



**WESTERN
OREGON
CONTROL
LINE
FLYERS**

THE WOLF CALL

December 2023

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

Upcoming Area Events

**JANUARY 1
NEW YEARS DAY
FUN FLY
PORTLAND**

**WOLF AGM
JANUARY 27**

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.

Probably time to change the preceding boilerplate statements, eh?

WOLF CLUB OFFICERS:

President: Craig Bartlett
Vice-President: Jerry Eichten
Secretary-Treasurer: Mike Hazel
Safety Officer: John Thompson
Newsletter: Mike Hazel

For the latest Northwest Control Line news go to:
flyinglines.org

Miscellaneous Ramblings from Yer Olde Editor

Greetings All! And welcome to the rainy season....will it ever quit? Prior to the December monsoons hitting we did have some good flying activity happening. Reports forthcoming.

In this ever exciting issue is a summary of member flying activity over the last couple of months. We also have a report on the special meeting that took place on November 4th.

Coming up soon is the first flying event of the year..... New Years Day fun fly hosted by the NW Fireballs group. At the usual place in Delta Park, Portland. So forget the football stuff and come out to start the year right with some flying action.

Our Annual General Meeting will take place on January 27th, see enclosed flyer for more details. Everyone is encouraged to attend as we have some important business to cover, but as always there will be some fun stuff too.

Dues are due! Paid up for year 2024 include Craig Bartlett, Jim Corbett, Gene Pape, and Will Naemura. There is a renewal form included in this issue. The form is not necessary but please provide any updated information. Dues can be paid at the AGM if you want to save a postage stamp.

Plenty of good old recycled stuff stolen from other sources included in this issue, enjoy!

Merry Christmas and Happy Holidays to all from the editorial staff!

WOLF MEMBER ACTIVITY

The traditional Fall Follies meet moved to Portland's Delta Park location due to status of our field not being known ahead of time. This meet in its 36 year history has actually been held in Portland before. The first few years were held in Eugene and then to Portland before landing in Salem for a long run.

The meet was a combined effort of both WOLF and the Northwest Fireballs at the Jim Walker Memorial field in Delta Park. It was held on September 30 and October 1 under mostly favorable conditions. Exception to that was the Saturday afternoon breeze which cut the days flying short.

Several WOLF members placed in the events, following is a partial summary.....

80 MPH Combat: Gene Pape and Gary Harris, 3rd and 4th; NW Sport Race: Mike Hazel 1st; Old Time Stunt: Dave Royer and Mike Hazel 2nd and 3rd; Sportsman Profile Stunt: Mike Hazel and Gary Weems, 2nd and 3rd; Expert Profile Stunt: Fred Underwood and Jerry Eichten 1st and 3rd; Intermediate Precision Aerobatics: Gary Weems 1st; Advanced Precision Aerobatics: Mike Hazel 3rd; Expert Precision Aerobatics: Fred Underwood 2nd.

Congrats to all! A full report with plenty of photos can be found on the Flying Lines website.

Later in the month yer olde editor hit the road with the truck loaded with racing and speed gear for two go-fast gatherings. The first stop was in Dallas, Texas for the Fall Finale put on by the Dallas Model Aircraft Association. I flew my sport jet with one of its slowest times ever, air wasn't too good! Then I teamed with Regionals regular Paul Gibeault for some racing action. We participated in quickie rat and sportsman goodyear. I had brought my NW sport racer to enter the super slow rat event, but that was cancelled due to very windy conditions.

The local club has a really nice flying site, two paved circles, plenty of grass area and shade pavilions with tables.

Then it was onward to Los Angeles for a two day racing event at the Whittier Narrows flying site. Texan Bill Bischoff also came to race and we formed a team for the weekend, flying quickie rat, super slow rat, and two classes of goodyear. Weather was perfect! There is also a tether car track at this facility, and they were running their cars for part of the weekend. You just can't believe how fast some of those cars go!

On November 4th WOLF had a special meeting to discuss the flying site situation. This is reported on elsewhere in this issue.

As most everyone now knows, our paved circle is still available for the time being and there was a flurry of activity in mid-November.

On November 16, Fred Underwood did some flying and reported cold conditions.

November 17 was a beautiful day and it did not go to waste for Jerry Eichten, Gary Weems, Jim Corbett and Mike Hazel. Bruce Tunberg from McMinnville also wandered over and joined us. Everybody put up planes and there was plenty of aerobatic practice done.

Mark Schluter from Roseburg and Gary Weems did some flying on November 21.

I believe there was more activity, but this is what is known.

Next up, and now a traditional event, the Northwest Fireballs put on their after Thanksgiving Race Day on November 25th. Weather was foggy and chilly in the morning but it slowly warmed up for a nice day of racing. In the NW Sport Race event Mike Hazel and Gary Harris took first and second places. Photos and more details on the Flying Lines website.

Hey WOLF members, be sure to let yer olde editor know what's going on.

WOLF SPECIAL MEETING REPORT

WOLF club members met on November 4th at the Santiam Golf Course restaurant to discuss our flying site situation. In attendance were: Craig Bartlett, Jim Corbett, Mark Crouse, Mike Denlis, Jerry Eichten, Mike Hazel, Doug Knoyle, Gerald Schamp, John Thompson, and Gary Weems. We also had four guests.

Now what's following will be kind of a "my dog ate my homework" report. As the club secretary, specific meeting details need to be documented and shared with the membership. And I will do this the best I can, but the notes have disappeared. I am certain there is no dog involved, but quite likely an accidental mixing of a stack of papers and the subsequent disposal of same. Ouch, sorry 'bout that! Will do the best I can from memory.....

The first main topic of the meeting was whether we keep on keeping on, or just fold up our tent and call it a day. The overwhelming consensus was to work to find another place to fly our models.

There were numerous ideas and options to pursue, but it was agreed that we should take one step at a time. That is, when one option does not pan out move onto another one.

It was suggested that we should put together a package of sorts for use as a request or presentation to entities or individuals who might be able to help. Those being officials of public works department, county parks, or private landowners, etc. etc. It was brought up that we should have a committee to draft an appropriate letter stating our needs. We had three volunteers for this task: Craig Bartlett, Jerry Eichten, and Doug Knoyle. I am sure that all club members are looking forward to see what these gentlemen come up with.

The next club business was regarding an officer vacancy. Steve Lindstedt suggested that he be replaced due to his recent move. Steve now resides in the town of Wheeler on the north Oregon coast, so will not be a steady attendee of club functions. It was moved that Jerry Eichten

take the office of vice-president. It was seconded and the motion carried.

Then we had some discussion regarding club dues. It was motioned and seconded that the annual dues should be increased by ten dollars. The thought here was that the dues have been the same for a very long time, and an increase would be appropriate since we may face heavier financial needs with the search and hopeful acquisition of a new flying site. A question was asked regarding constitutional protocol for a dues increase. This was not immediately known, and I said this would be researched. So the issue of a dues increase was tabled for the time being.

There was some discussion regarding requirements for club constitutions, such as the procedure for dissolution and other situations. I indicated that I may have trouble retrieving this document from my computer, but would check it out.

It was also suggested and agreed upon that we should have another meeting. This has now been scheduled.

Again, apologies for losing the notes with some of the specifics but I think the main points were covered here.

Followup on the club constitution and bylaws:

Well, as it turned out these documents were not on my computer and had apparently been deleted or just lost. However, I did find a paper copy of the very first constitution (dated 1995). I do not know if what had been on my computer is a repeat of the original, or if there had actually been any updates. There is a copy of this constitution and bylaws in this mailing for your review. As you will quickly see, it does not even come close to mirroring our current club operations. It has far too many not needed specifics on club operations but is silent on other important topics. We obviously need to correct this. What I propose is to present a new revised set at our next meeting, and we can decide on how to move forward with that.

———— Mike Hazel, WOLF Secretary ————

Misc. material weights used in modeling, by the cubic foot

Item	Use	Density, lb/ft ³
tungsten	glow plug wire	1300
gold	coated old glow plug	1200
lead	solder for gas tanks, control systems, etc.	708
silver	in better-grade solder	653
rolled copper	fuel tank lines	556
cast copper	older penny (tip weight)	542
rolled brass	fuel tank lines	534
bronze	clunk tank filter	509
steel	in music wire	500+
steel	in motors, cranks, etc.	492-495
tin	in fuel tank coatings	460
cast iron	pistons, rings, etc.	450
aluminum	pure, soft grade, for small bits and pieces of model	165
aluminum	alloys for engine parts	185+
granite	perfect flat surface; also modelers' final resting spot (compare to "lightweight" talc)	168
talc	fills balsa wood pores with "light substance"	168
plastic	in general (excluding foam)	55→115
magnesium	used in some model motors and some model parts	109
CPVC plastic	used for some model parts	96
rubber	tires for wheels & fuel lines	95
Bakelite plastic	older model kit parts and engine parts	85
PVC plastic	used in some kit parts	81
epoxy glue	model assembly	78±
polyester plastic	some covering films	78
common coated paper	cockpit details, small parts	75
acrylic plastic	canopy, kit parts, clear coat paints	74
nylon	various types, props, model accessories	64→71
polystyrene plastic	used in model kits	66
ABS plastic	used in model kits	65
hickory wood	ukie handle	63
water	in flying field thermos	62
beeswax		60
ebony wood	another wood for handles	60
leather	as in fillets	59±
white oak	motor mounts (Cf. red oak)	59
propylene plastic	used in some kits	57
Spanish mahogany	made a handle or toolbox really pretty	53
alcohol	fuel tank or thermos	49

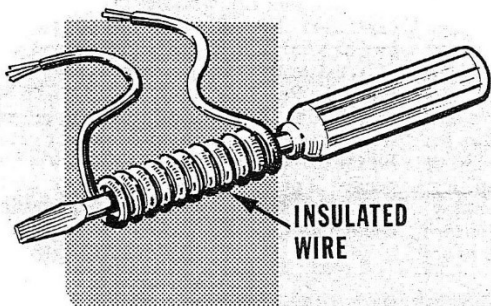
pecan wood	unique handle	47
Southern yellow pine	(compare to Northern)	45
baking powder	gap filler for CYA glue	45
apple wood		44
yellow birch wood		44
red oak	motor mounts (Cf. white oak)	44
maple	motor mounts (Cf. "soft" and "rock hard")	44
common cardboard	building material for sport models	43
white ash	(Cf. black ash)	42
black walnut	from old, broken furniture	38
sycamore		37
elm		35
cherry	pretty handle	35
black ash	(Cf. white ash)	34
Northern yellow pine	(Cf. Southern yellow pine)	34
Honduras mahogany		34
Douglas fir		33
cypress	ukie handles for Florida folks	32
chestnut		30
red cedar		29
redwood		28
California spruce		28
aspen		26
cottonwood		26
willow		26
white pine	clear, straight grain, for spars, etc.	26
hemlock		25
manure	from nearby barnyards, geese at our flying fields, TV shows	25
balsa	3 lb stock likely too pithy for much use	3→28

Covering weights in ounces per square yard

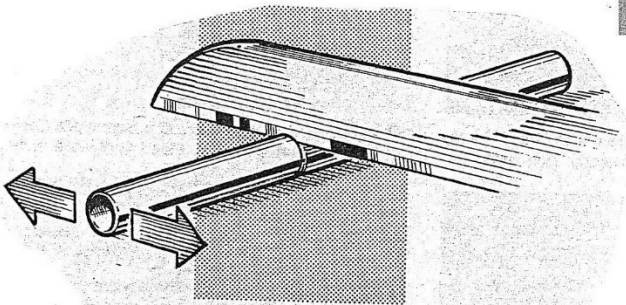
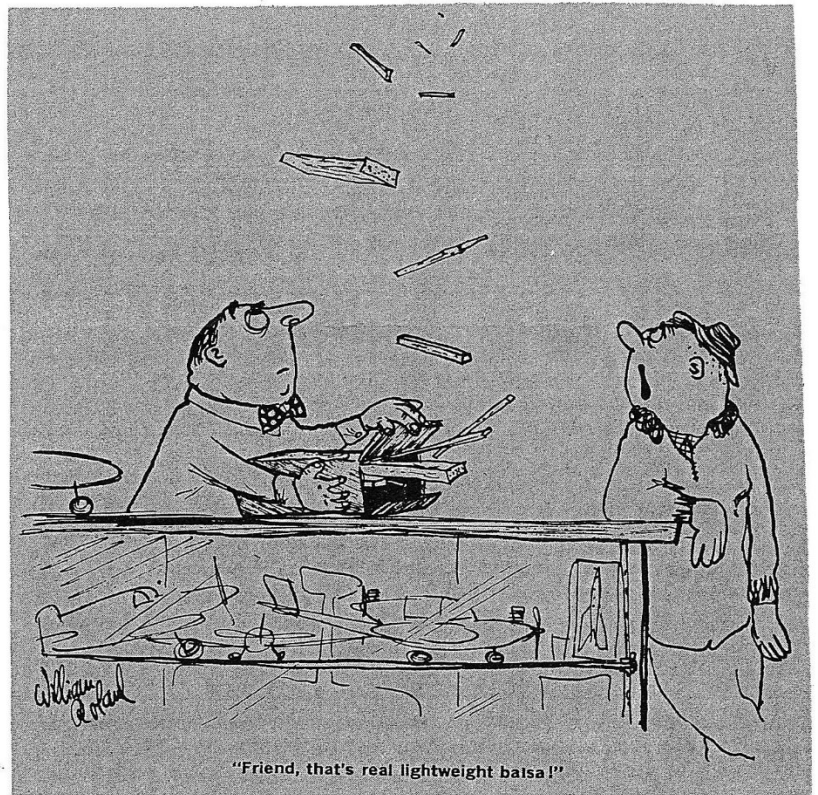
colored Super Coverite	2.700
white Super Coverite	2.400
21 st Century Coverite	2.310
opaque colored MonoKote	2.224
colored nylon with 6 coats of 50/50 butyrate	2.190
white Japanese tissue with 4 coats of 50/50 "	2.184
color transparent MonoKote	1.685
black silkspan with 5 coats of thin nitrate dope	1.656
Fibafilm	1.230
light white silk with 5 coats of thin nitrate dope	1.134
colored Micafilm	1.031
light colored Japanese tissue, 3 thin coats, "	0.873
Lightspan	0.849
Airspan; Polyspan	?; ?

WOLF / Northwest Control Line Calendar 2024

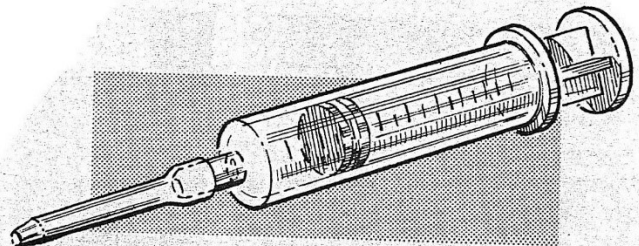
January 1	New Years Day Fun Fly, Delta Park, Portland
January 27	WOLF Annual General Meeting
March 16	Swap Meet, McMinnville
March ????	Fun Fly, Roseburg
April ????	Jim Walker Memorial contest, Portland
May 23 - 25	Northwest CL Regionals, Roseburg
August 4 - 9	AMA Control Line Nationals, Muncie, Indiana
August 12 - 17	World Control Line Championships, Muncie, Indiana



Magnetic screwdrivers hold screws in hard-to-reach places. Touching insulated wires on car battery for 1 to 2 seconds causes 'driver to become magnetized. JOHN GRINAGER, SAN JOSE, CALIFORNIA.



Cut tubing by rolling under knife blade. Snap tube at groove and clean up with fine file.



Doc's throw-away syringes and plastic tube—great as glue guns, fuel fillers and tank emptiers! DAVID SENN, WINFIELD, ILLINOIS.

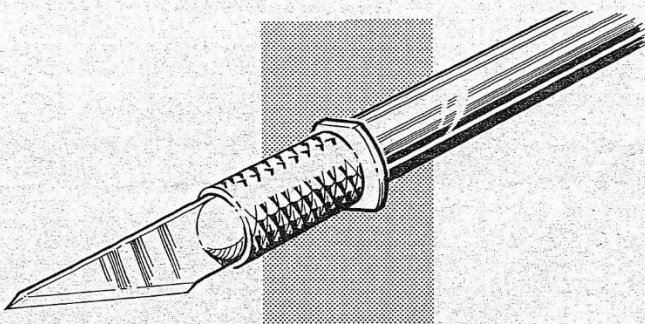
Some Control Line History....

Be sure to check out the article on page 12 of the December issue of Model Aviation magazine. It briefly chronicles the absolute world record endurance flight that the Eugene Prop Spinners club achieved back in 1957.

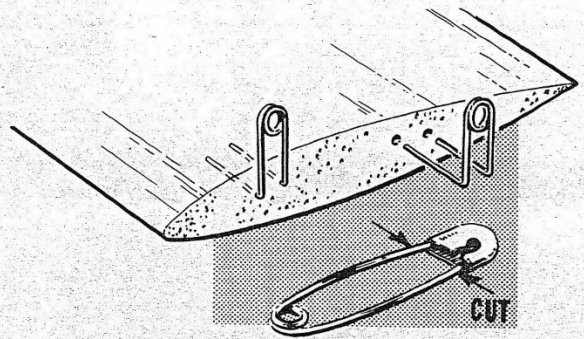
Many of you have perhaps seen this plane which for decades sat up on a tall shelf at the Eugene Toy & Hobby store. It was also on display at this years Northwest Control Line Regionals in Roseburg.

An article detailing the trials and tribulations of the record-setting event was in the August 1979 issue of Model Airplane News magazine. It was written by our own John Thompson. The M.A. article had a couple of minor errors, but it was sure good to see some of our local control line history showcased.

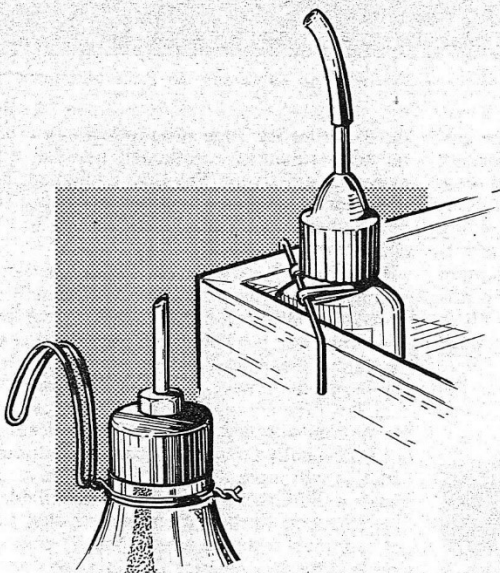
The plane was delivered by WOLF member and EPS president Mike Denlis to the AMA National Model Aviation Museum in Muncie earlier this year. Now that it is enshrined there, many more will be able to see the plane that made history.



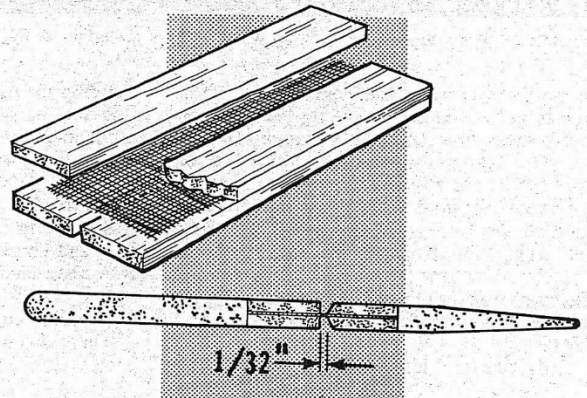
Metal or ply washer with flats, trapped behind finger grip, stops knife rolling off bench. *Bob Petro, Athol, Idaho.*



Simple line guides from cut safety pins. Glue into wing then add tip block.



Keep primer bottles out of the dirt; twist wire or use rubber band to attach wire to hang bottle on tool box.



Neat hinge. Sandwich tape between balsa strips.

WESTERN OREGON CONTROL LINE FLYERS

ANNUAL GENERAL MEETING

JANUARY 27TH, 2024

**LOCATION: SANTIAM GOLF COURSE RESTAURANT
8724 GOLF CLUB ROAD SE, AUMSVILLE, OREGON**

**(LOCATED AT THE INTERSECTION OF GOLF CLUB ROAD
AND HIGHWAY 22, EXIT 12. JUST A FEW MINUTES
EAST OF SALEM. EASY TO FIND AND GET TO!)**

AGENDA:

FLYING SITE COMMITTEE REPORT

CLUB CONSTITUTION & BYLAWS

2024 OFFICERS

UPCOMING EVENTS

OTHER RELEVANT TOPICS

SOCIALIZING

DOOR PRIZES

MORE DETAILS: THE RESTAURANT IS "A TASTE OF HAWAII", WHICH FEATURES HAWAIIAN DISHES. THEY ALSO HAVE STANDARD FARE SUCH AS HAMBURGERS, SANDWICHES, SALADS, ETC. THE FOOD THERE IS GOOD AND REASONABLY PRICED. ORDER OFF OF THEIR STANDARD MENU. WE WILL HAVE OUR OWN PRIVATE MEETING/DINING ROOM. ARRIVE BETWEEN 11:30 AND NOON. WE WILL ORDER OUR LUNCH AT NOON OR SHORTLY THEREAFTER. MEETING WILL FOLLOW LUNCH.

NOTE: GUESTS WELCOME!



**WESTERN
OREGON
CONTROL
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FLYERS**

WOLF
Po Box 505
Lyons, OR 97358

WOLF MEMBERSHIP FORM 2024 (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: _____
