Laps |
| 7. Larry Dziak | 72 Laps |

Mouse 4 Entries

- | | |
|----------------|---------|
| 1. Tim Stone | 6:22.19 |
| 2. Al Stone | 53 Laps |
| 3. Jason Stone | 7 laps |
| 4. Dave Betz | 1 Lap |



Fox Racing Winners

Fox Racing (Non -NCLRA Rules - No Points Awarded)

- | | |
|-----------------|---------|
| 1. Dave Betz | 7:32.27 |
| 2. Mike Palarmo | 7:46.67 |
| 3. Fred Krueger | 8:35.52 |
| 4. Tim Stone | 9:04 |
| 5. Bob Oge | 9:30 |

Muncie Mid America Championships

June 14th & 15th

A tremendous turnout for F2C saw the largest T/R contest since the Team Trials in 97. Clearly F2C like other racing events is enjoying a great resurgence. The weather was in the low 50's and windy. Cooling was not a problem at this contest.

F2C

1. Ballard/Lambert
2. Aascher/Aascher
3. Willoughby/Oge
4. Perkins/Goldsmith
5. Dziak/McDonald
6. Fairey/Fairey

GoodYear

1. Stoo Willoughby
2. Larry Dziak
3. Bob Oge
4. Tim Stone
5. Al Stone
6. Dave Betz

Fox Racing 9 entries

1. Les Byrd
2. Al Stone
3. Roger Wheeler.

To all...since Meyer aint' promoting it., let it be known that there will be the annual Jerry Who?? 350 lap Fox Race at Fermilab on October 4th. Treetown rules. Pass it on .

If I get wind that 30 or more will enter, I'm flying in Leiderhosen, in the spirit of Oktoberfest.

Tim Stone

To Jim Jr.

Thanks for being a great pilot and helper for our team & The Racing Circle. You are one of the more respected pilots at the Nats and I can't thank you enough.

Dad

Slow Rat

As in past years slow rat was the first event run at this years Nationals. The weather was perfect, low 80's and just a whiff of a breeze with bright sunshine.

There were 14 entries lined up at the start of the day. The Fisher\Wilk team from Minnesota crashed one on practice day due to a control problem. Different types of aircraft were in abundance. It seems as though every team has settled on a design that works for them. Engines varied from the Super Tigre X 36 conversions to Nelson rear and front intake as well as a OS or two in the mix.. Speeds ranged in the 14.2 – 15.5 area. Most of the competitors were running right around 14.6/14.7.

These airplane\engine combinations are susceptible to fire problems. As usual one or two competitors had to put out fires either in practice or the actual race. Mike MacCarthy and Jerry Meyer seem to be gunning for the fireman of the year award almost annually.

With 14 entries, it was decided to take 6 to the finals. The cutoff was 2.54.66. Absent for several years from slow rat was John Ballard who dusted off his Medfly as well as some handle rust to compete. The finals were extremely close with only a second & a half separating first from third. Coming out on top mostly due to superb pitting was **Mike Greb** to win for the fourth time in Slow Rat. Congratulations! John Ballard was 2nd and Bill Bischoff was third.

Goodyear

With 21 open entries this was one of the largest turnouts in memory to compete in goodyear.. The weather was in the low 80's high humidity and almost no wind. The majority of the entrant were using Gillott prepared MkIII Rossi's with several Nelson 15's as well as a handful of Rossii MKII's. The very popular Li'l Quickie again dominated the airframe list. A few other designs were scattered in. The much awaited Bob Cat and Swee Pea Dave McDonald was touting did not materialize. In practice several competitors had a clear airspeed advantage. While most were in the 14.9 – 15.0 range, Tim Stone and Stoo Willoughby were in the 14.2-14.3 area.

In the heat races, the high humidity proved to be a problem for quite a few of the faster entrants. The list of victims claimed by plug problems includes, Tim Stone, Jerry Meyer, Dave Fischer, and Steve Wilk,. Stoo Willoughby with his lightning fast airplane blew out a tank. Several competitors including myself raised head clearances prior to the races to boost reliability. Funny thing though, all of us actually went faster with the increased clearances!

Advancing to the finals for the very first time was Demetrius Washington from Baltimore MD. Dee actually had the second fastest heat time with a 2:51. The cutoff was 3:01 this year with eight advancing. With most of the fastest airplanes failing to advance the stage seemed set for a repeat from the Dziak entry. A first flip initial and all seemed well until at the first pit the gremlins appeared and knocked him out with a battery failure. Ricketts and Ricketts had strong runs until pitting problems slowed them. Dave McDonald with his very fast Nelson blew a plug. Dee Washington also met the same fate. Bob Oge had everything set up perfectly. Bob with his usual lightning quick restarts turned a winning time of 5:53.51. This was Bob's first Goodyear win in well over 20 years of competition at the Nat's.

The Backatit racing team from California had 5 entries this year. They made a strong showing and served notice that they will be a force to be reckoned with in the future.

Jr & Sr winners were Crystal King, Andy Westerheim and Scott Matson. All of these youngsters did an outstanding job and undoubtedly will be part of the future of CL. They did as well as their equipment allowed. I would like to see JR's & Sr's with As good as equipment as possible it certainly make for fewer problems and happier kids.

Fox Racing

NCLRA fox racing was held after Good Year on Tuesday. We saw 22 entries up from last years turnout. Again we saw all varieties of airplanes Shoestrings, Ringmasters of course mongoose'. And a new plane called the vulture. The vulture is an old carrier kit. With the engines of the same make, the only differences are in experience, practice time and airplane. While some may argue differently the winning teams are the ones that put in more circle time more often than not.

Several teams rose above the others this year. It was clear that practice time paid off for the California contingent. Bill Cave won this years race using a newly rediscovered design called the Vulture which is an old profile carrier plane. Other fdesigns included the Mongoose, Ringmaster and The Buster..

Team Race

With this being a World Championships year, traditionally entries are down as teams are busy preparing for their trip overseas. However it's becoming increasingly clear that this event is being flown by a larger number of teams than in any othr time in recent years. Due to the fact that affordable and competitive equipment can be obtained very easily T/R has never been more popular. In fact we had teams from both Cnada and Portugal as well as US entries. Larry Dziak Dave McDonald and Roy Gould served as the jury and called a very close contest.

The weather was as close to perfect as you can ever get in the midwest. Temperatures in the mid 80's, modest humidity and most suprisingly little wind.. With that the 9 entries were ready to do battle. The heat races went by with only 1 mishap, that being Julio Isidro flying for Alexander Elbert, had the misfortune to bump into another pilot. Julio then lost his balance and fell to the pavement injuring his shoulder and destroying the Elbert model.

In the finals however things got really interesting. The three pilots John Mc Cullom, John Balaird and Stewart Willoughby got tangled up in the frist 15 laps resulting in a 3 way entanglement. Luckily no models or egos were damaged. Mc Cullom\Lee withdrew to protect their equipment and the finals were re flown with Ballard and Oge\Willoughby continuing. This time a line entaglement ensued at aproximately the halfway point which stopped the race again! The third time was the charm however as a clean race was flown. Oge was first out of the chute and built an early lead. Ballard had to come in for a very quick compression change and the chase was on. Having extremely quick stops and a perfect settin the rest of the race allowed Ballard to overtake Oge\Wiloughby and hang on for a very close win. The time also set a new US record.

Mouse Race

Weather again was very calm and pleasant with very little wind. With 18 entries it again was extremely competitive. A couple of unusual entries brought serious technology to the event. John Mc Cullom has a Aluminum covered wing that is very light and very strong. In addition John's engine has an shutoff built into the specially machined tank. A very impressive piece of work. indeed. Bob Whitney had a interesting setup as well. Bob had a AME piston liner and crank assembly fitted to a Cox reed valve tank assembly . Very interesting work as well!

The heat races were extremely close and near perfect pits and and settings were required to make it to the finals. Of the 6 that made it it was clear that a perfect race would be required to win it. John Mucollum did just that. John had a perfect setting thru out and used his extra large tank and shutoff to his advantage,When it was all over John Mucollum had the victory and what's more a new mouse record. With a 4:47:09. Bill Lee was second followed by Bob Whitney.

DJ Parr won Jr /Sr with Chris Peters of Canada in 2nd and Shoemaker thaking home 3rd.. All of them did a marvelous job of flyng with ferwer problems than the open flyers!

Points Championship

Points Standings

Mouse I

John Mc Cullom	180
Stephen Cox	150
Bill Lee	90
Les Byrd	90
Joe Rice	75
Bob Whitney	54
Will Naemura	45
Tim Stone	40
Joe Shoemaker	37
Al Stone	20
Alan Van Artsdalen	20
Al Arunski	15

Mouse II

Bill Cave	120
Jim Luekin	100
Mike MacCarthy	60
Bob Christ	59
Will Naemura	36
Jason Christ	30
Dale Long	30
Steve Eichenberger	15



NCLRA Fox Race

Les Byrd	235
Bill Cave	210
Gary Frost	110
Mike MacCarthy	90
Dave McDonald	60
Dale Long	45
Les Byrd	40
Bob Christ	39
Roger Wheeler	27
Mike Byrd	24
Joe Shoemaker (Jr)	18

Slow-Rat

John Ballard	70
Rich McIntyre	50
Bill Cave	25
Roger McIntyre	15

Goodyear

Bob Oge	301
Jim Ricketts	105
Stoo Willoughby	70
Jim Ricketts Sr	63
Les Akre	60
Larry Dziak	35
Tim Stone	35
James Cox	30
Dave Mc Donald	21
Mike MacCarthy	18

F2C

Ballard/Lambert	160
Oge/Willoughby	66
Aascher/Aascher	35
Mc Cullom/Lee	27

Jr. Mouse I

DJ Parr	70
Mike Nelson	60
Greg Nelson	30
Chris Peters	35
Nathan St John	18
Chris Bates	10

Each year the NCLRA will award a **Points Champion** in these events. The winner will receive a Shirt with their event on it. And a certificate to be given at the Nationals the following year. The points are totaled from January 1st to December 31st of each year.

Mouse I

Mouse I Jr.

Scale Racing (Goodyear)

F2C (Team Race)

Slow Rat

NCLRA Fox Race

The rules are simple.

1. You must be a member of the **NCLRA** to win the Award.
2. Points are awarded based on finishing position as well as number of entrants involved.
3. Results must be submitted to the editor for processing please include # of entrants for each event.
4. Point standings will be published in each edition of the Newsletter.
5. Only the Events listed here are eligible for point awards.

Point Total Formula

1st Place = 10 pts. X # of entrants.

2nd Place = 5 pts. X # of entrants.

3rd Place = 3 pts. X # of entrants.

Example; Winner of event that has 12 contestants receives 120 pts. 2nd place receives 60 points and 3rd place receives 36 points.

Control Line Racing Ambassador

At this years Nationals I had the pleasure to meet a CL racer from another country. His name is Julio Isidro. Julio came all the way from Portugal to spend a week flying model airplanes and having fun. I had the pleasure to spend a some time with Julio and found out he is quite an interesting person.

Julio is known as the Portuguese David Letterman, He is one of the most popular individuals in Portugal. Julio has been involved in modeling for a large portion of his life. Julio is very active in CL Racing. Each year Julio hosts an CL contest in his hometown in Portugal. He has offered a number of us the opportunity to come to Portugal and take part in his October contest. You see Julio told me he has a dream of uniting all of the control line modeling community in one big family. Julio sent me some rules and plans for an event called Phantom racing which I will share with you in a future newsletter.

Julio came to the US to get away from the autograph seekers and enjoy some good old fashioned CL Racing. While flying in Team race, he got involved in a line entaglment and fell onto the pavement. This caused Julio to separate his shoulder which is very painful. While being taken to the hospital Julio told us he would be at the NCLRA banquet that evening. Julio spent a long and grueling afternoon and evening at the hospital while they tried to put his shoulder back in place. Finally they had to put him under so they could make an incision to repair his shoulder. Barely 15 minutes after returning directly from the hospital did Jullio indeed show up at the banquet!. Julio being a man of his word, absolutely made it to the banquet and contribute his ideas and inspiration for everyone.

Julio being unable to personally fly the models he brought over to compete with. We arrange a proxy team to fly for him. I t was definitely an honor to meet a man of his character. Julio not only builds and flies world class equipment, he himself is a world class person

"When you can go flying it is nice; When you have time to go flying with your son it's good.; When you go flying at the Nat's with your son and racing friends/family it is great; and when you and your son place in your event That is tremendous "

Jim Ricketts

1999 Nationals Planning Meeting

Folks the **1999 Nationals** planning session will take place on October 17th.. This is where the schedule of events is laid out, supplemental events added, equipment needs are discussed and event directors are decided on. I urge all of you to send in any constructive feedback and suggestions for the 1999 nationals. Once the schedule is in place it can not be changed. Send in your comments to Dave McDonald, PO Box 384 Daleville IN or call 765-378-7228. **Don't miss this chance to plan the Nationals YOU want.**



The Truth Hurts Dept

A magazine recently ran a "Dilbert quotes" contest. They were looking for people to submit quotes from their real life Dilbert-type managers. Here are some of the submittals.

- ☺ As of tomorrow, employees will only be able to access the building using individual security cards. Pictures will be taken next Wednesday and employees will receive their cards in two weeks. (This was the winning quote from Fred Dales at Microsoft Corporation in Redmond, Washington.)
- ☺ What I need is a list of specific unknown problems we will encounter. (Lykes Lines Shipping)
- ☺ E-mail is not to be used to pass on information or data. It should be used only for company business. (Accounting manager, Electric Boat Company)
- ☺ This project is so important, we can't let things that are more important interfere with it. (Advertising/Marketing manager, United Parcel Service)
- ☺ Doing it right is no excuse for not meeting the schedule. No one will believe you solved this problem in one day! We've been working on it for months. Now, go act busy for a few weeks and I'll let you know when It's time to tell them. (R&D supervisor, Minnesota Mining and Manufacturing/3M Corp.)
- ☺ Quote from the Boss: "Teamwork is a lot of people doing what 'I say." (Marketing executive, Citrix Corporation)
- ☺ "We know that communication is a problem, but the company is not going to discuss it with the employees." (Switching supervisor, AT&T Long Lines Division)

A new Breed of Fox Racer

The Backatit Racing team from California showed up at the Nat's Fox Race with a little known design. Called "The Vulture". It's an old profile carrier design that was unearthed. The airplane is very stable, has minimum wing area and is very fast. This airplane won NCLRA Fox racing this year. Perhaps Mike Mac Carthy will be doing an article on this design soon. **For now however he has plans available for \$7.00 per set which includes postage.**

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