

Our control line circle has sparked interest in some of our members who started their flying exploits with Cox PT19s and such. Most say something like “Yeah, I remember doing that for hours as a kid. I’d fall down on my butt if I tried that now!”

Well, maybe, maybe not.

We have the technology now. It is called a swivel office chair.

I didn’t say it was high tech!

The concept has been with us here for several years, we just never actually tried it before now. That’s not really totally true either. One of our members, Ron Dilday, confined to a wheel chair due to childhood Polio, told me stories of his buddies turning his wheel chair for him while he held the handle. It sounded like it was as much fun for his friends as for him. They never got very serious, it was just something for them to do as kids to include everyone.

These days we have members who have inner ear issues and CAN’T lean back and turn in a circle.

Well, enter “The Chair”.

Are there issues with incipient slack lines because you can’t back up to regain tension? Yes, so we add out thrust and move the leadouts back to reduce the risk.

Is it as good as standing on your own 2 feet? Nope.

Will using “The Chair” degrade the stunt pattern? Sure... So? We aren’t all Paul Walker.

This is a solution for those who don’t want to give up flying just because they have some physical limitation. Which is better, flying a less than perfect stunt pattern or not flying at all?

There are no safety concerns that don’t already exist with control line flying. The pilot has complete autonomy over the flight. He doesn’t have to be dependent on anyone else. Control line flying is possible for a wider range of pilots now that we have “The Chair”.



Roger Hebner at the handle after 8 years of no flying!

Roger has competed in control line at the NATS, specializing in speed and proto speed. He also competed as an intermediate flier in stunt. He is working back up to the full pattern slowly. Don’t be surprised if you see him next year at the Roseburg Regionals!



The pictures are self explanatory.

Nothing special was done to “The Chair”. Make sure that there is a stop on the back to prevent a tip over if the pilot leans back too far. Small steps sideways work best. We tried taking big wide steps at first. Not as much rotation speed control as smaller steps. A throttle would make this even easier but that may be own my personal bias showing. Someone besides Ron must have done this before?

It would be good to hear more stories of past efforts.

Make sure to sit in “The Chair” before taking off! Trying to find it after you are airborne can be bad.



Roger, Richard Schwegerl, Mike Massey and Tony Dallas just after we moved “The Chair” out of the center.

Yes, we also sometimes use a table to fuel and prepare our planes rather than getting on our knees more often than we absolutely have to. We move the table back shortly after take off.