



**WESTERN
OREGON
CONTROL
LINE
FLYERS**

THE WOLF CALL

Nov / Dec - 2011

ACADEMY OF MODEL AERONAUTICS
CHARTER CLUB #3464

Ye Olde Editor: Mike Hazel

Upcoming Area Events:

January 1st

Fun Fly

Portland

The "WOLF CALL" is the newsletter for the Western Oregon Control Line Flyers. "WOLF" members fly at the Bill Riegel Model Airpark facility at the Salem Airport.

WOLF membership is not required to utilize the facility, but fliers should be A.M.A. members. If you are not a WOLF club member, please consider joining us to help support control line model aviation activity in our area!

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Miscellaneous Ramblings from Ye Olde Editor

Greetings, All! Here we are at nearly the end of another year. Guess it must be time for another issue of the Wolf Call, eh?

In the last quickie issue we missed getting in a report on the Speed & Combat in September, so now you have it this time. Also a report on the Fall Follies meet we had in October. It was a rousing success and capped off the regular Northwest contest season.

With the new year coming it's time to pull out the checkbook and send in those club dues for 2012. As always, your prompt attention to this is appreciated. Please take a look at the club member roster included in this issue and make sure the contact information is correct. If it is not please get the corrected info to me.

The CL flying activity for next year kicks off right away with the NW Fireballs club hosting a New Years day fun fly up at Delta Park. This is first of four Oregon area fun fly events taking place this year. We have done this now for the past couple of years, and it's always great fun. Bring whatever you want to fly, make some flights, maybe win some prizes! A flyer is included in this issue, make sure to put these dates on your calendar, and see you there! (and there, and there, and finally there!)

Not sure if this issue will make it into your hands on time for this or not..... The Northwest Skyraiders are hosting a CL swap meet on Dec. 10th in Puyallup, Washington. For details on this and all other Northwest Control Line activities get on your computer and go to: flyinglines.org

Thought of the day.....
Is it good if a vacuum really sucks?

OK, guess that's it for now..... get yer dues in, and get ready for some flying. Next issue tentatively scheduled for late January. See ya..... mwh



TRIANGLES— The Friendly Tool

For accurate building, triangles are necessary. They help in a thousand-and-one ways. / by Bob Harrah

A triangle can be of almost unlimited angles, but through the years some have become standard and many are real modelers' friends. For the record, any three straight lines joined into three points will form a triangle, and the interior angles will always equal 180° .

Figures "A" and "B" are the triangles most commonly used by engineers, draftsmen and builders. Both are right angle types, i.e., one angle is 90° . "A" is a $30^\circ/60^\circ/90^\circ$, and "B" is $45^\circ/45^\circ/90^\circ$. Through the use of these two triangles and a straightedge (usually a T square), any angle that is a multiple of

15° can be produced without the aid of a protractor. Or, you can have a fun time by drawing a circle and dividing it into 24 equal units of 15 degrees each. Or, see if you can use them to draw a hexagon. The basic function of these are to draw vertical and sloping lines while drafting.

Figure "C" is an equilateral triangle—all sides and angles are equal. This is a form that predates the Pyramids. While the Egyptians used a square base with four equilateral sides, a stronger version would be with the base and sides all equilateral. Structures of

this method exhibit phenomenal strength-to-weight ratios, compared to other angular configurations. Since all parts are equal, strain and stress are evenly distributed, inner and outer force spread equally on all parts. Many early aeronautical engineers (and backyard inventors) used these features to design lightweight flying machines. Even today, most aircraft use this principle someplace in their design.

Modern modelers use these basics in what is called birdcage construction, especially where minimum weight and maximum strength are required. Many of the "Old-timers," rubber and gas alike, used triangular type fuselages and some tail sections. There is one other type of structure that rivals this one, but it has never shown the versatility of design capabilities. It is a spiral inside a cylinder, similar to a spiral staircase in shape. Most designers would like to use this feature, but adaptability to production has been so limited that they return to that old reliable equilateral.

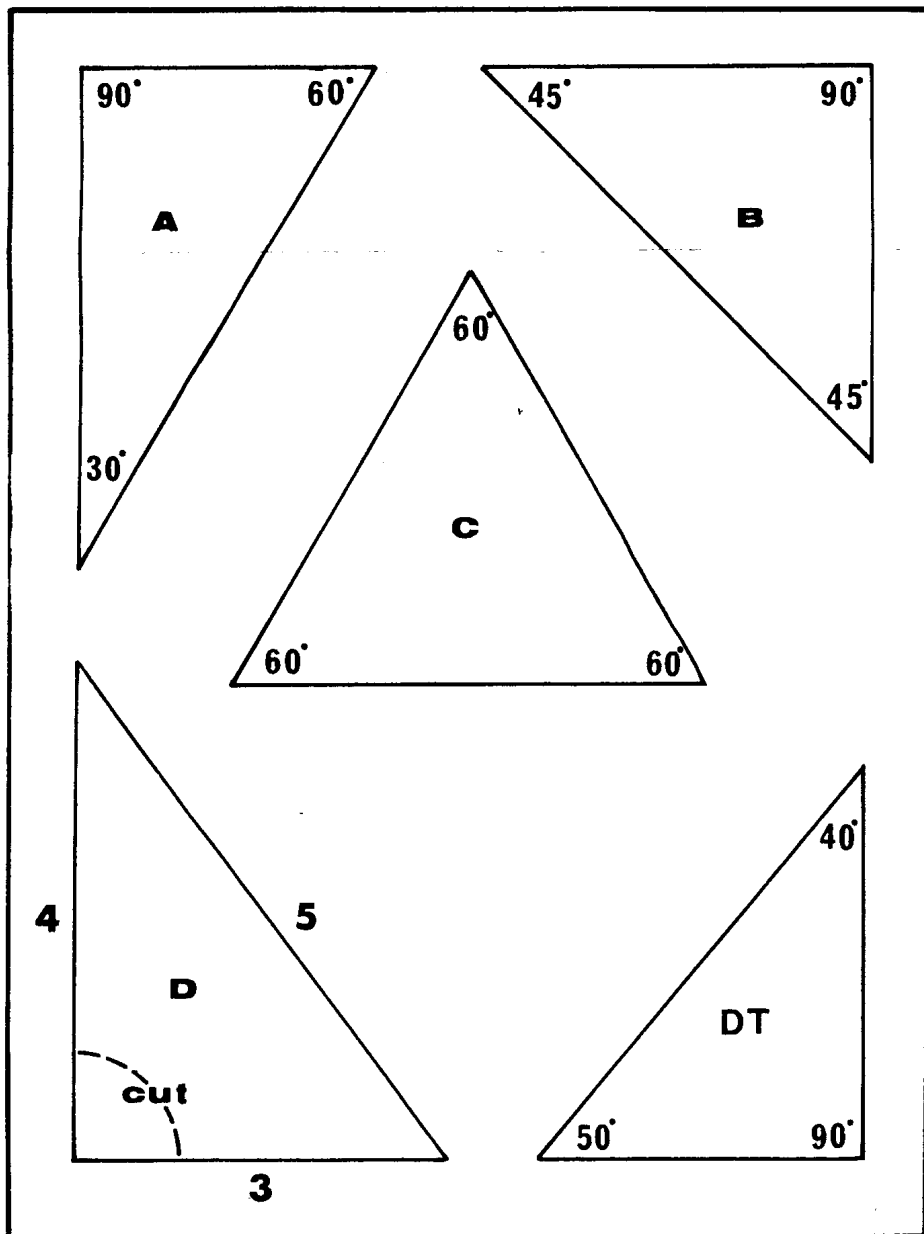
Figure "D" is known as the $3/4/5$ triangle. The degrees are omitted, as the purpose of this triangle is to establish a right angle (90°). As shown, a 3, 4 and 5" line joined together will form a right angle. The same would apply to any multiples; example, $9/12/15"$, $30/40/50$ ft., $1\frac{1}{2}/2/2\frac{1}{2}$, or, if you were laying out large sections of land and wanted square sections, a combination of $150/200/250$ ft. might be used. Builders of homes use this approach when laying out foundations and making sure walls are vertical.

In modeling it is an accurate method of making sure your wing and tail surfaces are square to the centerline of the fuselage. By cutting out the corner as shown, this makes a handy triangle for checking fin and rudder alignment. For big planes, a $6/8/10"$ version is helpful.

The figure "DT" is a dethermalizer gauge; it gives you what most consider the minimum and maximum angle. Some have claimed that 43° is best; other, never under 40° , and some believe anything over 50° will cause break-up on impact. I have found that each plane reacts differently. Light planes, wing loadings of 5 oz./sq. ft. or less, usually require angles of pop-up of about 50° , or they just keep going up in a boomer of a thermal. The heavier you go above this, the fewer the degrees needed—except on "Old-timers," or planes not originally designed for a DT.

I have seen many first flight replicas with DTs added for safe return come floating down perfectly, but on impact the wing suddenly becomes an inverted gull. The modeler forgot to add stronger dihedral braces in the wing to withstand the impact. Fuselage breakage in front of the stabilizer leading edge occurs because he didn't strengthen that area with doublers. Even the landing gear

(Continued on page 57)



TRIANGLES

(Continued from page 55)

comes out like a corkscrew. Corrections should be made when redesigning for DT. The setting should be first, so it DTs; and secondly, keep it as shallow as possible, so the plane will make a glide approach instead of straight down.

Why a DT triangle then? This gives you a starting guide, but the best trick is to make two or three of these and keep them in your flying box. Once you have established the best DT angle for your favorite crate, then mark it on the triangle. When your DT lines break or must be replaced, you can immediately set the same degree with your handy reference.

Making your own triangles is simple. Cut out these figures about 1/4" larger than shown. Glue these cut-outs to a piece of plywood (plastic, aluminum, masonite, etc. will work, too), cut accurately, and sand to match the lines. After this is done, drill a hole in them for hanging in a safe place.

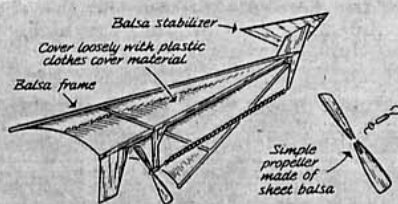
These quick and easy builder's triangles will become a true friend when you are building. Nifty for making sure all the sides, formers, ribs, etc., are in true alignment. These small sizes make it easy to get into tight spots. Hope you now have the right angle on building.



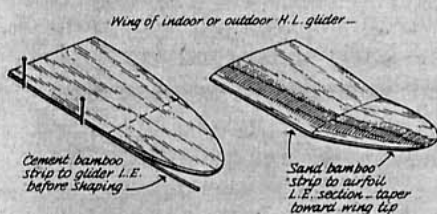
Advice for the Propworm

Despite popular demand to the contrary, here are more explanations of some commonly misunderstood modeling and aeronautical terms:

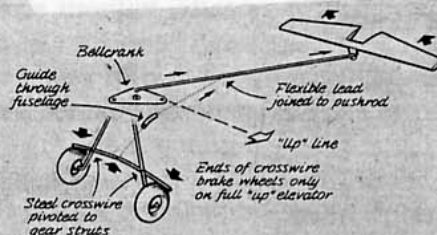
- silkspan:** life expectancy of a Japanese worm
- flybar:** tsetse gin joint
- banana jack:** used to change a tire on a banana
- single channel:** one perfume
- motor mount:** mating ritual among Super Tigres
- Hoerner tip:** inside information on a horse named Hoerner
- canopy:** hors d'oeuvre served at an aviation banquet
- gigahertz:** condition experienced after injuring your giga
- air mail:** armor worn by medieval pilots
- aeroelastic analysis:** deciding what size rubber bands to use to hold your wing on
- turtle deck:** elevated patio built around a tortoise shell
- Immelman turn:** impossible to do in a 1939 Immelman without power steering
- Kalman filter:** used in Mr. Kalman Koffee Makers
- Webra:** undergarment for female spiders
- fiberglass cowl:** football helmet for a nun
- proportional:** relationship between number of channels and cost of a radio
- rudder post:** used for tying up your rudder in front of a saloon
- false ribs:** make a 34B wing look like a 36C
- balsa sheet:** bed linen in Ecuador
- rolling eight:** throwing two fours in a crap game
- Peanut Scale:** technique practiced by peanuts learning to play the piano
- semispan:** wing measurement taken twice a year
- Econokote:** ski jacket purchased at a Salvation Army sale
- head gasket:** keeps toilet from leaking
- hinge gap:** sociological chasm between adult and teenage hinges
- double-face tape:** two-timing cellophane
- clunk tank:** cell at the local jail where they throw the Saturday night clunks
- Japanese tissue:** Kreenex
- trim drag:** aerodynamic penalty of decals and striping tape
- drag polar:** arctic bear in a dress
- Dzus fastener:** Mt. Olympus Velcro
- swash plate:** decorative piece; made of the same metal found in swash buckles
- polyhedral:** angle of a parrot's wings
- trailing edge flap:** found in the back of long johns



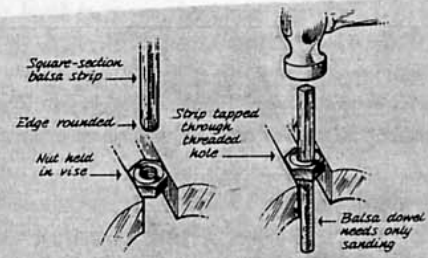
Easily made indoor "Flexwing" model is suggestion of Gerard Palomo, San Antonio, Texas. Propeller utilizes simple notched sheet blades. Adjust to glide trim with bits of clay, front or rear.



Bamboo strips from place mats proved ideal glider wing L. E. reinforcement reports E. E. Wolfe, Elk Grove, Ill. Strips are light, tough, easily shaped to section and tapered toward tips.



Geoffrey Wildman, Plainview, N.Y., comes up with Rube Goldberg linkage to activate brake wire on control-line model when elevators are given full UP movement. Simple, worth trying.



Quick supply of balsa dowels can be made from square section balsa strips tapped through nut held in vise. Light sanding finishes dowel says H. Muller, Danboro, Penn.

BIT'S AND PIECES

From the Scottsdale Model Fliers,
Scottsdale, Arizona

Installing a Bubble Canopy

On the Stuka Stunt forum I recently read a thread regarding Enya engines, but more specifically the 29 and 35 sizes of vintage age. Here is a link about same: <http://www.supercoolprops.com/articles/enya29.php>

Many of you might remember that the Enya engines back in the 60's and 70's came in a clear plastic box. On the box it proclaims that the engines are hand-lapped. It seems that one single guy at the factory was responsible for doing that process, and he typically had 50,000 engines to do in a month. Read this website article and find out how it was done!

Tips & Tricks

Get Clean!

If you forget to use a barrier cream or latex gloves to prevent your hands from getting sticky when using epoxy, don't use alcohol, acetone, or other solvents to clean them. Besides being harsh on your skin, those chemicals always leave a sticky residue no matter how many times you wipe your hands.

Instead use hand lotion to remove the epoxy residue. Just wash your hands with the lotion, rinse it off and the wash again with regular hand soap. It works like a charm and your hands will smell great!

—from Allen Rice, Boca Raton, Florida

Gloves for CA

If you're allergic to latex, one thing that works really well as an alternative—and is really inexpensive—is to use cheap plastic sandwich bags to cover your hands. They work well and are thin enough that you can feel that heat of the glue as it sets.

This works really well when you are applying glass cloth with CA, because you can hold the cloth to the balsa and feel when the glue sets. It lets you use very little CA to put down the cloth and saves quite a bit of weight.

—from Bob Furr, the Eugene Prop Spinners, Eugene, Oregon

Need a bench?

Need an extra workbench, yet don't have the space for a permanent one? How about an ironing board? If has a padded top (if you choose), is adjustable for height, and you can even sit down while covering or doing close-up work. Best of all, you can fold it up and put it away.

—From The Tail Spinner

1. Cut your canopy to shape as you would install it on the airplane. Trace the outside shape of the canopy onto a piece of 1/16-inch sheet balsa. Cut out the shape you traced, but make it slightly smaller so it will fit inside the canopy at the bottom edge, which would rest on the airplane.

2. Use 1/8-inch square balsa and attach it on top of the perimeter edge of the 1/16-inch balsa piece that fits inside the canopy. You now have a flat piece of balsa sheet with a 1/8-inch raised edge (a wall) around the perimeter. Sand, and fit to the inside shape of the canopy.

3. Fasten your pilot to the sheet balsa and paint the balsa. This will become the floor of the cockpit.

4. Paint a 1/2-inch band around the lower outside edge of the canopy. This could match the color of the fuselage or, in my case, I painted the lower edge black.

5. After the paint dries, fit the balsa cockpit floor inside the canopy for a test fit. Sand the edges, bevel the balsa wall, etc.

6. Use a piece of 400-grit sandpaper and slightly roughen the canopy just under the paint, around the whole perimeter.

7. Epoxy your painted and finished balsa cockpit floor onto the fuselage where the canopy will be placed.

8. After the cockpit floor is firmly glued in place, apply some 30-minute epoxy around the inside bottom edge just under the painted 1/2-inch band. Use enough epoxy to cover the plastic canopy edge only. Take your canopy place it over your fastened cockpit floor and press down into place. You are done!

You will see that the canopy is fastened in place, neatly, without screws, pins, and sloppy glue showing anywhere. Best of all it will not come off. One extra step I did was to thin some epoxy and coat the underside of the cockpit floor, let it dry and then fasten it to the fuselage. This was to prevent any oil or fuel from softening the balsa cockpit floor and discoloring it. You will not see the balsa wall because it is covered by the paint on the canopy, and there is no epoxy smeared around the fuselage outside the canopy edge. I somehow devised this on the fly and I was so surprised at the results. I had a beautiful plane and I was worried that fastening the canopy would look poorly.

2011 Salem Speed and Combat
Sept. 17-18, 2011, Bill Riegel Model Airpark,
Salem, Oregon by Mike Hazel, contest director

Weather was occasionally threatening for this early fall bash, but other than just a few minor sprinkles and a little breeze from time to time, it was fairly pleasant. The Speed and Combat events might seem to be an odd pairing, but quite a few of players do both.

The overall Speed participation was down as most of the dual-action players elected to hit the road once their combat activity was done. Plus some of the usual Speed suspects were not available to play this weekend. One of the highlights of the Speed activity on Saturday was the hot dog bbq. After the charcoal in the grill was liberally dosed with lighter fluid, it was discovered that nobody had a match to light it. Modelers in general, but Speed fliers in particular are a resourceful engineering bunch. Dick Salter fetched his jet ignition box, and with the leads placed upon the charcoal with a bit of paper scrap, the spark lit up a flame in an instant. After hot dog time we broke out the F2D proto ships.

Sunday was when the 1/2 A Combat action happened, with plenty of midair mayhem and other assorted maneuvers. Not once but twice a midair resulted in the planes stuck together and remaining in flight; never saw that before. Gene Pape was the Combat event director, with the contestants taking turns officiating when he flew.

The Sunday speed activity was also pretty minimal with lots of bench racing going on, plus the added distraction of watching some pretty interesting combat matches. Dick put up his Sport Jet for a couple of runs with the Bailey engine starting up instantly. Ken flew his 1/2 A Proto several times, and the event director got lazy and left his stuff in the truck.

1/2-A COMBAT (7 entries)

1. Ken Burdick, Kent, Wash., 4 wins, 1 loss
2. Gene Pape, Eugene, Ore., 3-1
3. Don McKay, Redmond, Wash., 3-2
4. Buzz Wilson, Belfair, Wash., 2-3
5. Jeff Rein, Covington, Wash., 1-2
- Robert Smith, Roy, Wash., 1-2
7. John Thompson, Eugene, Ore., 0-2

NORTHWEST F2D PROTO SPEED (3 entries)

1. Mike Hazel, Mehama, Ore., 98.86 mph
2. Ken Burdick, 97.64
3. Dick Salter, Tenino, Wash., attempt

NORTHWEST SPORT JET SPEED (1 entry)

1. Dick Salter, 138.54 mph

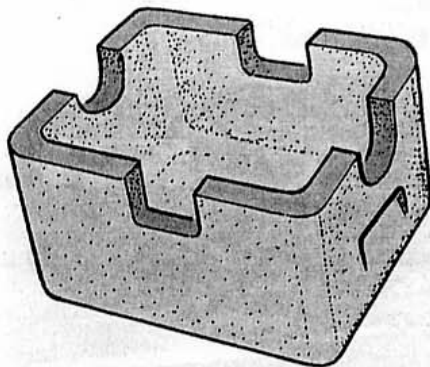
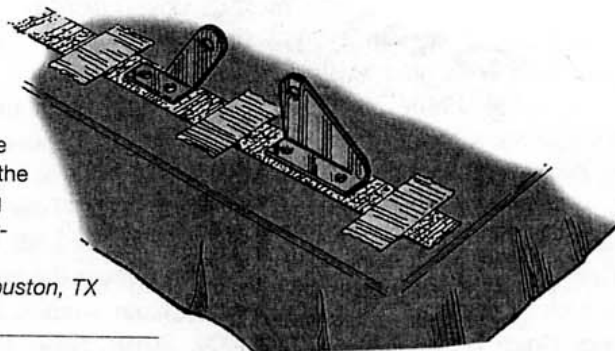
1/2 A PROTO SPEED (1 entry)

1. Ken Burdick, 85.55 mph

A TACKY JOB

To spray a lot of scale fittings, first attach a length of masking tape sticky side up to your paper-covered bench. Spray the bottom of the fittings and let them dry overnight. Set them firmly on the masking tape strip. This keeps them in place while you spray the upper surfaces and prevents them from falling over while they dry.

Mike DeBlasis, Houston, TX



COOL CRADLE

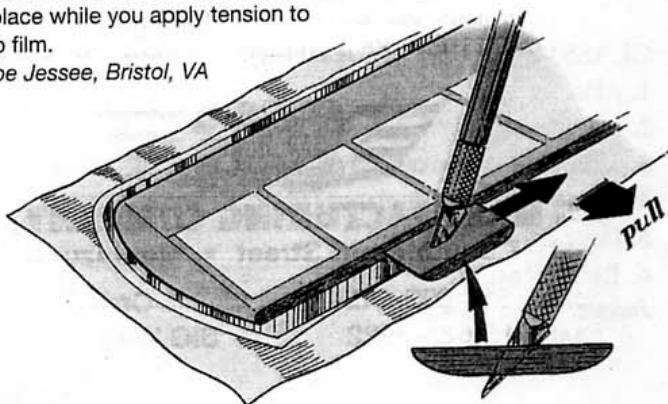
A very inexpensive foam cooler can be cut as shown to make a model cradle for bench or field use. The foam packaging from electronic equipment will also work well. Cut the foam with a hot wire and be sure to sand away the hard foam scab; it could scratch your model's finish.

Chris Archie, Beaumont, TX

CHEAP-O TRIM TOOL

This little, hard balsa "sled" with a glued-in blade produces a consistent flap of covering film around your wings, etc. The position of the blade in the block defines the width of the flap, while the blade point only needs to protrude about an 1/8 inch. Phone books will keep the wing in place while you apply tension to the scrap film.

Joe Jessee, Bristol, VA



Fall arrives with the Follies

Oct. 8-9, 2011

Bill Riegel Field, Salem, Oregon
(report excerpted from Flying Lines)

Autumn weather greeted the 22 competitors in the 25th annual Fall Follies as the sport of control-line aerobatics was celebrated one last time for the year 2011. Saturday was partly sunny with almost no wind, a fabulous day for Classic, Old-Time and Profile Stunt. Sunday started off with a light rain, but by 11 it had stopped and the Precision Aerobatics contest went on without a hitch. On Sunday again, there was very little breeze and mild temperature.

A total of 73 official flights were made over the two days, plus an unknown number of practice flights that began on Thursday or Friday.

Along with the flying were the traditional Saturday night party at the home of Bruce and Kris Hunt, and the Zoot barbecue hosted by Mike Hazel at the field on Sunday.

Paul Walker repeated as Expert Precision Aerobatics winner. Keith Varley captured the Advanced trophy, and Oregon newcomer Marshall Palmer impressed everyone by flying his fine Scirocco to second in Advanced. Mike Massey captured the Intermediate trophy. In Saturday events, Alan Resinger topped Classic Stunt and Pete Peterson won Old-Time.

Because there were no entries in Expert Profile, the Advanced PA fliers were promoted to Profile experts for the day and competed for that trophy, while the Intermediate crew flew for the Sportsman trophy. Steve Helmick won Expert and Mike Massey flew a strong second round to jump from third place to first in the Sportsman class.

The Follies is also the place where the annual Vintage Stunt Trophy race is settled. The trophy, sponsored by Don McClave, is awarded to the top scorer in the *Flying Lines* Northwest standings in combined Old-Time and Classic Stunt. This year Pete Peterson flew in both Old-Time and Classic events all year long to capture the trophy in a close race with Alan Resinger. Previous winners have been Bruce Hunt (2006, 2008, 2009, 2010), Scott Riese (2005) and Pat Johnston (2007).

Quite a few spectators dropped by the Salem Airport venue to discover control-line flying during the course of the weekend.

Fall Follies Results

CLASSIC STUNT (6 entries)

1. Alan Resinger, Delta, B.C., 564
2. Pete Peterson, Tacoma, Wash., 551
3. John Leidle, Kirkland, Wash., 541
4. John Thompson, Eugene, Ore., 522.5
5. Dane Covey, Tacoma, Wash., 494
6. Rex Abbott, Sequim, Wash., 446.5

Judges: Bruce Hunt and Don McClave

OLD-TIME STUNT (5 entries)

1. Pete Peterson, 320.5
2. Dave Royer, Portland, Ore., 319.5
3. Bob Emmett, Sequim, Wash., 280
4. Alice Cotton-Royer, Portland, Ore., 255.5
5. Rex Abbott, 234.5

Judges: Bruce Hunt and Don McClave

SPORTSMAN PROFILE STUNT (5 entries)

1. Mike Massey, Cottage Grove, Ore., 461.5
2. Rex Abbott, 449.5
3. Gordon Rea, Eugene, Ore., 444
4. Russell Shaffer, Klamath Falls, Ore., 416.5
5. Tim Wescott, Oregon City, Ore., 239

Judges: Joan and Chris Cox

EXPERT PROFILE STUNT (4 entries)

1. Steve Helmick, Renton, Wash., 504.5
2. Dane Covey, 491
3. Dave Royer, 487.5
4. Richard Entwhistle, Scappoose, Ore., 413.5

Judges: Joan and Chris Cox

BEGINNER PREC. AEROBATICS (1 entries)

1. Bill Toschik, Klamath Falls, Ore., 119.5 (crash)

Judges: Bruce Hunt and Don McClave

INTERMEDIATE PREC. AEROBATICS (3)

1. Mike Massey, 471
2. Rex Abbott, 458
3. Russell Shaffer, 434

Judges: Bruce Hunt and Don McClave

ADVANCED PRECISION AEROBATICS (8)

1. Keith Varley, Vancouver, B.C., 546 (8)
2. Marshall Palmer, Klamath Falls, Ore., 536 (7)
3. Steve Helmick, 502/506.5 (6)
4. Dane Covey, 506.5/pass
5. Richard Entwhistle, 485.5
6. Dave Royer, 482.5
7. Floyd Carter, Eugene, Ore., 471.5
8. Bob Emmett, 407.5

Judges: Bruce Hunt and Don McClave

EXPERT PRECISION AEROBATICS (7 entries)

1. Paul Walker, Kent, Wash., 595
2. Chris Cox, Delta, B.C., 571
3. Alan Resinger, 559
4. Pete Peterson, 552.5
5. John Leidle, 531.5
6. Mike Haverly, Auburn, Wash., 521.5
7. John Thompson, 520.5

Judges: Bruce Hunt and Don McClave

RUNNING THE RIGHT STUNT FUEL

(Uncle Randys new updated formulas 15/11/10)

The trouble with running all the different model engines we have is that not any one fuel will do the right job. Just using more or less Nitro as a change doesn't cut it. The oil content and type is vitally important to the operation and life of our toys. Other than the FAI standard brew or the standard AMA mix for speed and racing events most other events leave the fuel up to the flier. Sport and stunt modelers in most cases are not too fussy about what they run. But to get a good steady run in Stunt models requires a lot of things to be just right, not the least of which is a fuel with adequate oil. Older plain bearing engines like the Foxes, Torps, McCoys need at least 25% to 29% total oil content.....3/4 of which should be Castor. Newer plain bearings like OS LAs. and FPs need at least 20 % oil. Here is a chart to help you pick up common R/C type fuels and adapt to our use. The best fuel to start with in our opinion is MORGANS OMEGA because it contains Castor along with synthetic. Here is what 10% Omega looks like;

NITROMETHANE	10%
SYNTHETIC OIL	12%
CASTOR OIL	5%
DETERGENT	1%
METHANOL	72%

Okay, not a bad fuel for any modern ball bearing engine but for our plain bearing stunt motors we have to up that Castor oil content. Actually by following the chart, a gallon of fuel can be easily modified to get the desired results. 1.3 ounces of castor per gallon raises the oil content by about 1% , so by removing say 10.4 ounces of fuel and replacing with 10.4 ounces castor (BY VOLUME !) we can take our gallon of 10% Nitro with its 17% oil content and bring it up to 25% which is a great start for all our old plain bearing stunt mills. Replacing with 14 to 15 ounces gives us the perfect fuel for the Foxes.....For modern plain bearing engines like the OS LAs..... go with 20% to 22% total oil.....Blend up what you need !

3.9 oz	Castor added per gallon	=	20 %	Total oil content
5.2 oz	" " " "	=	21 %	" " "
6.5 oz	" " " "	=	22 %	" " "
7.8 oz	" " " "	=	23 %	" " "
9.1 oz	" " " "	=	24 %	" " "
10.4 oz	" " " "	=	25 %	" " "
11.7 oz	" " " "	=	26 %	" " "
13.0 oz	" " " "	=	27 %	" " "
14.3 oz	" " " "	=	28 %	" " "
15.6 oz	" " " "	=	29 %	" " "

But ain't we changing the Nitro content by messin' like this ?....yes we are slightly..... By going with the 10 ounce castor oil replacement we have lowered the Nitro content by about 1%.....still starts and runs fine. If you need more bite and a good fuel on a hotter day or at higher elevations try the above with a gallon of 15% Nitro and end up with 13%-14%. At or around sea level.....just run 5% Nitro fuel .

editor's note: Bob Cooke passed this on to me, just now getting around to publishing it, a few months late!

100 Years Ago, January 18, 1911....

In San Francisco, when Eugene Ely invented Naval Aviation.

One hundred years is a very long time. Yet in the hierarchy of modern marvels, the ability to recover and launch aircraft from the deck of a moving ship stands out as one of our signature accomplishments. Which just goes to show you: Some tricks never grow old.

Naval aviation was invented one hundred years ago, on January 18, 1911, when a 24 year-old barnstormer pilot named Eugene B. Ely completed the world's first successful landing on a ship. It happened in San Francisco Bay, aboard the cruiser USS Pennsylvania, which had a temporary 133-foot wooden landing strip built above her afterdeck and gun turret as part of the experiment.

Ely accomplished his feat just eight years after the Wright Brothers made their first flight at Kitty Hawk. His aircraft was rudimentary: a Curtiss Model D "Pusher" biplane, equipped with a 60 hp V-8 engine that gave the aircraft a 50 mph airspeed. To get a sense of how simple it was, behold a contemporary replica of Ely's 1911 Curtiss Pusher that was built to celebrate this 100th anniversary:

But back then, innovation was afoot. Ely's Curtiss Pusher had been fitted with a clever new invention called a tailhook. The idea was to quickly halt the aircraft after landing by using the tail hook to catch one or two of 22 rope lines -- each propped up a foot above the deck and weighted by 50-pound sandbags tied to each end -- strung three feet apart along the Pennsylvania's temporary flight deck.

Mark J. Denger of the California Center for Military History has written a tidy biography of Eugene Ely which narrates the historic day: On the morning of January 18, 1911, Eugene Ely, in a Curtiss pusher biplane specially equipped with arresting hooks on its axle, took off from Selfridge Field (Tanforan Racetrack, in San Bruno, Calif.) and headed for the San Francisco Bay. After about 10 minutes flying North toward Goat Island (now Yerba Buena), Eugene spotted his target through the gray haze -- the PENNSYLVANIA.

Ely's plane was first sighted one-half mile from the PENNSYLVANIA's bridge at an altitude of 1,500 feet, cruising at a speed of approximately 60 mph. Now ten miles out from Tanforan, he circled the several vessels of the Pacific Fleet at anchor in San Francisco Bay. The aero plane dipped to 400 feet as it passed directly over the MARYLAND and, still dropping, flew over the

WEST VIRGINIA's bow at an height of only 100 feet. With a crosswind of almost 15 knots, he flew past the cruiser and then banked some 500 yards from the PENNSYLVANIA's starboard quarter to set up his landing approach. Ely now headed straight for the ship, cutting his engine when he was only 75 feet from the fantail, and allowed the wind to glide the aircraft onto the landing deck. At a speed of 40 mph Ely landed on the centerline of the PENNSYLVANIA's deck at 11:01 a.m.

The forward momentum of his plane was quickly retarded by the ropes stretched between the large movable bags of sand that had been placed along the entire length of the runway. As the plane landed, the hooks on the undercarriage caught the ropes exactly as planned, which brought the plane to a complete stop.

Once on board the PENNSYLVANIA, sheer pandemonium broke loose as Ely was greeted with a bombardment of cheers, boat horns and whistles, both aboard the PENNSYLVANIA and from the surrounding vessels.

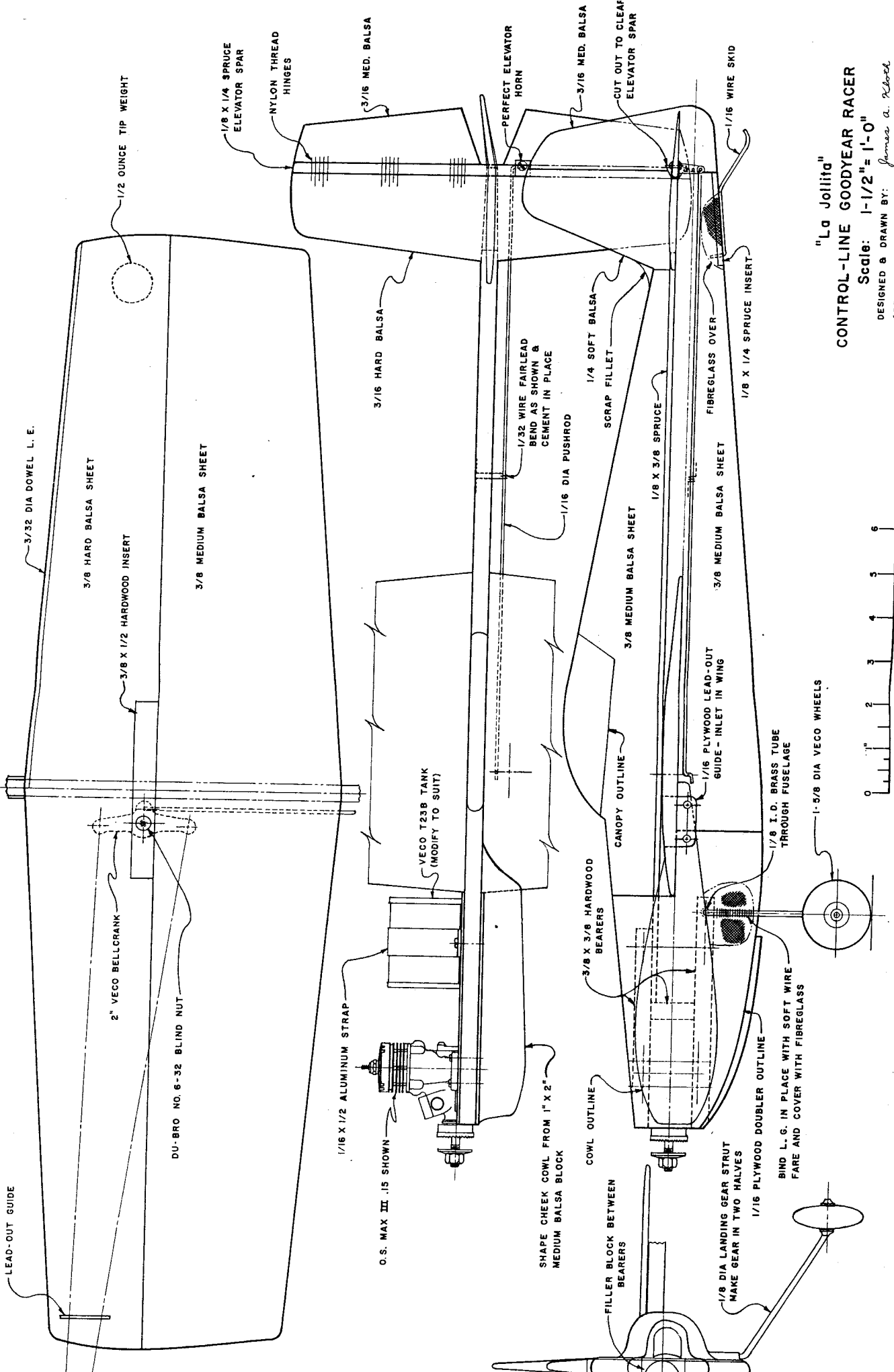
Ely was immediately greeted by his wife, Mabel, who greeted him with an enthusiastic "I knew you could do it," and then by Captain Pond, Commanding Officer of the PENNSYLVANIA. Then it was time for interviews and a few photographs for the reporters.

Everything had gone exactly as planned. Pond called it "the most important landing of a bird since the dove flew back to Noah's ark." Pond would later report, "Nothing damaged, and not a bolt or brace was broken.

After completing several interviews, Ely was escorted to the Captain's cabin where he and his wife were the honored guests at an officers lunch. While they dined, the landing platform was cleared and the plane turned around in preparation for takeoff. Then the Elys, Pond and the others posed for photographs. 57 minutes later, he made a perfect take-off from the platform, returning to Selfridge Field at the Tanforan racetrack where another tremendous ovation awaited him.

Both the landing and takeoff were witnessed by several distinguished members of both U.S. Army and Navy, as well as state military officials. Ely had successfully demonstrated the possibility of the aircraft carrier.

Indeed. The US Navy's first aircraft carrier, the USS Langley, was commissioned in 1922, eleven years later. But Ely didn't live to witness the milestone; he died just a few months after his historic flight, on October 11, 1911, when he was thrown from his aircraft during a crash at an air show. But 100 years ago, he merged the power of naval warships and aviation in ways that remain cutting-edge, even today.



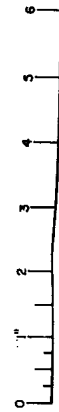
"La Jollita"

CONTROL-LINE GOODYEAR RACER

Scale: 1-1/2" = 1'-0"

DESIGNED & DRAWN BY: James A. Klotz

APPROVED BY: LEMON PRZP



Editor's note: Old Sport type Goodyear racer designs like this would make a decent NW F2D Proto Speed plane.

September 1969

American Aircraft Modeler

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

Oregon flying fun!

A quartet of 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!

Sunday, Jan. 1 at East Delta Park, Portland

Bad weather meeting site: Delta Park Elmer's; cell 503-995-1158
Info: Fireballs: Mark Hansen, fastcombat@comcast.net, 503-234-1971

Saturday, Feb. 11 at Sunshine Park, Roseburg

Bad weather: Elmer's restaurant at I-5 Exit 125; cell 541-537-0061
Info: Dave Shrum, 541-672-8893, dnpshrum@charter.net

Saturday, March 3 at Bill Riegel Model Airpark, Salem

Bad weather: Flight Deck restaurant, 1 block south of the flying field; cell 503-871-1057
Info: WOLF: Bruce Hunt, bhunt@swbell.net, 503-361-7491

Saturday, April 7 at Eugene Airport, Eugene

Bad weather: Wings Restaurant at the airport terminal
Info: Prop Spinners: J. Thompson, johnt4051@aol.com, 541-689-5553; cell 541-554-8848

- 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

WOLF MEMBER CONTACT LIST

2011

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Please notify the editor of any corrections that need to be made!



**WESTERN
OREGON
CONTROL
LINE
FLYERS**

WOLF
Po Box 505
Lyons, Oregon 97358

WOLF MEMBERSHIP APPLICATION - 2012 (NEW OR RENEWAL)

MEMBERSHIP CATEGORIES: ADULT (A.M.A. "OPEN") \$25 / YEAR
YOUTH \$5 / YEAR
FAMILY (2 ADULTS & UNLIMITED YOUTH) \$40 / YEAR

<u>NAME(S)</u>	<u>D.O.B.</u>	<u>A.M.A. NUMBER</u>
_____	_____	_____
_____	_____	_____
_____	_____	_____

INTERESTS: _____ SPORT FLYING _____ AEROBATICS _____ RACING _____ SPEED
_____ COMBAT _____ CARRIER _____ SCALE OTHER: _____

MAILING ADDRESS: _____

PHONE NUMBER(S): _____

E-MAIL NUMBER(S): _____

I affirm to follow all A.M.A. and WOLF club rules and regulations as they may be adopted from time to time, pursuant to club and A.M.A. by-laws.

applicant signature and date