

CONTROL LINE COMPETITION NEWSLETTER

RACING - SPEED - COMBAT - STUNT - CARRIER

NOVEMBER 2019
TARIFF FREE



LAS VEGAS CONTEST A HUGE SUCCESS. FULL RESULTS IN THIS NEWSLETTER.



KEN BURDICK'S F2A TRAINER. ARTICLE AND PLANS IN THIS ISSUE. HERE'S AN INEXPENSIVE WAY TO DABBLE IN SPEED WITHOUT TAKING OUT A STUDENT LOAN. EVEN THOUGH THE ENGINE, TANK, AND CONTROLS ARE OUT IN THE BREEZE IT STILL LOOKS LIKE A REAL SPEED MODEL. DRAG OUT THAT OLD ROSSI 15 OR A SPORT 25 IF THAT'S ALL YOU HAVE.

KARI JACKSON FINISHED HER FIRST SPORT GOODYEAR RACE AT WHITTIER NARROWS. FULL RESULTS FOR THE RACING EVENTS PLUS SPEED AND COMBAT. THERE'S ALSO COVERAGE OF OKLAHOMA CITY, DALLAS, AND PHOENIX.



CONTEST CALENDAR

| | |
|------------------|--|
| November 30 | Delta Park, Portland NW Clown Race and NW Sport Race |
| December 7 | Scobee Field, Houston Air-to-Air Combat |
| December 7-8 | Toys For Tots Whittier Narrows Speed/Racing/Combat |
| December 13-15 | V&V 2019 Gran Canaria |
| January 1, 2020 | Polar Bear Fun Fly Vancouver |
| January 2-5 2020 | Australian Grand Prix Combat-Racing-Speed-Stunt Albury |
| March 10-14 2020 | Vintage Stunt Championships XXXII Tucson, Arizona |
| March 20-22 2020 | Tucson F2d Top Gun |
| May 22-24 2020 | Northwest C/L Regionals AAA Roseburg, Oregon |
| July 11-18 2020 | AMA Nationals F2d July 11-12 Dates not confirmed yet. |
| August 7-16 2020 | World Cup & World Championship Poland |

Before you set out on a cross-country trek check with the CD or ED to confirm contest dates.

Link to F2 World Cup Events: <http://www.fai.org/world-cups/f2-control-line>

Link to Weather Underground: <http://www.wunderground.com/>

Link to Flying Lines: www.flyinglines.org

HOBBY SUPPLIERS

WANTED: Pylon used reels. \$2.00 each plus shipping. RacerAlbert1@aol.com

CFC Graphics: Graphics for your Air-To-Air Combat model, Racer, etc.

<http://www.cfcgraphics.com>

Partner Productions: Current & Vintage Speed Plane plans. Box 205 Maple Ridge, BC V2X – 7G1 Canada 604-612-4060 cpartner@telus.net Chris Sackett

Eichenberger Products: Carbon Fibre and Composite Epoxy/Glass props for Speed and Racing. Carbon tops for 21-40's and more. Steve Eichenberger 480-730-0016
seichenberger@cox.net

Old Magazine Plans On CD: e-mail Tom Wilk at: tawilk636@live.com

If he doesn't have it, you probably don't need it.

Eliminator Props: <http://eliminatorprops.com/store/>

BMJR Models: Freeflight, R/C, Control Line and Accessories. www.bmjrmodels.com



Mike's Racing Products: See June 2012 S.C.A.R. Newsletter

http://controlline.org.uk/phpBB2/files/mikenorthlist_209_423.pdf



OPS Engines America: Bill Hughes wiliamhughes4@att.net

Engines/Parts Prices start at around \$150.

Core House: <http://home.earthlink.net/~philcartier/webcat/catalog.html>

Kits, cores, SLC covering material

Marc Warwashana: Don's wheels, fastfills, etc. whellieman@gmail.com

Pat King's website: www.pdkllc.com Mockingbird Slow Rat and more.

Brodak Manufacturing: <http://www.brodak.com>

Douglas Mayer Model Airplane Plans: Multiple Goodyear plans, Turbo Mouse I, Alley Rat II Quickie Rat. All plans **FREE** as a PDF, \$15.00 for hard copies.

Douglas Mayer Douglasmayer58@gmail.com 310-463-0525

Adriano Molteni: Ultra high quality flying lines, Nelson style plug, F2d models, props and mounts. adrieanto@gmail.com

The Craftsman: Stunt and Racing Engine Tuning (OS, S.T., Fox, K&B, Cox) Custom Kit Building - Ready to cover. Contact: Jed Kusik jedeeflyer@aol.com

Doctor Diesel (Eric Clutton) P.A.W. Diesels: www.cafes.net/doctordiesel
doctordiesel@cafes.net

Streamer Shuttle: <http://streamershuttle.blogspot.com>

Sportsman Goodyear: Parts and accessories including venturis and needle valve assemblies for the Magnum/ASP 15, landing gear, and fuel tanks. billbisch@hotmail.com

ZZ Props: Full line of quality Glass & Carbon Fiber props for Control Line Speed & Racing. Contact Mike Hazel at: 503-859-2905 Day Phone or 503-871-1057 24 Hour Phone
zzclspeed@aol.com



MBS Model Supply

P.O. Box 240 Auburn, KS 66402-0282 <http://mbsmodelsupply.com/>

Phone: After 5:00p.m. Central time or weekends only (785) 256-2583 Cell: (785) 221-7042

The ASP 15 with proper venturi is now available from MBS Model Supply for \$80.00.

TCA Racing Accessories <http://www.tca-srl.it/Home/SITO/index.html> High tech Italian glowplugs, click on the Blue Line (Nelson and GloBee styles).

E-mail for info: Antonio.Giandrini@gmail.com or Adriento@gmail.com

Robin's View Productions: Foam wings, cores and Lost-Foam building fixtures for built-up wings. Nifty electric motor mount called the Hardnose Mount also available. PDF building manuals available for free! Just e-mail your request to Bob Hunt. robinhunt@rcn.com

Doug Galbreath: Cyclon 049, Nelson 65, and Audio Tachs 530-757-6058
3408 Topsail Place Davis, California 95616

Lee Machine Shop: Syringes, venturi selection for many engines, prop bushings, motor mount drill guides, etc. <http://www.leemachineshop.com/> sales@LeeMachineShop.com
827 SE 43rd Street Topeka, Kansas 66609 785-266-7714

Planet Hobby: NovaRossi aircraft engines are the world's standard for power, performance, and reliability. Phone: 901-755-1536 Web address: www.PlanetHobby.com

Fuel Shutoffs: Dale Long: DirtyDshutoffs@dslextreme.com Guaranteed to work!
USA only.

Enya U.S. Engines+Parts: Complete Enya parts inventory. We specialize in C/L parts. Call or e-mail for your needs. Shipping worldwide. [Http://stores.ebay.com/thecontrol-linestore](http://stores.ebay.com/thecontrol-linestore)
Bob Brooks 954-234-0863 shterman@aol.com

Microfasteners: Hobby enthusiasts of all types trust MicroFasteners for all of their hardware needs. www.microfasteners.com info@microfasteners.com 1-800-892-6917
610-438-6177 Kathy Bechtel - Owner

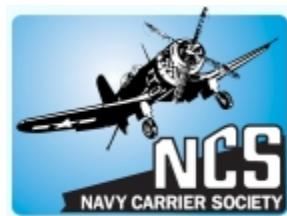
Engine Gaskets: ICBIMproducts.com Laser cut gaskets for current and Vintage engines.
Larry Berman – Owner lounlou@aol.com

Membership For Everyone



National Control Line Racing Association: <http://www.nclra.org/>

Membership is now FREE! Go to the NCLRA website and click on the **Join or Renew** tab. Members, as well as Non-members, can view all the electronic newsletters from October 2002 through the most recent (January 2019 as of this posting). A paper copy of the newsletter will incur a \$10.00 fee. NCLRA President Bill Bischoff has added NCLRA to the Vendor's Corner on Stunt Hangar, here's the link: <http://stunthanger.com/smf/nclra/>



Navy Carrier Society: <http://www.navycarryersociety.org/joinNCS.aspx>

Electronic Membership for 2019 is FREE! Printed newsletter is \$10.00.



North American Speed Society: <http://clspeed.com/membership>

<https://www.facebook.com/groups/107346039286541/about/> mbership is \$35 for USA and Canadian residents and \$45 international. A special membership with a digital only newsletter is available for only \$20.00. PayPal OK



Combat Flyers Association Vintage and F2d Combat in the UK.
<http://combatflyers.co.uk>

Contact: Admin@combatflyers.co.uk

The latest three issues of their newsletter can be found on Flying Lines: <http://www.flyinglines.org/competition.newsletter.html>



MACA Miniature Aircraft Combat Association: <http://www.macasite.org/>

MACA doesn't have a newsletter but you can get current contest results, new products, and comments from members on their Facebook page: <https://www.facebook.com/groups/107346039286541/>



Academy of Model Aeronautics

<http://www.modelaircraft.org/> If your permanent residence is outside the USA and you want to compete in AMA sanctioned contest be sure to check out Affiliate Membership.



PAMPA Precision Aerobatics Model Pilots Association

<http://www.pampacl.org/> Digital Membership \$28.00

Print \$53.00 USA Print Canada & Mexico \$63.00

Print International \$88.00



The November 2019 issue of Model Aviation provided some incorrect information about F2d team members. The review for combat at the Nationals is credited to Phil Cartier but he did not write it. Apparently the article was stitched together and the seamstress doing the job got the results from the F2d team trials and regular F2d combat mixed up. Model Aviation's editor, Jay Smith, acknowledges the error and says a correction will be made asap.

The Senior F2d team members are: Radik Magzianov, Mark Rudner, and Chuck Rudner and are joined by Alexandra Nadein as the Junior team member. Rylan Ritch will compete as the reigning Junior World Champion. Thanks to a recent CIAM decision to encourage more female participation they have added an additional team spot in each category. Amy Olson will represent the USA in Poland in 2020 in this capacity. Jeff Johnson is the first senior alternate, Amy had been second alternate, Allen Deveuve and Greg Wornell now move up a position.

F2A, The beginner's version

Yes Folks, it's true.

Dipping one's toe into the world of F2A speed is like being Little Red Riding Hood. Not quite sure of the waters, thinking you are going to a simple lunch with Granny only to discover the wolf.

I recently won a prize at the Salem Oregon Speed Champs and one thing led to another, which seems to be par for ol Kenny. What was it you say.....nothing short of a beginner engine and pipe for the international speed event labeled F2A. These are 2.5cc engines that run in the 40,000 RPM range, and if you look at them wrong, will not perform. So, why you ask would anyone do such a thing? Brain damage, boredom, bad genes.....who knows. Like they say, there is no "free horse" and this is certainly not the exception. I began thinking of trying F2A a few years ago and it's been tugging on my coat ever since. This was just the thing to kick-start yet another run at the project.

Where to begin?

There are so many places to start something like this, I hardly know what cliff to jump from first.

1. Buy several thousand dollars' worth of equipment and see what happens..... No.
2. Go on the internet and ask the Easter Block guys for advice..... maybe later.
3. Ask the maybe unscrupulous internet suppliers to suggest engines and equipment.... No.
4. Start with something simple and go from there..... ok.

SIMPLE #1.

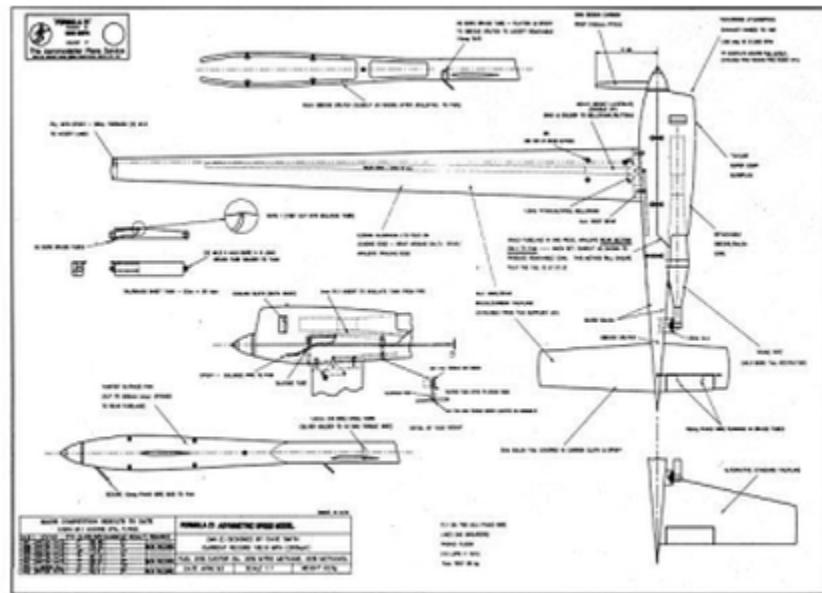
So lil Geezers, we have here an example of something simple. It's an engine and pipe made by MDS and has been around for some time. The design is clearly copied from Rossi, but it LOOKS ok so let's forge on ahead. The whole idea of a trainer is to master taking off, whipping the tuned pipe on to its peak stages of which I am told there are three. Also, you can hold the thing back so as to heat the engine up. With a pipe, you want heat at the right temperature (whatever that is) to get the sonic wave in the pipe to time correctly and ram the unburnt fuel into the chamber before the piston closes...phew! That's todays lesson on tuned pipes. Also, if you are following the accepted theory of today, you are flying a sidewinder with one wing and only an outboard stab. These things do not take off without help. So, I need to practice my footwork without destroying much-o bucks-o in the process.

The engine we'll call "Little Boris", is right out of old mother Russia. It is made of not so great parts for F2A and clearly intended as a primer type thing. On the outside, it looks pretty sharp, but when I opened lil Boris up, even I was shocked. Inside the case, it was packed with what looked like cosmoline, or Vaseline jelly. The thing was stuck after maybe 15 years or more of digesting this stuff. I was able to get it apart and after an hour of work with Lacquer thinner and various brushes and heat, was able to get the rear bearing to turn again. Trust me when I say, the maker of this engine took notes from good old Duke Fox..... No bushings in the con rod, bearings with folded tabs and a head that looks like it's from a Cox .15 (not bad actually) The piston and liner were just ok. The ports needed deburring which I did, the piston is not cut away for breathing so it's something like a good engine out of the 60's. The chrome work, however was top of the line (except the burrs) The crankshaft port was nicely rounded so no worries about it cracking there. Anyway, little Boris will be fine for training purposes, and I'm not expecting great things from it. I have already had to go looking for additional glow heads for the "free engine" I found some in the mother-land at \$6.95 each on eBay. I hope to get my footwork done in less than 6 plugs. Did I mention props? I also located Steve Wilks, owner of Eliminator props, deep in the Minnesota woods doing some sort of thing there. Anyway, he is making up a couple of props for me at \$20.00 ea. These are assembled with counter weight so that helps with the sticker shock. I'll start out with an APC racing prop to see if it flys.....:)

What to fly?

Honestly, the F2A airplanes of today are made to the finest standards using CNC machinery. Stabilizer cores covered in carbon fiber, beautiful wing roots and spars covered with aluminum skin, or carbon fiber wings, fuselages cut from cnc routers and parts that are beyond anything made in the U.S. In short, the airplanes are works of art with many years of R&D behind the designs. The top guys are now well faster than 300 km/ hr (186 mph) and just recently 308 was turned! So these tiny aircraft are subject to high stresses, they have to be well engineered to fly stable at these speeds. I'm not going to learn what I need to learn on one of these fine pieces of work, so I'll build a trainer to learn the fundamentals of foot work and pylon technique. I was recently shown by John Newton, to change my footwork by angling my left foot more before setting it down while going around the pylon. He said that will save steps in going around the pole. I tried it and went from seven steps to five, but that was at 138 mph, slow compared to what I'm dangling my foot into.

I have seen several F2A trainers on face book so I looked up one and copied it. Simple as a mud fence, but it balances correctly and hopefully will fly as intended. The intent of this model is to emulate a real asymmetrical model, not only in flying, but also in taking it off from a dolly. All this will go into my training so as to avoid damaging a decent full on F2A model. Here are some pictures of the one arm bandit.



Well lil geezers, that's it for now. All that's left to do is build a dolly. I'll keep you up to date on the progress and where the project goes from here. I have made arrangements for a competitive model so the transition from simple to complex will be a simple turn of a key. I'll keep you all in the ground loop as things develop. Kennyb

Alex Valishev wins the 2019 F2A World Cup. Page seven is posted on the next page of the newsletter that shows his results. Placings are determined by combining the three best times at World Cup events worldwide. Bill Hughes also had official times from the Netherlands & French rounds (296.5 and 284.4kph). Ivan Valishev (582.5kph) and Patrick Hempel (560.5kph) had only the times from the USA and Canada World Cups. There were 66 competitors who made official flights at the 25 World Cup events. These events are open to anyone who has a FAI Competition License (issued through the AMA here in the USA).

| 2019 F2 WORLD CUP CUMULATIVE RESULTS | | | | | 2 | 2 | | | | | 2 |
|--|--|---|----------|-----------|------------|------------|------------|------------|------------|------------|-----------|
| F2A | Not counted - lesser of the two scores in the same country or time zone. | Not on the FAI Licence Database, or the Licence has expired for this year. Results not included in the total kph. | Venue: | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| | | | Country: | BEL | GBR (Ita) | ITA | BLR | LAT (Rus) | USA | CAN (Usa) | ESP |
| Juniors up to 21 wef 2019 | 25 scheduled competitions | | Date: | 10-11 Aug | 05-06 Sept | 07-08 Sept | 13-15 Sept | 20-22 Sept | 26-27 Sept | 28-29 Sept | 05-06 Oct |
| Results are provisional until verified after the last competition of the year. | | Number of competitor entries: | | 165 | 6 | 10 | 13 | 5 | 9 | 6 | 6 |
| Jo Halman, World Cup Coordinator. | | | | | | | | | | | |
| Family Name | First Name | NAC | FAI ID | Total kph | | | | | | | |
| VALISHEV | Alex | USA | 69346 | 913.6 | | 301.5 | 294.8 | | | 308.4 | 303.7 |
| EISNER | Paul | GBR | 29380 | 901.0 | | 299.9 | 298.3 | | | | |
| REBROV | Pavel | RUS | 65534 | 899.9 | | 302.2 | | | | | |
| HALMAN | Peter | GBR | 29375 | 899.0 | | 301.5 | 300.8 | | | | |
| EMELYANOV | Gennady | RUS | 66267 | 896.6 | | | | | 299.0 | | |
| DUDAREV | Stanislav | RUS | 22758 | 891.5 | | | | | | | |
| KALININ | Andrei | RUS | 21653 | 890.9 | | | | | 297.9 | | |
| OSOVIK | Oleksandr | UKR | 84033 | 890.4 | | 293.2 | 298.9 | | | | |
| STJARNESUND | Per | SWE | 65017 | 886.5 | | 296.2 | 295.9 | | | | |
| HUGHES | William | USA | 25531 | 884.5 | | | | | | 293.4 | 287.1 |
| MIS | Artur | POL | 54062 | 874.5 | | | | | | | |
| PERRETT | Matthieu | FRA | 18242 | 874.2 | 282.4 | | | | | 293.6 | 290.2 |
| PIRAZZOLI | Ivo | ITA | 20282 | 874.2 | | | 295.2 | | | | |
| BOB | Alexander | BLR | 92274 | 865.0 | | | | 290.3 | 240.6 | | |
| SOBALA | Tomasz | POL | 109901 | 863.6 | | | | | | | |
| LYHNE-HANSEN | Niels | DEN | 17166 | 861.0 | | 283.8 | 289.0 | | | | |
| LOSKUTOV | Ilya | RUS | 81068 | 856.6 | | 284.8 | 283.4 | | 286.3 | | |
| ESSELAAR | Han | NED | 21425 | 854.9 | 286.3 | | | | | | |
| WALANIA | Kacper (Jnr) | POL | 70086 | 852.0 | | | | | | | |
| NOSKOV | Vasily (Jnr) | RUS | 92847 | 849.3 | | | | | 287.6 | | |
| AUBE | Jean Marc | FRA | 60262 | 845.2 | 284.2 | | | | | | |
| GONZHUROV | Sergey | RUS | 123521 | 831.6 | | | | 259 | 286.0 | | |
| PRAUS | Pawel | POL | 54039 | 819.9 | | 270.1 | 276.4 | | | | |
| TYUTINA | Sophia (Jnr) | RUS | 112740 | 785.0 | | 244.6 | 263.6 | | | | |
| BUFFET | Olivier (Jnr) | FRA | 71295 | 760.8 | 238.9 | | | | | | |



Alex Valishev (orange shirt) placed first in the F2A World Cup. He's flanked by Bill Hughes who placed tenth and Matthieu Perrett who was twelfth. Buder Park, St. Louis

Virgil Wilbur Memorial Speed, Racing, and Combat Contest

October 19-20, 2019

Whittier Narrows Recreation Area, S. El Monte, CA

by CD: Howard Doering

Great warm to hot weather and loads of out of state contestants, but speed was lightly attended. Saturday turned into jet day with Joey, George Brown III, Mike Hazel, and I putting in NASS and Northwest Sport Jet flights. After a couple of attempts with a leaky tank and a quick solder job, George also put up a Fast Jet Flight. Mike Hazel had an attempt in Fast Jet but didn't post an official time. Jon DeFries was there with a Fox Speed, but the breeze came up, so we decided not to fly it. Paul Gibeault and Les Akre came down from Canada, but Paul and Les only flew racing.

Sunday's speed entry was George posting officials in Sport 21 and A speed, with Peter Brown crewing and his 2 sons dolly chasing. I did double duty, crewing and operating the TransiTrace.

The TransiTrace worked flawlessly all weekend, only missing one lap when I managed a low lap flying Joey's Sport Jet. The error was easily corrected.

A Speed

| | |
|------------------|-----------------------|
| George Brown III | 152.32 off the pipe/* |
|------------------|-----------------------|

Sport 21 Speed

| | |
|------------------|--------|
| George Brown III | 110.72 |
|------------------|--------|

Jet Speed

| | |
|------------------|--------|
| George Brown III | 179.29 |
| Mike Hazel Att | |

NASS Sport Jet

| | |
|------------------|--------|
| Mike Hazel | 146.31 |
| Joey Mathison | 143.72 |
| George Brown III | 136.80 |
| Howard Doering | 136.60 |

Northwest Sport Jet

| | |
|------------------|--------|
| Joey Mathison | 146.86 |
| Howard Doering | 143.48 |
| George Brown III | 139.44 |

Racing at the Virgil Wilbur Memorial: For the past couple years we've held racing only on Sunday but this year we went back to a two day format thanks to the many out of town entrants. Les Akre and Paul Gibeault were here from Edmonton, Alberta (Canada). Les had driven to the Dallas contest which was held the previous weekend and then out to California. Paul chose the easier way and flew home between contests arriving in Los Angeles during rush hour on Friday night, finally making it to the hotel just after 10:00p.m.

Bill Bischoff and Kari were here from Texas, Mike Hazel from Oregon and Bob Kerr and Pete Cunha from Northern California. Action started on Friday when a small crowd formed at the park for test flying. As predicted on the Racing Forum there were three F2CN models ready for action. Weather was perfect for the entire weekend with so little wind that pitting could be done on any part of the circle. Here are results compiled by Ron Duly.

| <u>Mouse I</u> | <u>Heat 1</u> | <u>Heat 2</u> | <u>Final 100 laps</u> |
|-----------------------|----------------------|----------------------|------------------------------|
| Akre/Hull | 2:30.97 | 2:28.43 | 4:56.83 |
| Kerr/Gibeault | 2:37.80 | 2:18.38 | 5:32.91 |
| Mayer/Bischoff | 4:03.52 | 2:44.54 | 5:36.04 |
| Hull/Akre | 3:18.65 | 2:35.77 | |
| Bischoff/Mayer | 2:52.04 | 16 laps | |
| Callas/Hull | 3:50.97 | N/T | |
| Gibeault/Kerr | N/T | 27 laps | |

| <u>Junior Mouse I</u> | <u>Heat 1</u> |
|------------------------------|----------------------|
| Mason Mayer | 4:19.06 |

| <u>Formula Unlimited</u> | <u>Final 140 laps</u> |
|---------------------------------|------------------------------|
| Hull/Gibeault | 8:02.86 |
| Mayer/Bischoff | 9:18.25 |

| <u>Flying Clown 15 minute race 60' lines</u> | |
|---|----------|
| Akre/Hull | 249 laps |
| Duly/Johnson | 212 laps |
| Mayer/Bischoff | 208 laps |



A Formula Unlimited model is basically a Goldberg style model with a non-schnuerle ported engine. The Mayer/Bischoff Buster on the left is K&B 40 powered. The Hull/Gibeault Shoestring entry uses an HB 40. The HB 40 is a *robust design*, as Peter Chinn used to say in his reviews, meaning that it was VERY heavy. Dave Hull was able to engineer his model so that it balanced well enough to do stunts while breaking in the engine. There was an earlier version of the event flown in Arizona that required a 36 size engine. The Buckeye Regionals saw 28 entries one year. The Tune-Hill OS 36 blew the field away. The next year there were a half dozen entries and then the event died away and was eventually replaced by Formula Unlimited.

| F2CN | Best 100 lap heat | SCAR Goodyear | 100 lap heat |
|-----------------|--------------------------|----------------------|---------------------|
| Callas/Bischoff | 4:40.61 | Akre/Gibeault | 4:17.07 |
| Akre/Bischoff | 5:10.06 | Hull/Akre | 4:50.36 |
| Callas/Hull | 5:17.15 | Mayer/Bischoff | 5:48.91 |
| Hull/Callas | 6:42.22 | Callas/Hull | 6:29.44 |
| Hull/Akre | 9:42.38 | | |

Plenty of mix & match of pilots and pitmen to finish the heats.

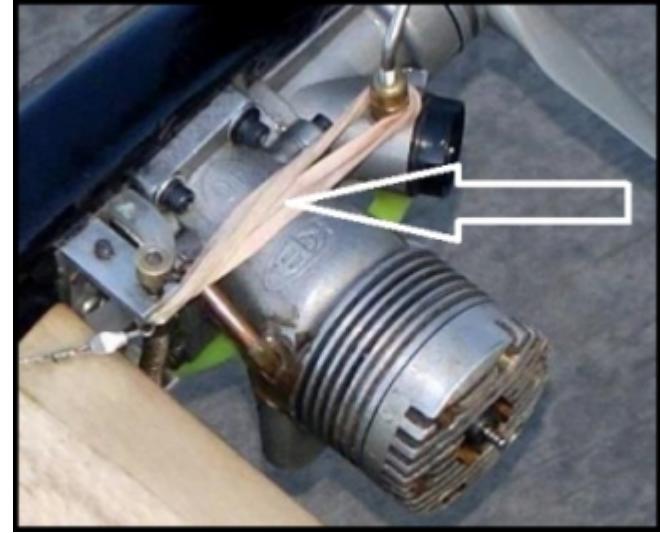
DMAA Rule Goodyear Flown with SCAR Goodyear

| | | |
|--------------------------|----------------------|------------------------|
| Akre/Gibeault | 4:57.43 100 lap heat | 10:26.12 200 lap final |
| Duly/Johnson | 5:50.75 | 12:01.93 |
| Hull/Callas | 5:38.71 | 12:03.93 |
| Gibeault/Hazel | 6:02.63 | |
| Callas/Hull | 78 laps | |
| Bischoff/Mayer | 5 laps | |
| Kari Jackson's Solo Race | 11:17.31 | |

There were 14 SCAR and DMAA Goodyears on the field.



Doug Mayer, Les Akre, Paul Gibeault, and Mike Hazel with their NCLRA Quickie Rats. These models have a profile body, external controls, and a .292 venturi restriction for the crossflow engines. The K&B 40 is the favored engine but some people have tried the OS Max 40H with success. Standard supplied fuel is 10% nitro with 20% oil, either all castor or a blend.



High tech device keeps the shutoff from tripping while at the contest. You can fix it at home or just bring a new rubber band to the next contest. Hazel/Gibeault placed first in NCLRA Quickie Rat with 6:43.94 for the 140 lap final. Mayer/Akre 105 laps.

Super Slow Rat & Fox Race

Akre/Hull
Gibeault/Hazel
Mayer/Bischoff/Johnson
Callas/Hull
Bischoff/Mayer
Duly/Johnson
Hazel/Gibeault
Mayer/Bischoff

100 lap heat

5:26.28
5:55.19
6:35.16
6:52.78
7:04.16
95 laps
94 laps
N/T

100 lap final

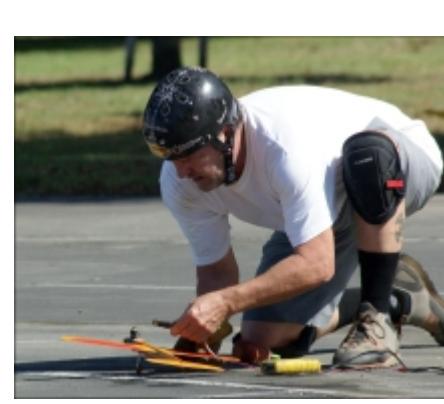
5:51.38
6:21.12
10:34.15



Paul Gibeault and Mike Hazel



Hazel, Hull, and Bischoff



Doug Mayer



Pete Athans 1st, Don Repp 2nd, and Chuck Rudner 3rd in 1/2A Combat.



Russ Wilcox 1st, Chuck Rudner 2nd, and Don Jensen 3rd 80mph Combat



Chuck Rudner 1st, Chris Collins 2nd, Micheal Alurac 3rd F2d Fast Combat Triple Elimination

Virgil Wilbur Memorial Contest Whittier Narrows October 19-20



Anna Woolsley photo Phoenix F2d Combat
Bob Mears 1st, Allen Deveuve 2nd, and Russ Wilcox 3rd
Bob was 6-1 in the contest, Allen 5-2
Phoenix F2d Combat November 9-10



Anna Woolsley photo Phoenix F2d Fast Combat
Micheal Alurac 1st, Bob Mears 2nd,
Bill Maywald 3rd
F2d Fast Combat November 8

Dallas 2019 Fall Finale Bill Bischoff

Once again Dallas ended its contest season in fine style. We were joined by Les Akre and Paul Gibeault from Canada, Bob Oge and Tim Stone from Illinois, first time attendees Bob Heywood and TJ Viera from Ohio, plus a bunch of Texans. Conspicuously absent were Tom Walker, Jed Kusik, ground chuck and upchuck Barnes, and speed flyer Steve Perkins. We had no choice but to forge ahead without them.

This time Friday took the hit from bad weather in the form of morning cold, wind, and rain. Eventually the rain stopped and it warmed up, but the wind persisted.

Things were much better by Saturday. It was cool and overcast in the morning, but the sun came out and it warmed into a beautiful day with low winds.

Quickie Rat was the first. As per usual, both Paul and Les qualified for the final necessitating Les to "borrow" Patrick Hempel as a pilot. Oge and Stone ran a clean, uneventful race for the win.

Super Slow Rat was next, with seven entries. I elected to drop out to make the heat pairings come out better. Les Akre managed to sneak by Mike Greb for the win with my green and white rent-a-rat.

After lunch break, Sportsman Goodyear was flown. With 13 entries, it was our most heavily entered event. Bob Heywood and TJ Viera both flew their races and also flew traffic, filling out heats and getting more flying in at the same time. Heat times were fast as well as close. For the first time under the new rules, we had a sub-four minute heat time....then another. John McCollum followed up his fast qualifier time with the victory. John's airplane is called "Dillusion". It has noticeably more wing area than a typical model, but obviously that didn't slow it down. The workmanship on it is first class. Tim Stone's brand new Chico Puro was very pretty and also displayed excellent workmanship.

Sunday began with Clown race, with the Les Paul team facing off against the Biscuits and Gravy team. Bill's OS 18TZ had the advantage in airspeed but their total lack of practice with the model means Mike is constantly re-learning how to pit it. The Canadians cruised to 140 laps, while the Texans struggled to 138.

True to form, AMA Goodyear was a race of attrition. Les Akre had his Little Mike repaired and running very fast, but suffered an up line failure resulting in a spectacular crash. Bob Oge's Li'l Quickie seemed to be suffering from either a quick fill leak or a tank leak, leaving the door wide open for Biscuits and Gravy to win with tortoise-like 7 minute time.

Mouse was next up. We started with 12 entries, then a couple dropped out with problems. Then I dropped so that there would be nine entries, for three races three up. Then someone else dropped....John McCollum was the top of the field, turning a 2:27 with a slow pit stop. The other three finalists were not far behind. The bottom half of the pack was a full minute behind the top four, all having sour runs or other problems. In the end, Bill Lee pitted the Texans to a one-two finish, leaving Les and Paul to settle three and four.

Fox-Goldberg was the last event scheduled, but both contestants elected not to fly.

As always, thanks to all of our contestants, some who travel great distances to come and race with us each October, it's a pleasure to have you join us. A big thanks as well to all of our club members who timed, counted laps, set up equipment, brought drinks and snacks, etc. It's these selfless acts that reflect so well on our club and keep the contestants coming back. Now if we could just get some of the stunt flyers to stick around and help or even just watch.....

| <u>Quickie Rat</u> | <u>70 laps</u> |
|---------------------------|-----------------------|
| Bob Oge | 3:16.67 |
| Paul Gibeault | 3:07.25 |
| Les Akre | 3:12.02 |
| Bill Bischoff | 3:19.01 |
| Tim Stone | 3:25.45 |
| Mike Greb | 3:29.43 |
| Gary James | 3:52.78 |

| <u>140 laps</u> |
|------------------------|
| 7:12.97 |
| 7:34.92 |
| 9:27.65 |
| |
| |

| <u>Super Slow Rat</u> | <u>100 laps</u> |
|------------------------------|------------------------|
| Les Akre | 5:19.90 |
| Tim Stone | 5:28.47 |
| Mike Greb | 5:32.20 |
| Bob Oge | 5:52.37 |
| Gary James | 6:00.87 |
| Paul Gibeault | 6:18.40 |

| <u>Clown Race</u> | <u>7 1/2 minute race</u> |
|--------------------------|---------------------------------|
| Les Akre | 140 laps |
| Bill Bischoff | 138 laps |

| <u>Mouse I</u> | <u>50 laps</u> |
|-----------------------|-----------------------|
| John McCollum | 2:27.22 |
| Patrick Hempel | 2:43.39 |
| Les Akre | 2:38.03 |
| Paul Gibeault | 2:41.24 |
| Bob Oge | 3:34.47 |
| Gary James | 3:37.44 |
| Mike Greb | 3:52.22 |
| TJ Viera | 47 laps |

| <u>100 laps</u> |
|------------------------|
| 4:40.59 |
| 5:13.44 |
| 84 laps |
| 58 laps |
| |
| |

| <u>AMA Goodyear</u> | <u>140 laps</u> |
|----------------------------|------------------------|
| Bill Bischoff | 7:00.98 |
| Bob Oge | 12:26.72 |
| Les Akre | 78 laps |

| <u>Sportsman Goodyear</u> | <u>80 laps</u> | <u>160 laps</u> |
|----------------------------------|-----------------------|------------------------|
| John McCollum | 3:54.96 | 8:07.86 |
| Bill Lee | 3:59.47 | 8:19.26 |
| Les Akre | 4:01.91 | 8:32.35 |
| Bill Bischoff | 4:06.27 | 8:41.80 |
| Jeff Gitchel | 4:10.38 | 9:19.81 |
| Tim Stone | 4:03.31 | 10:30.80 |
| Patrick Hempel | 4:12.40 | |
| Paul Gibeault | 4:13.25 | |
| Mike Greb | 4:22.14 | |
| Bob Heywood | 4:25.33 | |
| TJ Viera | 4:26.53 | |
| Bob Oge | 4:26.54 | |
| Gary James | 4:40.64 | |

Air-To-Air Combat Garland, Texas Round 4 October 12

| | |
|-----------------|------|
| Jim Plake | 2792 |
| Lester Haury | 2365 |
| Steve Blackwell | 1567 |
| Jeff Gitchel | 1535 |

Jim Plake ain't messin' around no mo! Returning to combat after decades, Jim Plake wins with 10 cuts in 4 rounds of AtAc action! He scratch built a great flying warbird and started getting 175 pts per round for appearance points. He was in 2 matches that did not earn a 200 pt clean match bonus or he would have had over 3000 pts. Lester Haury pulled a 2nd place finish just in front of Steve Blackwell in 3rd with Jeff Gitchel rounding out the top 4. Lester Haury





Oklahoma City Speed Limit Combat and Oklahoma City Nostalgia Combat

Speed Limit Combat

- 1st Lester Haury
- 2nd Bob Mears
- 3rd Andy Mears

Oklahoma City Nostalgia Combat

- 1st Robert Sisson
- 2nd Lester Haury
- 3rd Andy Mears

Las Vegas Combat Clash



F2d Fast Combat

- 1st Chris Collins
- 2nd Andy Mears
- 3rd Jeff Johnson



1/2A Combat

- 1st Pete Athans
- 2nd Jeff Rein
- 3rd Don Jensen



Speed Limit Combat

- 1st Russ Wilcox
- 2nd Bill Maywald
- 3rd Chris Collins

The Aussie Page



Neil Baker photo

Nine of the **eleven** F2A entrants pose for the camera. Three of the finest F2C pilots in the world are in the photo. Couple excellent pitmen too. New South Wales State Championship in Albury (Australia) Oct. 8th Neil Baker has a bunch of great action photos on the Aussie Facebook page. <https://www.facebook.com/groups/313629455399639/>



Paul Gibeault met John Jacobsen at the F3d World Championship in Australia. John builds these beautiful all carbon models to keep from getting bored during retirement. Paul couldn't extract any secrets out of him.

Miscellaneous



The MACA Top Twenty will be posted soon. Scores from 55 events have been tabulated and there are just a few contests left in 2019 including Houston and Toys For Tots. Here are the top five, remember that this is a preliminary placing for the overall Top Twenty, there's still time to ruffle some feathers.

- | | |
|-------------------------|-------------|
| 1. Jeff Rein | 1168 points |
| 2. Russ Wilcox | 1002 |
| 3. Chuck Rudner | 983 |
| 4. Bob Mears | 952 |
| 5. Richard Stubblefield | 899 |



Andrey Nadein posted a picture of his F2d prototype on the MACA Facebook page as well as a video of him taking tach readings. No word as to whether the engine will be produced for the F2d consumer. The on-demand shutoff is visible on the leading edge. Andrey's daughter, Sasha, is the Junior on the USA team for the 2020 World Championship in Poland. Maybe we'll see the engine in action then.



Here's a picture of a beautifully crafted CNC F2A engine. You won't be able to buy this engine but there might be a production version available in the future....maybe. Go back and re-read Ken Burdick's article on the entry level F2A trainer to prepare yourself.

Miscellaneous



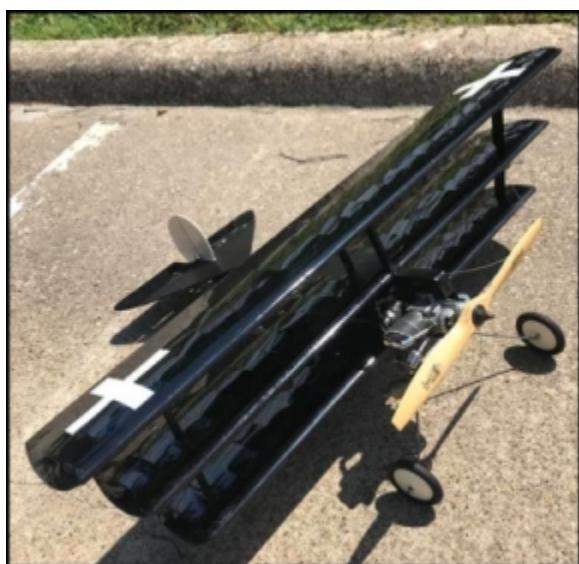
8 F2d models with shutoff, integral elevator and carbon trailing edge plus full Kevlar wrapping with shipping to the USA \$460.00

Vasyl Yuvenko
yuvenko-combat.com



If you're a fan of eBay you'll find several people offering plans (look under Combat Engines). There's a better way though, order plans through a service originally started by Barry Baxter and recently taken over by Bob and Arlene Mears. Go to: <http://www.controllineplans.com> Even if you don't order anything, you can browse through all the old cool models of your youth. There's also a link to Bob's combat museum in Lubbock. Bob is adding a lot of F2d combat models to the museum and is looking for a variety of engines to mount on them. They don't

have to be in a running condition. If they have a decent looking crankcase and a crankshaft to mount a prop that would be fine. If you have something that can be used contact Bob at: bmears9413@aol.com



Jeff Gitchel's four stroke powered tri-plane swinging a 14 inch prop destined for some streamer cutting at the final round of Air-To-Air Combat at Scobee Field in Houston, Texas December 7th. Lester posted the picture on MACA's Facebook page....he's pulling our leg.....isn't he?



Good sense of humor.....

2020 FAI F2 „WARSAW WORLD CUP” FOR CONTROL LINE MODEL AIRCRAFT

for Seniors and Juniors

August 07 – August 08, 2020 Włocławek POLAND

EVENT SCHEDULE

| | | |
|------------|----------|---|
| 07-08-2020 | Friday | Arrival of Participants, FAI Jury & Judges – Registration F2A, F2B, F2C and F2D Rounds |
| 08-08-2020 | Saturday | F2A, F2B, F2C and F2D Rounds |
| 09-08-2020 | Sunday | Reserve Day |

IMPORTANT NOTES:

1. Entries are limited
2. Registration will be available ON-LINE ONLY using the official 2020 F2 World Championships website.
3. Registration rule - first come first served.
4. Number of competitors for F2A: maximum 30.
5. Number of competitors for F2B: maximum 30.
6. Number of teams for F2C: maximum 28.
7. Number of competitors for F2D: maximum 34.
8. One competitor can start only in one class.
9. Entry Fees will be announced on: 2019-12-01 at the Official 2020 FAI F2 World Championships website.
10. Opening of entries date: 2020-01-02 18:00 CEST

Contest Director: TBA

2020 FAI F2 WORLD CHAMPIONSHIPS FOR CONTROL LINE MODEL AIRCRAFT

for Seniors and Juniors

August 09 – August 14, 2020 Włocławek POLAND

EVENT SCHEDULE

| | | | | | |
|------------|-----------|---|----------------------|-------------------------------|------------------------------|
| 09-08-2020 | Sunday | Arrival of Participants, FAI Jury & Judges – Registration of Teams | | | |
| 10-08-2020 | Monday | Processing - Official Practice - Team Managers' Meeting OPENING CEREMONY AT AIRFIELD | | | |
| 11-08-2020 | Tuesday | F2A Flight 1 | F2B Flights 1 & 2 | F2C Round 1 | F2D Rounds |
| 12-08-2020 | Wednesday | F2A Flight 2 | F2B Flights 1 & 2 | F2C Round 2 | F2D Rounds |
| 13-08-2020 | Thursday | F2A Flight 3 | F2B Flights 3 & 4 | F2C Round 3 | F2D Rounds |
| 14-08-2020 | Friday | Reserve day | F2B Flights 3 & 4 | F2C Semi-final 1 | F2D Rounds |
| 15-08-2020 | Saturday | F2A Flight 4 | F2B Fly-off 1, 2 & 3 | F2C Semi-final 2 F2C Final | F2D Semi-finals F2D Final |
| | | CLOSING CEREMONY AT AIRFIELD Banquet | | | |
| 16-08-2020 | Sunday | Departure of participants | | | |

IMPORTANT NOTES:

1. Organisers reserves the right to change this schedule if necessary
2. Lunch time from 12:00 to 14:00

Contest Director: Marek DOMINIĄK POL

Note that entry for the World Cup is **first come, first served!** Entries open at 1800 CEST (Central European Summer Time) on January 2nd using the official WC site. The 34 F2d slots will be snapped up in a flash. If you're planning to enter, you need to stay on top of this.

Northwest Fireballs, Western Oregon Control-Line Flyers, Eugene Prop Spinners and
Roseburg area CL fliers present ...

Oregon flying fun!

Four control-line fun-fly events

Everyone invited — No entry fee! 10 a.m.-3 p.m.

If the weather is bad, go to the alternate site listed for "hangar flying" socialization!

Wednesday, Jan. 1 at East Delta Park, Portland

Pot luck lunch, plus coffee and doughnuts

Bad weather meeting site: Elmer's at Delta Park; cell 503-867-2101

Info: Northwest Fireballs, [Richard Entwhistle](#), 503-867-2101

Saturday, Feb. 8 at Sunshine Park, Roseburg

Bad weather: Elmer's restaurant at I-5 Exit 125; cell 541-537-0061

Info: [Dave Shrum](#), 541-672-8893

Saturday, March 28 at Bill Riegel Model Airpark, Salem

Bad weather: Flight Deck restaurant, 1 block south of the flying field; cell 503-871-1057

Info: WOLF: [Mike Hazel](#), 503-871-1057

Saturday, May 2 at Can Do Ranch, Junction City

Bad weather: The Kozy restaurant, 1600 Coburg Road, Eugene; cell 541-554-8848

Info: Eugene Prop Spinners, [John Thompson](#), 541-689-5553

- Bring any and all airplanes ... do any kind of flying! • Every flight is an entry in the "flying raffle." • Flying raffle prizes will be awarded after a drawing

Come to *all four* fun-flies and support *four* great Oregon CL flying groups!

Academy of Model Aeronautics membership required



V&V 2019 GRAN CANARIA

EURO-COMBAT F2E - OLD TIME STUNT



13 - 14 - 15 Diciembre



info: www.clubtamaran.com



TCMAC & CLAMF Aerosports present...



*2020 Control Line Air Racing,
Speed, Stunt & Combat "Grand Prix"*

January 2nd – 5th 2020 over 4 days

Plus Swap Meet and Social Activities...

| Day | Venue | 0900 - 1200 | 1300 - 1700 |
|----------------------|-------|--------------------------------|-------------------------------|
| Thursday 02/01/20 | TCMAC | F2A & Combined Speed | Goodyear T/R Classic B T/R |
| Friday 03/01/20 | TCMAC | Vintage A T/R | Classic FAI T/R |
| Saturday 04/01/20 | TCMAC | 27 Goodyear Junior Rat Race | Classic Stunt |
| Sunday 05/01/20 | TCMAC | Vintage Combat | F2D Combat |

FEDERATION AERONAUTIQUE INTERNATIONALE

TCMAC & CLAMF
Twin Cities Model Aero Club - Albury

Entry \$10 per person / event \$40 maximum fly all events

The Complaint Desk has closed.

The Editor has left the building.

The **COMPETITION NEWSLETTER** was created to amuse the Editor and his cronies.
You can always hit **delete** if you're offended.