

CONTROL LINE COMPETITION NEWSLETTER

RACING · SPEED · COMBAT · STUNT · CARRIER

2018 REVIEW
TARIFF FREE



Brendon Robinson (brother Andrew flying) during a F2C heat in Landres, France. Team Kiwi nor the other 46 teams could stop the Russian juggernaut claiming the top three spots. Where were a couple of the top Ukrainian teams? It's a good story.....

No Competition Newsletter for over a year and this one has been sitting in the computer since just after the World Championships. Lots of old news but maybe something you've not seen yet. The delete button is always available.

Contest Calendar

January 26-27 2019	SW Regionals in Tucson
March 19-23 2019	Vintage Stunt Championship see flyer
Dates throughout 2019	Lester's Air To Air Speed Limit Combat see flyer/rules
May 30-June 2	Karlskoga World Cup in Sweden
July 12-14 2019	F2d Team Trials (tentative as of this printing)
July 14-20 2019	AMA C/L Nationals in Muncie, Indiana (firm dates)
July 14-20 2019	European Championships Pazardzhik, Bulgaria
September 26-29	USA and Canada World Cups, St. Louis
To be announced	F2C Team Trials (possibly Hobby Park, Garland, Texas)

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

Link to Stunt Hangar: <http://stunthanger.com/smf/rat-racing-and-team-racing/?PHPSESSID=31ecadcb9fcddb8aeb74412b476767d6>

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

Link to Club Tamaran: <http://www.control-line.eu/>

HOBBY SUPPLIERS

Partner Productions: Current & Vintage Speed Plane plans. Box 205 Maple Ridge, BC V2X – 7G1 Canada 604-612-4060 cpartner@shaw.ca 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/>



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 williamhughes4@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

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. 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>

Fast Hippy Speed Products: Tanks, torque units, titanium bell cranks, etc.
Marty Higgs ukiespeedman@hotmail.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
The ASP 15 with proper venturi is now available from MBS Model Supply for \$80.00.

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

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

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

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**

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

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 shtterman@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

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 (June 2018 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.navy carriersociety.org/joinNCS.aspx>

Electronic Membership for 2018 is FREE! Printed newsletter is \$10.00.



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

Membership 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



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/about/>



Academy of Model Aeronautics

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



PAMPA Precision Aerobatics Model Pilots Association

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



Combat Flyers Association

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

Control Line World Championship Landres, France July 14-20

Every event has already been analyzed to death in other newsletters and forums, so all the results were deleted in the 2018 review newsletter. The USA made a respectable showing in all the events. No Senior World Champions this time but there are two new Junior World Champions. Ivan Valishev was top Junior in F2A Speed and Rylan Ritch did the same in Combat. Team classification found the USA in 5th in both Speed and Aerobatics, 6th in Team Racing, and 3rd in Combat.

Orestes Hernandez was entered as the reigning World Champion so his 5th place finish didn't help with team placing in Aerobattics. Chris Rud finished in 7th in the field of 85 contestants. There were Americans flying for other National teams in Combat including Bobby and Andy Mears flying for Team Mexico and Andy, Cary, and Austin Minor flying for Team Israel.

All results here: <http://www.f2cubl.org/images/InformationsWC18/%20CM%202018%20Official%20Results.pdf>

Here are the links to two sites that have some great photos by Norval Olsvold and Claudia Kehnen. Predominantly stunt but there are some nice photos of other events too.

<https://www.flickr.com/photos/146237914@N08/sets/72157699341811365/with/29699704668/>
<https://www.flickr.com/photos/fesselflug/albums/72157699277330325/page1>



Lots of static shots of beautiful stunters, some cliché shots (example below) and the most *trying* being group photos, which at times can be more difficult than herding camels. F2C teams were super glued in place.



The cliché shot.....

To become an expert on what happened at the 2018 World Champs here's everything you need to know: In F2A it was the low air density that allowed only Luca and Ferenc above the 300kph mark and the others scanning through their notebooks to find a combination to top them. In F2B it was those damn electric models that had less polar moment effects and could make the bottoms look so good for the judges. Even with two panels of judges it was a long, long day for them. Well, in F2C it was a matter of who's missing? Reigning World Champions Rob Fitzgerald and Mark Ellins retired on top. The top two Ukrainian teams were missing in action, Makarenko/Fulitka and Bonderanko/Lerner a victim of a Kramarenkoski coup? Sergey Andreev and Oleg Vorobiev just waxed everyone including the other two

Russian teams in the final. Good race until the first pitstop. In F2d, yikes, so many entries! Audrius Rastenis from Lithuania was 10-0. He also finished second in the 2018 World Cup competition. Flying well in line tangles helps as does an expert pit crew.



Nikol Pavlova and Nikolay Palezhev (Bulgaria) were in the Junior F2C final. Nikol was calm, cool, and consistent pitting (3:46.2 3:35.2 3:39.9) The insert shows Nikolay during a *moment* during a heat with two Senior pilots. The duo easily had the pace for at least second in the final but Nikolay buzz bombed the first pitstop and they were out at lap 31. They should have another chance at redemption when the European Championships comes to Pazardzhik, Bulgaria this summer.

Finest F2C team in the world, Oleg Vorobiev and Sergey Andreev. A 3:12.9 in their first heat put them in the semi rounds, their other two heats ended in a DQ and 32 laps. Their first semi heat found all three teams in the 3:09's. Great times except that they turned a 3:09.9 and the French team of Ougen/Surugue were faster in their second heat with a 3:09.6. They were fortunate in their second semi heat when one of the teams retired. They were able to turn a 3:07.4 which put them in the final with the other two Russian teams. The final was good until the first pitstop when the other teams made adjustments. Their final time of 6:21.2 had them a half minute ahead of their closest rival. In the official results you'll see the French like spelling Sergey's name *Sergei*. His name is spelled Sergey on his team shirt, so that's what has been used here.



As mentioned earlier, two Ukrainian teams were missing from the line-up, Bonderanko/Lerner and Makarenko/Fulitka. Their FAI licenses, along with a number of other top competitors, were summarily recinded because of some unproven internal irregularities. Pressure has been put on the Ukrainian Aeromodeling Federation (FAMSU) to restore their licenses. It's possible that the FAI would issue licenses directly if the situation isn't resolved.



The Swiss team of Gina and Cesare Saccavino during their second qualifying heat. They missed their first heat when the shutoff malfunctioned. She held her own in the races!



Britain's Mark Thomason has an interesting pitting stance. Mark teamed up with former world class combat flyer, and many times UK Team Manager, John James. He's seen here flying with pilots from Britain's former colonies (USA and Australia).



Graeme Christi (**left**) and Andrew Robinson (both Team New Zealand) were among the tallest pilots in F2C. Note shorter pilot peeking over Graeme's shoulder and Andrew bending just a bit to allow a faster pilot past without causing a calamity.



“Pilots, move to the center!” In this case they really were far outside the center. **(above)** Randy Ritch launches for his son, Rylan, who is the 2018 Junior World Combat Champion. Ryan made one of the most spectacular moves during one of his matches when his opponent flew inverted in a defensive mode a couple inches above the ground. Rylan somehow flew underneath him, rattled the other pilot enough that he crashed. **(Left)** New Junior World Champion in Speed, Ivan Valishev, he also ended up in 8th place in World Cup competition with a best time of 297.2kph. His father, Alex, won the World Cup competition with his fastest flight being 306.5kph and a cumulative total of 908.5 for his three best flights. Their teammate, Bill Hughes joined the exclusive 300kph+ club



with a 300.3kph flight. The USA and Canadian World Cup events will be held in St. Louis again this summer. USA Cup 26-27 September and Canada Cup 28-29 September.

CONTEST NAME:		2018 Canada Cup				CONTEST VENUE:		St.Louis, Missouri, USA				
F2A	2018	CONTEST DATE:		29-30 September		COUNTRY CODE:		CAN		<small>Note: Four rounds may be flown. This MUST be announced before the start of the competition. See F2A Judges guide for the 4th round draw.</small>		
		Countries with multiple time zones input the time zone here:						CDT				
Placed	FAMILY NAME	FORENAME	JUNIOR	Junior Date of Birth	FAI ID	FAI LICENCE	NATION	ROUND 1 KPH	ROUND 2 KPH	ROUND 3 KPH	ROUND 4 KPH	BEST SPEED
1	VALISHEV	Alexander			69346	816156	USA	299.7	305.6	277.7	282.2	305.6
2	HUGHES	William			25531	53326	USA	294.7	288.8	0.0	300.3	300.3
3	VALISHEV	Ivan	Jnr	13.07.2002	90338	948008	USA	297.2	0.0	290.1	286.3	297.2
4	HEMPEL	Patrick			89766	56526	USA	291.2	295.8	273.9	273.5	295.8
5	PERRET	Mathieu			18242	11088	FRA	228.5	0.0	207.4	282.3	282.3
6	SHVEDENKOV	Yury			16308	78261	CAN	0.0	0.0	0.0	113.8	113.8

CONTEST NAME:		2018 USA Cup <i>Spirit of St.Louis</i>			CONTEST VENUE:		St.Louis, Missouri, USA					
F2A	2018	CONTEST DATE:		27-28 September		COUNTRY CODE:		USA	Note: Four rounds may be flown. This MUST be announced before the start of the competition. See F2A Judges guide for the 4th round draw.			
Countries with multiple time zones input the time zone here:					CDT		Email to: f2wccmay14@virginmedia.com					
Placed	FAMILY NAME	FORENAME	JUNIOR	Junior Date of Birth	FAI ID	FAI LICENCE	NATION	ROUND 1 KPH	ROUND 2 KPH	ROUND 3 KPH	ROUND 4 KPH	BEST SPEED
1	VALISHEV	Alexander			69346	816156	USA	0.0	301.4	306.5	0.0	306.5
2	HUGHES	William			25531	53326	USA	296.9	0.0	298.0	0.0	298.0
3	HEMPEL	Patrick			89766	56526	USA	0.0	284.0	290.1	291.5	291.5
4	PERRET	Matthieu			18242	11088	FRA	0.0	290.5	280.3	0.0	290.5
5	VALISHEV	Ivan	Jnr	13.07.2002	90338	948008	USA	0.0	0.0	286.6	287.6	287.6
6	SHVEDENKOV	Yury			16308	78261	CAN	0.0	0.0	0.0	0.0	0.0

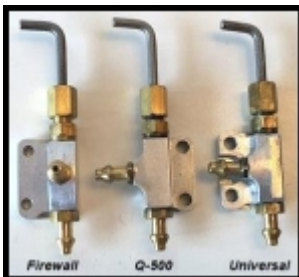
Have some money left from your holiday shopping? Get something for yourself!



(left) Fora 36 with strengthened case available for \$270 standard and \$310 with ceramic bearings. Contact: Mark Greenwood technohobbywest@gmail.com They need 30 orders before going into production. (center) Fora Goodyear engine available for \$315. Using the same prop, plug, and 10% nitro fuel it is claimed this engine ran 24,100 RPM, a Nelson hit 22,500, and a MS F2d engine did 22,000. Contact: Andrey Shkatov at:

<https://f2abcd-store.ru/products/30842882>

(right) The Speed Limit Combat engine (right) is still being tested, should go for around \$100. The engine might be a candidate for Super Slow Rat Racing. Pester Phil Cartier to see when they'll be available.



Expensive but quality products from Dub Jett. www.dubjett.com Spend an hour or two browsing through his catalog.

Sometimes you find bargains on eBay and other times they're a bust. My favorite "busts."



(Left) Here's a prop nut for a mere \$23.80 plus \$10.00 shipping.

(Center) A Nelson glow plug for \$24.00 and \$12.00 shipping.

Bobby Mears sells five Nelson plugs for \$25.00 on eBay and

\$4.00 shipping covers up to 20 plugs. The classic corroded stunt

tank with missing vent was priced at \$26.00 but the vendor generously offers free shipping.



Here's the latest from the Bob Whitney Skunkworks in Florida. The plane on the far left is his entry for Brodak's Two-Way Speed event. Yep, you have to fly laps inverted and upright. The center photo shows the innards of his Perky. Lots of plumbing to enable a no-surge take off even with the giant venturi. The Log Racer in the corner is powered by a Thermal Hopper, not too many of those around.

Bob was inducted into the National Control Line Association's Hall of Fame last summer. He's been a member of the Air Force team, a couple F2C World Championship teams, and countless AMA Nationals. In recent years he's been terrorizing the competition at the Brodak Fly-In. He's known for being one of the most innovative modelers, his rear induction Fox 35 Stunt is probably the most famous (or infamous) example.

Lester's Air To Air Speed Limit Combat

This event is intended as a grass roots speed limit control line combat event with scale type models that encourages all skill levels to participate.

Specific Details:

1. Any plane may be used - the model's total weight must be less than 48 ounces.
2. Any engine up to .40 cubic inch may be used with any type fuel system and fuel. No in air adjustable systems or devices.
3. Line length is 60' +/- 6", and the diameter .018". Handles must have a safety strap that attaches to the pilot's wrist. All connections must be covered to prevent hanging up on your opponent's lines.
4. Speed Limit is 75mph = 7.3 seconds for 2 laps with a full streamer.
5. Streamers and leader string should be of equal length for all competitors. The length and material is at the discretion of the organizer; 10' string and 10' bio-degradable flagging tape is a good suggestion. Note that plastic flagging tape is a bad choice.
6. Random draws for all rounds with no repeat pairings until all possible pairings have been exhausted. All the points from each round will be added together to get the final score. Optional eliminations- after the points rounds the top four flyers will be matched 1 and 4, 2 and 3. The loser of each match will fly again for 3rd and 4th, the winners fly for 1st and 2nd.
7. Matches are 4 minutes. The judges will give a signal to start the engines and the 4 minutes will begin at that time. After both planes are up and approximately 180 degrees apart the judges will signal the start of combat. At the end of the 4 minutes the judges will signal to stop.

Match Scoring:

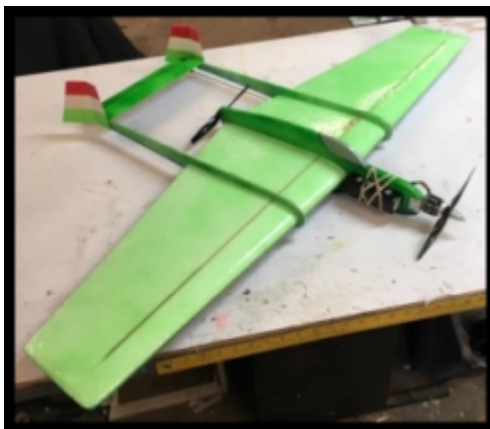
1. Each pilot will earn 1 point for each second their model is airborne during the 4 minutes of the match.
2. Streamer cuts will be 100pts each. Cutting the string will count as a cut only if there is streamer attached to it.
3. If both pilots complete the match without a midair collision that causes a crash, line entanglement that causes a crash, or flyaway, both pilots will receive a 200 pt. bonus. If one plane hits the ground independently of the other or lands and the other is still flying, only the pilot not involved with the ground will get the 200 point bonus.
4. Realism Points: Each model that is flown in a match will be judged for realism based on the general outline as well as the paint color, scheme and markings. These points will be added to the match score of each match flown. Once judged, that model carries those points forward, even if damaged during the event.
5. Electric powered models will receive 100 points to begin each match plus realism score.

Realism Scoring:

1. 0 points for typical unlimited combat aircraft.
2. 40 points for typical unlimited combat aircraft with color and scale markings.
3. 100 points for non-scale profile type aircraft, i.e. Flight Streak, Ringmaster, etc.
4. 125 points for non-scale profile type aircraft, i.e. Flight Streak, Ringmaster, etc. with a scale paint scheme.
5. 150 points for scale profile type aircraft that is identifiable as a specific full scale aircraft but no scale paint scheme.
6. 175 points for a scale profile or built up fuselage type aircraft that is identifiable as a specific full scale aircraft and realistic paint scheme.
7. 200 points for exceptional semi scale aircraft with realistic shapes and details.



Here's Lester in a match against Lithuanian Vytautas Rimša at the 2018 World Champs. He'd been doing some very low flying and caught his lines on the Circle Marshall.



(left) Bobby Mears made this cleverly disguised model using a conventional foam wing. Note electric motor up front AND a pusher at the back which runs off a drive shaft. Bob used a 1400KV motor, 4 cell, and two 8x4 props. Plenty of thrust at launch and it flew great for a minute. Then a bit of smoke, landed and a lot more smoke!

The ultra competitor has multiple events to compete in (F2d, F2d Fast, High Performance 1/2A, AMA 329 Speed Limit, plus 19 F2d World Cup events if they choose to go overseas). The models for this event would comply with AMA 329 Speed Limit



rules although at a possible disadvantage. There are plenty of events in which to tear up equipment, but this isn't one of them.

(left) Lester's electric powered Red Bull entry, not quite at the 75mph limit yet, but no smoke.

A short history of how Speed Limit Combat evolved in our corner of the world.

It was a few decades ago that Phil Granderson told us about a fun event they were flying in the Northwest at the time. Everyone took an old clunker Fast Combat model and stuck something like a OS FP 35 on the nose. Now it's hard to imagine Phil actually having a "clunker Fast" after viewing his beautiful stunt model sitting in the front row during appearance judging at the Nats. Many of us did have such clunkers and that's what we used.....for a short period of time. Some guys then started using "purpose built" models that were much lighter than ours because at 80mph they didn't need to be as sturdy as something flying near 120mph (before crash damage and fuel soaking). Then came "flappers", pieces of two inch patch tape stuck to the trailing edge of the model. Sure enough the drag slowed the model to 80mph but it was possible to use a wide open Fox MK 3 or 4, so the performance through turns left the other models for dead. The "flappers" went away when it was suggested that those models fly in a special class. The concept of a cheap bushing engine on a clunker has recently taken another turn as F2d engined models seem to be dominating the event. Goodbye cheap eBay specials, hello Ukraine. The one saving grace is that there are a lot of not-quite-front-line engines available at a good price. Contest entries are still very good and everyone seems happy with the way the event has gone.



Austin Minor, 5th & Top Junior, Andy Minor 3rd, Cary Minor 2nd, and Andy Mears 1st and Undefeated!

MACA Overall Top 20 for 2018 compiled by Jeff Rein

1. Rein, Jeffrey	1208
2. Rudner, Chuck	734
3. Jensen, Donald	626
4. Minor, Andy	622
5. Willcox, Russ	622
6. Mears, Bob	573
7. Mears, Andy	571
8. Fisher, Dave	538
9. Johnson, Jeff	494
10. Willcox, Michael	492
11. Simpson, Neil	480
12. Stubblefield, Richard	458
13. Minor, Austin	456
14. Maywald, Bill	421
15. Stas, Brian	375
16. Collins, Chris	369
17. Cleveland, George	364
18. Minor, Cary	358
19. Pape, Gene	346
20. Wilson, Buzz	334



I tried to find one picture with the top guys in it but no luck. Jeff ran away with the MACA #1 title this year. Chuck Rudner #2, Russ Wilcox #5 and Jeff #1.



Here's a link to a very interesting and useful site that Gene Pape just posted to the MACA Facebook page. There's currently a lot of interest in Vintage Combat and if you need help restoring that old engine you might check with **Mattes Engine Rework**, here's the web address:

<http://www.flyfreeflight.com/Site/Home.html>

One of the services offered is the conversion of heads with conventional plugs to the Nelson plug. The Nelson plug generally adds some performance and holds up better to the battering delivered by some of these old vibration prone engines.



$$V_i = A_o \sqrt{5 \left[\left(\frac{Q_c}{P_o} + 1 \right)^{\frac{2}{7}} - 1 \right]}$$

*the airspeed velocity
of an unladen swallow*

Motor Dude's secret formula revealed! Here's how he makes his models go so fast on the Forum. In recent years his presence wasn't even required at contests since the organizers assumed he'd win anyway, so they just mailed him a prize. Clever devils.....



Keith Renecke's electric powered foam stunt trainer. Just enough wood in it to make it rigid enough for good flight characteristics. Since it's electric there's really no need to cover it, splash on a little paint trim and markings to make it look like a semi scale, collect lots of bonus points in Air To Air Combat.



Here's another idea for getting some extra bonus points. A profile model such as this Flite Streak with scale paint scheme would get 125 points.

The first Air To Air combat event was scheduled for December 29 at Scobee Field in Houston but that one has been rained out. The next events will be held at Hobby Park in Garland, Texas on February 17 and April 27. May 11 will be at the Thunderbird's Field in Ft. Worth. The last scheduled event will be back at Hobby Park October 12.

Miscellaneous Pictures



21 Profile Proto They're a little like a two wheeled Quickie Rat with much better ground handling than the Perky with its 18 inch wingspan. Timed from a standing start for a mile they use the popular 21 size engines (Nova Rossi, OPS, etc.) Henry Nelson was close to topping the 100mph barrier with 99.03mph, Glen Vansant with a quick 111.24mph, and Bill Hughes even faster at 113.21mph.



There isn't a lot of interest in running a diesel in the USA outside of a small dedicated group flying F2C. The new crop of diesel sport engines is light years ahead of those stinky old things we remember from eons ago. Parra offers the T-3 engine which is a 2.5cc, the T-4 is 3.2cc, and there's a special version that has fits optimized so that it's almost ready to go out of the box. These engines are aimed at vintage C/L and FF events but would be perfect for someone who wants to tinker with something other than a glow or electric. Here's a link to Parra's website: <http://www.control-line.eu/about-t3--t4-engines.html>



Lester Haury posted this picture of a pitbag. The cooler bags are available in various sizes and have a zippered top flap. Most of them also have a strap so you can sling it over your shoulder while running to service you teammate's downed model. You can use a small foam block with holes cut to various sizes for your tools and cardboard dividers keep other items from getting mixed up. You can probably find enough tools for your pitbag if you stick around after a contest and help clean up the field.



Event organizer Lance Matassa with Dave Fischer (1st) and Igor Dementiev (2nd) at the Fall F2d contest in Phoenix. Lance organizes a meet in November and one in March (March Madness), both well attended and professionally run thanks to Lance and a corp of volunteers.

Your effort is really appreciated!

Vintage Stunt Championships XXXI

March 19-23, 2019

Flying Site: Christopher Columbus Park, 4600 North Silverbell Rd, Tucson, AZ 85745

Pilots meeting: Daily at 7:30 AM. Official flights start no later than 8:00AM.

Hotel: Two hotels with negotiated rates – details on the map

- Hotel Tucson City Center, 475 N Granada Ave., Tucson, AZ 85701 Phone: (520) 622-3000
- Holiday Inn Express, 1565 West Grant Rd, Tucson, Az. 85745 Phone: 520-624-3200

Classic & Super 70's Appearance Judging - Wed. (Mar 20) starting promptly at 4:00PM 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 on Wed Mar 20. No pre-entry or fee required. Just show up with a current AMA license and show us something cool.

Entry Deadline: Friday Mar 8, 2018. 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 or www.azucontrol.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, Wed March 20. Refunds for the banquet cannot be made after 8 AM, Wed. March 20

Raffle: Drawing at Appearance judging on Wed – donations welcome and appreciated – Contact Jim Hoffman

REGISTRATION FORM: VSC-XXXI (31) March 19-23, 2019

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.

BOM rule, as it applies to VSC is posted on websites listed at bottom of page

Signature: _____

EVENTS ENTERED:

OTS @ \$20.00 _____ (Tues. 19th – Wed. 20th)

Classic @ \$20.00 _____ (Thu. 21st – Fri. 22nd)

OTS Ringmaster @ \$20.00 _____ (Fri. 22nd – Sat. 23rd)

IGN OTS @ \$20.00 _____ (Sat. 23rd)

Super 70s @ \$20.00 _____ (Sat. 23rd)

- OTS/OTS IGN-current PAMPA rules, BOM not req'd
- Ringmaster & OTS - no BOM rule
- Ringmaster - no bonus for self-built models
- Classic & S/70 – no BOM. Zero (0) for appearance if you are not the BOM.
- OTS/Classic - Two rounds each day using 2 asphalt circles. Highest score from each circle will be added together for the final score & placing.
- S70 – Two rounds, single day, best single flight
- Ringmaster – Two rounds, one each of two days, best single flight

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 more details refer to the web sites below

Awards Banquet Meal Selections (Hotel Tucson City Center, Sat Night March 23, 2019)

Beef Top Sirloin _____ @ \$30.00, Names: _____

Chicken Marsala _____ @ \$30.00, Names: _____

Salmon _____ @ \$30.00, Names: _____

Entry must be received no later than Friday Mar. 8, 2019

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

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

PayPal also accepted.
Send to John Callentine as a friend, not a business

CD: Jim Hoffman:
2658 W. Montgomery Drive
Chandler, Az. 85224

Home 480-897-0630

Cell: 480-329-3316

Email: windswept4@cox.net

CHOLLA CHOPPERS WEB SITE: www.ccmaconline.org

CENTRAL AZ CONTROL LINE CLUB WEB SITE: www.azucontrol.org/

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The complaint desk has closed.

The Editor has left the building.

Don't forget to buy your souvenirs at the concession booth.

