

CONTROL LINE COMPETITION NEWSLETTER

RACING • SPEED • COMBAT • STUNT • CARRIER NOVEMBER 2015



DAVE DAWSON PITS HIS S.C.A.R. GOODYEAR ENTRY AT THE VIRGIL WILBUR MEMORIAL SPEED & RACING CONTEST OCTOBER 10-11. JUNIOR ENTRIES IN BOTH SPEED AND RACING, LOTS OF THREE-UP RACING, YIPEE!

**THE NOVEMBER 2015 NEWSLETTER IS DEDICATED
TO THE MEMORY OF RICH LOPEZ.**

Whittier Narrows Racing & Speed Calendar For 2015

December 5-6 2015 Toys For Tots Speed & Racing

Speed Events: All Speed events including electric, 301-310 & 606-607 + Perky, NASS Sport Jet, and C-Speed. Speed flying Saturday and Sunday.

Racing Events: Musciano Log Racing, Super Slow Rat/Fox Race, NCLRA Quickie Rat, NCLRA Clown Race, and S.C.A.R. Goodyear **PLUS Mouse Race**

Entry Fee: One new unwrapped toy, approximate value \$10-\$20

CD: Howard Doering

Whittier Narrows Park now charges \$6.00 per weekend day entry fee! You can buy an annual pass from the bureaucrats at the Park Headquarters (weekdays only) for \$25.00 if you are a member of one of the local clubs. All events are AMA sanctioned. Membership is available on site. All pitmen must wear protective headgear while racing or during practice. Before you set out on a cross-country trek, verify the event date and location have not changed.

Speed contacts: Howard Doering (714) 638-4937 Cell (714) 394-5304
 Joe Brownlee (714) 895-1857 Cell (714) 393-1940

Racing contacts: Ron Duly (818) 843-174
 Don Burke (714) 329-1457



Re-purposed: No 1/2A Proto - No Problem.

MIDDLESEX MODELERS & SJAM SCHEDULE

November 1 Heavy Metal, Super Slow Rat, Fast Rat, Sportsman Clown
SJAM Brian Silversmith 732-274-4961

November 15 Foxberg, Sportsman Clown, NCLRA Clown (60 foot lines)
SJAM Phil Valente 610-696-6469

Link to Delphi Speed Forum: <http://forums.delphiforums.com/flyfast/messages>

Link to Stunthangar: <http://stunthangar.com/smf/index.php?board=23.0>

Link to kill time: <http://www.flightradar24.com/SKW6211> Corrected address

New Link: http://www.theaerosmith.com/index_1.html Bob Beecroft's site, be sure to look at Cool Coxes and Veco Series 100's

Link to Club Tamaran: Combat oriented but many useful items for Racing and Speed
<http://www.clubtamaran.com/combate.htm>

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

Link to McMaster-Carr: <http://www.mcmaster.com/>

HOBBY SUPPLIERS

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/>

Mike's Racing Products: Mike1north@talktalk.net (see June 2012 newsletter)



OPS Engines America: Bill Hughes williamhughes4@att.net

Engines/Parts Prices start at around \$150.

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

Paul Smit: (filler valves, wheels, etc. see May 2012 newsletter) 2482@nokwi.co.za

Andrew Nugent: Andrew.n5@bigpond.com

(The May 2013 newsletter has an article on Andrew's services or just e-mail him)

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

Goodyear Plans: Doug Mayer: mayer@kmd-arch.com

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

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

Cox engines/parts and KK Specialty items: Darrell Albert RacerAlbert1@aol.com

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

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

Fast Hippy Speed Products: Tanks, torque units, titanium bell cranks, etc.
Marty Higgs ukiespeedman@hotmail.com

Hobbypartz: Cheap source for the ASP S15A which is legal for Sport Goodyear at the 2015 Nationals, now \$43.40. www.hobbypartz.com Bill Bischoff sells a venturi and needle valve assembly for \$10.00 per item plus \$3.00 shipping, 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 282 Auburn, KS 66402-0282 <http://mbsmodelsupply.com/> Phone: After 5:00 p.m. Central time or weekends only (785) 256-2583 Cell: (785) 221-7042

HobbyKing: Red Head Pulse Jet, reeds, nozzles, igniter. <http://www.hobbyking.com>

BMJR Models: Freeflight, R/C, Control Line and Accessories. Laser kits. www.bmjrmmodels.com



Frank Bowman: Custom rings for old to modern engines. Old stock parts for some engines.

E-mail for a list: Ringmaster46@msn.com

John Newton Speed Products: Fiber glass shells for B-C-D Speed. Aluminum wing skins. Newtron 21 Sport Speed kit. Props for D-Speed and many other items. Contact John on his cell phone: 909-720-1940

Membership For Everyone



National Control Line Racing Association: <http://www.nclra.org/> Membership information and tons of other neat stuff that even non-members can look at. Membership is \$20 per year with an electronic newsletter (they actually send one out on a regular basis.... unlike some other newsletter). It's \$30 if you want a paper newsletter and live in the USA and \$35 for those living in the hinterlands.



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



North American Speed Society: <http://clspeed.com/membership> Membership is \$35 for USA and Canadian residents and \$45 international. PayPal OK



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



PAMPA Precision Aerobatics Model Pilots Association

<http://www.pampacl.org/> Membership starts at \$35.00.



Combat Flyers Association

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



Academy of Model Aeronautics <http://www.modelaircraft.org>



World Cup F2ABCD + Support Events May 4-6



Control Line World Championships F2ABCD May 7-13 2016
<http://www.cl-wch2016per.org/> Perth, Australia



Western Australia Championships May 15-17

In addition to the World Championships program the committee has added three more days. At the end of the World championships there will be a lay day and then: Sunday May 15 F2F on the hard circle and Vintage Combat (Australian Rules) on the grass circle. Monday May 16 Classic FAI on the hard circle and 27 Goodyear on grass. Tuesday May 17 Combined Speed on the hard circle. This is a separate competition and not part of the World Championships or World Cup.



<http://brodak.com/control-line-world-subscription-1.html>

East Coast Combat Champs 2015

Phil Cartier 09/22/2015

Unfortunately this time we ended up with a contest in New Jersey that knocked out at least 2 entrants. We're planning on a little better coordination next year. Despite "CL dieing out" there are still lots of meets for the avid flyers.

That didn't keep the 6 flyers who showed up from having a good time.

Name	Air Time	Cuts	Bonus	Total	Place
Phil Cartier 6249	1018	10	800	2618	1
Dave Edwards 97344	1098	5	800	2398	2
Fred Quedenfeld 58609	1076	3	800	2186	3
Oleg Shusterman 599259	1117	3	800	2003	4
Louis Lopez 110504	1053	1	800	1953	5
Roy Glenn 27066	921	0	600	1521	6

Oleg and Roy started out with some nice flying but then decided to try the same airspace, only midair of the day. Fred started some combat maneuvering in three matches and got three cuts.

Phil's ten cuts were a near record. The best since we went to a 3 cut limit years ago was 11 by Louis.



Half A High Performance- Roy Glenn beat Dave Edwards, single elim.

Next year we'll have at least six, if we have to give the planes away!

Lunch was a great success, with 6 feet of sub sandwiches. We had a number of spectators, including a new young guy very interested in planes.

Roy looks for a first cut, flying Louis in the last round.



Albury, New South Wales, Australia

Reported by Katoomba Klyde

F2A Speed

- | | |
|-------------------|----------|
| 1. Andrew Heath | 286.9kph |
| 2. Ian Gapps | 284.5kph |
| 3. Richard Justic | 280.8kph |
| 4. Murray Wilson | 278.7kph |
| 5. Andy Kerr | 267.4kph |

F2C Team Race

1. Fitzgerald/Ellins	3:11.22	3:14.43	3:09.10	3:20.57	6:26.60 Final
2. Christie/Brown	3:28.00	3:23.31	3:26.62	3:14.06	7:37.06 Final
3. Leknys/Reichardt	3:16.91	3:33.41	3:30.91	3:27.03	30 laps
4. Wilson/Poschkens	dnf	3:22.71	dnf	dnf	
5. Justic/Lacey	3:36.62	3:24.75	3:26.72	dnf	
6. Potter/Harvey	3:45.44	dnf	dnf	3:43.88	
7. McDermott/McDermott	4:08.31	4:22.94	3:51.53	3:43.88	

Fitzgerald was his usual act, very few mistakes and a hard man in the centre. Range 35 plus laps at about 17.5/10 in practice.

Christie/Brown had 51 laps and did well to get a heat in with a good stop, however, the hectic centre in the final cooked their marginal setup. A few more laps on an easier setting would have made for a great race.

Leknys/Reichardt run 35 laps but have trouble with starts. They just missed being on the team. A fast model but with a missed first catch in the final.

Wilson/Poschkens are a bit rusty.

Ron Lacey is an old TR man come back to it. We will see more from him.

Potter/Harvey seem to be trying too hard in practice and not getting a race tune.

The McDermott father/son team are new to F2C.



Dr. Frankenstein (aka Ken Burdick) brings the OS LA 25 to life. Funny and informative article: <http://flyinglines.org/kb.frankenstein.html>



Bob Kerr, Doug Mayer and Dave Hull in some three-up S.C.A.R. Goodyear action. Doug agreed to write an article for the newsletter (starts on the next page). Thanks to our massive budget, the Competition Newsletter was able to double his salary from when he edited the S.C.A.R. Newsletter.

Douglas Mayer
mayer@kmd-arch.com
569115

Virgil Wilbur October 10 & 11, 2015, Los Angeles, California

Charlie asked me to write up something from this weekend, and I agreed. It's been a long time, since I wrote a formal article, and unfortunately for Charlie, my editorial rates are pretty expensive, so maybe when I send him the bill, I can get out of writing any future articles.

The Virgil Wilbur Memorial is our premier racing contest of the year, held every October. Historically, this has always been a 2 day event, a kind of "Big blowout" for the racing season. This year however; it was proposed to only be a one day event. Through the course of the year, several contests were poorly attended, and the Virgil Wilbur was re-scheduled as a 2 day event to try and get more support and more participation. I think this was the right move, and it certainly did give us 2 full days of participation. We have one fellow racer, Les Akre who makes the trip every year from Alberta Canada to race with us California guys!!! Wow!! Les drives 2 days each way to make the trip, and understandably for Les, he wants to get as much bang for his buck as he can.

Normally, the weather in October is just plain spectacular, however this year, Southern California has been experiencing a heat wave since September that just won't let go. The daily temperatures reached 100 degrees both days and it wasn't until late in the afternoon that a breeze kicked in to help with the heat. Everyone took the heat in stride. I packed a cooler full of water for me and the boys, and everyone took plenty of time to stay in the shade if they weren't racing. I think it did affect the outcome of the contest, as things fizzled out early on Sunday, and we didn't fly SSR/Fox Race.

Saturday was lightly attended for two reasons. Some of the guys didn't get the message that the contest was back on a 2 day schedule, so they didn't show up (until Sunday). Recognizing this, we decided to fly the less popular events on the schedule. The other reason was that a former colleague passed away. Richard Lopez is a highly regarded Combat flier in Southern California, and around the world. He has attended many world champs and was also an accomplished editor for the AMA. Rich's funeral was on Saturday, and the combat circle was silent, as all of Rich's comrades were at his funeral. Bob Kerr and Charlie showed up late in the afternoon, so we missed their participation. Our regards go out to the Lopez family for the loss of Rich. You can go the Knights of the Round circle library and view a full obituary for Rich, follow this link: <http://www.kotrc.org/library/newsletters/directconnectionseptember2015.pdf>

Back to Saturday. We had a small crowd, but had fun none the less. We had the usual Don & Ron team, Les and Dave Hull teamed up, and I was kind of the odd man out. We also had Paul Wescott who helped with the timing.

F2CN - Les and Dave Hull teamed up to fly F2CN against Don Burke and Ron Duly. I didn't follow the action (oops!), but it looked like things were going well for everyone, until late in the heats. The piloting was fine, but I think that Ron and Don had some engine problems and weren't able to finish the race. Les and Dave sailed to the finish line alone and took the victory flag.

Mouse 1 – I know that Mouse 1 can be aggravating to many people due to the finicky little Cox motors, but I have recently refurbished all my mice, and built a box full of motors because I have 2 little boys, Mason age 9, and Tristan age 6, and they are starting out with 1/2A. Therefore, any practice or work on my mice and motors will help me to work with my boys. I decided not to bring the boys out on Saturday because I thought 2 full days at the park in the 100 degree heat may have been too much. More on the boys on Sunday. Mouse had 3 entries, myself, Les, and Dave Hull. We had to work around having enough guys, so Don Burke pitted for me, and Les and Dave teamed up and flew both of their entries. The heat races were going really well, and we posted some really good times. Les beat me by about 1 lap / 5 seconds. Les had a 2:41, and I had a 2:46. Then everything went to hell! I decided to try a different bottle of fuel (bad idea). I feel sorry for Don, because he struggled to get a needle on this shitty fuel. Then all my plugs blew. We finally realized that his battery had come unplugged. At first we thought that I had sucked up some junk, so I swapped motors and the same grief continued. Well, Les just spanked my butt in the final as Don got stuck messing with my irritating little motor. My plane finally died, and I swung it into Les's pit. He put some of his fuel in it, and it ran just fine!! Who knew? Well, I lost the race, but fortunately realized the fuel was garbage and threw it in the trash.

Formula Unlimited: Formula is one of those oddball events that most of the guys don't like. One reason is that most of the guys use a HB .40 which is a very heavy motor. It makes the pulling force of the airplane very strong and after a full race, you may be experiencing a sore arm. I set up my Formula with a leftover K&B .40 (with no venture restriction like quickie rat), and it simply is just not as heavy, but still gets respectable airspeed. With so few entries, I would not propose a rules change, but may suggest to my fellow modelers to consider a K&B to help keep this event alive. We usually only fly this event once a year at the Virgil Wilbur, but we no longer have my old partner, Jim Holland (he recently moved to England) and Dave Dawson didn't show up on Saturday, so we only had my entry. I thought we may "Run a race on Sunday", but Sunday was busy, and that never happened. In retrospect, I wish I'd flow one up, just to get that old dog out and keep the spirit alive. Maybe next year! I say we keep it on the schedule, and plan ahead, and we can keep this event going (for those of us crazy guys who want to keep racing it!).

Sunday was really exciting with lots of action and a much better attendance. Before I get started, I must explain, that when I bring my 2 little boys, I get very focused on the boys, and tend to lose track of the overall contest. So, my coverage of the events is missing huge gaps because I was not participating. The good news is that we had a decent crowd. Dave Braun, Dale Long and Paul all showed up, and helped with the timing. Dave Dawson showed up and helped with pitting, Bob Kerr showed up with some entries, and we all just teamed up and helped each other out.

Quickie Rat: The guys wanted to fly quickie rat early in the day. We usually fly it last, and by the end of the day, everyone wants a break, and finishing the day with a bunch of rats is not very relaxing. So off we went to an early start with rat. Bob Kerr and Les Akre teamed up with 2 entries, and Don Burke and Ron Duly teamed up with 2 entries. I heard lots of noise, but I'm sorry to say, I was not paying attention, so look at the results, and use your imagination. Can you hear the motors? Awesome!

Kids Mouse: In between events, I got the boys out to fly some 1/2 planes. I wasn't worried about doing Junior Mouse as an event, so we just flew for fun. Mason has been going solo for a while

now, and he flew a few heats without incident. He's becoming a good pilot, and just gets the plane in the groove and goes. Tristan, his little brother however has never gone solo, and I convinced him that today was the day. He flew his first solo heat with a 1/2 plane and we were all really excited!! Just about the time Tristan finished, the whole contest stops, and Ron Duly tells me, "Hey Doug, there's a 4-year old girl in the speed circle flying 1/2A proto, you should take the boys over there and enter." Once I told the boys what was going on, they said, "C'mon dad!! We have to go show that girl how to fly an airplane!!" By the time we got over to the speed circle, little Daviny was done, she had a mishap and broke her airplane. Next, we pulled the boys into the circle for their first speed flights ever. Mason went first and logged 40.5 MPH. Not very exciting, but we weren't really set up for speed. Tristan was next, and this was just his second solo flight ever, so I gave the needle a slight tweak, and he beat his big brother by 1 MPH with 41.5. Boy, was Mason upset when he heard me tell the guys that I tweaked the needle!! We offered Daviny a chance to compete with our plane, but she was pretty shy, and didn't want to borrow our plane. I met the speed guys under the tent and filled in all my paper work for the boys, and they said they would have some awards for us later.

Clown: Oh yeah, here's another one of my lame reports. The guys were flying Clown while we were in the speed cage with the boys. I heard some noise, like a kitty cat, meeeeeoow, meeeeeow, meeeeeow.....I think it was some Clown racers going around and around, but I'm not sure because I wasn't watching again, so look at the results, and use your imagination. Can you hear the Kittys? Awesome!

SCAR Goodyear: Finally our best event of the weekend with 5 entries. Jed Kusik showed up at the contest to hang out with the guys and give away some tools. He's planning to move to Austin, Texas soon, and just hasn't made all of the final arrangements. Since we had so many entries, I asked Jed if he would pit for me. Jed Agreed, so finally, we had some 3-up action. Jed teamed up with me, Bob Kerr teamed with Les, Of course we had Don & Ron and Dave Dawson and Dave Hull raced together, hey wait a minute....that sounds familiar, doesn't it? I think its been a while since we've seen Dave & Dave racing together. The heats went well, and the only major excitement was my shitty landing. My motor died right in front of the pit, and I tried to put it down....uuuuhhhh...bounce...bounce....crash!!!.....that sucked! I probably should have whipped a lap and done a better landing. Oh well, no damage to the plane, and off we went for some more laps. After the heat races, Dave Hull cried uncle because his back has been bothering him, and he said he was done. I'm pretty happy for Dave because I think he got a lot more races and a lot more heats than he thought he might have before his back crapped out. Anyway, the final was just a 2 up with me and Jed against Les and Bob. I must give Les a lot of credit, that guy drives 1,000 miles to hang out with us, and he's such a gentleman, but don't trust him! He really drives all that way to hand you your ass on a platter. Well, what the heck! I can't think of a nicer guy to kick my ass. Good job Les, we love you, keep coming back to the Virgil Wilbur!

SSR/FOX: Les asked me if I wanted to fly SSR, and I must admit, I got very selfish. I had prepared a Goodyear plane for Mason, and I said, "I'm sorry, but I promised Mason that he'd fly a Goodyear today, and I'm going to do that next." It was stinking hot, and I didn't know how much longer things would go. Well, it was 100 degrees, and everyone was fading pretty fast, so I think, the contest just kind of faded away, and everyone started packing up. I never really said "NO", but we never ended up flying SSR.

Kids Goodyear: Well, Tristan wasn't the only first solo of the day. I put Mason on a .15 Goodyear for the first time. My good friend and racing partner of 5 years, Jim Holland, gave me a beautiful El Bandito sport Goodyear for Mason before he moved to England this spring. What an

awesome gift!! Thanks Jim! It needed some minor repairs, but I got it ready and put a Fox .15 BB on the nose, and it was perfect for Mason. He was so excited to fly "A big person's airplane." We started out slow and ran heat after heat, faster and faster. By the end of our practice, he was whipping the plane into the pits.....and with that note, I'll bid you farewell. It's time for a new generation of racers to take to the circle, LOOK OUT! The kids are coming, until next time, RACE FAST, AND KEEP YOUR LINES TIGHT! Doug Mayer

1/2A Mouse

Dave Hull/Les Akre
 Dave Hull/Les Akre 2nd entry
 Doug Mayer/Don Burke
 Doug Mayer/Don Burke 2nd entry

50 lap heat

2:41.75
 3:23.88
 3:40.61
 2:46.18

100 lap final

5:09.19
 5:32.07
 57 laps bad fuel
 32 laps bad fuel

F2CN

Dave Hull/Les Akre
 Ron Duly/don Burke

100 lap heat

4:56.61
 32 laps NVA problem

Quickie Rat

Bob Kerr/Les Akre
 Bob Kerr/Les Akre 2nd entry
 Ron Duly/Don Burke
 Ron Duly/Don Burke 2nd entry

70 lap heat

3:10.87
 3:14.32
 3:30.31
 DQ lost wheel

S.C.A.R. Goodyear

Bob Kerr/Les Akre
 Doug Mayer/Jed Kusik
 Dave Hull/Dave Dawson
 Bob Kerr/Les Akre
 Dave Hull/Dave Dawson 2nd entry

100 lap heat

4:13.06
 5:43.35
 4:32.84
 5:20.73
 5:54.29

200 lap final

8:44.74
 11:10.10

NCLRA Clown Race 60' foot lines

Dave Hull/Les Akre
 Ron Duly/Don Burke

15 minute race

277 laps
 146 laps Kangaroo landing, broke stab

Super Slow Rat/Fox Race

Not flown



Mason with his Goodyear. Mason and Tristan receive certificates from Joe Brownlee.



Doug Mayer - Proud Daddy.



Dane Martin flying his 1/2A Proto. Below he's with daughter Daviny and HER 1/2A Proto. A "kid friendly" pylon is being fabricated.



Dane's article *Speeding into the Pylon!* starts on the next page.

Speeding into the Pylon! Dane Martin

On Wednesday October 7th I decided I needed to attend the Virgil Wilbur Memorial in Whittier. This gave me only a couple days to build and finish a 1/2A Proto entry. My 4 year old daughter, Daviny, said she wanted to fly something there also. I quickly drew up some plans for a Sweepette I already had and scratch built that on Wednesday night. Thursday night I modified the nose of a scratch built Zinger and bolted on a Cox Stunt Bee for Daviny. Then I glassed all the parts for my new Sweepette. Friday night was final assembly of the Sweepette including gear, bladder tank and engine mounting. Saturday is family day, so nothing was done as far as modeling.

My cousin Butters (Patrick Martin), his wife Miranda and baby Emma stayed the night Saturday. We woke up at 0330 to hit the road at 0400 on Sunday the 11th. We arrived seemingly at the same time the crowd came in. I hurried up and made a new set of lines for Daviny. Butters was to fly the Sweepette I flew in the Bill Nusz Memorial in April but the Cox TD seized up in the cage. We had an extra engine but he decided to talk with the guys and help time. I flew the new Sweepette with a Profi 049 to a whopping 62mph! Oh well, it was a 5mph improvement over my attempt in April. Daviny flew next with her Zinger. She had a great take off, but the plane jumped down as soon as she got to altitude. This happened a few times while Joey and Butters kept restarting the plane. Joey found the elevator had a lot of down and very little up. Sorry Daviny!!

I found out that day just how important the technique is in flying around a pylon. I flew my Sport Jet a few times and on 65' lines got a speed of 120mph. Joey Mathison walked out to the handle and delivered a humbling flight at 133mph on my own equipment!! Butters took my new Sweepette for his first solo in the pylon. Howard Doering and I got the Profi fired up and Butters had a nice take off. He went around a couple laps and managed to present me the opportunity of building another 1/2A Proto plane for the next event. The engine run sounded great at least.....

Lots of lessons learned at this event. Fly fast, but take your time preparing. Just because I can fly, doesn't mean a four year old girl can. Also, sometimes it doesn't mean a 29 year old guy can either.....ha ha.

I'll finish up some new planes that are *Kid Friendly* for Daviny. Now she says she needs to fly a whole flight and fly faster than me. That doesn't sound unreasonable.

My step son Aiden and Kristina were not able to attend this event because of the short time frame and work schedules. But the whole family will be at the Toys For Tots event in December. Aiden has his plane ready to go!

Dane Martin, Safety Officer of the Las Vegas Circle Burners



Butters prepares for first solo in the pylon.



Dane's Hobby King powered Sport Jet. Butters (Patrick Martin) spent a lot of time holding on to that pylon since the Cox TD proved to be quite temperamental. The crank seemed like it was seizing in the case.



Dick Hart releases his Fast Jet with Joey Mathison on the other end. You don't have to be as strong as Joey to fly a Fast Jet or D-Speed.....but it helps.





Your Editor watched Dick Hart assemble his Fast Jet engine before the flight as seen in the previous pictures. The item on the right is a slightly modified reed stop and to the left is a highly modified version. Great care is taken in making sure the reed is aligned properly and seals tightly over the inlet ports. The backside is curved to help control how far the reed opens and the cut aways should help flow into the combustion chamber. If you blow into the inlet, and the reed is properly seated, it will actually produce a G sharp tone, that equals 187mph.



Why give yourself a migraine trying to use a TD 049 in 1/2A Proto? Combat engines like this Profi or the Cyclon and Fora are so much easier to deal with. The needle assembly is designed to work with a bladder system, so you may need to install a different assembly if using suction. APC props are plenty good to get started.

GRAN CANARIA INTERNATIONAL V&V 2015



The aeromodelling club Tamarán and the Canary Federation of air sports (FEEDA) have organized for the 15th consecutive year the V&V 2015, an event in which every year we put much effort so that you come to Gran Canaria to compete and of course to enjoy practicing what you like most... the aeromodelling. In addition to these valid competitions for the national Spanish selection, we have more activities in which you can take part in them, if you think that you do not have the necessary level of skill to participate in the F2B-FAI events that we organize. We have thought of organizing OLD TIME STUNT and BEGINNER aerobatics, also COMBAT speed limit.

INFORMATION

<http://www.clubtamaran.com/v&v2010ING.htm>

Vintage Stunt Championships XXVIII March 15 – 19, 2016

Flying Site: Christopher Columbus Park, 4600 North Silverbell Rd, Tucson, AZ 85745
Pilots meeting: Daily at 8:00 AM. Official flights start no later than 8:30AM.
Hotel and Banquet: Hotel Tucson City Center, 475 N Granada Ave., Tucson, AZ 85701 Phone: (520) 622-3000

- Free full breakfast buffet @ 8:30AM and free happy hour 5:00 to 6:30 PM
- \$65 + tax 2 queens or one king suite (Must reserve by Feb 23, 2016)
- \$75 + tax 2 bedroom suite, 2 queens or one king + sleeper Sofa in the 2nd room

Classic & Super 70's Appearance Judging - Wed. (Mar 18) starting promptly at 4:30PM at the Hotel Tucson City Center

Ringmaster S-1 Ringmaster required, no BOM, flown on grass. You may enter OTS, IGN OTS, and Ringmaster OTS if you wish.

Exhibition Event – We invite you to fly or exhibit something COOL, interesting or representative of any early era of control line. Exhibition to be held immediately after OTS on Tue & Wed. No pre-entry or fee required. Just show up with a current AMA license and show us something cool.

Entry Deadline: Friday March 4th, 2016. By this date and time we need to have received your entry. John Callentine's mailing address is on the registration form. Registration form is also available for download at www.ccmaconline.org

Our policy is to return your entry fees if you have registered and cannot attend for any reason

Awards Banquet: sign-up is held open until after the start of VSC. If you wish to attend the banquet and have not signed-up, check with John Callentine at the flying site by 8 AM, March 16th. Refunds for the banquet cannot be made after 8 AM, Wed. March 16th

Raffle: Drawing at Appearance judging on Wed – donations welcome and appreciated – Contact Ken Guilford 602-908-2810

REGISTRATION FORM: VSC-XXVIII (28) March 15 –19, 2016

NAME: _____ **AMA #** _____
STREET: _____ **CITY:** _____ **STATE:** _____ **Zip** _____
EMAIL ADDRESS: _____ **License Plate # and State:** _____
Needed if you would like entry confirmation (Only if staying at flying site overnight)

FOR ANY AND ALL EVENTS: I hereby certify that I have read all information accompanying the entry form, and that the model(s) entered by me will be built by me (if required) and flown in compliance with the current Competition Regulations (both AMA and PAMPA), and will previously have been successfully flight tested and proved to be airworthy in accordance with the Official AMA Safety Code.

Signature: _____

BOM rule, as it applies to VSC is posted on the Cholla Chopper Web Site

EVENTS ENTERED:

OTS @ \$20.00 _____ (Tues. 15th – Wed. 16th)
IGN OTS @ \$20.00 _____ (Tues. 15th – Wed. 16th)
OTS Ringmaster @ \$20.00 _____ (Tues. 15th – Wed. 16th)
Classic @ \$20.00 _____ (Thru. 17th – Sat. 19th)
Super 70s @ \$20.00 _____ (Thru. 17th – Sat. 19th)

OTS/OTS IGN-current PAMPA rules - BOM not req'd
Ringmaster OTS - no BOM rule & no bonus for self-built models
Classic & S/70 – no BOM. Zero (0) for appearance if the contestant did not build the airplane

One round each day using all three asphalt circles. Two highest scores of three flights will be added together for the final score & placina

ARF's, ARC's, purchased or borrowed models are allowed in all events, but, models entered in Classic or Super 70s receive a zero (0) for appearance points. No more than two contestants can fly the same plane in the same event. Example: Contestant 'X' and contestant 'Y' can fly the same plane in Classic but no one else. This goes for OTS, OTS Ign, and Ringmaster as well. For details refer to the Cholla Chopper web site; www.ccmaconline.org

Awards Banquet Selections (Sat Night March 19)

Beef Top Sirloin @ \$30.00, Names: _____
Chicken Marsala @ \$30.00, Names: _____
Salmon @ \$30.00, Names: _____

Entry must be received no later than Friday March 4, 2016

Make Checks Payable to John Callentine (Email Johncallentine@gmail.com)

Mail to: John Callentine, 5625 W. Owl Ridge Rd., Tucson, AZ 85745

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CHOLLA CHOPPERS WEB SITE: www.ccmaconline.org



F2C Scale Racer

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The Editor has left the building.