



**WESTERN
OREGON
CONTROL
LINE
FLYERS**

THE WOLF CALL

March 2017

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

Upcoming Local Events

**March 4th Oregon Fun Fly #3
Salem!!!!!!**

**March 11th McMinnville Swap Meet
(see flyer this issue)**

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

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.

The previous paragraph is lifted directly from the last issue. Has anything changed yet? Not so much! Spring has just got to be around the corner.

We had a good annual general meeting in January. A full report on that is included in this issue. By the way, a followup on the field business is that a communication was sent to the city project manager regarding the poor condition of the previous grass circle. We have not received a reply yet.

Coming right up is our fun fly on March 4th. Looks like we are down to just one circle for this one. Remember to come on out and bring anything to fly. Every flight earns a chance for the prize drawing.

The Roseburg fun fly earlier this month turned out to be a bit wet, which cut down the turnout somewhat. Gene Pape, and John Thompson were the only WOLF members who attended. It was reported that the Roseburg gang supplied plenty of great prizes as usual.

An updated NW control line calendar is included in this issue. Several of the traditional and other possible events are still up in the air. Please note that the Fireballs annual contest has changed to an unusual Sat-Sun-Mon scheduling format. This is due to a conflict with another group using the park on the Friday of that weekend. A flyer will be included in our next exciting issue.

All for now, so get reading!

Question of the month.....

*Doesn't "expecting the unexpected"
make the unexpected expected?*



WOLF AGM 1-28-2017

In Attendance: Fred Underwood, Mike Hazel, Craig Bartlett, Gerald Schamp, John Thompson, Doug Knoyle, Jerry Eichten, Dean Singleton, Dave Denison, Robin Mason, guests: Matt Mason, Bruce Tunberg.

As usual, the Flight Deck served up a nice sandwich lunch for us, and Craig presented a special "WOLF" cake for us to enjoy.

Craig opened up the business meeting at noon. Introductions were made. Treasurers report was given. 2017 officers: Fred motioned and Gerald seconded that the current slate of officers be affirmed to serve in 2017. Motion passed.

Extensive discussion then ensued regarding two issues at the flying field. Number one was the condition of the asphalt flying circle, and number two was the condition of the area previously used for the grass circle.

Number one: Craig had in hand two bids from contractors for crack repairs and surface sealing. It was determined that the typical going price for this kind of work is about 25 cents per foot, making the total cost of the circle repair and resurfacing about five thousand dollars.

It was suggested that in lieu of doing the entire job now, that perhaps the crack filling & repair could be done this season with other work done as funds become available. There may be need to obtain additional bids, although Craig was fairly certain that the two contractors he had previously dealt with elsewhere would provide the best prices.

It was also suggested that we should explore the possibility of renting the equipment to do the "hotfill" repair ourselves.

Concerns were raised with the possibility of lots of money invested in repairs only to lose the use of the field in the future. There was plenty of discussion here in regards to approaching the airport or city for some sort of guarantee of long time use. This again brought up the topic regarding the fact that although our club initially had an agreement with the city for use of this land for a flying field, there most likely is no real binding contract in effect.

Therefore, any discussions with officials should be done in such a manner that does not bring any unwanted critical scrutiny. It was suggested that we approach this at a lower level than city hall. Dave motioned and Doug seconded that we send a committee to contact the airport manager to obtain some assurances regarding flying field retention. The committee will consist of Craig, Doug, and Mike.

Finances regarding the circle repair was then discussed. It was determined that if we only do the crack repair at this time, we should have sufficient funds to do so. For the remainder of the work significant additional funds will be needed. Craig reported that WOLF member Ron Bennett pledged one thousand dollars in matching funds for the work. Additional ideas to raise funds included a special one time member assessment, voluntary donations, a lifetime membership category. Fred suggested that when we approach any of the airport or city officials we see if there is any possibility of funds available to help, as we should be looked upon as a city park, even if not officially. Doug made the suggestion that we solicit donations from other NW area modelers. John volunteered to check into the A.M.A. grant program that could provide a portion of the funds. During the meeting an envelope was passed, and some voluntary contributions were made to start.

Number two: the area that used to be our grass flying field was used as a staging area for the road project next to our field. Although all the equipment and material is now gone, at present this area looks far from being brought back to previous condition. The grass will grow when it grows, but meanwhile the entire area has been dug deeper and the surface is very rough. It most likely will not be very useable as it sits. Mike will be sending some followup communication to the city project manager that supervised this. It is hoped that the contractor will be directed to take appropriate actions.

Other notes: Doug suggested that the club do some sort of public activity for community goodwill.

(WOLF AGM 1-28-2017....continued)

WOLF Treasurer's report for 2016

John gave a reminder that it would be good for our activities to be more visible, showing that the field is in active usage. He cited an example from the past when the City of Portland parks department was evidently not aware that the model facility in Delta Park was even being used. We should have an awareness that a "use it or lose it" situation could happen.

The official business meeting ended at 1:10 PM, which was followed by Mike's brief presentation of pulsejet engines and planes. After that an assortment of door prizes were handed out.

Due to the meeting room schedule and the lengthy discussion of the flying field conditions, some of the intended agenda did not get addressed. Those items included discussion of activities for the year, and membership sharing regarding personal projects.

— end of report—

Beginning Balance.....973.11

Income

Dues	345.00
Donations	36.00
Net Entry Fees	350.00

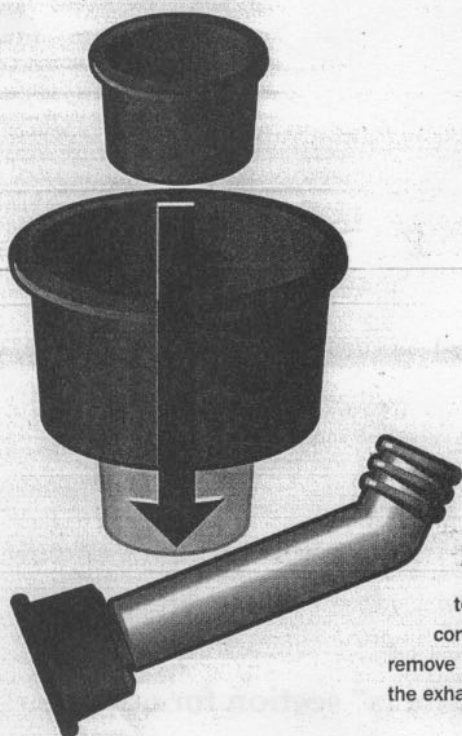
Total	731.00
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Expenses

A.M.A. Fees	170.00
Field lease	12.00
Field maintenance	74.95
State corporation fee	50.00
Newsletter & flyers	56.92
Contest expenses	63.75
Fall Follies BBQ	69.50
Toilet rental	104.00
Banking Maint. fees	36.00

Total	637.12
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Ending Balance..... 1066.99



EXHAUST CAP

During operation, unburned fuel and oil collect in your muffler and exhaust extension and can dribble out at an inconvenient place and time—such as on your workbench or on your car's upholstery while you're driving home from the field! To prevent this, make an exhaust plug; the red plastic cap that comes on 1-gallon fuel jugs works well. Cut a hole in the center of the red cap to fit a piece of rubber or cork of the appropriate size for your exhaust outlet. The red cap makes a convenient grip for placing the plug in a hot exhaust pipe, and it is easy to see so you won't forget to remove it during startup. Even if you do forget, unlike wooden plugs, it's light enough to be blown clear by the exhaust flow.

Dave Seale, Dedham, MA

NORTHWEST CONTROL LINE CALENDAR

Yes, lots of tentative and undecided events.....

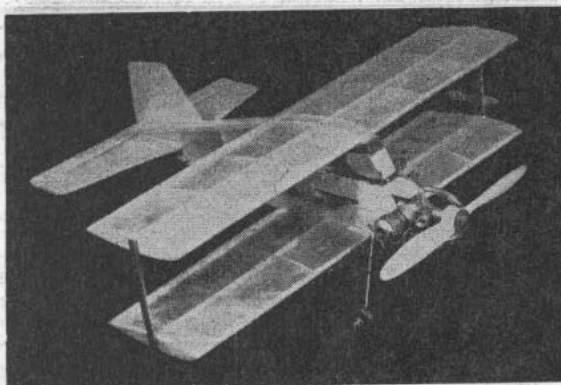
March 4	Fun Fly in Salem
March 11	Mac swap meet (see flyer this issue)
April 1	Fun Fly in McMinnville
April 7	Swap Meet in Portland (see flyer this issue)
April 29 & 30, May 1	Jim Walker Memorial Spring Tune-up, Portland Events: Racing, Speed, Combat, Stunt, Navy Carrier
May 26-28	NW Control Line Regionals in Roseburg Events: Nearly every control line event known to mankind
June (?)	Skyraiders Stuntathon (somewhere in Washington)
June (?)	WOLF Speed ?
July (?)	Fireballs Fun Fly?
July (?)	WOLF Lucky Hand Fun Fly
July (?)	Skyraiders Summer Swap Meet
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

Go to flyinglines.org and check the "Where the Action Is" section for updates

Here's something a little bit different! This is from a 1962 issue of the British magazine "Aero Modeller". Note the funny spelling and all. This would probably work just fine with a good Cox TeeDee .020, or a low output .049 engine. And yes, this is full size! Carefully align the two pages back together and get building! Do I really expect anyone will build one of these????? Eh, probably not. But an interesting little design, anyways!

**AERO
MODELLER**

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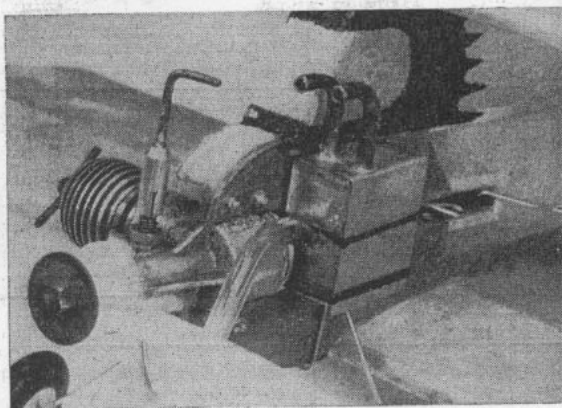
THE ATTRACTION OF a small model capable of stunt manoeuvres cannot be denied—nor can the challenge that such a model offers design-wise. Quite the biggest problem is the relationship between engine weight, model weight, and power output.

Chubby represents one approach, leaning, if anything, towards the sturdy side but still capable of the simpler aerobatics—loops, etc.—on a .5 c.c. diesel.

Construction is very simple and very quick. If you don't mind stripping 13 in. lengths off, the whole model can be built from a sheet of medium soft $\frac{1}{8}$ by 3 in. balsa and a few square inches of $\frac{1}{16}$ in. ply, plus the hardware. If you don't want to strip from the $\frac{1}{8}$ in. sheet, you will need 3 lengths of hardish $\frac{1}{8}$ in. sq., $1\frac{1}{2} \times \frac{1}{8}$ in. t.e., medium to soft, $1\frac{1}{2} \times \frac{1}{8}$ in. med., plus the aforementioned med./soft $\frac{1}{8}$ in. sheet and piece of ply.

First cut two main fuselage frames, one from $\frac{1}{8}$ in. balsa and one from $\frac{1}{16}$ in. ply. Pin the balsa one over the plan and build the rest of the fuselage framework from $\frac{1}{8} \times \frac{1}{8}$ in. Cut a $\frac{5}{16}$ in. wide strip from the $\frac{1}{8}$ in. sheet for the piece over the lower wing mount and the front upright. A scrap $\frac{3}{16}$ in. wide will be needed immediately aft of the bell-crank.

The ply plate should be cut to fit the motor to be used. Mark the small binding holes, which should be drilled and the head filed off at one side of a 6 B.A. bolt. Slip a washer on the bolt, fit the bellcrank (a standard $1\frac{1}{2}$ in. commercial, or one cut from $\frac{1}{16}$ in. ply) and a second washer, then bind the bolt to the ply plate as in the sketch. When the fuselage main frame is dry, remove from plan and glue the ply in place. Fill between the two side plates with scrap block or $\frac{1}{8}$ in. laminations. If a radial mounted motor is to be fitted, cut and glue the circular bulkhead in place. Fit all gussets, tailplane seating, and cut and fit the fin and skid.

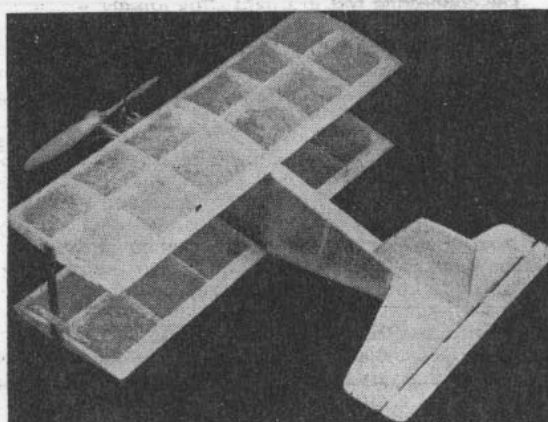


Chubby

A fully aerobatic biplane
for .5-.8c.c. engines, specially
designed for easy building

by VIC SMEED

**FULL SIZE PLANS
ON CENTRE PAGES**



The wings are very easy: pack the l.e. and t.e. off the building board with scraps of $\frac{1}{8}$ in. The tailplane and elevator are cut from $\frac{1}{8}$ in. sheet, sanded round on the edges, and joined with linen tape hinges in the usual way. Avoid getting cement on the centre of the tape.

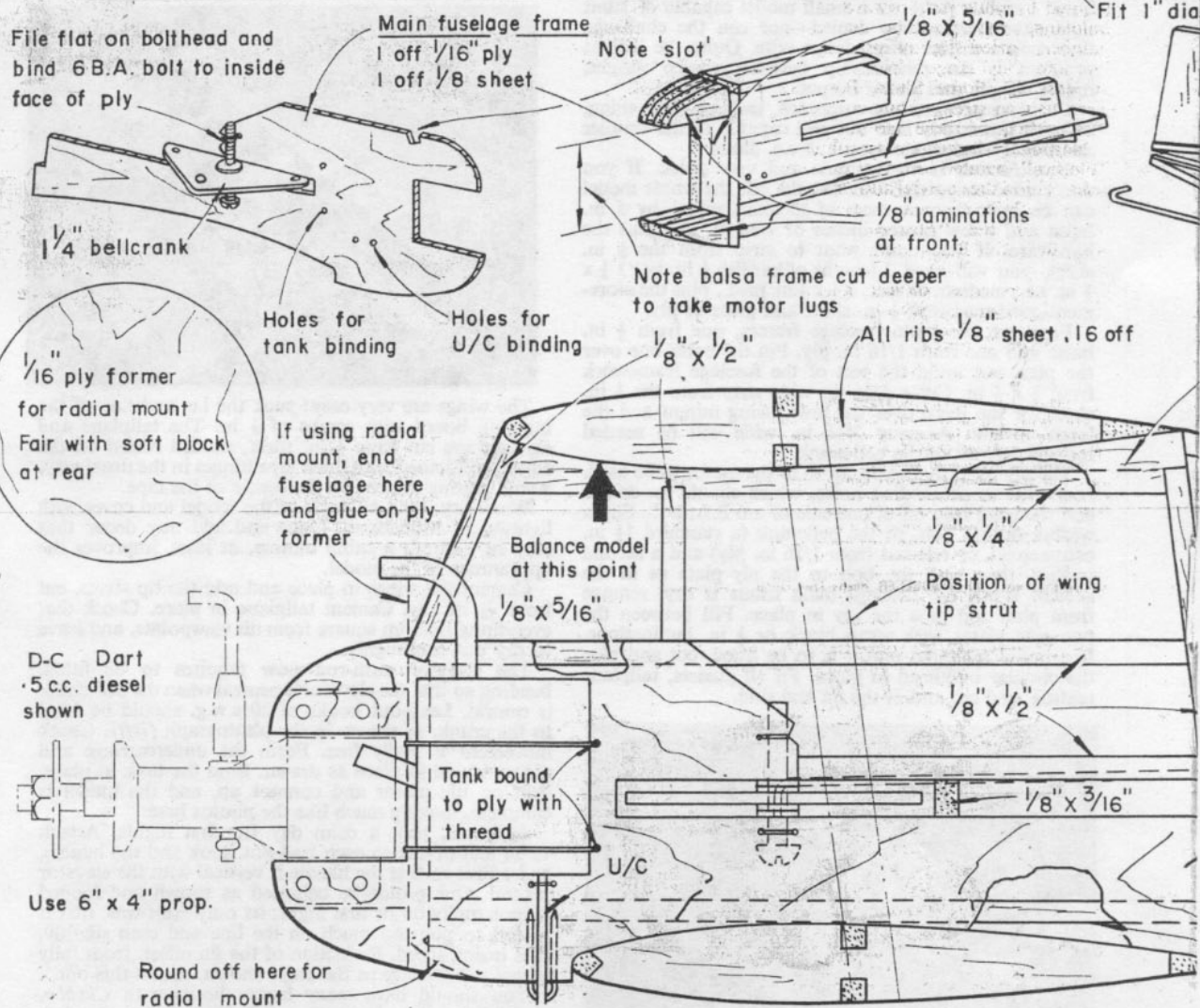
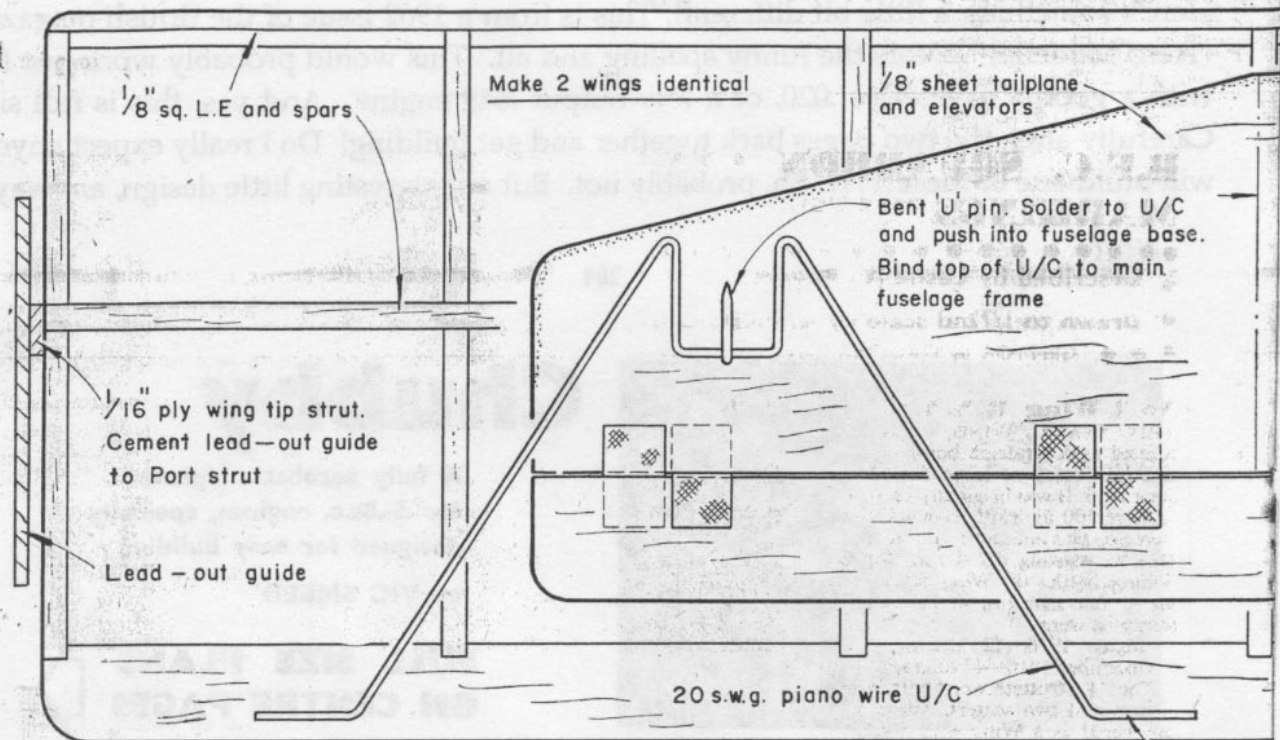
When dry, sand all parts of the model and cover with lightweight Modelspan. Dope and add any decor that may be desired; a cabin outline, at least, improves the appearance of the model.

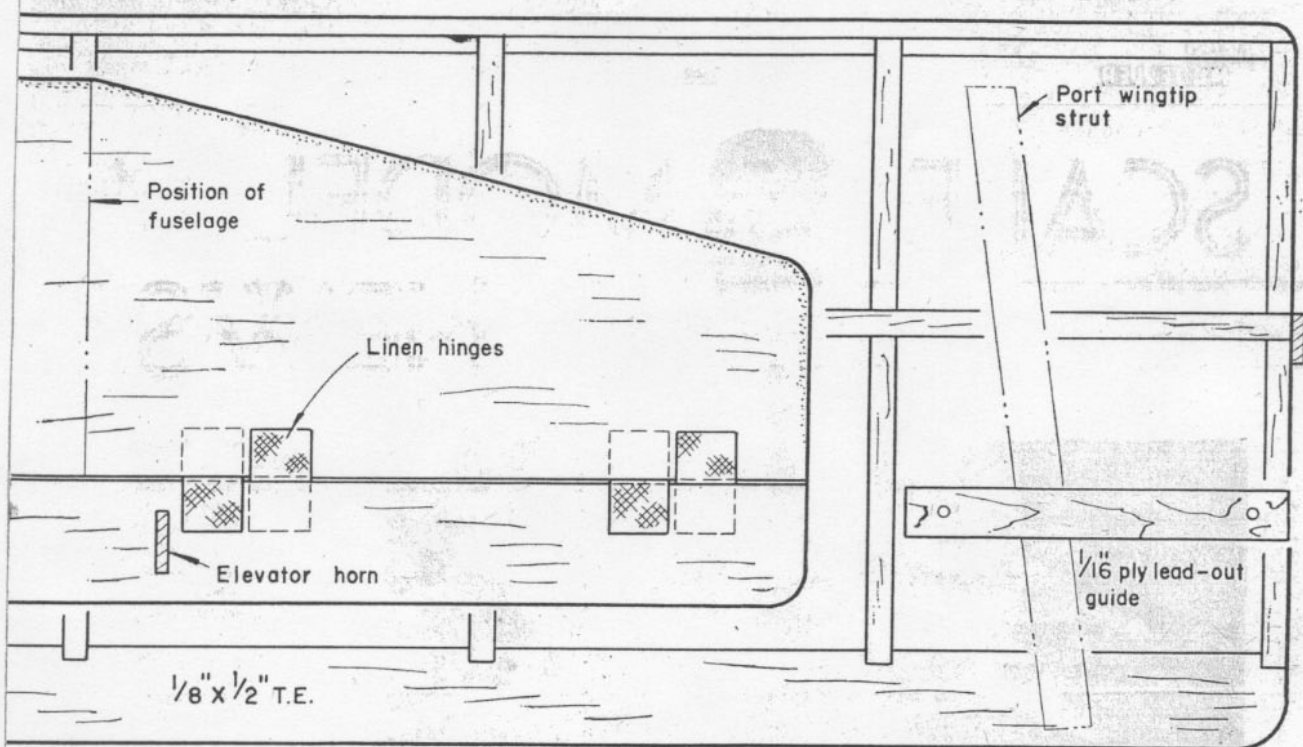
Cement the wings in place and add the tip struts, cut from $\frac{1}{8}$ in. ply. Cement tailplane in place. Check that everything lines up square from all viewpoints, and leave to dry out thoroughly.

The elevator push-rod now requires to be fitted, bending so that the elevator is neutral when the bell-crank is central. Lead-out hooks of 20 s.w.g. should be fitted to the crank, as shown in the photograph (left). Check movement is really free. Form the undercarriage and pin and bind in place as drawn. Bind the tank in place. Bolt on the motor and connect up, and the model is complete, looking much like the photos here.

As usual, pick a calm day for first flights. Attach 15-20 feet of line to each lead-out hook and the handle, and adjust so that the handle is vertical with the elevator neutral. Our prototype balanced as shown and looped quite happily on its first flight; its only fault was, that it tended to pull too much on the line and crab slightly, thus losing speed. Reduction of the fin offset, from fully across the fuselage to the angle shown, sorted this out.

You should have many happy hours with *Chubby*, especially since only a very small flying area is needed. Remember, though, that even a small engine running continuously close to houses, etc., can cause complaints, so fly with consideration for others.



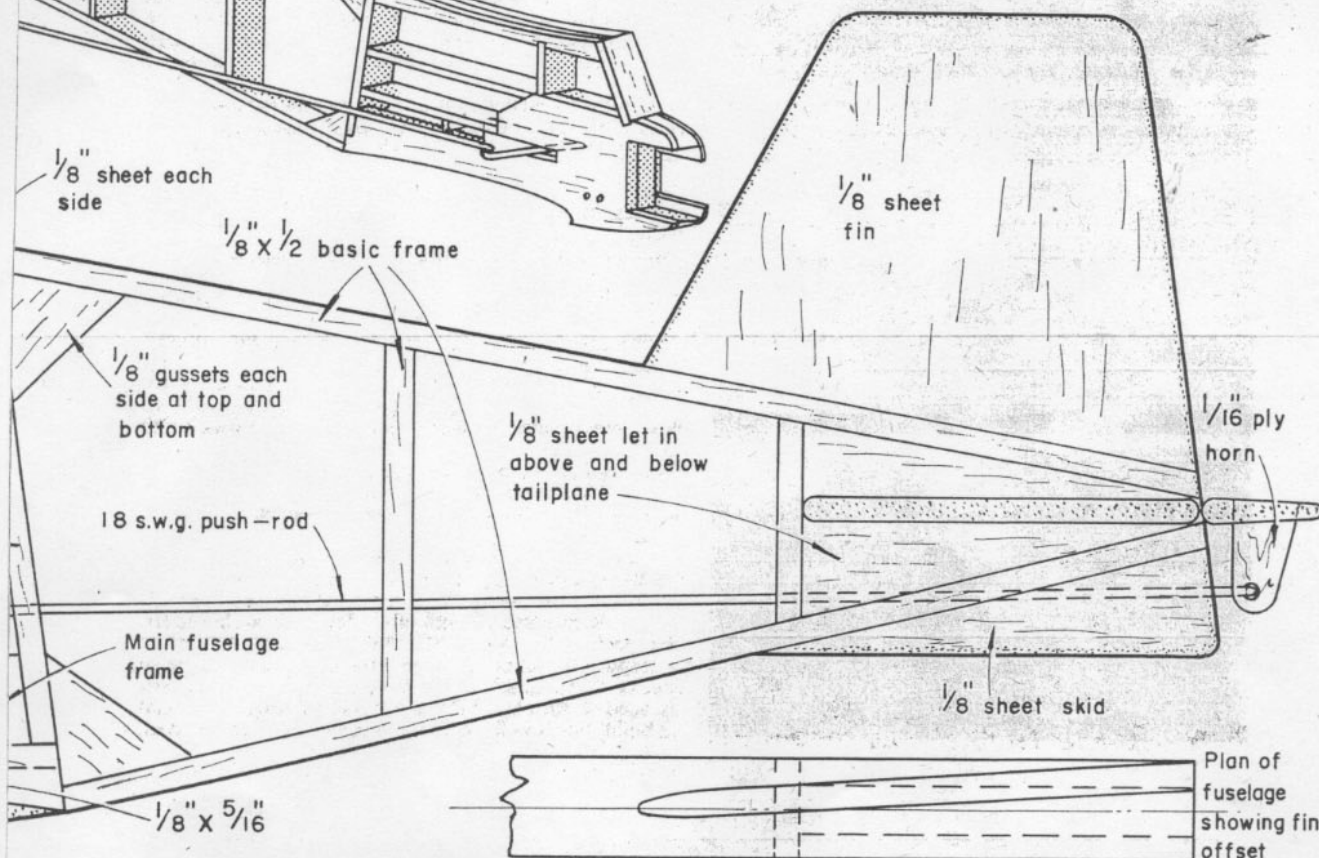


wheels

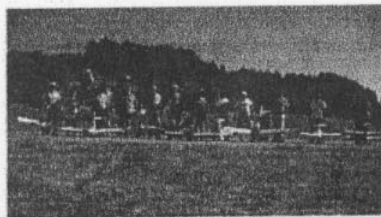
Sketch of completed fuselage

'CHUBBY'

13" STUNT CONTROL-LINE BIPE



McMinnville Aircraft Modelers Swap Meet 2017



March 11, 2017

Yamhill County Fairgrounds
2070 NE Lafayette Ave.
McMinnville, OR 97128

Vendor set up Friday March 10th 3pm to 7pm
Vendor set up Saturday March 11th 8 to 9am
Swap meet hours Saturday 9 am to 2 pm

Wall tables are \$20
Floor Tables are \$15
General Admission
\$2 per person at the Door

Shawn Barney 503-330-6783
shawnbarney@comcast.net

Butch Jurhs 971-237-1737
butch@jurhs.com

Jeff Jones 503-367-4784
joneses460@msn.com

www.mcminnvilleaircraftmodelers.com
RV's welcome \$20 a night, dry camping
Fairgrounds parking lot



Collecto Region 3



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AMRCC**
27th Annual

GAS POWERED RACE CARS AND MODEL ENGINE COLLECTO
Portland Swap Meet Weekend.
April 7th, 2017

Friday Night at the Best Western Inn at the Meadows
7:00 till 11:00 \$4 00 at the door
Tables \$10

Bring your Favorite Engines, Airplanes, Boats and Cars. or Just stop by MECA members wanted!!!

For Info call Al Book @ 206 242 5047 or tcarguy@comcast.net

Approved 11-4-16
Roger J. Miller