

**From: National Control Line Racing Association  
Bill Bischoff 1809 Melody Ln.  
Garland, TX 75042**



**TO**



**L-R, President Bill Bischoff, our newest Junior Sam Londke, and past President Bob Whitney, pose as Sam shows off his Junior Mouse 1 trophy.**

## **Nat's Issue**

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**Torque Roll Issue #145  
August 2019**

## PRESIDENT - Bill Bischoff

Another NATS has come and gone. I hope all the participants had a good time. I wore the event director hat this year, so I limited my own entries to just SSR and Sport Goodyear. I did still fly for Mike Greb, and some for Bill Lee, and I flew Mouse for Melvin, so I managed to avoid the withdrawl symptoms. When I was flying, obviously someone else had to run the races. I would like to thank Mike Greb, Bill Lee and Bob Whitney for filling in for me when necessary. Bob in particular as he wasn't even racing this year but was always available to help when asked. For this, he was our NCLRA Sportsmanship award winner.

The Other annual NCLRA award, the High Point award, was won by Mike Greb. Congratulations, Bob and Mike. The Jerry Meyer Fireman of the Year award made a comeback this year. At Bob Whitney's urging, a small fire extinguisher was presented to Bill Lee, whose Sport Goodyear caught fire during a pit stop. Although the plane was saved, Bill's shot at victory went up in smoke!

Staying with the topic of the NATS, I would like to thank the following sponsors. Thanks to Pat King and PDKLLC for sponsoring Super Slow Rat. Pat is from eastern Illinois, close enough to Muncie that he comes to see Super Slow Rat, and even presents the plaques to the winners. Pat kits a variety of race plane kits, including a Mouse, several Goodyears, and the NATS winning Mockingbird Super Slow Rat.

Thanks also to Melvin Schuette and MBS Model Supply for sponsoring Clown Race, and to the Dallas Model Aircraft Association for sponsoring Sportsman Goodyear. Last, but not least, a big thank you to Randy Ritch and Ritch's Brew fuel for generously supplying the fuel for racing.

Tim Stone has provided us with his report from the NATS. Tim was AMA's NAT'S News CL racing reporter and gave a good account of the week's action.

Election results are in. Jim Bradley has retired, so the Southeast district joins the Northwest, as the two districts in need of new reps. Also, please join me in welcoming Paul Gibeault, as your new North Central Representative. Welcome aboard Paul.

At the NCLRA meeting/dinner, the idea of re-combining CL racing and CL speed at a single location was discussed. Prior to 2004, racing and speed both flew at the current speed site. The current racing site was built in preparation for the 2004 CL World Champ's and has become the permanent racing location. Combing speed and racing would undoubtedly make it easier for contestants entered in both disciplines to go back and forth and would give the contest a little more of a communal feeling. It would also mean that both groups would lose their (mostly unused) practice circles, and unless speed moved in with racing, pit areas would most likely be in the grass. So far, this is all just discussion, and it is NOT in response to a request by AMA or any of the other CL groups. I encourage everyone to share their thoughts on the subject.

## North Central – Paul Gibeault

Hello Fellow NCLRA Racers,

Allow me to introduce myself as not everyone may know me. As your new North Central Representative, I hope to be able to contribute a little something regularly if I can. Since I only race twice a year, material can be sparse unless anybody here wants to help me out, but I'll give it a good try.

Any submissions gratefully accepted. (i.e. Guys, help me out...please!)

I might even have to include some international stuff if I run low.

Anyways, being 62 (and retired) allows me more travel time and hopefully more writing time as well. I've been a C/L racer for over 45 years now & still like it! I'm also the current C/L Chairman for the Model Aeronautics Association of Canada (MAAC, our AMA equivalent in Canada)

My long-time specialty is Cox mouse racing & I currently hold the AMA 100 lap Final record set at the AMA Nat's in 1999. But I really like the North West Sport Racing event (NWSR) using my venerable **easy starting** Fox .35's. As well, I rather like the North West Super Sport (NWSS) racing which is NWSR models using the old easy starting K&B .40's (same as what's used in TQR). I also like flying the TQR event which lately is about as much model as I can comfortably handle these days. I often do contract flying as a rent-a-pilot/pitman for others, since our numbers are getting less these days.

I do have a supply of Sport race and 1 oz. Clown racing tanks if anybody is in need. As well I am the supplier of the latest Streaker V full size plan. (Shameless sales plug here).

I'll start out my new tenure with a short report on the racing events from the Northwest Regional C/L Championships in Roseburg, Ore. Memorial Day May long week end.

### 2019 48th NW Regionals racing report. Event directors: Doug Powers, Richard Entwistle, & Paul Gibeault

Good weather greeted the NW racers this year with all events being run consecutively Sunday (after Saturdays rain). It was very nice to see newer racers Doug Powers, Leighton Mangels, & Mark Schluter come out to enjoy the FUN. As well as race veterans Mike Hazel, John Thompson, Paul Gibeault from Alberta and Will Naemura who came all the way from Hamberg, Germany.

Excellent 10% fuel was provided including an optional all castor oil (20%) blend for those who prefer that fuel to run in their Fox motors.



My 2019 racing fleet (L-R): NWSS (Dick Peterson designed Artesian, K&B 4011), NWSR (Dick Mathis designed Mongoose, Fox .35), Class I Mouse Racer (Streaker V ("Power by Paul" tuned Cox Venom .049).

## AMA Class I Mouse Race

Once again, the sole mouse race entry was Paul Gibeault from Leduc, Alberta who chose to just fly a solo final. Mike Hazel graciously volunteered to fly Paul's fast Streaker V, as Paul is a "solo team" these days. It seems Paul has regained his form with a new 100 lap record of 4:56 (*with no hot glove*). Sadly, solo records can't be counted so it will remain as an 'unofficial' NW record. Mike's superb flying allowed for a 2-stop race as the model stopped around lap 97-ish & Mike towed it hard for the last few laps. Wasn't easy, but like I said, "superb flying". Thanks Mike!

## NW SPORTSMAN Flying Clown Race

Also known disingenuously as '*Geezer Clown*' for us old geezers that are physically no longer young, but still like to race anyways. This event uses standard Clown airframes, but with the following changes to slow it down & keep it inexpensive.

- a) Engines are limited to: **O.S. 15 FP, O.S. 15 LA, and the Brodak 15.**
- b. Lines are .015" stranded steel. Length is **52 feet**, plus or minus 6 inches, measured from the center of the handle to the fuselage.
- c. Races will be five-minute preliminary heat, and **10-minute final.**

1st: Doug Powers, Portland, Ore. - 143 laps  
2nd: Leighton Mangels, North Plains, Ore. 129 laps.

## NW Flying Clown Race

1st: Leighton Mangels, 223 laps (establishes NW & Regionals record under the 60' lines rule, retires the 345-lap record by Mac Ryan set in 2010)  
2nd: Scott Dinger, Simi Valley, Calif. 197 laps.

## Northwest Sport Race

Although this event ran for some 30+ years using only the stock Fox .35 Stunt motor, to allow for current production motors the following have also recently been allowed in this event. O.S. LA .25, ASP .25, Brodak .25, O.S. .25FP, Magnum .25 and the McCoy redhead .35, all of which shall operate on suction feed and be in stock, unmodified condition. Paul's trusty & easy starting Fox .35 maintained a healthy speed lead over the others for now at least until they can be sorted out. Any perceived threat of newer designed motors at present has shown to be no threat at all to the venerable (but no longer available) Fox .35 just yet....

1st: Will Naemura (Hamburg, Germany) / Paul Gibeault - 8:27  
2nd Leighton Mangels - 10:55  
3rd: Doug Powers - 11:10

## Northwest Super Sport Race

NWSR had 4 entries. Heats were run with the Can-Am (Gibeault/ Naemura speed team) vs. the "Nitroholics" (Hazel /Thompson) team making the 2 up final. It was a very interesting race with the Can-Am record holding model noticeably faster. But... the Can-Am Team were losing about 10 laps every pitstop to the Nitroholics who pitted flawlessly

and gained about as many laps back. Just as team Can-Am was nearly about to give the race away in the pits, the Nitroholics put an end to the suspenseful race final with Mike experiencing a pit fire towards the end. Had it not been for that, I think the results may have been very close. This writer feels that any race against the "**Nitroholics**" is a win, even if he loses...

1. Paul Gibeault / Will Naemura - 8:35
2. Mike Hazel / John Thompson (Mike from Lyons, Ore & John from Eugene, Ore) - 69 laps due to a **pit fire**
3. Leighton Mangels - 4:17 heat
4. Mark Schluter -4:20 heat.

Final Note: The NW Regionals Management group (John Thompson) has advised that this contest will be held for another 2 years after which he and Mike Hazel will "re-evaluate" whether to keep running the contest after it hits the 50-year mark. No firm decision to step down has yet been made.

So **IF** you're thinking of racing at the N.W. Regionals "one of these days", then you're now on notice that these days may be coming to an end. But until then, keep racing and above all have **FUN!**

## International News

I just received this email from my friend **Peter Grabenstein** in Germany. He just returned from a C/L contest in Herentals, Belgium. It seems they like to fly G/Y & Mouse race over there.

Below is Peter's excellent rendition of the Bill Bischoff designed "Knotty Girl" racer. It's powered by a new Magnum XLS Blue head .15 engine. Peter broke it in on 5% nitro fuel, but says it's now running very sweet (1-2 flip restarts) on competition 20% nitro fuel. Peter runs an APC 7 X 5 prop at 16,000 RPM with a Rossi No. 4 cold glow plug. Peter's very able pitman is Gabriel (Gab) Honnert from Luxemburg.



Due to my good "Rental Pilot" reviews, Peter is going to give this beautiful model to me to race in September at the "Lossogeier Luftzirkus" contest in Niederkassel, Germany.

Camping is provided on site at the contest (thank you Peter), I'm really looking forward to having a GREAT time! I'll be filing a report afterwards.



Another pic of the "Knotty Girl" racer of Peter Grabenstein.



The fellow in blue is Gabriel Honnert from Belgium, Peter's pitman.

## German CL Champs 2019

Here's a tiny report from the 2019 German C/L Champs in Karken, Germany, via my foreign correspondent Peter Grabenstein. I don't have any technical info, but they seem to have at least 3 different race classes. They have Cox Mouse, Mouse Rat & also .15 Rat. Looks like a good time was had by the winners.



## Midwest – Bob Heywood

Buzzin' Buzzards members T.J. Vieira and I made the trek to Muncie for the National Aeromodeling Championships. T.J. entered Sportsman Goodyear with his Margaret June Cassutt. Unfortunately, I outsmarted myself with the build of a Cassutt Model 1 and ran out of time to get the plane completed.

T.J. drew Qualifying Heat #2 for his first ever C/L race. Unfortunately, in the first 80 lap qualifier, things did not go as planned and the plane ended up in the infield. Race Director Bill Lee wisely made the call that it was too far in to safely recover so that ended that.



T.J. Vieira, Patrick Hempel, and Bob Heywood in Sport Goodyear heat.

The second 80 lap qualifier started out much better and T.J. found himself in the thick of things. However, after the refueling stop the engine began to sour and finally quit about lap 74. Post-race inspection revealed that the fuel line was damaged in the first 80 lap race and finally developed a leak, causing the engine to draw air and go over lean.

***T.J. Will be back!***

Once again Bill Bischoff came to the rescue and set me up with a rent-a-racer Margaret June and I drew Qualifying Heat #4. Heat #4 only had two entries so T. J. was provided the opportunity to fly as a field filler and gain more racing experience. Thanks to Bob Whitney and Mike Greb for pitting so T.J. and I could both fly. Patrick Hempel was the other entrant in the heat. I had some difficulty tripping the shut-off in the first 80 lap race and came up about 20 ft. short of the pit for my refueling stop. That cost a lot of time.

We got a different handle with wider spacing for the second 80 lapper and I was able to get the shut-off to trip. My roll in to the pit was still a little short but otherwise the race went well. Patrick and I had a real neat race out in the center, keeping shoulder to shoulder, tight in the center. The second 80 laps qualified me 7<sup>th</sup> overall. It was a lot of fun!

Next year I will have my own racer!

*Fly Low...Fly Fast!*

## SOUTH CENTRAL - Bill Bischoff

### DALLAS, JUNE 8

Well, don't I have egg on my face. I know we had a contest. I'm certain I was there. I remember it was hot and humid. I have some vague recollections of compiling the results and writing a report after the fact. But I sure can't find it now. I guess Russian hackers must have gotten into my computer and deleted it. Yeah, let's go with that.

As a reward for those of you who actually read this drivel, here is one thing I do remember from this contest. The Master Airscrew 7x5 prop is faster on Sport Goodyear than the APC 6.5x5.0. How much faster? How about 4 tenths of a second in 8 laps? (At the NATS, Patrick Hempel allegedly picked up 6 tenths.) This is the lowly, plain vanilla square tipped prop (I think they call it the GF3 series), not even the racy looking scimitar prop, which is slower. Besides being faster, they are less than half the price of APC, and almost unbreakable.

OK, I also know I incorporated the contest results into the Top 20, which I have included. If you really care, you merely have to eliminate the NAT'S results and the April Dallas results from the Top 20, and voila! There are the June contest results. Let me know how I did!

### ASP/MAGNUM 15 ENGINES OUT OF PRODUCTION

It appears that we will no longer be able to get new ASP or Magnum 15's. The factory that produces them has gone out of business.

The following was sent to me by Tim Stone. It was posted on Facebook by Just Engines, an ASP dealer from the UK:

"Just to let you know that the sad news that the ASP factory has in fact closed and will not be reopening. This is a sad day for the Hobby in general. We are able continue to buy spares as long as their stocks last and will honour existing warranties as far as possible."

This was posted on the Mike Goes Flying website. They were the US distributor of Magnum Engines after Hobby Shack went out of business.

### "A Special Message about Magnum from Mike Greenshields

July 6, 2019

It is a sad day.

The parent factory for Magnum Engines is experiencing financial difficulty. While they are continuing to work on a "go-forward" solution to get production back on track, TODAY we have been told they are not accepting or processing orders. So, our current order of parts is not going to be filled and was officially canceled today.

We are disappointed by this situation. We had been working to get parts supply even though the factory was not making new engines. As of yesterday, we still were told parts would be made available. But as of today that is not possible. We have worked with the factory for decades and know many of the people there. It is a sad day for them and for us.

We will continue to supply what we can and continue to work with the factory should they begin making parts or engines again.

I have been holding off on this information because I know the factory directors have, and are, working diligently to rectify

their issues and fill our orders. Today, however, with today's news, we cannot move forward with Magnum.

Meanwhile, please continue to contact us with Magnum Needs and questions and we will do our best to continue to get you the parts and support you need to the best of our ability."

This is bad news for the DMAA Sportsman Goodyear event, but like the venerable Fox 35, there should be enough of these engines floating around to keep us going for at least a while longer. Meanwhile, the search for acceptable substitutes goes on.

### 2019 South Central Top 20

7/21/19 (includes NATS)

#### SPORT GOODYEAR 80 laps

1)Bill Lee	4:01.28
2)Bill Lee	4:03.81
3)Bill Bischoff	4:04.29
4)Mike Greb	4:05.99
5)Mike Greb	4:10.65
6)Bill Lee	4:13.18
7)Patrick Hempel	4:13.24
8)Patrick Hempel	4:17.00
9)Patrick Hempel	4:18.75
10)Patrick Hempel	4:19.48
11)Bill Bischoff	4:20.57
12)Bill Lee	4:21.90
13)Mike Greb	4:24.56
14)up Chuck Barnes	4:24.80
15)Bob Oge	4:26.32
16)Bob Heywood	4:28.22
17)Bill Bischoff	4:26.68
18)up Chuck Barnes	4:29.34
19)Bill Bischoff	4:34.93
20)Tim Stone	4:35.33

#### SPORT GOODYEAR 160 laps

1)Bill Bischoff	8:12.50
2)Bill Lee	8:14.16
3)Bill Lee	8:27.53
4)Bill Bischoff	8:36.38
5)Mike Greb	8:37.68
6)Mike Greb	8:41.61
7)Bill Bischoff	8:42.65
8)Patrick Hempel	8:48.73
9)Patrick Hempel	8:52.42
10)Patrick Hempel	8:58.78
11)Bill Lee	9:02.85
12)up Chuck Barnes	9:04.94
13)Bob Oge	9:09.35
14)Jeff Gitchel	9:14.92
15)up Chuck Barnes	9:37.73
16)ground Chuck Barnes	12:00.25

#### QUICKIE RAT 70 laps

1)Bill Lee	3:10.15
2)Bill Lee	3:17.18
3)Bob Oge	3:21.69
4)Bob Oge	3:21.82

5)Tim Stone	3:24.39
6)ground Chuck Barnes	3:39.73
7)Mike Greb	3:51.41
8)ground Chuck Barnes	3:53.99
9)Dave Betz	4:14.98
10)Mike Greb	4:18.40

14 )ground Chuck Barnes	6:50.15
15)Dave Betz	7:36.74
16)Dave Betz	8:36.93

## 2019 NATS RESULTS

### QUICKIE RAT 140 laps

1)Bill Lee	6:36.72
2)Bill Lee	6:38.34
3)Bill Bischoff	6:58.20
4)Bill Bischoff	7:01.65
5)Bob Oge	7:14.86
6)up Chuck Barnes	7:38.23
7)up Chuck Barnes	79 laps
8)Charles Barnes	70 laps

### MOUSE RACE 50 laps

1)Mike Greb	2:32.30
2)Patrick Hempel	2:33.30
3)Melvin Schuette	2:34.87
4)Bill Lee	2:35.66
5)Patrick Hempel	2:40.75
6)Bill Lee	2:45.30
7)ground Chuck Barnes	2:52.57
8)Mike Greb	2:57.18
9)ground Chuck Barnes	3:00.98
10)Tim Stone	3:25.50
11)Tim Stone	3:30.57
12)Sam Londke (JR)	3:45.29
13)up Chuck Barnes	3:48.90
14)Mark Warning	5:05.05
15)Sam Londke (JR)	5:52.06
16)George Reynolds	6:25.15
17)Dave Betz	6:51.43
18)Mark Warning	6:58.72

### MOUSE RACE 100 laps

1)Bill Lee	4:58.13
2)Melvin Schuette	5:14.16
3)Patrick Hempel	5:21.18
4)Mike Greb	5:26.97
5)Mike Greb	6:09.93
6)Patrick Hempel	6:40.62
7)Tim Stone	6:58.74

### SUPER SLOW RAT 100 laps

1)Bill Bischoff	5:24.18
2)Mike Greb	5:27.90
3)Bill Bischoff	5:40.46
4)Mike Greb	5:43.56
5)Mike Greb	5:46.20
6)Bob Oge	5:51.04
7)Bill Lee	5:57.45
8)Bob Oge	6:02.46
9)ground Chuck Barnes	6:13.73
10)up Chuck Barnes	6:21.51
11)Bill Lee	6:31.69
12 )Bill Lee	6:34.70
13)up Chuck Barnes	6:38.65

### F2C TEAM RACE 100 laps

1)Topunov/ Elbert	3:24.08
2)Fluker/ Lambert	3:32.08
3)Hempel/ Lee	4:28.02
4)Fischer/ Wilk	51 laps
5)Colombo/ Wallick	32 laps

### MOUSE I 50 laps 100 laps

1)Melvin Schuette	2:34.87	5:14.16
2)Patrick Hempel	2:33.30	5:21.18
3)Mike Greb	2:32.30	6:09.93
4)Tim Stone	3:25.50	6:58.74
5)Bill Lee	2:35.66	45 laps
6)Charles Barnes Sr	2:52.57	43 laps
7)Charles Barnes Jr	3:48.90	
8)Mick Warning	5:05.05	
9)George Reynolds	6:25.15	
10)Dave Betz	6:51.43	
11)Bob Oge	19 laps	

### MOUSE I (JUNIOR)

1)Sam Londke	3:45.29
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### SLOW RAT 70 laps 140 laps

1)Bob Oge	3:19.32	6:55.87
2)Mike Greb	3:44.72	8:10.81
3)Dave Betz	4:23.05	
4)Mick Warning	5:35.74	
5)Charles Barnes Jr	39 laps	

### AMA GOODYEAR 70 laps

1) Mike Greb	3:17.33
2)Charles Barnes Jr	42 laps
3)Dave Betz	37 laps
4)Bob Oge	20 laps

### QUICKIE RAT 70 laps 140 laps

1)Bill Lee	3:10.15	6:38.34
2)Bob Oge	3:21.69	7:14.86
3)Tim Stone	3:24.39	33 laps
4)Charles Barnes Sr	3:39.73	
5)Mike Greb	3:51.41	
6)Dave Betz	4:14.98	
7)Charles Barnes Jr	12 laps	

### SUPER SLOW RAT 100 laps

1)Bill Bischoff	5:24.18
2)Mike Greb	5:27.90
3)Bob Oge	5:51.04
4)Charles Barnes Sr	6:13.73
5)Charles Barnes Jr	6:21.51
6)Bill Lee	6:31.69

- 7) Dave Betz 7:36.74
- 8) Tim Stone 94 laps

**CLOWN RACE 7.5 min heat**

1) Charles Barnes Jr	138 laps	(138)
2) Charles Barnes Sr	137 laps	(134)
3) Bill Lee	137 laps	(131)
4) Mike Greb	136 laps	(122)

**SPORTS GOODYEAR 80 laps 160 laps**

1) Mike Greb	4:24.56	8:37.68
2) Bill Bischoff	4:20.57	8:42.65
3) Patrick Hempel	4:13.24	8:58.78
4) Bill Lee	4:13.18	9:02.85
5) Bob Oge	4:26.32	9:09.35
6) Charles Barnes Jr	4:24.80	9:37.73
7) Bob Heywood	4:28.22	
8) Tim Stone	4:35.33	
9) Dave Betz	5:07.39	
10) Charles Barnes Sr	5:45.51	
11) T.J. Vieira	74 laps	

## 2019 Nats report - Tim Stone

Off we went to the bright lights of Muncie for the 2019 Nat's. I couldn't be more thrilled! I volunteered to write the report for the Nat's News as Melvin Schuette has retired from the task. Thanks for your past effort Melvin, it isn't easy.

Monday began with F2C and Mouse. F2C contestants typically only fly that event, then pack up & go. This year 5 teams showed up to race. The usual endless pre-race testing was almost non-existent. New this year was the requirement for an exhaust cover, see pictures for some neat approaches. International race results using this new item have not slowed things down much at all.

First heat of Hempel/Wallick/Fisher ended in a wingover midair between Wallick & Fisher that destroyed their planes. Being constrained by thongs has made it almost impossible to get out of some situations. Both teams withdrew after this incident. This left Tupenov, Fluker & Hempel to finish the last two rounds. Round two and three were uneventful, but by round three some pilots were starting to show some wear! Patrick Hempel scratched for the final leaving Tupenov/Elbert to win with a decent 3:24. Just a 100 lap final was run.



Under the tent in the F2C pits



Two Differing approaches to the FAI mandated covered exhaust requirement. Alex Tupenov's design (above), and Dick Lambert's rendition (Below).



F2C Pre race warmup, the Columbo/Wallick Entry

Mouse 1 had 12 entries, the top draw this year. Most races were flown 3 up. Newcomers this year were brothers Mick & Mike Warning, George Reynolds & Junior Sam Londke. Winds were light, conditions perfect. After the intensity and cubic dollars of earlier F2C, in this editors' opinion, some good mouse races were just what we all needed. And good mouse races we had! Pat Hempel, Melvin Schuette and Mike Greb were all within a second of each other. Old time racer Dave Decker even grabbed the handle to fly for David Betz

after some coercing. Two Finals were run with the usual Mouse pandemonium. Melvin Schuette beat Pat Hempel by a few seconds, with Mike Greb over 30 seconds behind for third.



**Mouse 1 entries, note the Junior, Sam Londke.**



**Bob Oge pitting a Mouse 1 entry.**



**Stone, Barnes and Hempel in their Mouse 1 heat**

Tuesday races were AMA Slow Rat & AMA Goodyear. Participation in both events was quite low. Sad in fact.

AMA Slow Rat has not caught on since the engine change to .28 went into effect. What it did was turn the event into a “machinists’ event” as there are no competitive .28 engines available right out of the box. Competitive motors are RC car conversions that require custom parts to be machined in order to allow them to be used as C/L motors. Good engines are just about as fast and pull just as hard as the .36 engines of past rules.

Five teams entered this event. Bob Oge was the class of Slow Rat with a 3:19 prelim. The 2-up final with Mike Greb was won by Oge/Stone.

AMA Goodyear is also suffering the lack of suitable engines. The Nelson .15's have been out of production for some time and so have Rossi MK 2 & 3's. All the mad scientists that used to tweak these motors seem to have faded away. Aside from car conversions there only seems to be 1 current production Goodyear motor, a Profi sold by Andrey Shkatov at web address: <https://f2abcd-store.ru/products/30842882> I have seen one of these run (I'm pretty sure!) in videos at the Aussie Nat's and it was an impressive motor. I believe it is Rob Fitzgerald's.

There were 6 entries, and only 4 dragged it to the flight line. Worse yet only Mike Greb posted a time, that being a 3:17. The other 3 entries did not complete a preliminary race. Bob Oge's extremely fast O.S .15 RX car conversion was tearing up the sky until the one bladed prop sheared off a tip & knocked him out. Enough said.



**Bob Oge, (there's that guy again) warming up his O.S .15RX powered Scale Race entry.**

Wednesday brought on 2 of the more popular classes, Texas Quickie Rat & NCLRA Super Slow Rat. Texas Quickie was run first. There was a respectable entry of 7 teams, and all had strong running equipment. All used K&B 8011/4011 engines. 3-up racing was close, and fun.





**Quickie Rats waiting their turn, Bill Lee's entry came out on top.**

Bill Lee, Bob Oge & Tim Stone made the final, causing a team conflict with the usual team of Oge/Stone. Tim recruited Mike Greb to pit, and Bob enlisted Chuck Barnes to fly for him. Chuck had earlier suffered a hard collision in the pilots' circle with Tim Stone's elbow when he ran into the center at the initial start. Chuck temporarily lost vision, got tangled up and hit the ground a few laps later, face first. Thankfully he was not injured seriously. At the first pit Tim Stone brought it in too fast, shearing off a wing tip. Bill Lee/Bill Bischoff went on to win with a respectable 6:38.

Super Slow Rat had 8 entries. The event was sponsored by Pat King of PDK LLC (<http://pdkllc.com/airplanes>) who kits the Mockingbird SSR. Bill Bischoff debuted his Mockingbird MK 2, featuring a neat airfoil, in his words, "It has a NACA 63XXX laminar airfoil, approximately 8% root and 12% tip". It did well as Mike Greb's entry, with the 2nd fastest heat time of 5:27.



**Bill Bischoff's new Mockingbird Mk2 SSR model features a new Laminar airfoil. Almost ready for kitting.**

Bill says he has some more testing to do before this goes into production. All teams used the Brodak .25 which has become the motor of choice.

Each team was given 2- 100 lap races with their best time determining the winner. Bill Bischoff 5-peated his win with an outstanding 5:24.

Thursdays' events were Clown & Sport Goodyear. Clown had a very disappointing turnout with only 4 entries. Even with 60-foot lines, this has become another quick event. No new tech was seen, but Bill Bischoff had a beautiful new plane. Two 7.5 minute races were run with no final. 1-2-3 results were very close at 136, 137 and 138 laps! Good racing by all, it would be nice to see some East coast participation as in previous Nat's.



**A bevy of Sport Goodyears, Mike Greb's model finished first.**

Sport Goodyear was tied with Mouse 1 to be the most popular event this year. Hats off to Bill Bischoff for working tirelessly to promote this event. He has produced magazine articles, plans, parts & a lot of impetus to jump start Sport GY. Like TQ, planes and motors are easily sourced. Just lately though, the status of ASP/Magnum .15's have come into question. Time will tell if they will be available again, but for now there seem to be no sources for them.

11 teams entered. The top 6 finishers went to two finals of 160 laps. Times were close, and races were great. It was nice to see Bob Heywood in the circle again with newcomer TJ Vieira. He got in some good laps and a taste of racing. Hope to see him again.

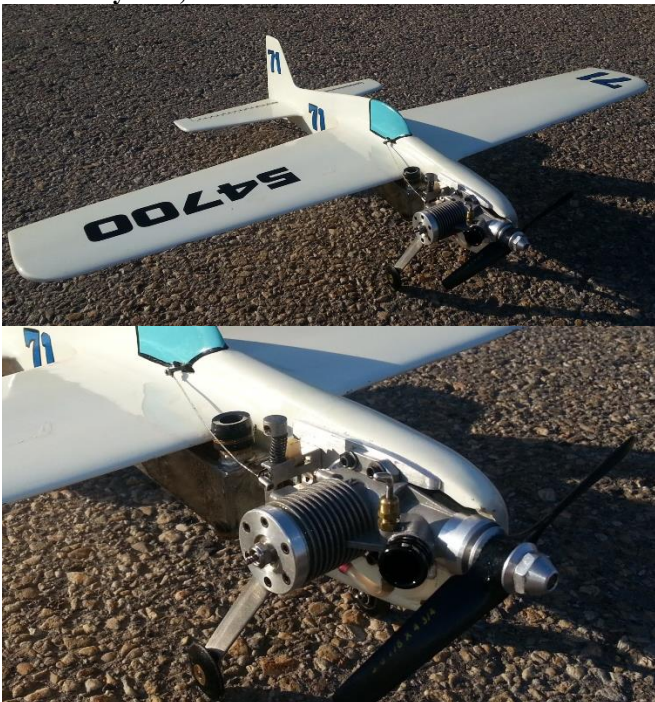


**Well, here's the problem...Tim Stone helps Dave Betz fix something on his Mouse 1 entry.**

## Editors Airnotes



(Top) Les Akre was finally able to put some test flights on his recently repaired Rossi .15 Mk3 powered "Little Mike" AMA Scale Racer. All is well again, just needs a repaint. (Bottom) The second model test flown was this Nelson 15 powered "Lil Quickie" acquired several years ago. The model was built by Tim Stone's brother Al. It flies reasonably well, but has tank issues.



## From The Workshop...

### DG-2 "FRAED NAUGHT"- Bill Bischoff

Modeler Gary James, of Weatherford, TX, has been involved with full- scale Goodyear/ Formula 1 air racing for a long time. Recently he decided to build a Sportsman Goodyear. He chose the Reno Gold winning Gilbert DG-2 "Fraed Naught". This decision may be in part because he had a hand in the design of the full-size aircraft. I don't have any specifics on the model, but it will utilize current practices and techniques, including an ASP 15 for power. Gary hopes to race it in Dallas on Labor Day weekend.



Gary James new DG-2 "FRAED NAUGHT" Sport Goodyear model. Nice to see some current designs.

Tim Stone sent a few pictures of his new NCLRA Quickie Rat he debuted at the Nat's. Looks to be similar to his previous model, but with a different wing, and tank filler valve moved behind the trailing edge. K&B 8011 for power. Nice to see Tim active again.





SEPT 14/15 F2C Team Selection contest

**Oct 12, 13 FALL FINALE**

Quickie Rat, Super Slow Rat/Fox race, Sportsman Goodyear Saturday Clown, AMA GY, Mouse I, Fox-Goldberg racing Sunday All events at Dallas Hobby Park. Contact Bill Bischoff for more information (billbisch@hotmail.com)

**SOUTHWEST DISTRICT**

**2019 Whittier Narrows Speed, Combat, & Racing Contest Calendar**

1511 Loma Av, Whittier Narrows Park, S. El Monte, Ca, 91733  
Coordinates are DEC:+34.042737, RA:-118.070392

Sept 7-8\_Wayne Trivin Memorial Speed and Racing, sanction #All speed events including electric, 301-310 & 334,335 + all NW & NASS Speed classes. Racing Sunday only: mouse 1, SCAR Goodyear, NCLRA Clown, Super Slow Rat/Fox Race and Quickie Rat.

CD & Racing ED: Speed ED:

**2019 Virgil Wilbur Memorial – October 19 & 20 – Racing / Speed / Combat – 2 Days**

Schedule: Race the odd-ball events on Saturday, the popular events on Sunday.  
Both days: registration from 8:30-9:00 A.M. for first heats (registration does not close)  
Pilots meeting and heats set up: 9:00 A.M  
Check line lengths, pull test, warm ups.  
Racing starts at 9:15 A.M.  
All races (2 heats permitted) – top 3 go to final, except clown.  
Clown (7-1/2 minute heats) – Top 3 go to 15 minute final.  
SCAR Sport Goodyear will be flown per SCAR Rules. Note; our rules are slightly different than DMAA Goodyear, but a DMAA plane is 100% compliant with no modifications. See rules for clarification.

**Saturday:**

Mouse-I  
Clown – 60 foot lines  
Slow rat or AMA Goodyear (for diehards)  
Formula Unlimited for fun (If anyone owns one, beside me!)

**Sunday:**

SCAR Sport Goodyear (rules published below)  
SSR/Fox race, combined  
Quickie Rat  
**CD & Speed ED: Howard Doering h.714-638-4937 c.714-394-5304**  
Racing ED:  
Combat ED: Don Jensen flyjensen56@verizon.net Cell 909-576-3430

**Dec 7-8 TOYS FOR TOTS Speed, Combat and Racing**, sanction #All speed events including electric, 301-310 & 334,335 + all NW & NASS Speed classes., Torquette Speed, Hollow Log Speed. Top 20 score MACA Combat: Saturday 80 mph combat, double elimination and HP 1/2a 42 foot lines, single elimination. Sunday F2D fast combat, double elimination, and f2d for cuts, single elimination. Racing Sunday only: mouse 1, SCAR Goodyear, NCLRA Clown, Super Slow Rat/Fox Race and Quickie Rat, Musciano Log Racing.

**Entry fee: 1 new unwrapped toy, approx value \$10-\$20. CD & Racing ED: Speed ED: Combat ED:**

Don Jensen flyjensen56@verizon.net Cell 909-576-3430  
NOTES: Contact CD or ED to confirm contest dates before traveling long distances. All speed events included for AMA, NASS, and Northwest rules. All Racing events Sunday only except for Virgil Wilbur which is Sat., Sun., 313, Quicky rat, NCLRA, super slow rat, NCLRA clown. Same Racing events each contest, except 2019 Virgil Wilbur which has added events (see above). Clown will be flown on 60' lines per NCLRA NATS rules. Other Racing events may be flown if two entrants show up ready to race. All combat is top 20 MACA score eligible. Sat: 80 mph dbl elim & HP 1/2a 42 foot, snl elim. Sunday F2D fast double elim & f2d cuts, single elim.

**CONTEST CALENDAR**

**NOTE! Confirm all contest details with Contest Director!**

NCLRA cannot be held responsible for errors or omissions!  
This calendar is compiled from data collected at the NCLRA website [nclra.org](http://nclra.org). and other published sources.  
Members can log in to [NCLRA.org](http://NCLRA.org) and submit contest details.

**NORTHEAST DISTRICT**

**Middlesex Modelers Of New Jersey 2019 Schedule**

**October 13**  
Sportsman Clown Racing, Foxberg, Perky, Fox Speed  
(CD Al Ferraro)

**South Jersey Aeromodelers 2019 Schedule**

**November 3**  
Sportsman Clown Racing, Foxberg, Perky, Fox Speed (CD Phil Valente)  
**November 17**  
Sportsman Clown Racing, Foxberg, Perky, Fox Speed (CD Phil Valente)

**NORTH CENTRAL DISTRICT**

None

**NORTHWEST DISTRICT**

**Oct. 5-6**  
**Fall Follies**, Bill Riegel Model Airpark, Salem, Ore. Aerobatics, Racing and Combat. Sponsored by [Western Oregon Control-line Flyers](#). Details tentative. [Email for information.](#)

**SOUTHEAST DISTRICT**

None

**SOUTH CENTRAL DISTRICT**

**2019 DALLAS RACING CONTEST SCHEDULE**  
**UPCOMING EVENTS:** contact [billbisch@hotmail.com](mailto:billbisch@hotmail.com)  
All events are at Dallas Hobby Park.

**AUG 31 Charles Ash Memorial Southwestern Championships**  
Mouse, Quickie Rat, Super Slow Rat, Sport GY, Foxberg race.

## **SUPPLIERS**

### **BRODAK MANUFACTURING**

Everything c/! 100 Park Ave, Carmichaels PA,15320  
724-966-2726 email [flyin@brodak.com](mailto:flyin@brodak.com)

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G/Z .049/.061 Engines; sales, service & parts. (Bill Hughes)  
e-mail [williamhughes4@comcast.net](mailto:williamhughes4@comcast.net) 630-736-6036

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DARP Speed Pans for classes including  
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e-mail: [Barry@Petrockfarm.com](mailto:Barry@Petrockfarm.com) 906-337-4533  
[www.Petrockfarm.com](http://www.Petrockfarm.com)

### **JIM DUNKIN**

Engine reference books 816-229-9671 [dunkin@discovernet.com](mailto:dunkin@discovernet.com)

### **ELIMINATOR PROPS**

Steve Wilk 3257 Welcome Ave. N. Crystal, MN 55422  
763-531-0604 e-mail [swilk@cpinternet.com](mailto:swilk@cpinternet.com)  
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Contact Mike Hazel at: 503-859-2905 Day Phone or 503-871-  
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### **NELSON COMPETITION ENGINES**

121 Pebble Creek Lane, Zelienople, PA 16063  
Manufacturer of NELSON Racing Engines and parts, FAI Pans  
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other specialty engine items. (Henry Nelson) Phone: (724) 538-  
5282 e-mail: [nelcomp101@gmail.com](mailto:nelcomp101@gmail.com)

### **MARC WARWASHANA**

Rubber fastfills, vintage Dons' racing wheels.  
11577 North Shore Dr.  
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### **OLD MAGAZINE PLANS & MORE ON CD**

Tom Wilk, 301 W. Redwing St., Duluth, MN 55803  
Phone: 218-724-0928(hm) E-Mail: [tawilk36@cpinternet.com](mailto:tawilk36@cpinternet.com)

### **ZALP ENGINES**

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Mounts to the back of ASP/ Magnum engine Specify top/bottom, inboard/outboard pull Includes longer backplate screws.	
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1/4" ID, 4mm spraybar, fits 10mm hole	
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(Currently out of stock)	
<b>Aluminum landing gear struts</b>	<b>\$12.00</b>
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1 1/4" Williams Bros. wheels, 1/4" axles	
<b>1/4" axles w/o wheels</b>	<b>\$2.00</b>
With hardware- requires 1/4" hole in wheels	
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includes hex buttons, eyelets, screws	
<b>Fuel shutoff trigger wire</b>	<b>\$1.00</b>
per Margaret June article	
<b>8 oz. fuel bottle with fitting</b>	<b>\$10.00</b>
<b>Racing handle, 3" spacing</b>	<b>\$25.00</b>
metal frame, wooden grip, stainless cable (other spacing available by request)	

Shipping: \$7.00 per order including fuel tanks or bottles / \$4.00 per order  
without fuel tanks, bottles. I accept paypal or personal checks.  
Paypal: [billbisch@hotmail.com](mailto:billbisch@hotmail.com)/ Mail checks to: William Bischoff, 1809  
Melody Ln, Garland TX 75042. For questions, call (972) 840-2135 or email  
[billbisch@hotmail.com](mailto:billbisch@hotmail.com)

## **Officer's Addresses**

### **President**

#### **Bill Bischoff**

1809 Melody Ln  
Garland, TX 75042  
Phone Numbers:  
972-840-2135  
972-475-5569  
Email: [billbisch@hotmail.com](mailto:billbisch@hotmail.com)

### **Vice- President**

#### **Les Akre**

13336-129st.  
Edmonton, Alberta T5L-1J8  
Canada  
Home: 780-454-5723  
Cell(or other): 780-919-2792  
E-Mail: [scaleracer@hotmail.com](mailto:scaleracer@hotmail.com)

### **Secty/Treas**

#### **Melvin Schuette**

P. O Box 240  
Auburn, KS 66402  
Home: 785-256-2583  
Work: 785-221-7042  
Cell (or other): 785-221-7042  
E-Mail: [mbschuette@cox.net](mailto:mbschuette@cox.net)

### **Editor**

Les Akre  
13336-129st.  
Edmonton, Alberta T5L-1J8  
Canada  
Home: 780-454-5723  
Cell (or other): 780-919-2792  
E-Mail: [scaleracer@hotmail.com](mailto:scaleracer@hotmail.com)

### **North West Representative (Open)**

### **North Central Representative**

Paul Gibeault  
23 South Park Dr.  
Leduc, AB T9E 4W9  
Canada  
Cell (or other) 780-716-2950  
E-mail: [pgibeault@shaw.ca](mailto:pgibeault@shaw.ca)

### **North East Representative**

#### **Phil Valente**

1523 Ulster Way  
West Chester, PA 19380  
Home: 610-692-6469  
E-Mail: [phil\\_valente@millipore.com](mailto:phil_valente@millipore.com)

### **Midwest Representative**

#### **Robert Heywood**

1267 Old Country Drive  
Dayton, OH 45414-1918  
Phone Numbers:  
937-890-7555  
937-286-8202  
Email: [rheywood@woh.rr.com](mailto:rheywood@woh.rr.com)

### **South West Representative**

#### **Douglas Mayer**

5010 W 123rd Place  
Hawthorne, CA 90250  
Phone Numbers:  
310-463-0525  
Email: [Douglasmayer58@gmail.com](mailto:Douglasmayer58@gmail.com)

### **South Central Representative**

#### **Bill Bischoff**

1809 Melody Ln  
Garland, TX 75042  
Phone Numbers:  
972-840-2135  
972-245-8379  
Email: [billbisch@hotmail.com](mailto:billbisch@hotmail.com)

### **South East Representative (Open)**

Torque Roll is the official publication of the NCLRA. Published bi-monthly. All submissions are valuable & will be considered for publication subject to editing. Preferred format for publication is as a MS Word document using 10-point Times New Roman font. Any photos should be sent as a separate jpeg file, medium res. Email all as an attachment to Les Akre at the address given on this page.

### **NCLRA membership information**

Basic membership is free. Simply apply on the web site : <http://www.NCLRA.org/> You will get the Torque Roll newsletter electronically every other month. In addition, you will get voting privileges for whenever a vote by the membership is required.

### **If you would like to receive a paper newsletter**

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# Dallas Model Aircraft Association

## Fall Finalé 2019

for Control Line Speed and Racing

October 11-13, 2019

Hobby Park, Dallas, TX

Northwest Highway & Garland Rd, Dallas TX 75238

### Friday, Oct 11

Record Ratio Speed  
Sport Jet Speed  
Perky Speed

### Saturday, Oct 12

Record Ratio Speed  
Sport Jet Speed  
Perky Speed  
Texas Quickie Rat  
Super Slow Rat/ Fox Race  
Sportsman Goodyear

### Sunday, Oct 13

Record Ratio Speed  
Sport Jet Speed  
Perky Speed  
Clown Race  
AMA Goodyear  
Mouse I  
Goldberg Race

### **Pilots' meeting 9:30 AM each day**

Any speed can be flown on a percent of current record basis. Super Slow Rat and Fox Race flown combined as one event. Rules for non-AMA racing events at [nclra.org](http://nclra.org). Sport Jet and Perky rules at [clspeed.com](http://clspeed.com). 10% fuel generously provided by Ritch's Brew.

**First event \$10.00 / additional events \$5.00 ea / maximum \$25.00**

Contest director: Bill Bischoff ([billbisch@hotmail.com](mailto:billbisch@hotmail.com))

Speed event director: Patrick Hempel

**Sponsored by: Dallas Model Aircraft Association ([dmaa-1902.org](http://dmaa-1902.org))**

