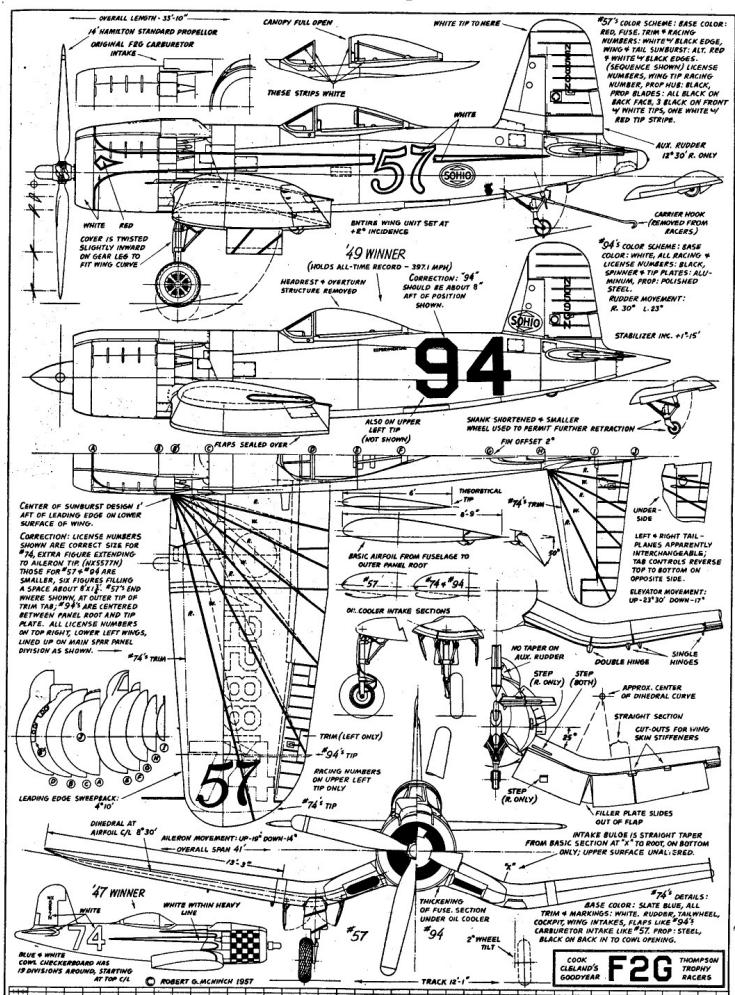


Baby It's Cold Outside! Build Something!

Planes Worth Modeling



MODEL AIRPLANE NEWS • April, 1958



Our next Business Meeting will be Tues Feb 17th at 7:00 PM at the Parma-Powers Library, 6996 Powers Blvd.

All remaining off season meetings will be at the Powers Rd branch of the Parma Library.

Do you have your club and AMA dues paid up yet?

3114 Edgehill Rd.
Cleveland Hts., OH 44118



ONTROL LINES

NORTH COAST CONTROL LINERS



President: Dave Heinzman (440) 799-2816

dheinz6746@cs.com

Vice President: Chuck Cline (810) 333-0620

charlescline53@icloud.com

Secretary: Serge Krauss (216) 321-5743

skrauss@ameritech.net

Treasurer: Walt Elbrecht (440) 623-3853

welbrecht@cox.net

Safety Officer: Bob Hudak (440) 452-9334

hawkwind5usa@yahoo.com

Field Director: Greg Nelson (440) 915-2638

gmncj785@yahoo.com

Archivist: Dave Heinzman (440) 799-2816

dheinz6746@cs.com

Newsletter Editor: Tim Simenc (440)-667-2848

timandsue1984@yahoo.com

January 26th, 2026

Editor's Notes:



We are in a deep freeze as I put the newsletter together. I'm happy that some members took my suggestion and are sending me material to publish in the newsletter. It makes my job much easier! I hope that more of you can find the time to share your experiences/stories/building hints etc. On that note, I want to thank Chuck for the interesting and informative presentation on foam wing cutting. It's got my imagination going for using the wings for a sport plane.

North Coast Control Liners Business Meeting Minutes – January 20th, 2026

President Chuck Cline called the meeting to order at 7:04 PM in Room B of the Parma Library.

Present: Tim Clifford, Chuck Cline, Walt Elbrecht, Chris Everson, Dave Heinzman, Bob Hudak, Serge Krauss, Marty Lenaghan, Greg Nelson, Tom Polk, Dave Rigotti, Tim Simenc, Frank Zabudske, **Visitors:** None.

Minutes: With no revisions, the December 16, 2025 business meeting minutes were accepted as published in the December newsletter.

Treasurer's Report: No report, Walt will e-mail the balance to Serge for inclusion in the minutes. [Balance is \$3,515.02. – SK]

Field Director's Report: No report.

Committee Reports: None.

Notices and Communications: The Toledo show will be held at the Seagate Center one week later than previously. Phil and Ray have medical procedures soon, and Joe has pneumonia. Chuck announced that officers have had their first Executive Board meeting and invited comments. Tim Simenc needs members to share their backgrounds and projects in the newsletter. He has two contributions this month.

Old Business: Marty read his ideas for his responsibilities as Activities Coordinator and offered to include any odd jobs for the Board. He will put them into a column. Chuck provided a typed list of Marty's ideas for his responsibilities (Correct?). The "Flying Clown" club racing event was discussed as were other racing events and the feasibility of racing different planes on another circle while the club event is held. Dave Rigotti has "Clown" rib sets and bell cranks (\$6.00 each) available. No actions were taken.

New Business: Chuck read a list of good meeting practices, some of which he will read to start each meeting, and circulated get-well cards for Phil and Ray. He wants to revise our by-laws, including adding the

field director's and activities director's job descriptions. He will work with Serge on the by-laws. A balloon-bust event requiring only ROG was mentioned. Methods of getting the club recognized were discussed, including TV and our *FaceBook* page, including whether it should be public or private. Past experiences were related. No action was taken. Tom announced that his efforts to reach producers have been fruitless, due greatly to streaming's effect on live programming. Mark Radcliff is again the AMA district 3 VP. He has published our material, when submitted.

Safety: No report.

General Discussion: Chuck said that we will "develop a plan" for obtaining fuel for the club in Toledo. Ritch (Ritch's Brew) needs pre-orders to ensure that we get what we want. He will coordinate with Serge about more information and decisions. Methods for spraying epoxy were described. We will begin having door prizes for "showing up."

Adjournment: A motion for adjournment passed. The meeting was adjourned at 8:00 PM. – SK

Post-Adjournment activities: Marty passed out tickets and ran a raffle for glue and Clown LG as door prizes. Chuck had three "Flying Clown" fuselage cut-outs for inexpensive sale and again displayed plans. He gave a presentation on foam-cutting, with means of ensuring specified taper and correct root vs tip speeds of the cutting wire, with no special inputs and coordination. Chris showed his partially complete project, and Dave Rigotti showed his Clown-racing tank.

Updates on Actions:

Updates from Previous Meetings

Finalizing Rules for "Clown Racing" Event (January 20 mtg): Membership. Outcome: No action.
Unassigned, Tom followed up discussion on promoting the club by attempting to contact TV producers.
Outcome: no success thus far.

January Meeting

Treasurer to e-mail balance to secretary. Outcome: Received.
Develop plan/decisions to obtain fuel in Toledo, and coordinate with Serge (before April 10th): Chuck.
Outcome: TBD
Institute Lottery with door prizes (Discretionary): Marty. Outcome: First lottery held after adjournment.
Work on by-law revisions with secretary (Discretionary; no time limit): Chuck. Outcome: TBD

CALENDAR			
Tues	02/17/26	NCCL business meeting	Parma Library, 6996 Powers Blvd.
Tues	03/17/26	NCCL business meeting	Parma Library, 6996 Powers Blvd.
Sun	03/22/26	Westlake Swap Shop	North Olmsted Cabin, 28114 Lorain Rd
Fri-Sat	04/10-11/26	Toledo RC Show	Glass City Center
Tues	04/21/26	NCCL business meeting	Parma Library, 6996 Powers Blvd.
Tues	05/19/26	NCCL Business meeting	Cuyahoga County Fairground Circle #1

President's Corner: Chuck Cline

Hello, fellow control-liners! I am sure you all are in the middle of building for the next season! I am stretching my wings (so to speak) trying to learn some new things. I have not "finished" an airplane in years, but I am trying to finish some birds using what is available nowadays. I am also thinking about our club and how to make it a more fun and enriching experience! I would like to introduce another club event that might be fun! Balloon-Busting! I will be bringing that to you during the February meeting to discuss. Also what would you think about the club hosting something new for the first Tuesday of the month during the flying season at the field? Maybe burgers? Or pizza? Stay tuned for that! The most important thing is to enjoy each others company, and have fun! And fly!



Activities Chair: Marty Lenaghan

Ph 216-246-9750 MCL1224@icloud.com

We have another topic to explore during the Education Series presented after the February meeting at the library. Dave R. Will be giving an overview into the process of laser cutting from Cad to product.

I am still looking into the field trip down to MAPS. They have reduced hours until March and with the recent cold and snow I think we could all agree that March should be better weather.

The Toledo show is just around the corner and carpooling seems like a wise idea. If there are any arrangements I could make let me know at the February meeting.

Tony Paco's is right down on the river in Toledo. It is a very worthwhile and historic place to go get lunch.

I am still looking for a volunteer to give a presentation on the ups and downs of flying stunt.

A drawing will be held at each meeting. It will involve just attending the meeting and luck. During the taking of attendance, you will get a raffle ticket. At the end of the meeting there will be a drawing, someone will win a fabulous prize.

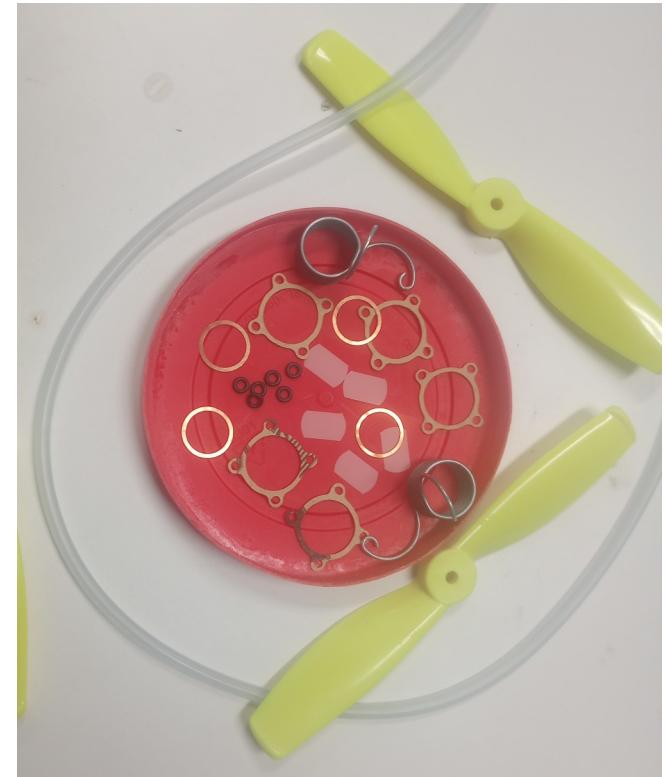
Another new event for the meeting is to wear club colors, aviation or CL themed outerwear. We will then decide a winner and that lucky person will win a spot in the next published newsletter. That is almost like getting your name in lights on the side of the Goodyear blimp.

A club member spotlight is another idea being considered, I will have more on that later.

More new stuff; A swap meet during the last library meeting in the spring. It will replace the club education series that month. Get rid of stuff you don't want or pick up things that you can use.

Member Submissions: Cox Half-A Tune up – Tim Simenc

I'm going to spend some time this winter rebebuilding some of my old Cox reed valve .049s. New reeds, tank gaskets, tubing and seals, head gaskets, props and springs where needed.



Member Submissions: Spectra line notes – Joe Otto

For what it's worth...

There's been a lot of buzz lately about flying lines that *aren't* steel—Spectra, Dyneema, all that slippery UHMWPE alphabet soup. Mike Alimov did a solid job last year laying out the pros and cons. One point keeps popping up: "If these lines fail, it'll be at the knot."

That sent me down the rabbit hole.

Spectra (to use the polite mouthful: Ultra High Molecular Weight Polyethylene) is advertised as:

- Stronger than steel by diameter — allegedly
- Non-stretch — (spoiler: not quite)
- Abrasion resistant — jury's still out
- Kink-free compared to stranded steel
- Smooth as butter — two lines rubbing hardly notice each other

So I rolled up my sleeves and tested 100-lb Power Pro Spectra. Can't speak for Dyneema cousins — Spectra's the only one in my shop.

What I found:

Strength: Straight-line pull past 70 lb? No failures except-wait for **it-at the knot**. Score one for the rumor mill.

Stretch: Despite being billed as "non-stretch," it does creep. I hung nearly 70 lb on a 65 ft length for an hour. Mark to mark grew from 780" to 784". That's about **0.5% longer**—small, but measurable. In flight? Haven't seen a practical difference on my Vector 40 or SV-11, even with no pre-stretch.

Your mileage will vary, depending on airplane, nerves, and wind at your back.

Knot failures: Two breaks around 50 lb and both were knots tied **dry**. Everything else was dipped in water first and held like a champ. I'm convinced the problem isn't magic — it's friction heat turning UHMWPE into UHMW-toast when cinched dry. Professionally approved substitute for water: **spit**.



My conclusion:

Pre-stretching is smart for the competitive crowd; the average weekend flyer may never notice the difference before the airplane retires.

I terminate my lines with **steel rings** (saves fraying and makes field setup tolerable). The knot is the Mike Stinson modified surgeon's knot — the video's on YouTube. Search: **Tying a Modified Surgeon Knot on Spectra Line — Mike Stinson**

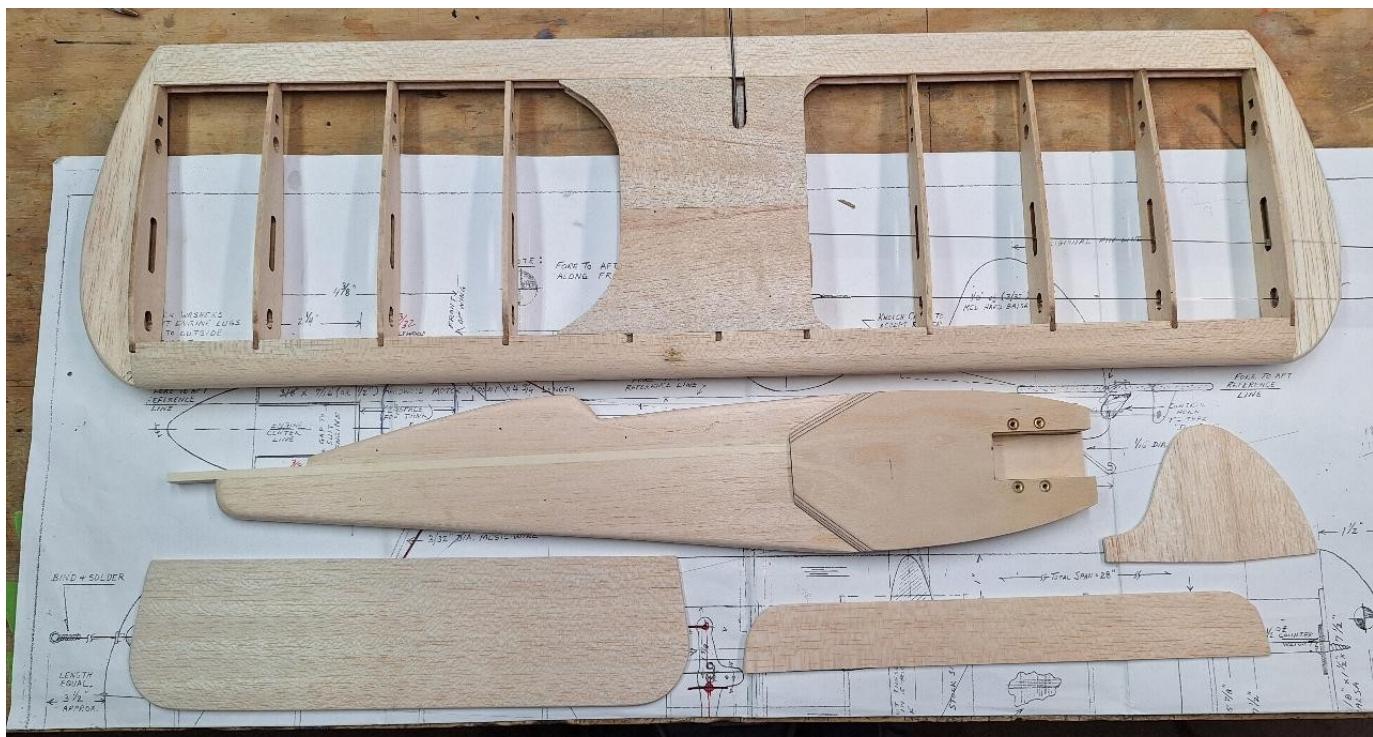
Steel rings come from **Tackle Direct**.



I had some white space to fill, so here is a random photo of Serge taking attendance. Since he's the one taking the meeting photos, he never gets in the Newsletter. (TLS)

Member Submissions: PDQ Flying Clown – Dave Rigotti

A shot of my Flying Clown Racer as a "kit" and almost ready to cover. Several things to note are the 3/16" thick basswood spine the full length of the fuse. The upper motor mount ties into it at the front. It extends aft of the fuse proper to support the stab when the hinge line is moved aft 1". I use #4-40 brass inserts for motor mounting. I like these much better than the typical blind nut arrangement. Shorter bolts mean less stretching and compressing of the fuse itself. Works on ALL of my profile speed planes. Lastly note the larger wing sheeting radius on the outboard wing panel. Just a simple way to reinforce a high stress area. The rough handling during pitstops takes a toll on the wing itself.



Member Submissions: F2G Corsair – Kenn Smith

The Corsair has been a favorite plane of mine for about as long as I have been alive. My second flying model airplane was the Cox 1/2a F2G Corsair. I would fly it in my parent's back yard (to the dismay of all the dogs in the area) on twelve foot lines. It flew like a lead brick and the rubber bands holding the wings on would always let go on landing so I ended up gluing the wings on.



The F2G variant of the Corsair, built in Akron, was built for speed. It was purpose built to protect the Fleet from the Kamikaze threat, to be launched from the carriers when the Kamikazes were about to strike as range was sacrificed for speed with the totally awesome and very thirsty Pratt and Whitney 4360 engine replacing the standard engine. WWII ended before they saw service so only 19 prototype and production airframes were built before the program was canceled.

John Sunyak Collection, 1949 Cleveland National Air Races



After coming in a disappointing sixth place in the 1946 Thompson Trophy Race flying a FG-1 Corsair, Cook Cleland managed to convince the Navy to surplus some of the F2G Corsairs by telling an Admiral that he could beat the army in the 1947 Thompson Trophy Race if he could race the F2G Corsair. Cleland only afford three, while competitor Ron Puckett managed to snag one.

Cleland's gamble worked as his F2Gs took first (#74 Cook Cleland) and second place (#94 Dick Becker) in 1947. Unfortunately, his third F2G (#84) crashed, killing the pilot Tony Janazzo. Ron Pucket (#18) had to pull out in the nineteenth lap.

1948 was not a good year (pun intended) for the F2G's in the racing world. The three from 1947 showed-up in Cleveland for the races. Ron Puckett (#18) let another pilot ferry his F2G to the races. For some reason, he used the emergency landing gear release to lower the gear and blew-out all the hydraulic fluid. Ron was unable to get the damage repaired to race. Both of Cook's F2Gs (#74, #94) were using an experimental fuel. Unfortunately, it caused backfires that loosened the cowl scoops and both had to pull out of the Thompson Trophy Race.

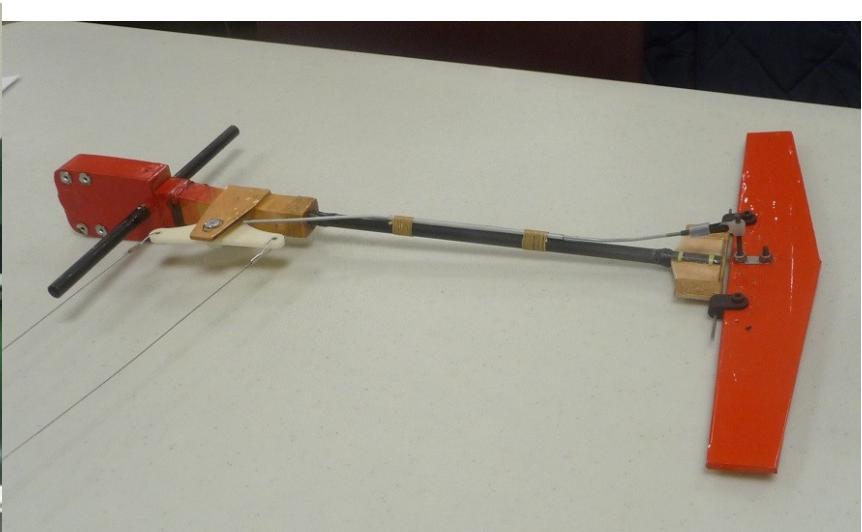
1949 saw four F2G's. Cook managed to get a fourth plane from the Navy with the stipulation that he would use it for parts and not race it. Well...he "used" all the parts but the data plate to rebuild the previously crashed F2G and "sold" it to another of his pilots, Ben McKillen Jr to race it. Unfortunately, Cook's pilot Dick Becker (#74) was unable to get started for the Thompson race. He did get a rather nice decorated cigar box from Thompson Products for posting the fastest qualifying speed which was faster than (#94) Cook Cleland's speed was when he won the Thompson Trophy. (#18) Ron Puckett came in second and (#57) Ben McKillen came in third. Ben also won the Tinnerman Race. Cook had a presigned bill of sale selling Ben's F2G back to Cook after the races.



After 1949, there was no racing for the WWII racers for many years. Cook's 1949 winning #94 F2G sat at Hopkin's airport and was picked to pieces. The engine, propeller and engine mount went to the Thompson Museum before the remains were used for fire practice. Various pieces exist in private collections. Cook's #57 F2G bounced around and was purchased and restored by Bob Odegaard. It now belongs to someone in Arkansas. Cook's 1947 winning #74 F2G ended-up at Walt Soplata's outdoor collection along with Cook's 1946 FG-1 Corsair. (#92) The F2G was sold to a private collector and was restored and displayed by Bob Odegaard. Sadly, Bob was killed in a crash of #74 practicing for an air show. There is a report that #74 is to be rebuilt. Ron Puckett's #18 F2G was sold for the engine from under him while he was fighting in Korea for storage fees and was reported scrapped. Cook's FG-1 was purchased from the Soplatas and is actively being restored and will have the paint scheme she wore when she raced in 1946. One stock F2G that never raced exists in the Museum Of Flying in Seattle. I have had the pleasure to meet and talk with F2G race pilots Cook Cleland, Dick Becker, Ron Puckett, F2G test pilot Don Armstrong, and Cook's mechanic who's name escapes me now.

November Meeting Photos – Serge Krauss





Chuck gave a great presentation on cutting foam wings. I think everyone appreciated his sharing of decades of experience. The bow and templates for cutting tapered wings were very interesting.

