



**WESTERN
OREGON
CONTROL
LINE
FLYERS**

THE WOLF CALL

January - February 2017

**ACADEMY OF MODEL AERONAUTICS
CHARTER CLUB #3464**

Upcoming Local Events

Jan 28th WOLF A.G.M. (see flyer)

**Feb 4th Oregon Fun Fly Series #2
Roseburg, Oregon**

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.

WOLF CLUB OFFICERS:

President: Craig Bartlett

Vice-President: Dean Singleton

Secretary-Treasurer: Mike Hazel

Safety Officer: John Thompson

Newsletter: Mike Hazel

(see roster for contact #'s)

For the latest Northwest Control Line news go to:

flyinglines.org

Miscellaneous Ramblings from Ye Olde Editor

Greetings All! Wow! What a crazy winter so far, much more than our usual ration of rain and cold weather lately. Not much flying going on, but I did catch Fred at the field a few days ago during one of the short weather breaks.

Speaking of the field, looks like the street and intersection rearrangement is all complete. The landscaping around the area leaves a bit to be desired, though. We hope to have some good news regarding that soon.

Our club Annual General Meeting is scheduled for January 28th. Due to popular demand, the format will remain essentially the same as the last couple of times. Check out the flyer in this issue. This is always a great time for club members to get together and visit. There will be plenty of door prizes and always a couple of other surprises. Please remember that guests are welcome, but we do need to get a head count for the lunch earlier in that week. Ye Olde Editor will be making contact about week ahead to confirm those numbers.

The Northwest Fireballs club in Portland area hosted first of the Oregon Fun Fly events on New Years day at Delta Park in Portland. Despite nasty conditions all over the valley, a dozen flyers showed up and enjoyed flying. Evidently it was a lot nicer there than in Salem area! No WOLF members south of the Portland area showed up.

Included in this issue once again is the club contact roster. Please let yer editor know if any updates or corrections need to be done.

Question of the month.....

Why doesn't glue stick to the inside of the bottle?

A Message From Our President

Happy New Year to all Line Flyers with hopes that all can attend the coming AGM meeting. High on this year's agenda is the need for us to accomplish some needed maintenance to our asphalt flying circle. It has developed several growing cracks, a depression or two, and is in need of sealcoating to protect the surface. I have two companies submitting bids for the work on our 20,000 sq. ft. Circle. One bid has come in at \$5000. We will need to put our collective minds to work at coming up with the finances for this project, so please plan on attending to contribute your ideas.

Mike and I continually have conversations on weird, unusual, oddball control line model projects in the future. Come with yours in mind and offer it during our show and tell session. See you all on the 28th. Hopefully the weather will be better.

Tight Lines, Ciao,
Craig Bartlett, W.O.L.F. President

More Miscellaneous Bits & Pieces

In some recent perusing of internet forums, we found news of a couple more companies that provide excellent products have gone away.

Sometime last year "Mac" of Mac's mufflers passed away, and it appears that no one will be picking up the business. They provided mufflers and tuned pipes for most all sizes of glow engines, so that will be a loss.

And also heard that Hayes fuel tanks is no more. They made quality plastic molded style clunk tanks. Their three ounce size which I believe was unique in the industry is a perfect fit for 20/25 size engines. Glad I already have a couple of those!

DOOZ ARE DUE!

Just a reminder that club annual dues are due. Please send those in shortly. You can also pay at the upcoming meeting. Thanks!

Have you ever thought of building a Scale control line plane? I have for years but have not gotten around to it, so it is still in bucket list mode.

At this year's NW Regionals in Roseburg, two additional scale classes have been added: 1/2 A Scale, and Fun Scale. These classes are designed to be easier to compete in, not requiring the sometimes vigorous work that goes into our replica beauties. Check out the rules on the A.M.A. website and consider branching out into flying "real" looking models.

All for now, see you all at the AGM!

mike

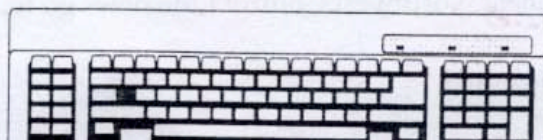
From the "Fireball Flyer" newsletter, 1997

anagram

Aura Man's Orgy (Your Anagrams)

Two word anagrams made from the 11 letters in
"Mouse Racing;"

Racing Mouse	Orange Music
Income Sugar	Genius Macro
Cruise Among	Caring Mouse
Arcing Mouse	Anomic Urges
Roaming Cues	Rousing Came
Rousing Mace	Causing More
Souring Came	Souring Mace
Scourge Main	Organic Muse
Amusing Core	Numerics Ago
Scenario Gum	Scenario Mug
Gracious Men	Organism Cue
Manicures Go	Coring Amuse



The Annual General Meeting of the Western Oregon Control Line Flyers

January 28th, 2017

11:00 am at the Flight Deck Restaurant at the Salem airport
We will be in the downstairs meeting room
(take the outside steps down to the left of the entrance bridge)

Cold Deli Sandwich lunch with all the trimmings,
plus soda, ice tea & coffee.

Cost is fifteen bucks, pay at meeting.

AGENDA

2017 club officers
Treasurers report
Discussion of club activities
Update on Field status
Door prizes
Misc. presentations
Other business as appropriate

Guests are welcome!

For more information and to confirm attendance:

Mike Hazel 503-871-1057
or zzclspeed@aol.com

NORTHWEST CONTROL LINE CALENDAR

For details on the following listings, go to flyinglines.org or contact the editor. Please note events without dates are tentative at this point. We need to hash out details, or hear from the other clubs & groups as to their plans. Hey, it's only January so we are still early! The next issue should have a pretty firm calendar.

January 27-29	Northwest Model Expo, Monroe, Washington
January 28	WOLF AGM (see flyer this issue)
February 4	Fun Fly in Roseburg (flyer in last issue)
March 4	Fun Fly in Salem (flyer in last issue)
April 1	Fun Fly in McMinnville (flyer in last issue)
April 21-23	Jim Walker Memorial Spring Tune-up, Portland Events: Racing, Speed, Combat, Stunt, Navy Carrier
May 26-28	NW Control Line Regionals in Roseburg Events: Nearly every control line event known to mankind
June (?)	Skyraiders Stuntathon (somewhere in Washington)
June (?)	WOLF Speed
July (?)	WOLF Lucky Hand Fun Fly
August	Bladder Grabber for Combat
September 2	Fun Fly at the Zoot Ranch (tentative)
September (?)	Skyraiders Raider Roundup
September (?)	WOLF Speed contest
October	WOLF Fall Follies

The following was lifted from the "Fireball Flyer", Jerry Eichten editor circa 1997

Constructing an Oblique Wing Section on a Straight Wing

-Or-

Truss Ribs and How to Make 'Em

--By Mark Hansen

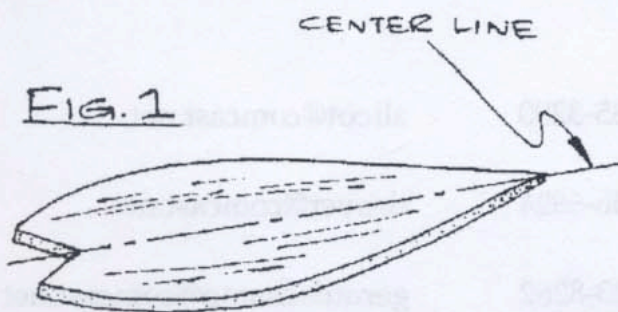
What is an oblique wing section and a truss rib, you might ask? An oblique section is a cross section of a wing not in the direction of airflow. A typical section might be from the trailing edge of the first rib to the leading edge of the second rib.

The oblique rib now turns the rectangular rib bay into a triangle, forming what Barns Wallace called geodetic structure.

The advantages of the truss construction method have long been exploited by the free-flight community; but this sturdy, lightweight framework is seldom seen in control-line designs. The truss wing has exceptional torsional strength, and where but in control-line is the truss warp resistance more needed?

Some flyers have expressed concerns over the truss ribs deflecting air on the wings' surface. The truth is that a stringer meets the airflow at 90 degrees with no ill effects, and most truss ribs run at less than 45 degrees and have no effect on air flow at all. Not even at speeds above 100 mph!

Let's look at how to make a truss rib for a constant chord wing. First take a rib from a plane you are building and draw a centerline down the middle of the rib.

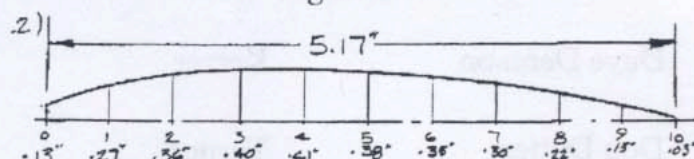


Next carefully trace the rib onto sheet of white paper. Make sure to use a sharp 3H or harder pencil.

Now mark the exact position of the centerline on the tracing. Draw the centerline on the tracing, making as this a line as possible. The fatter the line, the less accurate your measurements will be.

Measure the length of the rib along the centerline from the forwardmost part to the T.E. portion. This should be measured to the .01" tolerance to insure accuracy.

Figure Two



Next divide the length by 10 and round the answer to the nearest .01" (in our case this is .52"). Lay out 10 lines perpendicular to the center line and number them 0-10.

Carefully measure the elevation to the rib tracing at each station and record it below. (See Fig. 2) We now have elevations at the T.E. 10, 20, 30... 90, 100% chord.

Referring to the plans of the plane we're building measure the chord (inside t.e. to inside l.e.) and the rib spacing as accurately as possible. Now use the Pythagorean theorem to calculate the truss ribs' length. For the rib in Fig. 2 the spacing is 2". The formula calculation is as follows:

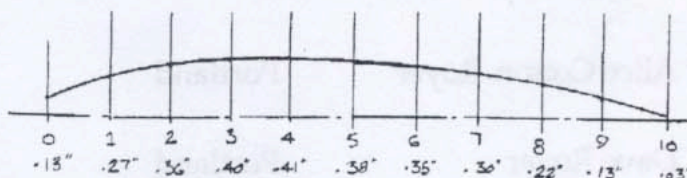
$$(\text{chord}) + (\text{spacing}) = (\text{Truss length})$$

$$(5.17) + (2") = 30.73 \text{ sq. in.}$$

Taking the square root gives: $30.73 \text{ sq. in.} = 5.54"$

Our truss rib will be 5.54" inches long. Divide that length by 10 as we did before with the original rib.

$$5.54" \div 10 = .55"$$



Draw a center line on a blank sheet and measure out 5.5" and divide it into 10 segments as before. Again draw perpendiculars to the centerline at all ten stations. Measure onto the perpendiculars the station elevation from the original rib. Connect the plot with a smooth curve, and you now have a proper truss rib! And of course you'll have to duplicate the process for the bottom of the rib. Next, make a template and you're done.

See you at the field!

-- Mark Hansen

WOLF MEMBER CONTACT LIST 2016

Conrad Anglin	Independence	503-606-2868	coounpoo@minetfiber.com
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Dave Denison	Keizer	503-390-4153	gindav@q.com
Don Dotter	Turner	503-769-5173	dotterd@wvi.com
Jerry Eichten	Newberg	503-310-1660	jeichten@aol.com
Gary Harris	Banks	503-324-3450	harisgaris@comcast.net
Mike Hazel	Mehama cell	503-859-2905 503-871-1057	zzclspeed@aol.com
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Will Naemura	Portland	503-775-2050	wnaemura@hotmail.com
Gene Pape	Eugene	541-689-1623	gene4349@gmail.com
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Scooter Reid			
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Gerald Schamp	Albany	541-223-8262	geraldschamp@comcast.net
Dean Singleton	Lebanon	541-258-5852	deano43@gmail.com
John Thompson	Eugene	541-689-5553	JohnT4051@aol.com
Fred Underwood	West Linn	503-656-1221	undrcf@comcast.net

This issue's nostalgia piece is from a 1952 Air Trails magazine

DMECO MODELS

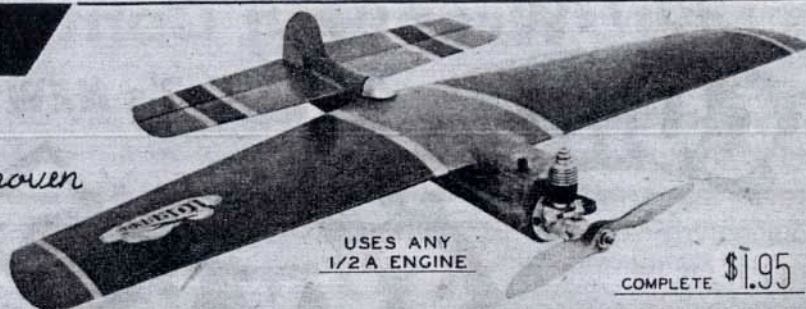
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The most rugged and flyable 1/2 A Stunt model available. The big, thick wing gives superior performance with all small engines, all balsa construction gives ruggedness and ease of assembly!



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DMECO'S "Infant WAGON" BEST FOR 1/2 A
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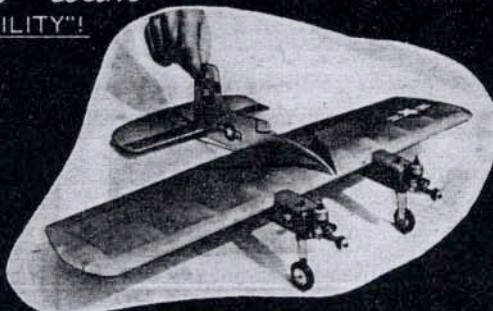
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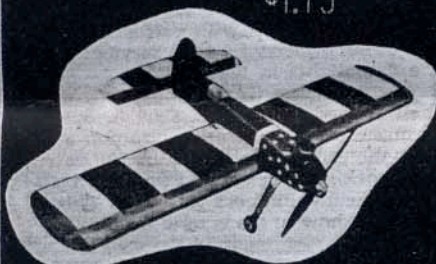


A/2 TWIN
FOR SIMPLIFIED TWIN ENGINE
FLYING, A REALLY FINE KIT \$2.95

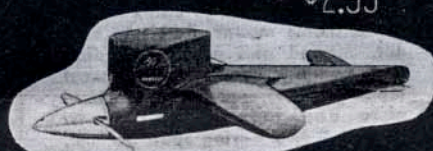


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A QUICKLY BUILT MODEL FOR R/C TRAIN-
ING, STABLE, RUGGED & MANEUVERABLE,
YET EASY TO FLY. FEATURES THE R/C
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2 **THE JUNIOR**
A SNAPPY MANEUVERABLE MODEL
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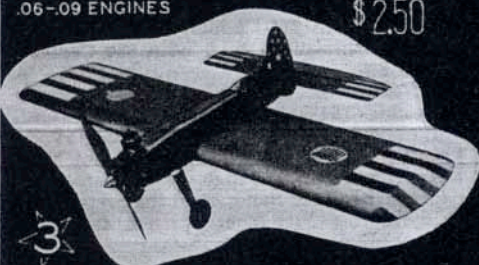


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WORLD'S FASTEST MODELS
THE '20' CLASS 'A' 120MPH... \$3.95
THE '30' CLASS 'B' 130MPH... \$4.95
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SPEEDSTER
HERE IS REAL TEAM RACING FUN, ALL
THE FEATURES OF THE BIG ONES TOO!
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A THOROUGHbred STUNT MODEL FOR
THE NEW POWERFUL .19 ENGINES

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All of these fine dmecho kits are pre-fabbed from the world's best materials to the most exacting tolerances.

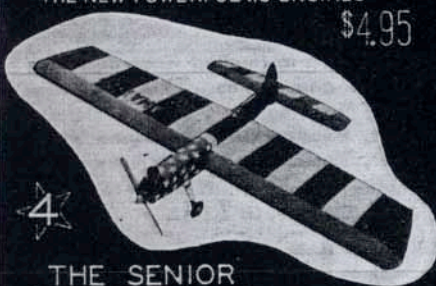
The design is by Harold deBolt one of America's top design-engineers and competitive modelers whose 20 years of experience goes into every kit.

They are complete with GIANT full size plans, instructions, covering materials and all special hardware to make a truly fine model. Fully unconditionally guaranteed against defects in materials and workmanship.

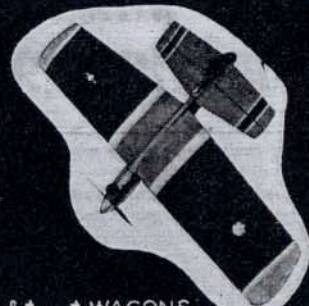
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SPORT WING
IDEAL FOR COMBAT & ALL OUT STUNT
FEATURES "JIG ASSEMBLY"
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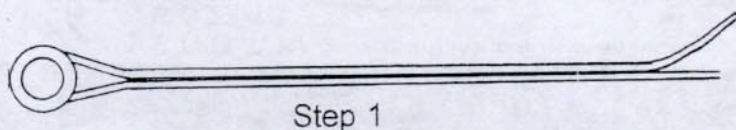
The deBolt Model Engineering Co.
Williamsville, N. Y.

Below is from a reference book by Tom Morris

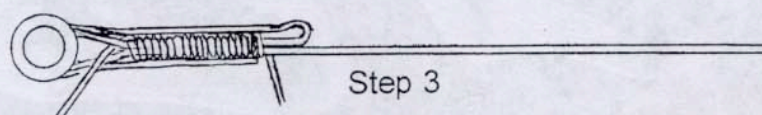
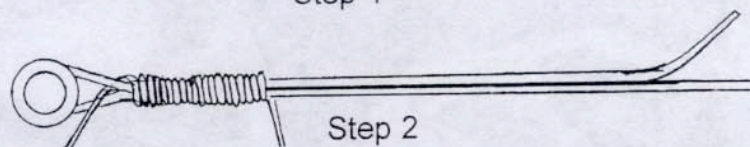
Wrapping Control Lines

It is very important that you correctly wrap your control lines to insure safe flying and to comply with the AMA Rule Book. The rules currently allow a method involving crimping, but experience has proven that wrapping is far superior. Following is a step by step instruction on how to properly wrap your control lines. This method exceeds the rule book requirement in that you have two wires around the thimble instead of one. This method eliminates the weak points next to the thimble.

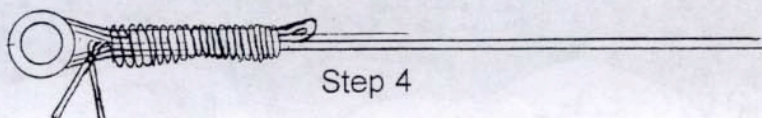
Step 1. Wrap the control line twice around the thimble and lay the short end back against the long line. Leave at least 4" for handling.



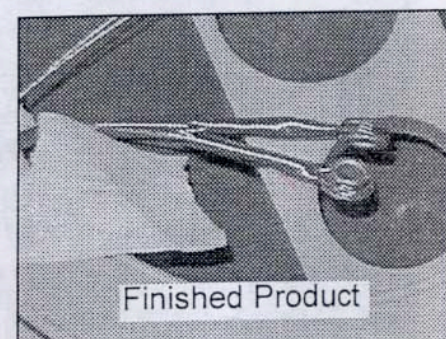
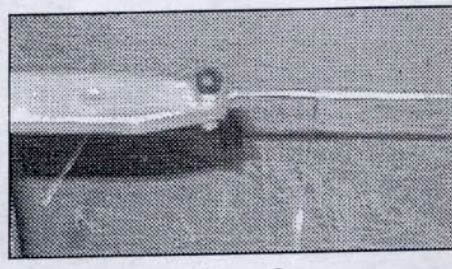
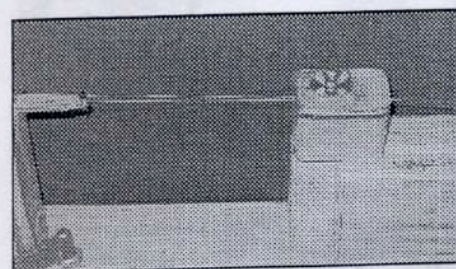
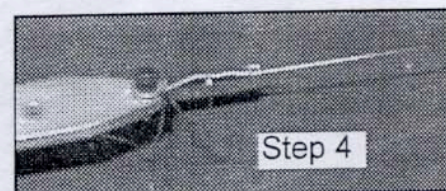
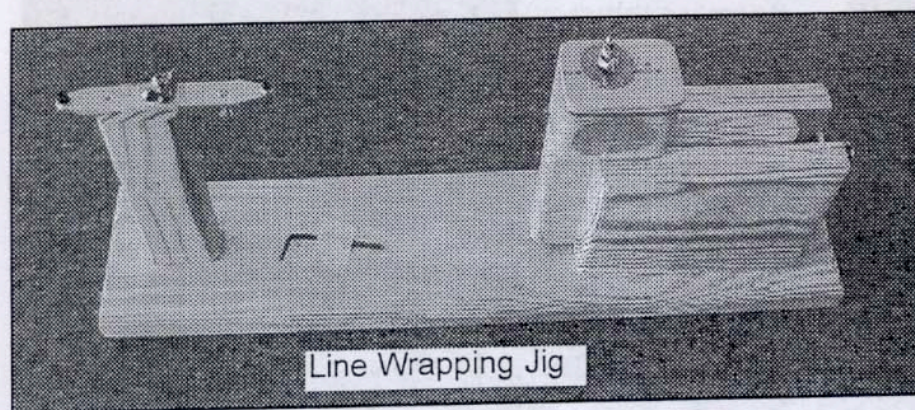
Step 2. Using 18" of fine copper serving wire, tuck one end through the "V" and start wrapping around the two control lines. After a few rounds snug the serving wire towards the thimble, but don't overdo it. Wrap outward a minimum of 5/8".



Step 3. Fold the short piece of control line back over the wrap, around the thimble and outward. Cut off the short piece just short of where it was folded back.



Step 4. Wrap back towards the thimble over the two new wires and the previous wrapped wires. Insert the loose end through the "V" and twist the loose ends together. Cut off the excess serving wire. It is not necessary to coat the wrap with a light coat of epoxy or JB Weld, but you may do so. **Do Not Solder.** Soldering will cause corrosion inside the wrap.





**WESTERN
OREGON
CONTROL
LINE
FLYERS**

WOLF
Po Box 505
Lyons, OR 97358

WOLF MEMBERSHIP FORM 2017 (NEW OR RENEWAL)

Membership Categories: Adult \$25 year
 Youth \$5 year
 Family \$40 year

Name (s)

D.O.B.

A.M.A. Number

Mailing Address:

Phone Number:

E-Mail:

