



**Bob Whitney with a great midair grab in Jacksonville**

**Torque Roll Issue #84 February, 2009**



**National Control Line Racing Association  
456 Garvey Road S.W.  
Palm Bay, FL 32908**

**To:**

## Presidents' column- Bob Whitney



I have been trying to get a few things finalized but no luck. First, I still have had little or no response as for help at the 2009 Nats. I had two people say they would agree to pay to have a C.D. for the week. Bill Lee, Dave McDonald and I have discussed changing our banquet meeting place. Dave offered his golf club, but jeans would not be allowed. And I can just hear the uproar over that. We couldn't come up with anyplace that would be better. The speed guys said their place was terrible last year. At least where we are at now you can pick what you want to eat. Don't forget, we need to pre-enter to get our full allotment of trophies.

There has been talk about selling some T-shirts and such for the F2C team. Dave and I have been getting quotes and should have something going by the time you get this. Hopefully we will have something to sell at the cabin fever contest.

Anyone going to the Northwest Regionals contest might want to check out a new event the speed guys are promoting called 15 outlaw proto. 100 sq in profile airplane and a stock F2D engine with the muff. 52' .015 lines standing start for 10 laps I think. Sounds like fun.

I would like to get together with everyone one evening at the Cabin Fever contest

Later Bob

## North Central District-Les Akre



**Cabin Fever** : Anxiety caused by living in isolation from or without model airplane contests for a long period of time.

**Symptoms:** Climbing the walls, temporary insanity, winter blues, walking around the house with battery strapped to left forearm making flipping motions with right wrist and index finger, walking in small circles with right arm on chest raising and lowering said arm occasionally without knowing why, irresistible urge to stop beside large snow covered asphalt surfaces and stare mindlessly while gently weeping.

**Cure:** If you have some, or all of these symptoms, then call your favorite airline and Tucson area hotelier today and make the necessary bookings. DO NOT! I repeat, DO NOT! Wait. The symptoms can get worse and may lead to a condition known as Benchraceitis which is almost always terminal without proper treatment.

I hear tell that at least 5 North Central members plan to partake in the spring festivities held in Tucson and bedazzle everyone with their porcelain colored skin. All except Miss Ashley (Fireball) Wilk, who will undoubtedly have a new shade of fluorescent hair to show everyone.

With F2C now being flown on .35mm lines, F2CN will also follow suit, so make sure you have the NEW lines. They are available from Melvin Schuette (MBS Model Supply) or if you're lazy, cheap, or don't have time to place an order then .014" solids cut to the correct length will do in a pinch.

Not much else happening here in the North so it's time to get back into the shop.

"Till next time....

## Southwest Report- Dave Hull

Welcome to the Southwest district's 2009 racing opener! As I write, the So Cal guys are preparing for the first SCAR race of the season. For those flying FAI events, there are some rules changes that seem to have a ripple effect. Don't forget the new line diameters in F2C and F2CN. Remind yourself about tip weight and line guides, too. So where is that new engine we were going to try out? It isn't broken in yet? Still in the box? Haven't even checked to see if the bolt pattern matches up? Uh oh. Somehow, this year the "off season" was so short that I didn't get any new planes finished. Don't know how that happened. Now it isn't because I didn't start building them, and it isn't just because I'm lazy. Let's face it--I just build too slow. So McSlow's advice for you high-latitude types is to make the most of the remaining winter and get that stuff built! Then you can bring it to Cabin Fever next month and get it all trimmed out and test flown. That way, you will be racing against all the old stuff that the rest of us are going to drag out....

One of the events that we don't seem to fly is 1/2A Scale race, or AMA 315 (Class I-Supplemental) and AMA 316 (Class II-Supplemental). I'm not sure why we don't fly these, or if they were ever popular. I don't even know how old these events are--I just know that since I've been flying control line over the last 5 years or so that I haven't run across them. I have read about a proto-speed type contest held once a year in the St. Louis area and seen several articles by Frank Beatty for his Golden Age 1/2A scale racers. But their rules are quite different than AMA 315/316. I have always liked scale racing because watching scale planes flying in close formation and passing is just plain cool!

So I felt like I really lucked out two years ago when Dave Dawson, my racing colleague, decided to build a few and we went to work trimming, tuning and testing. The rules say that they must be 1/12th scale, with outlines accurate within  $\pm 5\%$ , and are flown on .010x42' solid lines (Class I) or .010x47.5' lines (Class II). You can fly on .012 stranded, but why would you want to? The engines are limited to .0504 cubic inches, and can be either reed (Class I) or rotary (Class II) induction.

The planes Dave built had very different characteristics. The Rivets had marginal control authority as it slowed down. He tried changing the tail a bit, but it never was our favorite in the air. Still, it looks too good not to put it up! The Bonzo was a bit better, but suffered from the Steve Wittman full-scale color palette. ("I got one bucket of paint and I'm gonna use it!") There was no cause to complain about the flight qualities of the Midget Mustang. I don't remember that it was particularly slow, or for that matter fast. It was solid, and fun to fly. Our clear favorite though was the Gee Bee. Every time we flew it we started smiling and pretty soon the pilot ended up laughing. Very cool, and lots of fun. On one test flight, we had an unscheduled powerplant departure. For those not in the know, that is when the bolts fall out. The engine, still running, separated from the airframe,



A collection of 1/2A scale racers built by Dave Dawson. Clockwise from upper left: Wittman Bonzo, Granville's Gee Bee Model Z "City of Springfield", Long Midget Mustang and Falck Rivets. If you build a Bonzo or Rivets, consider taking advantage of the rule that permits the tail area to be increased to 25% of the wing area. Note the illegal racing handle with attached thong. A useful safety measure when flying one of these brutes. (Photo: D. Hull, 8/2007)

fortunately the fuel line easily popped off and didn't swing the engine back into the plane. Those of you that have done this probably have seen the amazing amount of damage this can cause! I was flying, and the first reaction was whether to concentrate on the engine or the plane. Oops, fly the plane... the handle is connected to the plane, dummy! Surprisingly, the Gee Bee flew and landed just fine with the altered CG. Go figure.... The only thing wrong with the Gee Bee should anyone actually run a contest and includes AMA 315 or 316 is that it isn't actually "...a model of an actual Goodyear racer or formula I racer." Oops! Golden Age! I bet if you showed up with a scale racer, you probably could get a field waiver at the first contest. Yeah, a scale plane is slower than a stick fuselage with no fin, rudder or real landing gear. And I know Dave spent more time building them and certainly painting them in a scale fashion when compared to a Streaker with just a clear coat. But when have you laughed for half an hour just for the fun of flying a Mouse?

Go fast, be safe, and count all the laps!

Dave "McSlow" Hull  
NCLRA SW District



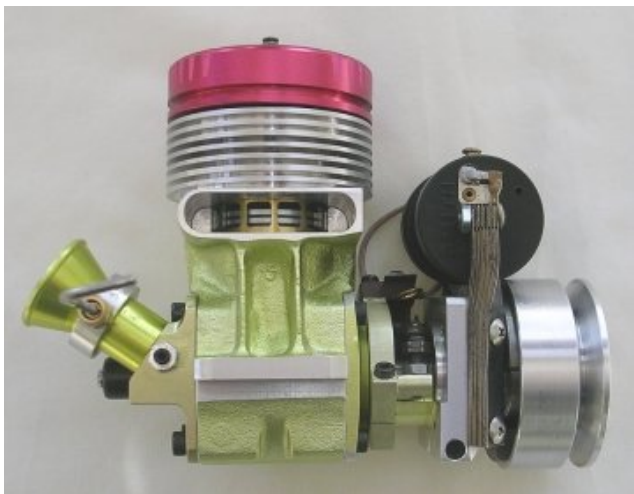
## EDITORS' COLUMN- TIM STONE

### **WELCOMING A NEW NCLRA REP**

Walt Perkins has stepped up to become the NCLRA Representative for the Southeast district. We look forward to his contributions. Walt has been deeply involved in F2C Team racing and brings a fresh voice from this region. I understand that Walt & J.E. Albritton have begun racing again.

### **YELLOW JACKET .61**

Bob Oge sent me some photos of some interesting motors that he is working on.



I'm not much of a historian but you gotta love this! I understand that Bruce Underwood made these motors in the 1950's based on the Dooling .61.



I'll let the pictures speak for themselves. One of these just sold on 'da Bay for \$3500.00.



### **NORTHWEST REP RESIGNS**

Sadly, Mike Hazel has resigned as the NCLRA Northwest Rep. Here is the text of his email to me;

"To all my friends at NCLRA, this is to let you all know that after 40 some years of CL racing, I have decided to hang up the racing handle and put away the pit glove. Racing was the competition event that started it all for me, but activity and participation in my region is at an all time low, even with attempts to spur interest. Traveling to other areas to race is not a viable solution for me. What with other CL modeling interests in my region that are flourishing, and my recreation time already stretched too thin, it only makes sense for me to concentrate on other areas.

Please go ahead and remove my name from the membership roster. At this time I would like to compliment the officers of NCLRA and particularly Tim Stone for their fine efforts in running the organization and putting out a good newsletter. And I also owe a tip of the racing cap to Bill Lee, for his years of hard work in promoting racing.

Best regards, fast laps, and quick pits to all of you,

Sincerely, Mike Hazel"

Thanks go out to Mike for his many years of service & being part of the racing community. We will miss him. Anyone that wants to step up to fill this vacancy should contact Bob Whitney.



Burt Brokaw sent in some photos of his newly finished Slow Rat Thunder tiger .25 power, original design. Burt says he has a bit of tweaking to do but says it flies nice.

### Nominations for NCLRA Reps

This spring is the an election cycle for NCLRA district reps. Several reps have become inactive as you can tell from their lack of contributions. We are always in need of enthusiastic people to pitch in this role. Here is the process for nominations taken from the NCLRA bylaws;

1. Nominations are open, anyone wishing to hold office will submit their name to the President and Newsletter Editor between March 1 and April 30, for publication in the June Newsletter.
2. Ballots will be in the June Newsletter, and must be returned by July 1. The results will be announced at the annual meeting at the Nationals.
3. All open category members, who were members prior to March 1, shall have the right to vote.
4. District Representatives will be voted on by members of that district.
5. In the event of a vacancy the President shall appoint a member to fill the vacancy. Vacancies shall be filled only for the remainder of the un-expired term.

### And a couple of additions...



John Brumans' grandson Phillip soloed' recently and Grandpa is trying to infect him with the racing bug. Note the NCLRA cap!



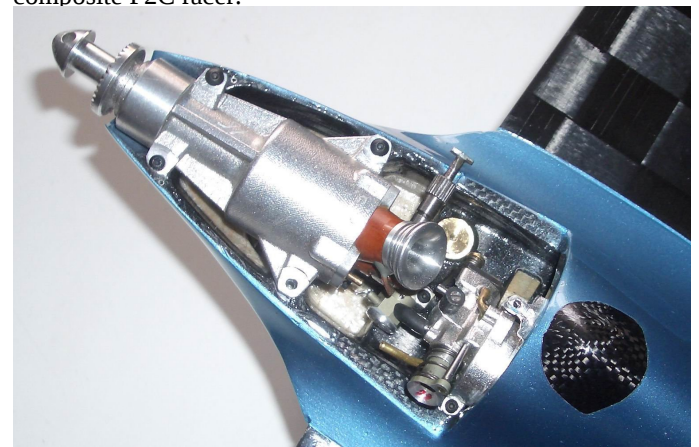
Doug Mayer has been busy making more Mayers! Here is the mo



Bill Lee tweaks it a bit.



Bill Lee sent in photos of Ferenc Orvos' (Hungary) new composite F2C racer.





## BTR at the Aussie Nats

(EDITORS' NOTE this was sent in from John Hallowell via Ron Duly, I thought it might be interesting to our readers)

Classic B was the best event at the Oz Nats for really close racing. The top 8 teams all posted heat times from 3.02 to 3.10. The top 7 teams all used Brodak B25R engines. The winning engine was prepared by the late Alan Barnes of New Zealand and it was a fitting tribute to this engine legend that fellow Kiwi Lance Smith came out on top. Lance has just shown me your article in the NCLRA newsletter. Nice report! Here's some pics of the racers.



Rob Fry's Galaxie



McDermott's nice Galaxie



CLASSIC B TEAM RACE AT THE ALBURY NATS,

1. M.Wilson/L. Smith	3.14.47	3.04.69	6.12.51
2. J.Hallowell/N. Baker	3.03.65	3.22.00	6.26.21
3. G.Wilson/M.Ellins	3.05.92	3.02.16	8.20.27
4. K.Hunting/J.Hunting	3.08.85	3.05.75	
5. H.Bailey/S.Walton	3.06.88	DNF	
6. T.McDermott/JTaylor	3.07.90	3.58.38	
7. C.Ray/J.Ray	3.09.47	3.38.35	
8. R.Justic/M.McDermott	3.13.09	3.10.06	
9. D. Bainbridge/G. Potter	DNF	3.22.56	
10. R.Fry/A. Taylor	3.56.82	3.42.09	
11. R. Fitzgerald/ M.Poshkens	62 laps	35 laps	



John Hallowells' 2nd place "Grassfire"

# How to start a Team Racing diesel

## By Dave Rolley

Part 1: the fuel system in an F2C model:

- a - Fuel tank
- b - Shutoff activation mechanism
- c - Shutoff mechanism
- d - Shutoff reset mechanism
- e - Refuel mechanism
- f - Prime system
- g - Rich mixture launch mechanism
- h - Fuel metering system (needle valve)

Items c - g are generally combined in the multi-function valve (MFV). The MFV can be mounted on the engine (older approach) or on the tank (current approach). The MFV is designed to minimize the number of steps the pitman has to perform in order to refuel the model, reset the shutoff, and prepare the engine for starting.

The modern MFV has reduced the actions required to placing the refueling nozzle (on the pitman's finger) into the refueling port on the side of the model and pressing it in until it stops. This action resets the shutoff, opens a large port into the fuel tank and allows the pressurized fuel in the pitman's refueling rig to flow into the tank. The tank is full when fuel appears at the overflow. The pitman then releases the pressure on the refueling port. These actions also feed fuel to the exhaust prime and provide fuel to the rich launch (or takeoff) mechanism in the fuel system. The order and detail of how all of these tasks are accomplished varies with the different MFV makers. The key here is the pitman matches the nozzle to the port, presses in, and releases the finger pressure on the port. All the other actions are done by the MFV.

What is the rich launch mechanism? F2C engines are run very lean. The setting is so lean that they are prone to stumbling when launched because of the acceleration. There is always some fuel left in the passages in the MFV after fueling. The rich launch mechanism provides a path for this otherwise unusable fuel to be routed to the engine's intake where it provides a slightly richer mixture for the first few seconds after start up. This is usually sufficient to allow the model to takeoff and get up to speed without a lean stumble during takeoff.

In a modern setup the MFV is integrated on the fuel tank.

You will usually find 3 lines connected between the MFV on the fuel tank and the engine:

- 1 - Main fuel feed to the engine needle valve
- 2 - Fuel feed to the engine prime fitting
- 3 - Fuel feed to the engine rich launch fitting

If the MFV is integrated on the engine, you will usually find a single large fuel line between the fuel tank and the MFV/engine.

There will usually be 2 ports brought to the outside of the model:

- 1 - Refueling port
- 2 - Fuel tank overflow

The F2C fuel capacity limit of 7cc includes all the fuel placed into the model (tank, various fuel carrying lines, MFV, overflow tubing, etc).

Part 2: what do we want when the engine is running?

Sorry I realized I needed to spend some time on what we want from an F2C engine when it is running.

The race distance for F2C is 100 laps. It would be really great if we could win a heat with a good time with no pit stops. Unfortunately you can't get there with the current tank size. It is possible to get close to a 1 pit stop heat BUT the mixture would be so lean and the engine so over-compressed to make up for the mixture that you could wear out a rod in 1 or 2 heats. Plus an overly lean mixture means less power available in the engine so the time would be slower than a model with a proper mixture setting and 2 rather quick pit stops.

We are shooting for powered flight for between 33 and 36 laps. If the engine quits over the mechanic at the end of the 33<sup>rd</sup> lap the catch will be at the end of lap 34. The next time the engine quits will be at the end of lap 67 with the

catch at the end of lap 68. In a perfect world the engine will next quit at the end of lap 101. That means the model finished the 100 lap heat under power.

Some teams like to have the flexibility of an extra lap or 3 of powered flight. This comes in handy if all three models are closely matched because it can allow a team to pit a little early or a little late at the 33 lap point. That can spread out the landing and launching traffic. It can really come in handy if your model is involved in a sticky pass and having an extra lap or two to work out of the problem is a whole lot easier to deal with than having your engine die just as you model descends in front of the model just passed.

So we want a mixture setting that gives the range we are interested in, which is roughly 33 laps.

Diesel model airplane engines do not use a glow plug or spark plug to initiate the ignition of the air/fuel charge in the cylinder. They use compression to control ignition timing. This is accomplished by the use of a contra-piston (it opposes the "regular" piston). The contra-piston is used to vary the volume of the combustion chamber at the top of the cylinder.

Older technology engines (ST G20/15D) had a contra-piston that was the same diameter as the cylinder bore. When you adjust the compression on one of these engines you are moving the whole upper surface of the combustion chamber.

Somewhat newer engines (Rossi 15 TR diesel) used a smaller contra-piston. It was roughly 60% of the cylinder bore. Almost any engine loosely based off of the Rossi (your MVVS) use this approach.

The compression adjusting screw for both the ST and Rossi can be in the range of 0.75mm - 0.8mm pitch (about 32 - 34 tpi). This is a rather coarse adjustment for a rather large contra-piston. The adjustment screw pushes the contra-piston toward the piston to raise the compression. When the screw is backed out the compression of the engine pushes the contra-piston away from the piston lowering the compression.

Modern F2C engines use a much smaller diameter contra-piston. They can be in the range of 30% of the cylinder bore diameter. The adjusting screw is attached to the contra-piston. This way the adjusting screw not only pushes the contra-piston in to increase compression but it also pulls the contra-piston away from the piston to reduce compression. The thread pitch on an F2C engine can be in the 0.6mm range (about 42 tpi) so very fine adjustment in or out are possible.

Why is all this important to your question of how to pit an F2C engine?

The goal for race settings is to have the engine slightly under compressed and just lean enough to get the range needed.

Therefore you don't want to be grossly adjusting anything once you are close to the proper settings. This is why you don't see F2C mechanics adjusting the compression in prior to the first start of the day

Part 3: starting the engine:

Propeller considerations for starting

Warm-up propeller - a warm-up propeller is heavier (mass) than the normal flying propeller. It normally has less pitch than the normal flying propeller. Its purpose is to be a flywheel to make the first start of a cold engine easier. Not all mechanics use a warm-up propeller. Most mechanics that I have observed using one do so before they get to the circle. Most of the engine running in the line measure/pull test area is done with a flying prop. Once you are called onto the circle things happen too fast to add the extra complexity of changing a prop.

Propeller Position

You have already seen Grant's response of his preference for prop position. First, most of the mechanics start the engine with the inboard wing tip on the ground. I release the model with the inboard tip on the ground. You want the propeller positioned so it is easy to get to when it pulled forward against compression. For me a straight pull through propeller from my elbow generates far more force on the propeller than a flick that includes any rotation of my forearm or wrist. That means a fairly high placement for the upper blade. If straight up from the ground is 12 o'clock, I like the upper blade to be between 1 and 2 o'clock with the inboard wing on the ground. A straight, strong, fast motion across the fuselage near the propeller hub will almost



always give a good start. Since you are pulling your arm across your body at a good rate you will almost never get hit by the prop. Having to reach under the propeller to flick the propeller almost always takes longer. And I get hit by the propeller a lot more often when I use a lower propeller setting.

One of the French mechanics told me “The engine has no right to think. Tell it what you want it to do!” When you go to flick/flip/hit the propeller, do it forcefully.

Finally, there are two cases, engine cold and engine hot.

Engine cold –

I said you don’t want to adjust the compression to start an F2C engine. Actually, we need to raise the compression some, but not using the compression adjustment screw. From the last running setting the mechanic opens the mixture a known amount. This can be between ½ and 2 revolutions of the needle valve. For most engines 1 revolution seems about right. This enriches the mixture and thereby raises the compression.

Now it gets a little tricky and how to proceed depends on the priming system. Some priming systems prime from the incoming refueling charge. This type primes the engine on the first fill of the tank. Others have a chamber that must be filled the first time the tank is filled but they don’t prime the engine until you hit the filler valve a second time.

In general, you want to fill with the exhaust closed.

Some mechanics like the engine back against compression and then rotate the propeller forward to the on compression position. The idea is the exhaust opening pulls the fumes into the chamber and traps them waiting for the propeller to be flipped.

Other mechanics like the engine forward against compression and figure the prime will get pulled in when the propeller is flipped.

Figure out which approach works for you.

Flip the prop and listen to the engine. I can’t tell you in text how to tell the difference between wet or dry and under compressed and over compressed. So let’s assume it started.

Shift to a slight nose down and slight outboard wing down position for the model. F2C tanks are front, outside feed tanks. The engine will be missing. It almost sounds like someone with chattering teeth saying “I’m c c c cold!” over and over. If it does not start to warm-up in about 15 seconds cover the cooling duct outlet to hold heat in the cowling. Remember there is really only about 1 minute worth of fuel so you will likely start it several times before it comes up cleanly to a warm and happy sound.

You’ll normally do this type of start away from the circle and the line check area. When you are happy with the setting wrap a rag around the cowling, blocking the cooling vents, to keep the heat in the cowling while you wait to go to the circle.

You will repeat this start up in the line check area before you go on the circle. Now, very important! Sometime after this initial start and the start at the beginning of the race you need to turn the needle back in the same amount it was turned out. If you only get 16 laps on your first tank in the race, you forgot to reset the needle to the race setting!

Engine hot –

This is mostly about hand-eye coordination.

Catch the model, get it on the ground, get the fueling probe on the refueling port, set the prop for refueling, refuel, set the prop for starting, hit the prop, and let go of the model.

As Grant indicated, some MFVs will allow you to start the engine while the tank is still filling. Some won’t. The risk of starting while refueling is that the tank did not get completely full.

There are plenty of things I’ve glossed over. But this should get you started.

## CAN I GIVE YOU A TIP?

**By Tim Stone**

I have had a few people ask me how I get those cool looking wingtips on my Slow Rats. Here is how I make a light & strong wingtip that would be used on any ‘built up’ wing.



The first step is to make a template (right) out of paper card stock. This is then traced on to 1/16” plywood & cut out.



Next 1/8 balsa is cut to shape & laminated top & bottom with cyanoacrylate glue. Note at the trailing edge the 1/8” balsa is notched out for insertion in between the 1/16” balsa trailing edges.







The ¼” square basswood leading edge is extended 1” beyond the last rib, and the back half of it has been cut off to form a flat area that the tip assembly is glued to; again using yellow carpenters’ glue. I use this glue for its’ gap filling & vibration resistant properties.



An 1/8” hard balsa brace is added to complete the assembly.

## **Contest Report- Dave Hull**

The first SCAR race of 2009, the Dennis Schauer Memorial, was held on February 21 and 22 at Apollo 11 Field in Van Nuys, California. This is the only race of the year held at the home field of the Valley Circle Burners. (For more info on this practically ancient control line club, check out <http://www.faiclsocal.info/VCB/index.htm> The weatherman held off the rain for both days, and it warmed up a bit, so the races were on!

**Funny Mouse**--Two legitimate “Funny Mouse” entries showed up on Saturday. Essentially, in the unpublished rules for this event, any plain bearing .049 is allowed. The first entry was Don Burke’s littleBLOB—a scaled down F2CN sporting a Cox TD (and later a strange variant of a Cox product motor) fueled by a custom racing tank with fastfill. The second entry was Dave Dawson’s all basswood-n-painted-

brown-airplane. AKA, the Bass Turd. I tried to get a picture of this pretty little biplane, but the little LED display in my camera kept censoring the image. Just to keep a little pressure on these two entrants, McSlow put out a standard Mouse that he claimed would run. (Racers are not held to courtroom standards on stuff like this.) Standing in the wings as the true wildcard were Rolley et. Rolley with their long-wing Mouser. In fact, they never took it out of the car, but they observed and smiled and nodded in a way that suggested that they could. Duly/Burke tested, and tested and tested, blowing something like 3 engines. While the prop was turning, it looked like the Blob was reasonably fast and handled well. It sat on the gear nicely on ground roll. While Don replaced and rebuilt, Dawson test flew his, ahem, Basswood Special. The first flight was fine. He wanted to bolt more prop to the TD for a retest. This flight it was very unstable, almost unflyable. The pilot initially blamed the loose engine for random incidence changes. This was easily solved by retightening the engine bolts since none had actually fallen out yet. Then DDRT found that the brand new control lines were sticking. The strange thing was that they got worse after a wipedown. So change the prop back for one more test flight, dry off the lines, and then let’s race. Oops, the soldered tank mount lets go and the tank, dangling by the fuel line is swinging from the engine. Scratch Dawson. One more engine test on the Blob. I forget whether it was crank failure number 2 or number 3, but that is all the engines DBRT has (or is willing to test) and they pull their entry. McSlow very quietly pulls his stock Mouser off the line, takes it back to the picnic table and pulls the engine to see why the tank won’t feed right....



Don Burke’s New-Rules Mouse (Funny Mouse) entry “miniBLOB.” Shown here with no engine, it was set up for Funny Mouse with a Cox TD. Note the large, full width elevator, the adjustable leadouts, the custom racing tank and shutoff. Not apparent here is the removable wire strut landing gear. A serious contender. (Photo: Dave Hull)

**F2CN**—One entry. Race not run. No practice.

**F2C**—One entry. Race not run. Hull/Dawson dropped out due to damaged equipment. Rolley/Rolley commenced practice and brought their equipment into tune. In three tanks they walked their lap times in from 20-something down into the high 18’s. These were their first flights with the new .014” diameter lines. They made several observations that seem useful. First, for this first outing, they ran the same tip weight (none), and the same leadout position. Charlie noted that the line curvature put the droop behind the model at full speed.

There was some speculation whether this would make it more difficult for the judges to make calls on whipping. They did not appear to be having any difficulty getting out of the pit. Charlie was aggressively whipping the model (as appropriate), but there was little to no wind, and they had pit position. They found a wear problem on the shutoff arm which was causing it to hang after being actuated. Readjusting the tank position solved that problem and they continued practice. If I recall correctly, Dave said that it appeared like they lost about ½ second due to the line size change. Charlie also mentioned that it felt like the pull increased somewhat.



Rolley/Rolley storming out of the pit during F2C practice—the first since the line size change effective for 2009. Note the slight inboard roll. The F2C pitting line is barely visible. One flip starts were the norm. Even with the high camera shutter speed the prop is just a blur. (Photo: Dave Hull)

After the day's (non)-racing was over, guys started testing for Sunday. John Bruman brought out his Pink Fink and 'Range Fink TQRs for their maiden flights. He put the 'Range Fink up for a test flight and worked out some of the operating details you have with any new plane. These included a different fuel bottle to be more compatible with the rubber fastfill, moving the tank vent up into the airstream, and switching to narrow handle spacing. With so little changed, he essentially brought them in trimmed condition.

**Mouse I**—Sunday started with almost a rematch of the December Mouse War between Rolley<sup>2</sup>, Dawson, and Hull, but without Holland. Don Burke apparently had done some mechanizing overnight and had another engine ready. These guys were joined by Bill Barber, the Pres of the Valley Circle Burners. A stunt flyer that has been seen holding a racing handle in the past, Bill was flying a Whipsnake with a Killer Bee. After Darrell set up the draw, heat one was Rolley<sup>2</sup> against Barber. This is a tough way to remind a stunt guy how to whip, merge and pass! The racing was really fast and furious with good pitting. The outcome was decided by two things: a pilot error getting back into the pits that cost a few seconds (Barber) and an apparent 4 lap timing error by the unnamed official monitoring team Rolley. (The unnamed schmoe that can't count right is McSlow.) The timing error wasn't going to keep Rolley<sup>2</sup> out of the final, so everyone pretended it didn't happen. Dawson was sorting thru a gallon-sized Ziploc bag of engines and ended up with one that would restart and ran fairly strong. Unfortunately, it had a tendency to gulp fuel into the case when fueled, resulting in a slowly

recovered setting in the air. The intel on Rolley<sup>2</sup> was that they had resorted to winding custom starter springs to eliminate a recurrence of their December deed whereby they had near-record airspeed but only managed to capture 3<sup>rd</sup> place due to spring failure. McSlow had no strategy at all, and was seen pulling an engine off of a stunt ship just minutes before the first heat. When it came time for his needle flight, it at least ran out the tank, but the stunt prop wasn't responsible for much airspeed. He got his first heat in and the engine seemed to be getting better with each run.

The Burke miniBLOB made it to lap 21 in their first heat before something else let go and they were all done. So CD Darrell Albert set up the draw for the final, noting that McSlow's engine was so sick there was no way he'd make the top three. Bill Barber and Rolley<sup>2</sup> both had heat times no one was going to beat, so they were definitely in. Hull demanded his second heat, but Barber stood on his time from the first heat. No one else wanted to fly traffic, so Hull put up his second heat and Dawson improved the needle settings. Not a great time, but as a result, Dawson knocked himself out of the final by 4 seconds!

The final had some good racing and some exciting moments. Bill enlisted Don Burke for his pitman as Dawson was pitting for Hull. Everyone was getting good starts. Bill probably had the better airspeed than Rolley<sup>2</sup>---and they were both passing Hull frequently. At one point, the passing got stacked up and Rolley switched flying hands to make a save. No harm, no foul, keep racing! (No Mouse racer with a good engine run going wants no stinking reflly!) Bill was eventually done in by a collapsed gear during one of the pits, which meant that Hull/Dawson lucked out since they had lost their setting and slowed down again. Rolley<sup>2</sup> came screaming across the finish line (with Johnson timing, so the laps were right this time) and eventually Hull/Dawson got there too, behind the stunt motor.



The smoke clears after the Mouse War. Test time paid off well, strategy was key for some, but preparation seemed to trump all. Contenders (left to right) Don Burke with littleBLOB (5<sup>th</sup> place, 21 laps, no more crankshaft), Ron Duly ('BLOB pilot), Dave Dawson with Tealo (4<sup>th</sup>), Dave Hull with Chameleon (2<sup>nd</sup>), Bill Barber with Whipsnake (3<sup>rd</sup>), Dave and Charlie Rolley with their winning Rolley Special. They are hard to beat, and were only a starter spring away from winning



this event at the previous SCAR race. (Photo: Charlie Johnson)

**NCLRA Quickie Rat**—With five entries, TQR was going to be hotly contested, with some out of town contestants bringing brand new equipment to back up their brand new equipment! John Bruman upgraded pilots for the race on Sunday and showed very good airspeed. Ron Duly had a new “mix-n-match-motor” built from a number of others that never seemed to show promise. Apparently, the parts all liked each other in this one, as he found plenty of new airspeed in his Scorpion. Don Burke had his orange TNYQ up in practice, but either dropped it in favor of the Scorpion, or had something go south. Hull fixed a split primer line before the first heat and seemed to be in business. Dawson was running his backup plane and was looking for a little more horsepower. Everyone’s heat times improved in round two except for John, who suffered a broken prop which dropped the ‘Finks out of contention this time around. Dawson dropped his 3<sup>rd</sup> qualifying entry in order to pit the Hull entry in the final. In the two-up final, Hull had airspeed, but got schooled in piloting (again) by Ron Duly. It didn’t much matter—with a ten lap lead school was already out....



The entries for Quickie Rat, shown clockwise from the top left. Hull (1<sup>st</sup>), Burke (5<sup>th</sup>), Duly (2<sup>nd</sup>), Bruman (4<sup>th</sup>, holding backup plane), Rolley (piloted for Bruman and holding their entry), Dawson (3<sup>rd</sup>). (Photo: Charlie Johnson)

**NCLRA Clown**—The two entries in Clown this time made for a pretty low turnout. However, they were a nice contrast since they were lined out, given a needle flight, and racing started promptly. No fiddly 1/2A stuff. And, no carnage this time, although there was one semi-close call from FTFP-ROOF. (Failure to finish pass—ran out of fuel). Both pilots were counting laps and knew about where the shutdowns would occur. This race series was fairly straightforward, with both planes getting short laps, but the Duly Clown using the new Cyclon had better airspeed than the underpropped Picco. That advantage was apparently lost due to the old bugaboo: “combat motor hot restart.” Pitman Burke noted high and wobbly flying by opposing pilot Hull after being passed each time. Hull noted bruises on top of head from being bonked with handle on each pass. Unofficial high flying protest was dropped forthwith....



Clown racing only had two entries—so one had to lose! Dave Dawson’s entry suffered a covering failure in the heat race, but it soldiered on, repaired with packaging tape for the final. Ron Duly’s entry sported the latest Cyclon engine. Decent airspeed, but oh those stops! Tortoise 258 laps, hare 252. (Photo: Charlie Johnson)

**SCAR Goodyear**—Two entries. Race not run.  
**SSR/Fox**—One entry. Race not run.



While this racer’s pit area is certainly well equipped, we are not really sure why he needed a broom, and such a large one at that. No one had the nerve to look for a dustpan, large plastic bag, or to ask any substantive questions. It was not seen in use during any races, so what type of speed secret it represents remains unknown. (Photo: Anonymous)

Something that happened during this contest that definitely affected the races was the large number of battery failures. There were at least three equipment failures! Maybe excusable for the first race of the year, but something everyone should consider. Even if you can borrow a battery, you may not be as proficient with it as with your regular gear. (“Just push the button! No lights? Then push it again!”)

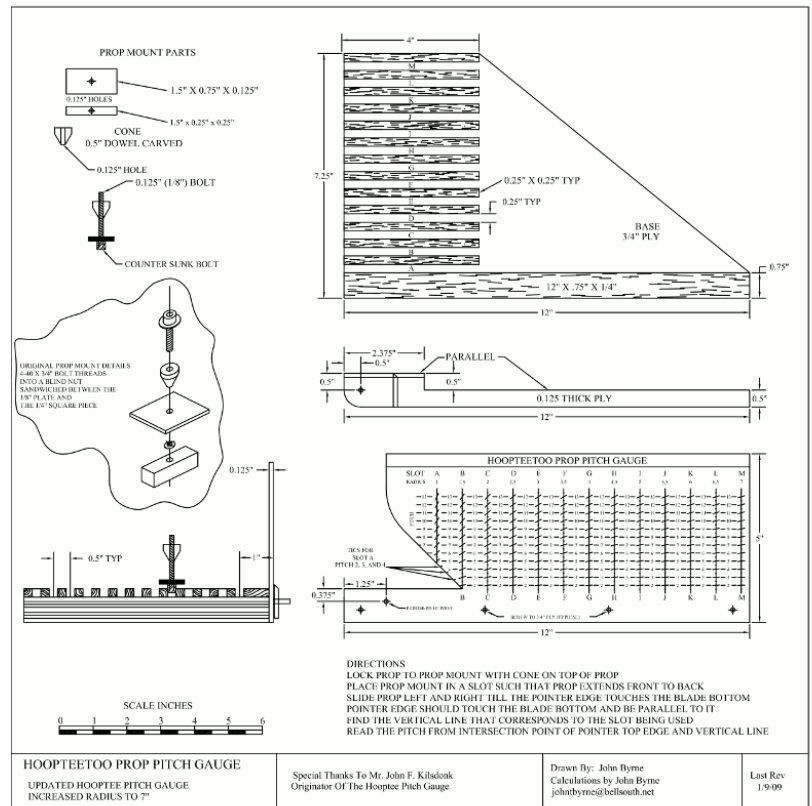
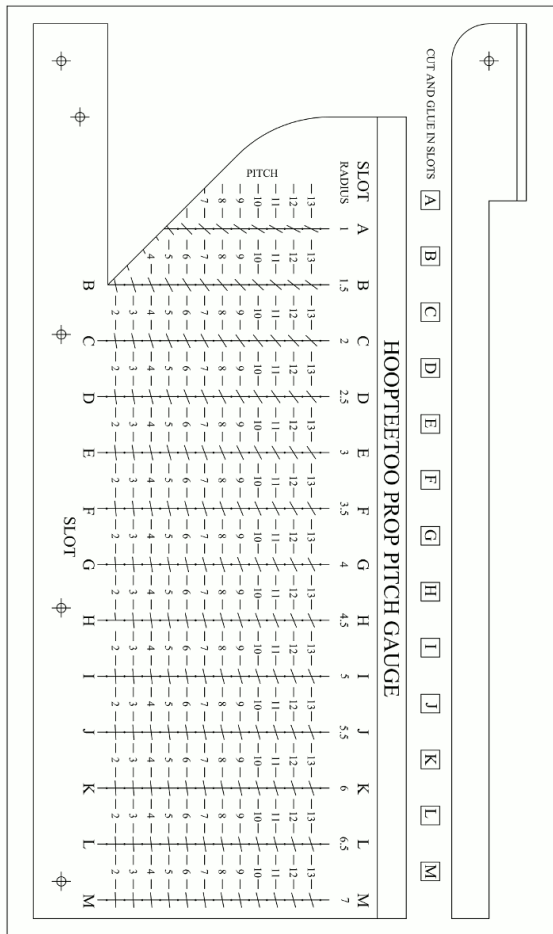
Thanks again to all of the workers, timers, organizers, tabulators, dirt shovelers (circle maintenance), height pole erector dudes, photographers, and the chow patrol. This

included Stan, Dale, Tony and Pete, Charlie, Don and Ron. Special thanks to CD Don for Saturday and CD Darrell for Sunday. And to Vera, for letting John out of the house for a couple of days. Some good racing, some good friends, and some good fun! We hope to see those who couldn't make it this time at the next race!

## HOOPTEE PITCH GAUGE

Submitted by Bill Lee

The Hooptee propeller pitch gauge was designed by the late John Kilsdonk in the early 1970's. It is a low cost alternative to commercially made units. It has been redrawn in CAD by John Byrne and is available in a 100% sized hi resolution PDF file at the NCLRA website at <http://www.nclra.org/Programs/Hooptee.html>



## NATIONAL RECORDS

### SLOW RAT

Jr (70 Laps)	5:16.20	Scott Matson	7/10/00
(140 Laps)	6:47.37	Scott Matson	7/10/00
Sr (70 Laps)	4:29.63	Howell Pugh	7/20/94
(140 Laps)	10:58.47	Doug Short	7/10/00
Op (70 Laps)	2:36.31	Bob Oge	7/18/91
(140 Laps)	5:24.94	Mike Greb	7/19/90

### ½ A MOUSE 1

Jr (50 Laps)	2:37.57	Scott Matson	7/15/99
(100 Laps)	5:17.68	Scott Matson	7/17/99
Sr (50 Laps)	2:44.68	Dave Rolley Jr	7/15/99
(100 Laps)	5:20.11	D.J. Parr	7/16/98
Op (50 Laps)	2:12.3	Jim Holland	7/16/04
(100 Laps)	4:22	Ryan&Gibeault	7/15/99

### ½ A MOUSE 2

Op (70 Laps)	3:01.24	MacCarthy/Kerr	7/11/03
(140 Laps)	7:16.03	Whitney/Hallas	7/11/03



## SCALE RACING

Jr (70 Laps)	2:50.65	Bob Fogg III	7/16/91
(140 Laps)	6:08.55	Bob Fogg III	6/23/92
Sr (70 Laps)	3:15.12	Doug Short	7/11/00
(140 Laps)	5:40.05	Bob Fogg III	7/11/95
Op (70 Laps)	2:39.38	Willoughby/Oge	7/15/97
(140 Laps)	5:33.04	Bob Fogg Sr	7/16/91

## F2C TEAM RACING

Op (100 Laps)	3:15.46	Lambert/Fluker	9/04/05
(200 Laps)	6:57.36	Lambert/Ballard	7/15/98

## F2CN (NCLRA RULES)

100 Laps	4:20.27	Bill Lee/ Russ Green	7/16/08
200 Laps	10:37.8	R. Whitney/D.Hallas	7/11/05

## 'B' TEAM RACING

Op (35 Laps)	1:24.34	Burke/Duly	7/12/05
(70 Laps)	3:11.51	Burke/Duly	7/12/05
(35+70 Laps)	4:35.85	Burke/Duly	7/12/05
(140 Laps)	6:45.1	Burke/Duly	7/13/04

## RAT RACING (.15 RULES)

Op (70 Laps)	2:44.6	Jim Holland	7/15/04
(140 Laps)	5:33.1	Jim Holland	7/15/04

Jr-Sr No record established

## NCLRA FOX RACE

Jr (100 Laps)	5:57.11	Scott Matson	7/11/99
Sr (100 Laps)	5:28.09	Scott Matson	7/16/02
Op (100 Laps)	5:32.55	Tim Stone/Bob Oge	7/10/05

## NCLRA CLOWN

Op (15 Min.)	331 Laps		
	Ron Duly/JohnMcCollum/Russ Green		7/12/06
Op (7 ½ Min.)	165 Laps		
	Al/ Pat Ferarro/ John Ross		7/14/08

## NCLRA QUICKIE RAT

Op (70 Laps)	3:04.28	Jim Holland/Bill Cave	7/14/05
(140 Laps)	6:07.01	John McCollum/Bill Lee	7/14/05

## NCLRA SUPER SLOW RAT

(100 Laps)	5:53.06	Dave Hull/Bob Whitney	7/13/07
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## SLOW RAT PROVISIONAL (.25 ENGINE)

Op (70 laps)	3:15.87	Tim Stone/Bob Oge	7/17/08
Op (140 laps)	7:20.72	Russ Green/ Bill Lee	7/17/08

## CONTEST CALENDAR

**NOTE! Confirm all contest details with Contest Director! NCLRA cannot be held responsible for errors or omissions!** This calendar is compiled from data collected at the NCLRA website [nclra.org](http://nclra.org). Members can log in there and submit contest details. All contest information must first be posted to the web site.

## NORTHWEST DISTRICT

MAY 22-24--Eugene, OR (AA) Northwest Control-Line Regionals Site: Eugene Airport. Events: Mouse I, Northwest Sport Race, Northwest Super Sport Race, NW Clown Race, also full schedule of aerobatics, combat, speed, scale and carrier. Sponsor: Northwest Regionals Management Association #4356. CD: John Thompson, 2456 Quince St., Eugene, OR 97404. Phone: 541-689-5553(day) E-Mail: [johnt4051@aol.com](mailto:johnt4051@aol.com) WebSite: [www.flyinglines.org](http://www.flyinglines.org) All racing events are on Saturday, May 23. For Northwest rules, go to [flyinglines.org](http://flyinglines.org), rules section.

## SOUTHWEST DISTRICT

MAR 27-29--Tucson, AZ (AA) Cabin Fever Site: Christopher Columbus Park, Tucson, AZ. Events: Friday: F2C, F2CN; Saturday: Mouse I, Mouse II, Slow Rat, Super Slow Rat, B-TR, Southwest Sport Speed, Perky .15 Speed; Sunday: Rat Race/60'F2C, NCLRA Clown Race, SCAR/ACLA Formula Unlimited, NCLRA TQR. Sponsor: CACLC #4116. CD: Ken Gulliford, . Phone: (623) 877-8823(eve) E-Mail: [kgtrtr@cox.net](mailto:kgtrtr@cox.net)

F2CN - External Controls Requirement Waived

Mouse I - Modified Production Reed Valve Engines Only  
Mouse II - Spring Starters Allowed, Any Fuel  
Perky .15 Speed - Any .15, See AMA - NASS Rules  
60'F2C - Flown with Rat Race, 3 or more fly a separate final, Qualified F2C Airframe, 60' Lines. F2C lines accepted.  
Southwest Sport Speed .35 Rules  
Airframe: same as NCLRA Fox  
Engine: Front Rotor, Side Ported Up To.36 Displacement originally available for under \$100.00 (any modifications)  
Prop: 9 x6 APC, Rev-up, Master Airscrew, or any other unmodified over the counter 9 x 6 (no fiberglass or carbon fiber)  
Lines: .018 braided steel only, 60 feet long eyelet to eyelet, plus or minus 1 inch – 35 pound pull test each flight  
Tank: Suction Feed Systems Only  
Procedure: Timed first14 Laps from start, in-the-yoke before second lap.  
Fuel: 10-10-10 / 70 Methanol (Event Supplied)

## NORTH CENTRAL DISTRICT

None

## **SOUTH CENTRAL DISTRICT**

APR 25-26--Dallas, TX (AA) DMAA Spring Warm-Up Site: Dallas Hobby Park. Events: Saturday: (301-310) Flown to % of record (JSO); Sport Jet; Sunday: 311, NCLRA TQR, 313, Sportsman Goodyear, Fox Goldberg (JSO) Sponsor: Dallas Model Aircraft Association #1902. CD: Patrick Hempel, 304 Becky, Rockwall, TX 75087. Phone: 972-841-8766(day) E-Mail: ptrckhem@aol.com WebSite: www.dmaa-1902.org

## **MIDWEST DISTRICT**

July 12-17 Muncie Indiana- U.S Nationals

## **2009 NATs Schedule**

### **Sunday, July 5**

NCLRA Fox Race  
Super Slow Rat (SSR)  
(Run simultaneously with separate finals.)

### **Monday, July 6**

Qualifying Rounds: AMA Scale Race  
Rat Race  
Mouse I

### **Tuesday, July 7**

Qualifying Rounds: NCLRA Clown Race  
Finals: AMA Scale Race  
Slow Rat Race

### **Wednesday, July 8**

Finals: NCLRA Clown Race  
Qualifying: F2C Team Race  
Qualifying: Texas Quickie Rat

### **Thursday, July 9**

Finals: Texas Quickie Rat  
Qualifying: F2C Team Race  
F2CN

### **Friday, July 10**

Finals: F2C Team Race  
B-Team Race  
Mouse II

## **NORTHEAST DISTRICT**

JUN 07--Middlesex, NJ (A) Racing in Middlesex Site: Middlesex Flying field. Events: Fox race, Warbird, Clown Race. CD: Al Ferraro, 4 Morrison Dr., Lebanon, NJ 08833. Phone: 908-439-9161(day) 908-256-4553(other) E-Mail: aldenise@comcast.net

AUG 23--Middlesex, NJ (A) Racing in Middlesex Site: Middlesex Flying Site. Events: Foxberg, Slow Rat, Clown Race. CD: John Ross, , . Phone: 908 722 4961(day) E-Mail: pjr50@aol.com

SEP 05-07--Middlesex, NJ (AA) Racing in Middlesex Site: Middlesex Flying Site. Events: Scale Race, F2C, F2CN, Quickie Rat, Fox Race, Slow Rat, Clown Race. CD: Brian Silversmith, 86 Kingsland Circle, Monmouth Jct., NJ 08852. Phone: 732-274-8945(day) E-Mail: lrlieberman@verizon.net

OCT 18--Middlesex, NJ (A) Racing in Middlesex Site: Middlesex Flying Site. Events: Foxberg, Warbird, Clown Race. CD: John Waskiewicz, , . Phone: 908 755 1646(day)

## **SOUTHEAST DISTRICT**

None

## **SUPPLIERS**

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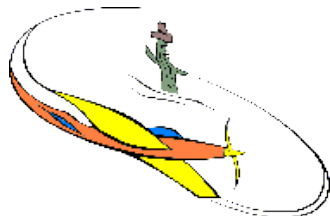


Dick Lambert warms it up in Jacksonville '07



Ronnie Jenkins & Matthew Wallick, Jacksonville '07

# 2009 Cabin Fever - March 27, 28, 29, 2009



**Contest Director:** Ken Gulliford (623) 877-8823 [kgtr@cox.net](mailto:kgtr@cox.net)

**Assistant Contest Director:** Bill Lee [Bill@WRLee.com](mailto:Bill@WRLee.com)

**Friday Event Director:** Bill Lee

**Saturday and Sunday Event Director:** LeRoy Black

**Site:** Christopher Columbus Park, Tucson, AZ

## Race Procedure:

**Friday 27<sup>th</sup>** is Diesel Day on the New North Circle, Open Flying, Tune, Tweak and Needle on South two Circles

**Saturday 28<sup>th</sup>** is Speed Events on the New North Circle until 2:00 PM, Racing on the Center Circle, and Test and Tweak on the South Circle

**Sunday 29<sup>th</sup>** is Racing on the Two South Circles, and Test and Tweak on the New North Circle

**Pilots Meeting: 8:00 AM Each Day, Racing Starts at 8:30AM Sharp**

## FRIDAY (Diesel Day) EVENTS

F2C (318)  
F2CN (\*)

## SATURDAY EVENTS

Mouse I (313)(\*)  
Mouse II (314)(\*)  
Slow Rat (312)  
NCLRA Super Slow Rat  
B-Team Race  
Southwest Sport Speed .35(\*)  
Perky .15 Speed (\*)

## SUNDAY EVENTS

Rat Race (311) / 60' F2C (\*)  
NCLRA Clown Race  
SCAR / ACLA Formula Unlimited  
NCLRA Texas Quickie Rat

## \*RULES CHANGES / APPLICATIONS

- F2CN - External Controls Requirement Waived
- Mouse I - Modified Production Reed Valve Engines Only
- Mouse II - Spring Starters Allowed, Any Fuel
- Perky .15 Speed - Any .15, See AMA - NASS Rules
- 60' F2C - Flown with Rat Race, 3 or more fly a separate final, Qualified F2C Airframe, 60' Lines  
F2C lines accepted

## - Southwest Sport Speed .35 Rules

**Airframe:** same as NCLRA Fox

**Engine:** Front Rotor, Side Ported *Up To*.36 Displacement originally available for under \$100.00 (any modifications)

**Prop:** 9 x6 APC, Rev-up, Master Airscrew, or any other unmodified over the counter 9 x 6 (no fiberglass or carbon fiber)

**Lines:** .018 braided steel only, 60 feet long centerline to centerline, plus or minus 1 inch – 35 pound pull test each flight

**Tank:** Suction Feed Systems Only

**Procedure:** Timed first 14 Laps from start, in-the-yoke before second lap.

**Fuel:** 10-10-10 / 70 Methanol (Event Supplied)

AMA Rules available from: [www.modelaircraft.org](http://www.modelaircraft.org)

NCLRA Rules available from: [www.nclra.org](http://www.nclra.org)

SCAR Rules available from: [SCAR4641@aol.com](mailto:SCAR4641@aol.com)

Sport Speed Rules available from: George Brown, [tempemachine@gmail.com](mailto:tempemachine@gmail.com)

Perky Rules available from: [www.modelaircraft.org](http://www.modelaircraft.org) (in Competition / Events, NATS, NATS Forms, NASS Perky OTS Speed Rules)

# NCLRA Membership Form

Name\_\_\_\_\_

Street Address\_\_\_\_\_

City\_\_\_\_\_ State\_\_\_\_\_

Country\_\_\_\_\_ ZIP\_\_\_\_\_

Home Phone#\_\_\_\_\_

Work Phone#\_\_\_\_\_

Cell Phone#\_\_\_\_\_

E-Mail\_\_\_\_\_

AMA or Other National Organization #\_\_\_\_\_

Would like electronic Newsletter **ONLY**: \_\_\_\_\_

(Must supply an e-mail address if checked)

Send Dues & Membership Form to:

US Dues: \$20

Dave Rolley

(Add \$.90 if paying by PayPal)

P.O. Box 468

International: \$22

Bennett, CO 80102

(Add \$1.10 if paying by PayPal)

(Membership Expiration date on mailing label)

Payment can be by check or Money order to the address above.

Payment by PayPal to Treasurer@NCLRA.org





## **Officer's Addresses**

### **President**

#### **Bob Whitney**

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Palm Bay, FL 32908  
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### **Vice- President**

#### **Jim Ricketts Jr**

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### **Secty/Treas**

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Email:soar.rubber.duck@gmail.com

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Email m.greb2@verizon.net

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Email walperkins@aol.com

### **North Central Representative**

#### **Les Akre**

13336-129st.  
Edmonton, Alberta  
Canada T5L-1J8  
Home 780-454-5723 Cell # 780-919-2792  
Email scaleracer@hotmail.com

Torque Roll is the official publication of the NCLRA. Published bi-monthly. All submissions are valuable & will be considered for publication subject to editing. Preferred format for publication is as a MS Word document using 10 point Times New Roman font. Any photos should be sent as a separate jpeg file, medium res. Email all as an attachment to Tim Stone at the address given on this page. While this is preferred format, we will take submissions in just about any format, they can be written, typed or mailed to Tim Stone.

Apply for membership by mailing annual dues of \$20.00 to the Secretary/Treasurer at the address on this page. Make checks out to the order of "NCLRA" and be sure to provide the correct address for receiving the newsletter.

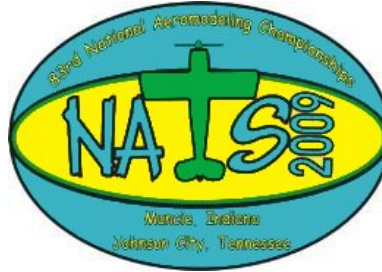
USING PAYPAL-To pay dues with PayPal, first log in to your Paypal account, then send dues to; Treasurer@NCLRA.org

Note that a \$.90 (\$1.10 for foreign membership) surcharge is added for the PayPal charges.

OR VIA THE WEB: Membership renewal can be easily done via the NCLRA web site at

<http://www.NCLRA.org/>





## 2009 NATs Schedule

### Sunday, July 5

NCLRA Fox Race  
Super Slow Rat (SSR)

(Run simultaneously with separate finals.)

### Monday, July 6

Qualifying Rounds: AMA Scale Race

Rat Race  
Mouse I

### Tuesday, July 7

Qualifying Rounds: NCLRA Clown Race

Finals: AMA Scale Race

Slow Rat Race

### Wednesday, July 8

Finals: NCLRA Clown Race

Qualifying: F2C Team Race  
Texas Quickie Rat

### Thursday, July 9

Finals: Texas Quickie Rat

Qualifying: F2C Team Race

F2CN

### Friday, July 10

Finals: F2C Team Race

B-Team Race  
Mouse II

If you have received the paper entry forms sent earlier this year, please go to the AMA website and download a new copy. The paper version is in serious error. Website is

<http://www.modelaircraft.org/files/09NATSENTRY.pdf>

[http://www.modelaircraft.org/UserFiles/File/09unofficialentryfm\(1\).pdf](http://www.modelaircraft.org/UserFiles/File/09unofficialentryfm(1).pdf)