

More Views from the Field...



Dave Heinzman's Tempest II



Wayne Buran's Profile Carrier Model



7th Annual Cleveland Area STUNT CHAMPIONSHIPS

Saturday September 22, and Sunday September 23, 2007
Cuyahoga County Fairgrounds

Saturday: Classic, Old Time, Profile, ARF Stunt (J50)

Sunday Pampa Classes

325 (J50) 324 (J50)

325 (J50) 326 (J50)

Beginner, Intermediate, Expert
and Advanced. Awards
Plaque, first, third place
in each category
and entry to first event
sunday for each category

Pre engine run before 0:00 am Flight on open at 0:00 am First Flight at 0:00 am

There will be 12A trainers available for kids to learn to fly. First time flyers will receive a first flight certificate. Adults may also try their hand at flying control line.

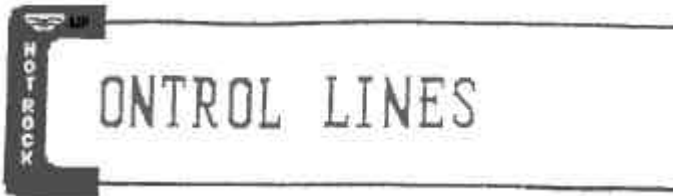


As usual, our **Business Meeting** is coming up next Tuesday (September 18) at the Bagley Rd. Burger King, after flying – rain or shine, windy or not. We will be finalizing plans for NCCL's annual **Cleveland Area Stunt Championships**; so let's all turn out to fly and be sure that everything is covered for another great contest.

Dave Heinzman has organized a **work day** at the field for all-day, **September 21**, the day before the contest. We can have some fun together getting everything "just right" at the field.

The weekend after our contest, the Columbus gang is holding its **Capital City Championships** at the Cooper Stadium parking lot. Take I-70 to exit 97, and follow signs to the stadium. Saturday: Old Time, Classic, Profile, and ARF. Sunday: PAMPA classes (BOM rule, except beginner). Plaques given in all classes plus 'Spirit of 52' and 'Concours Award'. Again, we hope our area clubs will have a great time mixing it up at each of their contests.

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September 12, 2007

Editor's Notes:



It's almost contest time, and I'm happy to be back in town in time to edit the newsletter and otherwise get back into the fun part of our hobby. We just left Maine yesterday and drove in last night. This has been an unusually busy summer for me – much travel - and I've missed a lot of Sundays and Tuesdays at the field. My apologies to you who did not know of my extended absences from this area; I'm really sorry for not always being able to respond to your e-mails and phone calls. I'll try to catch up after mailing the newsletters – today, I hope!

We've absolutely loved our time in Colorado, Lakeside, and the cottage on Maine's beautiful Frenchman Bay, and there's a lot to be said for driving the Rockies or Maine coast in an open sports car, but I couldn't just forget about planes and flying! I have to admit to feeling compelled to draw up a new stunter during the serene evenings...so I smuggled my calculator and drawing stuff along and did some preliminaries. The idea was to do the opposite of last time (simple but unorthodox design with 400-500 parts!) and come up with something flapped, but smallish, *easy* to build, and with otherwise proven modern proportions. It's such a temptation to make it "better" by adding parts! H-m-m-m-m... 'better get back out to the field with that other "new" one though; it *was* showing promise.

As usual in aviation, there are sad notes as well as the expected excitement. I just read of the passing of Paul MacCready, one of the finest, most innovative minds in aviation and named one of the 20th century's "100 greatest minds". He loved modeling, was National Soaring Champion, and dedicated his life to solving unorthodox problems with at least equally unorthodox solutions. So we have him to thank for the whimsy of radio-controlled pterodactyls, and designs ranging from the tiniest controllable planes to a family of giant 100- to 200-foot span flying wings that can soar for months at a time on solar power at altitudes above 100,000 feet. Along the way his planes have won the Kremer Prize for MPA's and crossed the English Channel on both human and solar power. His company, AeroVironment, may be unique in its ability to sustain itself while embodying his principles and ideals. I met him only once, at the Harris Hill Flying Wing Symposium of 1997, and noted that while open and willing to listen, he would rather start with a core idea of his own and run with it, often eschewing current wisdom and trying out things for himself. While his interests were not at all limited to aviation, he was an entertaining speaker, who seldom failed to amuse an audience, sometimes with model planes of the simplest and cleverest forms. Folks like MacCready and Clough, Jr., whom we lost last year, are anything but common.

With leaves starting to turn and cool weather moving in this week, thoughts of building season cannot be far off. I'm wondering whether any of you would be interested in something like a joint, one-design building session, where we all work together assembling identical models kitted by one or two of us – perhaps an original sport-aerobatic, or racing design. I saw on the Internet that someone had done this recently with success in his local club. 'just a thought, but let me know what you think. As always, I'm looking for members' input for the newsletter, either in the form of news, how-to, or letters. Remember – you folks are the "reporters for this publication! I just assemble it...and thanks, guys, for having your e-mailed material ready for me when I returned! Finally, sorry for the poor p.1 graphics – an experiment in PDF's.

North Coast Control Liners Business Meeting Minutes – August 21, 2007

Meeting called to order at 9:30 pm at Burger King.

Attendance: Walt Elbrecht, Dave Evar, Carl Allendorf, Dave Heinzman, Ron Lutz.

Treasurer's Report: Walt reported that we have a total of \$1084.53.

Field Director's report: No Field Director present. #2 circle needs some help.

Committee Reports: Stunt Contest: Dave Heinzman will have a work day all day on September 21. Joe Rusinyak has the trophies all finished. For the contest on September 22 & 23 we will need runners, tabulators, and judges for old time stunt.

Club Racing: We will try to finish up racing with those who show up.

Communications: Stunt contest at Sharon, PA on August 25, 26.

New Business: None.

Old Business: Walt has contacted the library for reserving the room for our fall/winter meetings. The calendar on the web site is up to date.

Safety: None

General Discussion: None.

Meeting adjourned at 9:50 pm. - Ron

Photo: Norm Skuderin works overhead - SK

CALENDAR

Tuesday	9/18/07	NCCL Monthly Business Meeting – 7:00 PM	Burger King, Bagley Rd., after flying
Friday	9/21	Work Day at the Field – All Day	Berea Fairgrounds Circles, Bagley Rd
Sat.- Sun.	9/22-23	Cleveland Area Stunt Championships	Berea Fairgrounds Circles, Bagley Rd.
Sat.- Sun.	9/29-30	Capital City Control Line Championship	Cooper Stadium parking lot, Columbus
Sat.- Sun.	10/6-7	Western Ohio Stunt Championship	Dayton, Ohio
Tuesday	10/16	NCCL Monthly Business Meeting – 7:00 PM	Parma Heights Library, 6206 Pearl Rd.
Sunday?	10/?	NCCL Club Picnic?	Berea Fairgrounds Circles, Bagley Rd?

Safety subject for September – Dave Evar:



On August 11th, I had the pleasure of flying with the Bean Hill Fliers club at Erie Vo-Tech School, in Erie PA. The attendance (a bunch) and C/L plane count (57) were enjoyed by many spectators. This event is hosted annually by an R/C club in Erie and for the past few years Control Line has been asked to participate. Mike Ditrich was the C/L event director. My guess would be that there were over 200 spectators at this event.

A couple of things happened at that event that could have resulted in injury.

Starting the plane in the pits and walking the running plane out to the circle. The person on the handle or the plane could slip or trip with unpredictable results.

During fun combat the pit man ran across the circle inside the flight path of the fliers to refuel and re-launch one of the planes. The other pilot flew high and avoided a problem.

Knowledge of proper procedures and a pilot's meeting could have helped. We shouldn't assume everyone is on the same page. The offending pit man was inexperienced.

While flying I was distracted, lost track of my plane in the sun which resulted in a repair to the landing gear of my Tutor to better than new status, although not quite so neat. Phil Spillman thought I was moving out of the center of the circle and caught my attention, and I forgot about the plane. I lost focus. He did the right thing, concerned that I may be wandering about in an unsafe manner. I also could have mentioned that my lines were extra long.

Nevertheless, everyone had fun and nobody got hurt. That's what it is all about.

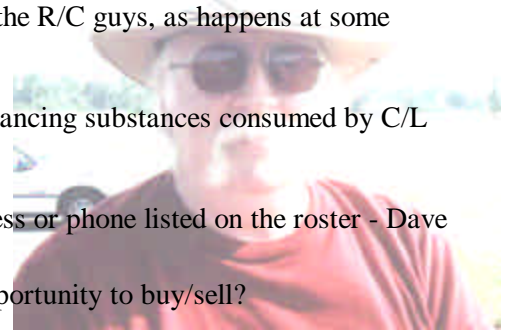
The R/C guys ran safe and fun demonstrations. Scale, helicopters, electrics, sailplanes and expensive, giant 3-D chainsaw powered planes, one of which flew under partial power, straight into the ground. You know, the kind with eight or ten

foot wingspan. It seemed like slow motion. It took five guys to bring back all the pieces. If they were flying C/L one person could have handled all the pieces. The C/L area was never over-flown by the R/C guys, as happens at some events. They did a good job.

Next month I may have finished my investigation into the use of performance enhancing substances consumed by C/L fliers to gain that little extra "edge".

Safety concerns can be e-mailed to me at Safety@Control-Line.net or at my address or phone listed on the roster - Dave

Classifieds: none again. Do you want me to just stop reminding you of this opportunity to buy/sell?



More Summer Photos from the Flying Field:



Top Left: Norm's Hurricane plunges Earthward...

Lower Left: Norm attaches lines to his Hurricane Stunter.

Right: Gary Hull prepares one of his carrier models.



Top Right: NCCL Rogues' Gallery hangs tough on the line

Lower Right: Dave? and Norm confer on the flight line, while Gary practices with his carrier model.