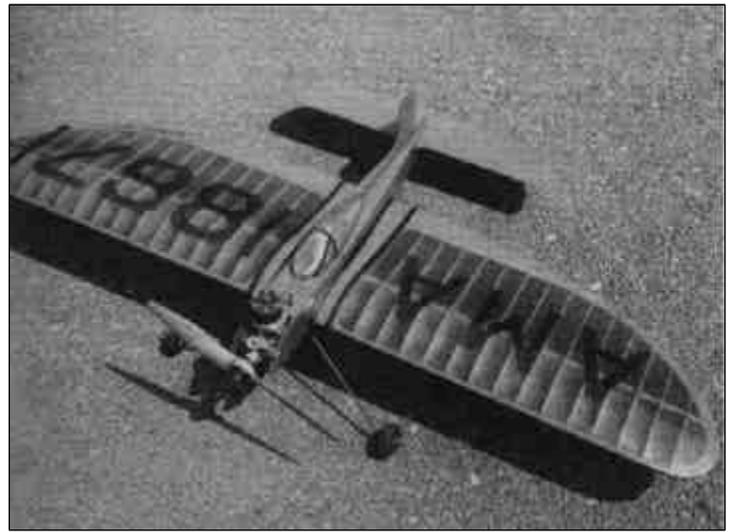




Bobby Jones and his "A-Bomb" – M.A.N., 6/55 (see pp. 4-5)



Gary Hull prepares his carrier model at the field in photo from last year. 'hope the weather's this nice for Sunday's picnic!'
- Dave Evar Photo.

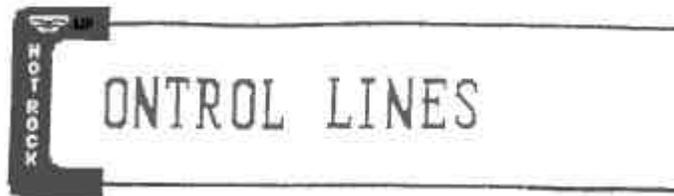
The NCCL Club Picnic will take place at noon this Sunday, October 17, at the Berea Fairgrounds flying field. Rain date will be 10/22. Carl reminds us that the next WW II combat event will be held then and that the "allies" lead by 11 points. Look for Balloon-bust and combat flying too, and of course, hot dogs and pop – thanks, Ron and Dave. Bring what you'd like to contribute.

The October Business Meeting will be next Tuesday, October 17 at the Parma Heights Public Library, 6206 Pearl Rd., where we will again hold our business meetings through next April.

The annual **N. Olmsted Swap Shop** is back on the schedule this year for 9:00 AM – 1:00 PM. on October 22nd at the N. Olmsted Community Cabin, 28114 Lorain Rd. Admission is \$3 per person, with children under twelve free. For information, call (440) 835-5141. If the club needs the 22nd as the picnic rain date, don't forget to leave in time to meet at the field by noon.

Special Thanks to Brodak, Fox, Tower, and other generous raffle prize contributors and to Carl for his great promotion.

3114 Edgehill Rd.
Cleveland Hts., OH 44118



NORTH COAST CONTROL LINERS



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October 10, 2006

Editor's Notes:



We're hangin' in here with the newsletter, even though unavoidable conflicts and family responsibilities are too often keeping me from the field. I'm happy though to have been able to attend and help with the Cleveland contest again this year and must thank everyone for the great cooperation and contributions to the cause. I surely did not expect to win a nice ARF, but pledge to try to come up with an appropriate engine and, as Frank Carlisle said, "Have fun!"

I can at least report making some modest gains on the building front, although I think I'll take a step back on my overweight monster and chop off some stab area, *before* I fly it and discover that Mike Pratt and Phil C. are right. I'm painting around my new trim tab now, but my bottle of insignia blue has solidified – egaads! I should add that reading Joe Reinhard's part of the "Gypsy" article in this month's FM probably would have saved me a few ounces!

I'm sorry to have missed the Columbus contest again – another time out of state – but am so pleased that Dave, Phil, Ron, Don, and Frank again showed our club's spirit and support for its friends down the road by their participation. 'some good results too!

A suggestion was made at last month's business meeting that we should let everyone know that the newsletter can *usually* be sent via e-mail to anyone interested, thus saving copying and mailing costs to the club. Only when file size gets too high will this not be possible. I like the idea of a hard copy lying around as a reminder of modeling fun and NCCL activities, but all you who would prefer the internet, please contact Walter Elbrecht, and we'll be happy to switch you to the electronic version. Each issue costs about \$.67 to \$.81 per person to produce and mail, not counting home expenses. Remember too that most months' newsletters are posted fairly promptly on the club site (see above, under the logo). Another friendly reminder: newsletter materials need to be submitted by the 2nd Tuesday of each month for inclusion!

Finally, our apologies for the scarcity of Cleveland contest photos this month. Thanks to Frank Carlisle for his internet postings that I lifted for p. 6. I'll have my few photos developed by next issue. Anyone else? Best intentions...!

North Coast Control Liners Business Meeting Minutes – September 19, 2006

Attendance: Bob Taipale, Dave Evar, Carl Allendorf, Wayne Buran, Walter Elbrecht, Ron Lutz, Nelson Erbs, Dick Yatson, Serge Krauss and Gary Tultz.

Treasury balance: \$1193.87



The Bean-Hill/Dave Evar effort resulted in the fastest time to build, but less success in the flying portion of Brodaks' 2006 "Junk Yard Wars" event. Photo by Will Hubin

Field Report- The field is in Great Shape: not many holes. We need to make signs for the Winter, possibly three or more at 20 dollars a piece.

Committee Reports – Thanks to all who helped out at the contest. Thank-you to Carl for the letters to the manufacturers. For the raffle we sent thank-you post cards to those who donated. AMA will be charging for our contest notice (ed. note: SK objected for the record). October 15th is the picnic. WW II will be flying.

Notices and Communications – North Olmsted Cabin has their swap meet October 22nd, 9 am to 1 pm.

Old Business- Library says we are good for October thru April meetings. Picnic will have a balloon bust, combat, and flying in general. Ron will get hot dogs and buns. Dave Evar will get pop. Rain Date is October 22nd. Picnic starts at noon.

General Discussion-Pa Bean Hill Flyers will have Beginning Stunt and 1/2A Race. T shirts - we need to find a new supplier. We may change the color. Would like to remind everyone that the newsletter is available thru E-mail or the Web Site.

Meeting Adjourned at 8:22 P.M.

Respectfully, Nelson Erbs, Secretary

Photo: Pat Rowan's Oriental – 1st Place in Classic at Brodak's, 2006
- Will Hubin Photo

CALENDAR

Sunday	Oct. 15	NCCL Club Picnic w/WW II Event - Noon	Cuyahoga County (Berea) Fairgrounds Circles
Tuesday	Oct. 17	NCCL Monthly Business Meeting - 7:00 PM	Parma Hts. Library, 6206 Pearl Rd.
Sunday	Oct. 22	Swap Shop – N. Olmsted 9:00 AM – 1:00 PM	N. Olmsted Comm. Cabin, 28114 Lorain Rd.
Sunday	Oct. 22	Rain Date - NCCL Club Picnic	See 10/15
Saturday	Nov. 4?	Royal Oak Cloudbusters Fun-fly/Stunt Contest	Stanley Broome Pk., Flint, MI (586) 939-1076
Tuesday	Nov. 21	NCCL Monthly Business Meeting – 7:00 PM	Parma Hts. Library, 6206 Pearl Rd.
Tuesday	Dec. 19	NCCL Monthly Business Meeting – 7:00 PM	Parma Hts. Library, 6206 Pearl Rd.

Ron's Ramblings-



Well, our contest is over, we had great weather, and we will probably not loose too much money. I just want to thank everyone who helped out in any way to make the contest a success. The attendance was down from previous years but it has been down at all of the contests I have been to this year. Cannot explain it since the price of gas is down. Dayton had gorgeous weather and only a handful of people showed up. Our raffle helped to keep our losses down and hopefully we can do that again next year.

I saw in the paper that the Cleveland RC club has lost its field due to complaints by the neighbors about the noise and planes crashing into yards. The landfill owner, under pressure from the citizens, revoked their contract. I wonder where they will go now. Hopefully they will not show up at the fairgrounds. Of course if they want to join the club and fly ukie that would be OK. Maybe Carl can suggest that to them. Control line is way better than radio anyway.

Now that the flying season is over and we have gone back to the library for our meetings, maybe the attendance will go up. It is so hard to conduct business meetings during the summer when nobody shows up. We will also need some volunteers to host the fun meetings. It's a good way to be forced into cleaning up your shop. Maybe I should start with mine. See ya. - Ron

Safety subject for – Dave Evar:



The 6th Annual Cleveland Stunt Championships is now in the record books. The participants are to be congratulated on completing their aerobatic routines without any injuries. During the event, some contestants performed adjustments to their engines by reaching from the front of the plane over or around the propeller arc. I only noticed later when looking at the pictures. Evidence of the infractions is available at a nominal cost. Pull tests were on the “honor basis, and I’m happy to announce that, although not monitored, pull tests actually took place.

It was also noted that many pilots walk “in front” of the lines when going to the center of the circle.

If the plane were inadvertently released, the wires could wrap around the pilot quicker than he may be able to avoid them. Wires can cut humans pretty easily. The plane may get jerked at the end of the lines and head right back at the pilot. Walking “behind” the lines is a safer route and would give the pilot more time to react in the event of a runaway.

Some pictures from the contest are posted at <http://www.control-line.net/gallery/introduction.htm>. I will send Phil Spillman some for Stunt News, and I also e-Mailed P.T. Granderson, the AMA C/L Aerobatics guy to see what he could use.

At the windy (up to 22 mph) Albion PA Bean Hill Fliers Fun Fly, Sunday 9/24, I was pitting for Bob Crusan in a 1/2A fun team race, and nearly struck, twice by the planes. Later I set up for my second flight in Beginner Stunt too close to the pits. Immediately after release my plane snagged my assistant, Bill Stewart's, airplane flying lines during the take-off roll. Naturally I claimed an attempt and flew later, post deluge, to take First Place. (by 1/2 point)

If I'd been paying attention, neither incident would have occurred. I will endeavor to be more of a positive role model in the future. Witnesses to the incidents should learn from my example of what not to do. The Safety Committee declined to investigate the incidents.

The Bean Hill Fliers could buy one of those fluorescent color lines that bricklayers use to mark the edge of the pit area. It would only need to be in place during flying sessions, and I wouldn't have to pay so much attention. As for the circle for racing; a Racing Committee should be appointed to massage the club racing rules and to determine the actual dimensions for the three circles, since the club is using other than standard flying line length. The previously mentioned fluorescent line could be made up as a radius template for marking the three concentric circles for racing.

In Cleveland 9/26, Don Sopka was flying one of Carl Allendorf's planes of the usual questionable provenance when the lines went slack. As a result of Don pulling the handle back and the plane bouncing on the ends of the lines, both control lines broke. The plane continued to fly in a gracefully pleasing arc, missing both spectators and their vehicles only to self-destruct in the parking lot. The engine, a hinge, bellcrank, and one fillet were salvageable. The remaining remains were disposed of in a fashion that will preclude resurrection. Line failure due to age deterioration was the cause.

The North Coast Control Liners Racing Committee, Carl Allendorf, is working on the rules for racing at Berea in 2007. Contact Carl if you have any suggestions. Look out America.

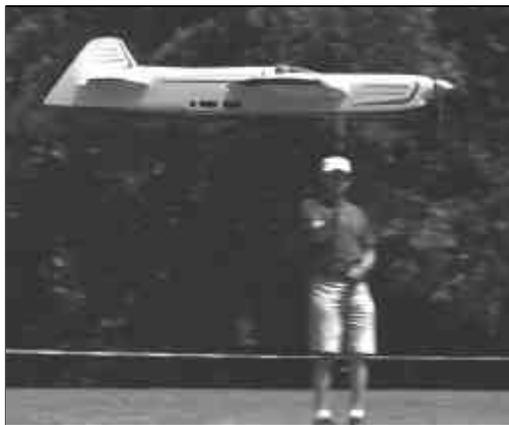
e-Mail suggestions and drop a dime on your flying buddies to me at Safety@Control-Line.net Anonymity is quarantined.

*Wingover by Wayne Smith's
Tempest – Brodak's, 2006
Will Hubin Photo*

Classifieds:

“De-Coxifying”: 1 Cox Babe Bee (metal back) – OK, 1 Babe Bee - almost complete, 2 extra heads, some parts, \$10.00 all; Carl, (216) 921-2438

Member Submissions: Dave sent an interesting bit of nostalgia, Cleveland Contest results from 20 years ago, but it doesn't quite fit the page, so we'll keep it for another time. Ditto for my 2006 pictures, still on an unfinished roll – SK



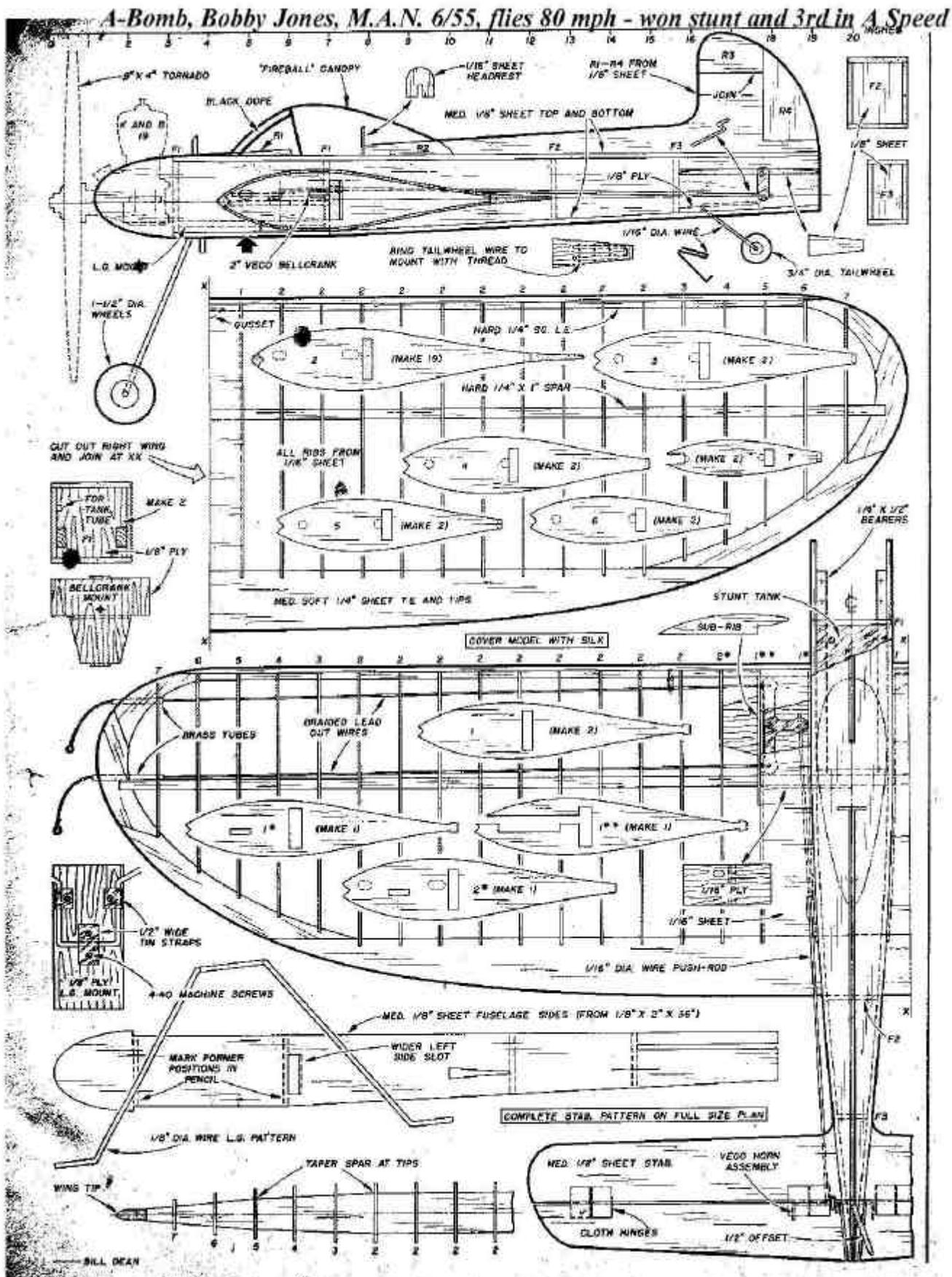
*2006 Brodak Fly-In Photos by
Will Hubin:*

*Left: Phil Spillman accepts
first-place award (tie) for
advanced profile stunt.*

*Right: Dave Heinzman and his
Tempest II.*

This month's plan is **Bobby Jones' "A-Bomb"** from the 6/55 M.A.N. From what I *think* I know about the dynamics of flapless stunters, this appears to be a light and highly maneuverable classic-eligible design. That seems to be its reputation, although I've seen little written about it. With mostly equal ribs in its semi-elliptical wing it should be a fun and “easy” build. Its thick, “pollywog” airfoil (concave aft surfaces) hint at a quick-turning combination, despite the sharp

leading edge. Jones wrote that even with a K&B .19, this small plane *can* do 80 mph – so look out! He also mentions a rectangular-winged version, using the longest ribs. Or enlarge it! Either way, it looks like a fun sport plane.



2006 Cleveland Area Stunt Championships Results:

ARC/ARF

1. Joe Reinhard – 483 (479.5)
2. Ron Lutz – 483 (468)
3. Jim Harris – 481.5

Judges: Dave Johnson
Dave Heinzman

PROFILE

1. Mike Alimov – 503.5
(Quickie, OS FP .40)
2. Jim Harris – 481.5
(Twister, OS LA.46)
3. Pat Rowan – 477
(Stunter 131, OS LA .46)

Judges: Dave Johnson
Dave Heinzman

OTS

1. Pat Rowan – 316.5
(Viking, OS LA .40)
2. Jim Harris – 304.5
(Barnstormer)
3. Paul Smith – 245
(Chief, K&B Greenhead ?)

Judges: Gary Tultz
Tom Klinginsmith

CLASSIC

1. Bob McDonald – 602.5
(Strathmore, Aero Tiger .36?)
2. Dave Heinzman – 592.5
(Chipmunk, OS LA .46)
3. Joe Reinhard – 588
(Gypsy, Aero Tiger .36)

Judges: Gary Tultz
Tom Klinginsmith

PAMPA BEGINNER

1. Frank Zabudske – 284.5
2. Rich Alesandro – 260
3. Keith McCrary – 242

Judges: Dave Johnson
Tom Klinginsmith

PAMPA INTERMEDIATE

1. Dick Hodge - 481
2. Don Sopka – 426.5
3. Rich Malik – 407

Judges: Dave Johnson
Tom Klinginsmith

PAMPA ADVANCED

1. Curt Nixon - 501
2. Tom Polk – 496.5
3. Ray Kidner – 474

Judges: Gary Tultz
Wayne Buran

PAMPA EXPERT

1. Bob McDonald - 548
2. Dave Heinzman – 499
3. Frank Carlisle – 497

Judges: Gary Tultz
Wayne Buran

COMBAT – results?



Frank Carlisle's "Victory" – Not Enough Stars!



Pat Rowan's "Destroyer" – Nice Finish, Pat!



PAMPA Expert Flight Line – Early Sunday Morning (Ron, Pat, and Norm??)

'sorry not to be able to post the combat results, but if you'll get them to me, I'll post them next month. If anyone has contest photos to share, please let me know.