

The Nag
Monday January 6th, 2019
Control Line Newsletter & Activity Report of the Valley Circle Burners

Today is Monday, so once again this litter has found its way into your inbox. Given the combination of building season and crappy (for SoCal) weather, this issue probably wouldn't be on anyone's short list of award winners.

We humbly suggest, however, that you read it nonetheless. You have nothing to lose but your spare time and, after all, it's building season and the weather (for SoCal) is crappy.

Official VCB Club Business

Southwest Regional Championships

This season-opening Stunt/Combat/Carrier contest, to take place in Tucson, Arizona, is now only two weekends away. Complete advance coverage can be found in the December 17 and 24 issues.

The official contest announcement can be accessed at <http://azucontrol.org/> or <http://www.ccmaconline.org/swregionals.htm>

If you require additional information not covered in the flyer, you may contact Contest Director John Callentine.



Freedom Park Inactivity Report

After three consecutive days with at least some rain during each, the weatherman was promising that Tuesday and Wednesday would be dry, followed by daily rain out to the horizon of the 10-day report. We've been suggesting that as long as this situation persists it would be wise to touch bases with the frequent flyers prior to driving out to the field. Ignoring that advice, your Editor loaded the truck with the newly refurbished Oriental, the Shoestring for backup, and all the equipment, and headed out for Camarillo. Arriving slightly after 9:45, the temperature was comfortably into the 60s, with partly cloudy skies. Unfortunately, the breeze was already heavier than indicated on the weather site before my departure, which probably explained why I was alone at the field. The situation deteriorated quickly over the next twenty minutes or so, and by 10:00 it was becoming obvious that no flying would be taking place that day.

Leaving the field, I made my way over to the nearby animal shelter to file a death notice for my late dog Wyatt, as the form for renewing his license came in the mail the day after his passing. There I ran into Rudy Bustamante and his wife, who were handling some paperwork of their own. Rudy hasn't been at the field for a while, and he related that he's been having substantial problems with knee pain, and is trying to get arthroscopic surgery scheduled in order to return to action.

Subsequently, it turned out that both Don Barrett and Dave Neal had come out to the field prior to my arrival, made the decision not to fly, and got everything packed up minutes before I turned up. With rain forecast for much of the remaining week, getting blown out on Tuesday was a disappointment.

Basin Field Activity Report

The expected rain prevented any serious attempts at flying on Friday and Saturday, but by Sunday a break in the weather brought five hopeful pilots out to the Basin. Early morning skies were partly cloudy, with temperatures only in the 30s. Instead of clearing, the cloud deck actually thickened as the day wore on, preventing the "heat" from rising beyond the mid-50s. The fortunate side effect was that the breeze was limited to single digit speeds throughout the day.

Kestis Dvarvydis had the North circle all to himself, as is often the case, and this enabled him to put up a full ten practice patterns on his Electra by noontime.

The South circle was inhabited by (in order of arrival) Dave Neal, myself, Terry Thorkildsen, and Don Barrett. We managed six full turns through the rotation between 9:30 and 1:00.

Dave started the session with a pair of sport stunt flights on his 38 Special, a profile biplane designed by Tom Dixon and kitted by Brodak. He followed these with four energetic flights using his Vampire, which is a downsized version of the OTS Viking, which for some reason was given an independent name.

I brought out my Oriental after its latest control revision, this one being new bushing of the elevator horn to remove excessive slop. The first flight suffered from a lean run on its L&J Fox .35, and was limited to gentle climbs and dives which showed evidence of more positive control. The second flight got as far as an attempted wingover. The ship pitched up only about 30 degrees, not the 90 I'd been expecting. As it arced over to the other side of the circle, I attempted to feed in more "Up" control, but the ship actually nosed over more steeply.

There was no pull-out, the Oriental striking the ground nose-first three times in succession, the inverted engine stripping out of the ship on the second bounce.

After the fact, it was clear that my attempted "fix" at the elevator horn was at fault, with failure of the retaining washer joint leading to an elevator disconnect.

With the elevators floating freely, my attempted pull-out merely deflected the flaps downward, increasing the negative pitching moment on the ship. With the motor mounts broken, the non-removable tank sprung, and the control system *still* not working right, it was clear that a major rebuild would be in the offing, and it would be a long time before this chronically disappointing airplane would be airborne again, if ever. This leaves me with no model eligible for either OTS or Classic events, and only the FrankenTwister for use in Advanced. All in all, a dismal lead-in to the 2019 competition season.

Undaunted (sarcasm), I switched over to my ancient Goldberg Shoestring, on which I put up four OTS patterns on this late-50s (not OTS compliant) design.

On all four flights, the strap-on muffler I'm using on its relatively early Fox .35 worked just loose enough to dump the back pressure and cause an overlean run, occurring each time during the Overhead Eights. Each time, the engine threatened to quit, but the pattern was successfully completed nonetheless. To cap the day off, while reeling in the lines I was stabbed in the thumb by a trio of popped strands, the Down line at the edge of failure at the airplane end, *inside the eyelet*. A seventh flight on the day would likely have cost me a second airplane. I was not a pleasant companion--apologies to all those present.

By comparison, Terry and Don had wildly more successful days. Terry was flying his profile Cardinal, and put up six practice patterns without noticeable difficulty. Don is still dialing in his reflexes after having been lost to the RC world for a number of years. His weapon of choice is his Magician 402 with electric power. He has been unable to slow the ship to the desired extent using only adjustments to the ESC and prop choice, so for this session he swapped out the usual 4S power pack for a three-cell alternative. He was able to achieve the

desired results, although the rest of us feel that the the ship's flight is now marginally *too* slow. As Don currently (no pun intended) is stuck in turn-left mode until he can get his head unspun, he is also keeping the flights to only a couple of minutes each. By the end of the session, his confidence had risen to the point where he is considering both lengthening the flights and beginning to explore the ship's maneuverability on his next trip out. With rain forecast for the next four days running and Tuesday's Freedom Park session in doubt, that may be a week or more away.

We had two spectators during the session. Steve Schiff was on hand for most of the day's activities, filling the role of #1 cheerleader. We were also joined for much of the morning by Sheldon Knight, who, as noted in last week's "Treasures for Sale" feature, has a whole boatload (well, car load, actually) of aeromodeling equipment and supplies available for purchase. Talk to Sheldon directly to find out if he has something of interest to you. Contact him via phone at 818-765-2409, and leave a recorded message if the machine picks up.

Okay, Now We're Serious

We've been bringing you increasingly more assertive reminders for several weeks now, but the word on the street is that the response to both requests has been underwhelming.

DO YOU UNDERSTAND THAT WE MEAN WHAT WE SAY?

Be aware that all 2018 memberships have now expired, and you simply **must** send \$20 to Stan Kitzes in order to be an official member of the club for 2019. We realize that we give this rag away for the asking, but almost everything else that we do as a group requires both financial resources and the sweat equity of the membership. We really can't do this without **you**.

Secondly, bear in mind that orders for club apparel must be in Stan's hands by the end of the month, now little more than two weeks away. If we don't achieve minimum quantities, no order will be placed, and the funds on hand will be returned.

Send you \$\$\$ to:

Stan Kitzes
20426 Hiawatha Street
Chatsworth, CA 91311

Unofficial/Fun Stuff

Playmate of the Week

This week's featured ship is one of a trio brought all the way from Georgia to last year's Vintage Stunt Championships by Tom Dixon, the designer of Dan Neal's 38 Special and many other fine CLPA aircraft. The airplane seen below was Tom's entry in Classic Stunt, but isn't one of his designs. Get an eyeful of his Brock Nobler.



"What the (bleep) is a Brock Nobler?," I hear you ask.

Fair question. The shot above provides a reasonable hint. If you look only at the wing and tail feathers, the ship screams '57 Green Box Nobler at you. One variation from the iconic George Aldrich design is the canopy treatment, which replaces the single-piece molded unit included in the Top Flite kits with one very reminiscent of that found in full-scale Curtiss P-40s.

The Green Box Nobler was perhaps *the* CLPA competition design of the early to mid-1960s, and many pilots of the era would make changes to the wing tips, flaps, and tail shapes in order to compete with "original" designs, while availing themselves of the Nobler's known flight characteristics.

Tom Brock was one such "designer," and Tom Dixon has created an historically faithful reproduction of Brock's prototype. The photo below illustrates that in addition to the canopy mods, Brock created a more elaborately sculpted engine cowlings, and utilized the design's signature variation, wing-mounted landing gear.



For most of us who are familiar with the stock Green Box design, the result is a sleeker, more racy appearance.

We have no information on what engine Brock used to power his ship, but the venerable Fox .35 is a reasonable guess. Mr. Dixon, by contrast, has opted to power his version with a Double-Star .40BB. Tom imported an entire line of

Double-Star engines for many years from Eastern Europe (Moldova, I believe.).

The standard DS .35, a bronze bushing-type engine, was intended to approximate the performance of the Fox .35. In a similar way, the DS .50 was a drop-in replacement for the SuperTigre .46 and the DS .60 Lite for the SuperTigre .60. There were ball-bearing versions of the .40 and .60 available.

What differences in performance these engines had compared to the lighter versions is not known by your editor. If Tom happens to get wind of this column, maybe he'll check in and enlighten us. The DS .40BB with muffler is considerably heavier than the open-exhaust Fox .35 for which the Nobler was originally designed, suggesting that Tom must have needed to add significant tail weight to get the center of gravity back to its intended position, suggesting that the engine produced enough extra power to justify the additional weight.

Bonus Pic

Our second featured ship this week was also photographed at VSC XXX last March. Here is the Wildman 60 flown by Glen Allison in the Ignition event. We apologize to Glen for committing the photographic sin of cutting his head off in the photo.

At first glance that ship might be mistaken as one of the numerous Humongouses (Still haven't found the definitive plural.) which seem to populate Tucson each March, but the ship is in fact unrelated to the Ted Snow design.

The original was produced by Floyd "Wild Man" Carter in 1950, a time by which the glow plug had already become commonplace, but legacy ignition systems were still in widespread use. Glen chose an Anderson Spitfire .65 to motivate the airplane. Rather than use a more modern capacitive ignition system, such as one produced by Carter himself, Glen made the brave decision to go with the more historically accurate coil, condenser and points. Each year fewer and fewer competitors choose to put themselves through the rigors and less than dependable performance associated with the operation of these older engines, but there are compensations for those who do. They may not shake the ground like a Dyna Jet, but the sound produced by the unmuffled ignition .60s is impressive, and those who subject themselves to the trials and tribulations of this event earn for themselves a certain *machismo*.

On the Boards

Normally, we locate pictures of airframe repairs in our "Back to the Drawing Board" segments, but when Jim Hoffman sent in photos of covering repair and

refinishing to his Galloping Comedian, the level of damage being addressed didn't seem deserving of such a description, so we simply provided a link to a folder containing Jim's shots as part of our "Bonus Pix" section.

Jim followed up to show us the results of all that work, sending the following.

"Today I shot the final clear coat on the Galloping Comedian repair. Here are the final shots.

Not perfect, detectable if you look for it. But not too bad. Better than putting a decal over it.

I also built and painted a wooden tab to add some area to the OB wing panel. The new tab will replace the ugly clear one that had been there earlier."

This time Jim sent along several shots of the finished product, which seem appropriate for the kind of photos we use under the title above. Here are two.

Despite Jim's protestations to the contrary, see if you can discern where the edges of the patch on the wing are located. Betcha you can't.





Wanna Go Flying?

That is, after all, what all this is all about. *Capiche?*

With the weather doing its typical Winter thing, and rain in the forecast for most of the next ten days, it's probably a good idea to check with the usual suspects, or at least the weather at the field (Use the Valley Flyers' website for Basin conditions, and the WillyWeather site for those at Freedom Park/Camarillo Airport.) before hitting the road.

Tuesdays at Freedom Park and Sundays at the Basin are the default meetings, but with so many missed sessions at this time of year, expect folks to want to fly at the Basin on other days, usually Fridays and Saturdays, to make up for lost opportunities.

We haven't been getting more than "night before" notice for most impromptu sessions, and there's not much we can do to help publicize them under such conditions, but if you can manage a bit more in the way of advance planning, the offer remains open. We will probably limit notifications to those subscribers who actually live within reasonable striking distance to attend.

If you fly and no *Nag* personnel (from our giant staff) are on hand to record it, we'd appreciate a writeup sent to the e-mail address at top, or at least a phone call to 805-210-2011 for transcription purposes. Ignore the recorded dog training message. We multitask at the office.

TTFN

Signing off for another week. I have ***a lot*** of building to do.