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STERLING'S NEWEST MODELS!

SUPER RINGMASTER
 Kit C-6—Span 42"
\$395
 Stunt and Combat Control Line Model for engines from .19 to .60

"OUTLIES ANYTHING I'VE EVER SEEN... AND I'VE SEEN THEM ALL!"
 says Matt Kazda, world-torpedo model designer

Hey, If Matt says so...!

If you liked the Ringmaster, you'll love the Super! It's Matt Kazda's best design... He says it's better! The Super Ringmaster has everything that made the Ringmaster world famous... PLUS an amazingly simple, rugged, one-piece fuselage, CG, M.S.T. (M.T.) to see the astounding difference that the fuselage makes! Get Super Ringmaster of your favorite... dealer!

Super Ringmaster features: straight and curved leading and trailing edges, die-cut ribs, tail sections, plywood parts, fuselage—Balsa covering. Forward wing bracing gear. One-piece wings. Check weights. Tailhook and main wheels. Easy maintenance, etc.

The **May Business Meeting** will be next Tuesday, May 16, at The Bagley Rd. Burger King (just west of I-71), following flights at the Berea fairgrounds. Business meetings will continue at this site after flying for the duration of the flying season. See you there! Fun meetings too will continue as flying sessions at the field until next winter.

The **membership roster** has been updated, but there are still some names missing. Please remind your friends to pay their dues, so that Walter can again include them in the roster.



At Left:
...or maybe you'd rather go this route – Bill Werwage's "other" P-47, at the field a couple weeks before he became World Champion for the third time

3114 Edgehill Rd.
 Cleveland Hts., OH 44118



NORTH COAST CONTROL LINERS



<http://www.control-line.net/>

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May 9, 2006

Editor's Notes:



If we want the newsletter distributed in time to remind everyone of the monthly business meeting, then we need all submissions in by Monday, the day before the second Tuesday of the month. Let's make that the deadline, guys. Also, everyone should **check the roster**, and if any information is incorrect, please notify Walter Elbrecht, so that he can update his file. He has acted on what he has been given thus far, and the result is the attached revised roster. Further revisions will probably be published individually in future newsletters.

Wayne sent me notification of the new **CL magazine to be edited by Larry Cunningham** and at least initially funded and published by John Brodak. While covered elsewhere this month, it bears comment as a promising venture. I have known Larry, mostly via e-mail, for several years now and highly respect his abilities. He has mentored me along in my re-entry into building CL planes, and we've had many interesting technical discussions. So he was sensitive to my concerns about the recent political storms in PAMPA and their fallout. In addition to what we've printed elsewhere, I thought that you would be interested in Larry's philosophy concerning proposed content of his new magazine:

"I'm glad to get the opportunity to talk with you a little about this enterprise. My main condition for taking on this task of editor (volunteer) was that the publication NOT be political in any manner! We want to emphasize that the magazine is NOT a newsletter from some organization. It is NOT affiliated with ANY organization. It is NOT meant to compete with, detract from, or in any manner affect PAMPA or Stunt News. It IS meant to promote control line in general. To this end, I will simply not publish any material concerning A) PAMPA and its internal politics, B) Stunt News, C) national politics, or D) negative personal comments... The magazine will be published by John Brodak. That is, John is kicking it off with the intro issue at the Fly In, and it is his money which is funding it, at least until it supports itself by subscription. So, he is the publisher and declared as such. However, any and all may advertise in it. I'm making the suggestion that we run a free ad for PAMPA. So, in summary, you and I are in very close agreement about the content of the magazine. I expect some people to be suspicious at first, until they see what we are producing... I've stated my terms (completely apolitical and no attachment to ANY organization) and if that is not the case, I won't be editor." [paragraphing omitted for space - SK]

So, I'm looking forward to Larry's first issue.

Elsewhere, you'll see that **there are still calendar question marks**, especially concerning Dart Airport trips (note: another just cleared up from Stunt News info). When you see these and know the "answers", you need to update me, so that the calendar is correct. In lieu of certain missing columns, I've extended what I know of our calendar events of regional interest, for those who like to plan ahead. Now to find the time to update the website calendar. Unfortunately, due to a conflict, I missed the April business meeting; if you guys decided on a **work day** at the field, don't forget it, because it's not in the calendar either, unless the one I lifted from the WW II combat schedule is THE day! I believe the newsletter to be important; that's the only reason I'm editing it. Thanks much to those of you who so generously contribute!

Apologies again to President Ron for the name typo last month – yes I really know our president’s name! ‘guess old EAA habits die hard when hurriedly rewriting the newsletter to accommodate last-minute adjustments to content. Also apologies to Ed and everyone else for omitting his and the website’s data from the letterhead page; I had forgotten to insert it into the newsletter template. All should be settled on that front now.

CALENDAR

Tuesday	May 16	Monthly Business Meeting, Sundown	Burger King, Bagley Rd. after flying.
Saturday	May 20	CL Fly-in, Combat and Stunt Contest	Rouge Park, Detroit; Paul: (586) 939-1076
Sunday	May 21	Club Field “Clean-up Day”, WW II Combat	Cuyahoga County (Berea) Fairgrounds Circles
Saturday	June 3	RCCD Detroit CL Stunt Contest (rain: 6/4)	RCCD Field, 27 Mile Rd. (off I-94, Exit 247)
Sunday	June 4	NCCL Visit to Dart Airport (tentative?)	Mayville, NY; NW tip of Chautauqua Lake
Tuesday	June 6	1 st -Tues. Fun Meetings now for flying at field	Cuyahoga County (Berea) Fairgrounds Circles
Sat.- Sun.	6/10-11	Toronto and District CL Championships	Centennial Pk., Etobicon, Ont. 414-255-1289
Sunday	June 11	CL event at Dart Airport?	Confirmation not received by Ed.
Sunday	June 11	Lexington, Kentucky Stunt Contest	
Sunday	June 11	Meadville EAA Ch. 1194 Breakfast/Lunch	Meadville, PA Airport, 16306 Corporate Dr.
Tues.- Sat.	6/13-17	Brodak Fly-In	Brodak Flying Fields, Carmichaels, PA
Saturday	June 24	Capital City Controliners Fun Fly/Stunt Clinic	Columbus GiftMart Flying Site (Rn. Date 6/25)
Sun.- Fri.	7/9-14	U.S. CL Nationals	AMA, 5151 E. Memorial Dr., Muncie, IN
Mon.-Sun.	7/24-30	EAA Airventure Oshkosh (w/CL ‘Kidventure’)	Wittman Field, Oshkosh, Wisconsin
Sat.- Sun.	7/29-30	Skylarks of Sharon CL Fun Fly	Map posted: skylarksofsharon.org, (724) 983-1677
Sat.- Sun.	7/29-30	SW Ohio CL Stunt and Scale Contest	Cincinnati Lunken Apt. 513-489-8681C.Snyder
Mon-Sun.	8/7-13	Cuyahoga County Fair – No Flying at Circles	Berea – No Flying at Fairgrounds
Sat.- Sun.	8/12-13	FCM Championships	AMA; E. Memorial Dr., Muncie, IN (A. Goff)
Sat.- Sun.	8/26-27	W. PA Stunt Championships	Transfer, PA; Map: skylarksofsharon.org
Saturday	Sept. 9	CL Fly-in, Combat and Stunt Contest	Rouge Park, Detroit; Paul: (586) 939-1076
Thurs.-Fri.	9/14-15	SAM Championships (O.T., Classic)	AMA, E. Memorial Dr., Muncie, IN (R. Ryan)
Sat.- Sun.	9/16-17	Cleveland Stunt Championships	Berea Fairgrounds Flying Circles
Sat.- Sun.	9/23-24	Capital City Championships	Cooper Stadium, Columbus (I-70, Exit 98)
Saturday	Oct. 7?	Royal Oak Cloudbusters Fun-fly/Stunt Contest	Stanley Broome Pk., Flint, MI (586) 939-1076
Sat.- Sun.	Oct. 7-8	West Ohio CL Stunt Contest	Wegerzyn Garden Center, Dayton
Sunday	Oct. 15	NCCL Club Picnic	Cuyahoga County (Berea) Fairgrounds Circles
Saturday	Nov. 4?	Royal Oak Cloudbusters Fun-fly/Stunt Contest	Stanley Broome Pk., Flint, MI (586) 939-1076

Safety subject for May: Pre-flight Inspection – Dave Evar:



Check for overall aircraft integrity. Check that the propeller is tight, fuel lines are connected and in good condition, flying surfaces move freely and the hinges are in good condition. Make sure the engine is secure. Pull test each plane at the flying session before first flight and when changing lines. Check that the bellcrank is secure. Be sure to check that the line clips are closed. Keep body parts away from the propeller arc. It is important to keep your mind on what you are doing. Fly safely (I plead AADD). Safety concerns can be e-mailed to me at Safety@Control-Line.net, as soon as I figure it out. - Dave Evar



Far Left:
Nelson Erbs' Oriental

Near Left:
Pat Rowan's Katana

Classifieds: None Submitted.

Member Submissions:

Wayne Buran – Just arrived at Buran’s Antiques and Hobbies, the **new Brodak Vector ARF’s and ARC’s**. I received two ARF’s, one black and one blue. I also received one ARC for those that have to have skinless. The ARF lists for \$129.99 and sell for \$117.00 and the ARC is a little less at \$124.99 and sell at \$113.00. Also if

you look close at the ARC box you can see one of the new spinners. I received 2" for now in the two-blade and three-blade configuration. Other sizes are coming. They look good. The spinners sell for \$20.99. I will try to fit a Vector in the car for Sunday morning. Thanks. – Wayne



Brodak ARC (left) and ARF (Right) Kits. (2" Spinner on box at left.)

Dave Evar and Carl Allendorf - 2006 NCCL WW II Combat Rules:

AIRCRAFT / PILOTS

ALLIES

P-51 - Ron
F6F - Nelson
Spitfire - Dave*

AXIS

Zero - Frank*
FW190 - Walt
ME109 - Bob

*Team Leaders

ENGINE: .19 cu. in. 2-cycle - .25 cu. in. 4-cycle MAX; FUEL: 10% nitro MAX; LINES: 52 1/2 ft.

CONTEST / MEETS:

9 matches / meet (1 1/2- 2 hrs)
5 min. match (over 4 min. is match – less than 4 min. - rematch)
2 pt. penalty for rematch
Failure to complete 4 min.+ on rematch - 8 point penalty
Line cut - 10 pt. Penalty. Cut lines must be replaced by team cutting lines. High / low flight and wingovers only - no loops, inverted, etc.

SCHEDULE (5 meets):

- 1st Sunday, May 21, 2006, 1:00 PM (Cleanup day)
- 2nd Tuesday, June 6, 2006, 7:00 PM
- 3rd Tuesday, July 18, 2006, 6:00 PM
- 4th Tuesday, August 1, 2006, 6:00 PM (tentative)
- 5th Sunday, October 15, 2006, 12:00 PM (Club Picnic Day)

POINTS AND PRIZES:

Points: 1 point/foot of streamer cut
10 points total for string "kill" cut, includes streamer
Substitute pilots earn team points only!
Prizes: \$30.00 to the winning team – most points in 5 meets.
Plaque to "Top Ace" – most kills in the 5 meets

Carl Allendorf, C.D (216) 921-2438

Wayne Buran – Control Line World Magazine (forwarded from Larry Cunningham):

Gray Scale:
Upper: Larry Cunningham's Road Runner
Lower: Clevelands old CL Home

I'm happy to announce a coming publication named Control Line World, a quarterly magazine of 80?100 pages, containing advertising and donated material about multiple aspects of control line modeling. Coverage can include Stunt, Carrier, Combat, Speed, Scale events as well as special interest areas such as beginning and sport flying, 1/2 A, electric power, ARFs, product reviews, and computer-aided design.

I will be serving as Editor of Control Line World; that position (and all others) is completely voluntary and unpaid. We are already soliciting relevant materials for publication and coverage will be guided by interest and material we receive.

John Brodak will publish this magazine, although it is not affiliated with ANY organization. As its Editor, I'm determined that it will remain devoid of political or personal controversies. CL World is NOT a newsletter: it strictly will NOT be concerned with business of the AMA, PAMPA nor any organization: Our slogan is "a publication for Control Line enthusiasts", and our pledge is to promote all aspects of modern control line. To this end, we intend to fully cooperate with others to increase interest and participation in any/all aspects of our hobby. We will never denigrate, demean, compete with, or otherwise interfere with any entity involved in promoting Control Line.

An abbreviated introductory issue will be available free at the annual Brodak Fly-In contest, June 13-17, 2006. The working deadline for materials (in my hands) for that issue is May 8.

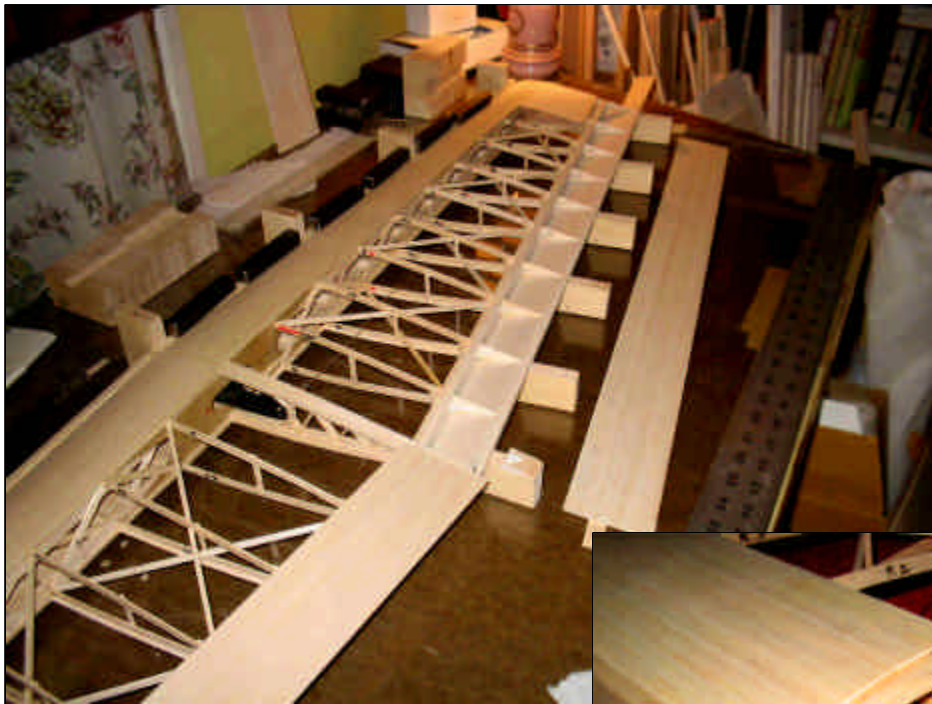
Subscription cost (4 issues per year) will be \$24. Printing and publication are to be financially supported solely by its subscription and advertising fees. CL World will also be available in "electronic" version as well. Its annual subscription cost will be \$20. Each issue will be distributed as a PDF file, readable by the ubiquitous (free) Adobe Acrobat Reader. Subscribers will receive a custom password which will allow them to open, read, and print the PDF version. The PDF version will contain virtually identical material to the printed form, except for special features, such as clickable "links" between the table of contents and articles. In addition, advertisements can contain active links to internet sites. Finally, the PDF version will contain many photos and illustrations in color (which would be printed in gray scale for the magazine).

In addition to the electronic version a Control Line World web site as well. Details have yet to be resolved. Please stay tuned.

Relevant material for articles, tips, photos, product reviews are invited. We are seeking volunteer columnists, associate editors, and others to help us prepare Control Line World. Please contact me by email with any questions and specifics about submissions, ideas, advertisements, etc. Thanks to everyone in advance! Larry E. Cunningham larryec@zianet.com

Serge Krauss – Filler from the Editor:

As you may have noticed, things didn't fit so well this month; extra available space wasn't proportioned or located well for some material. Again, there wasn't quite enough space to include Gary Hull's marvelous poster for the Cleveland Stunt Championships...yet! So, here are a couple shots of "New Millennium" wing construction techniques applied to my flapless wing. 'hope the copying process doesn't obscure the whole thing!



Left: The rear spar, from which the t.e. stub ribs extend, was originally jugged with slotted support blocks, like those supporting the l.e., while the main structure was built. After sheeting the forward areas, I aligned and attached the aft stub ribs, beveling the aft spar to match the rib outlines, after removing the aft jig blocks. Then the t.e. jig blocks had to be replaced by non-locking supports spanned by t.e. stock to fit the airfoil outline. The picture shows the 1/16" t.e. sheeting being attached to the spar and stub ribs.

The main ribs were constructed to section shape over plans from rib strips and braces, then notched into the 1/16" x 1/4" spar slots.

Right: Close-up view of center section, with wing temporarily removed from jig during a warping crisis while sheeting the l.e. Bellcrank is suspended on 1/8" stainless rod between tapered spanwise spruce anchors. The main spar is 3/8" x 1/16" balsa upper and lower beams with 1/4" x 1/16" diagonals, front and back. The beams are bridged in the central area by 1/64" plywood sandwiched about a balsa core. Leading edge is not yet shaped, and trailing edge stub ribs and sheeting have not been added. The "New Millennium" technique requires that leading and trailing edge pieces be kept rectangular in cross section in order to fit jig-block recesses.

This is a very stiff – perhaps TOO stiff – wing, which will not bend much before failure.

