

## 2020 NATs Racing Results

### Tim Stone

As with the rest of the world, the corona virus has affected control line racing at the NATs this year. The NCLRA officers were waiting until June 10th for AMA to give the ok for outdoor NATs to proceed. By this time the Indoor and outdoor Free flight SIG's (special interest groups) had decided that they were going to cancel anyway. Not so with NCLRA. Race is on! Gentlemen start your engines!

Lots of mixed teams this year. Low turnout made lots of cooperation a must in order to race. There was something for everyone to do for sure. The NATs schedule was the same this year as last few years.

Monday-F2C and Mouse race

Tuesday-Slow Rat race & AMA Scale race

Wednesday-Texas Quickie Rat & Dallas Sport Goodyear.

Thursday-Clown race & Super SlowRat/FoxRace combo

The Canadian team of Les Akre & "Mr. Mouse" Paul Gibeault did not attend due to border crossing difficulties related to corona virus. Bob Oge, Charlie & Chuck Barnes also were sitting it out.

### Monday 7/13

#### F2C

Interest in F2C has dropped so much in the U.S. that the event is nearly extinct. It has become so fast and expensive that just a handful of people here still do it. At the NATs this year it was really a 'non-event' as a result of low participation. Think of it as a practice session with timers. Almost none of the normal F2C protocols were conducted. Contestants showed up just to run their stuff and have some fun.

4 teams entered, with Mike Greb showing a newfound interest in this event. He did pretty well, so says this editor. The world class team of Dave Fischer and Steve Wilk ran a leisurely but fast time for the win. Dave ran his new "Guppy" model.



*(Top) Dave Fischers new "Guppy" model, (Bottom) F2C pit area.*

F2C Team Race	100 laps
1)Fischer/Wilk	3:23.78
2)Hempel/ Lee	3:48.27
3)Bischoff/Greb	3:58.21



*F2C winners.*

## Mouse I

Mouse 1 had 10 pre entries, making it the most popular racing event. In stark contrast to F2C, nearly anyone can source equipment and build planes for this event. The team of Bob Whitney & Dave Hallas came out for the races again with some fast Wayne Trivin equipment. They did well. Junior Sam Londke got some more racing time in his logbook, flying with Bob Whitney pitting. Texas twins Pat Hempel & Bill Lee made a great showing, as Lee/Hempel, Hempel/Lee both made the finals! Melvin Schuette and Tim Stone stepped in to pit, and fly respectively. Bill commented that he had pretty much done this with equipment that he solely fabricated.

Mike Greb & Bill Bischoff had it all together, in the final winning decisively. Bill Lee was forced to make another pit due to mileage problems & finished third.

All in all, a nice warm-up in the face of a virus pandemic with a better than expected turn out. More to come!

### Mouse qualifying                      50 laps

1)Patrick Hempel	2:27.27
2)Bill Lee	2:32.68
3)Mike Greb	2:33.01
4)Melvin Schuette	2:49.83
5)Bob Whitney	3:06.23
6)Dave Hallas	3:41.18
7)Sam Londke (Jr)	4:48.85
8)Dave Betz	5:48.05
9)Tim Stone	-----

### Mouse final                                      100 laps

1)Mike Greb	5:12.94
2) Patrick Hempel	5:30.62
3)Bill Lee	5:50.33



*Mouse 1 Winners*



*John McCollum's very fast Mouse I racer.*



*Bill Lee pits his Mouse I.*





***Bob Whitney's Mouse 1 entry with Cyclon reed valve conversion courtesy the late Wayne Trivin.***



***Busy Pilots circle during the Mouse 1 Final***

## **Tuesday 7/14**

Racing today will be 2 of the fastest current events, Slow Rat, and AMA Goodyear (scale race).

Unfortunately, some of the normal entrants to both events are staying home this year for a number of reasons.

### **Slow Rat**

3 entries made for a disappointing turnout. Current motor options have very few decent motors available. .28 sized motors seem to be the rage and as a result, high performance, multi ported .25 motors are hard to find. With either, shafts and/or prop nuts need to be fabricated to convert car engines for plane use.

Three teams entered. with Bischoff/Greb having to scratch due to mechanical problems. Tim Stone borrowed Mike Greb and ran a good race for first, followed by David Betz and rent-a-pilot Bill Bischoff. Happily, there were no pit fires this year. This being a problem with rear exhaust engines being in close proximity to fuel tanks

<b>AMA Slow Rat</b>	<b>70 laps</b>
1)Tim Stone	3:27.12
2)Dave Betz	5:06.71



***Mike Greb Pitting Tim Stone's Slow rat entry***





**AMA Slow Rat Winners**

Kucejeko an OPS small block, Stone an OS RX, and Bischoff an unusual Cox/Rossi (Cossi).

<b>AMA Goodyear</b>	<b>70 laps</b>
1) Dave Betz	3:45.66
2) Richard Kucejko	6:23.28
3) Tim Stone	39 laps



**AMA Scale race Winners**



**The "Flippy" end of Tim Stone's Slow Rat, GO .25 for power. Note the "scorched" plywood heat shield glued to the fuel tank to prevent erratic runs.**



**Tim Stone Needling the Betz entry**

**AMA Goodyear**

Entries were low and engines were finicky as usual for this event. Newcomer Richard Kucejeko from Alabama returned to racing after a long, long absence. He brought 4 nice new Goodyears to try out. He also brought a neat box of antique Rossi Mk 1 & 2 for conversation. 4 teams entered; Bischoff/ Greb had to scratch due to mechanical problems. Round-robin 70 lap heats were run with pilots & pit crews sharing due to lack of contestants. David Betz ran the only decent race for the win. Betz ran a Nelson,



**Tim Stone's O.S. 15 RX powered entry**





*Eventual winner Dave Betz' Nelson Powered entry*



*Newcomer Richard Kucejeko's visually stunning Goodyear entry appears to pay homage to Kawasaki's KX Dirt bike colors. OPS .15 for power.*

Turnout was light and the Texas teams posted their usual excellent times. Races were run 2 up because of low entries. Bill Lee ran a decent 6:45 for the win while Mike Greb had plug problems.

**Quickie Rat qualifying 70 laps**

- 1)Bill Lee 3:12.02
- 2)Mike Greb 3:28.86
- 3)Dave Betz 3:45.48
- 4)Tim Stone 3:53.97

**Quickie Rat finals 140 laps**

- 1)Bill Lee 6:45.62
- 2)Mike Greb 8:49.24



*NCLRA Quickie Rat Winners*

**Wednesday 7/15**

Racing today was 2 events of Texas origin: Texas Quickie rat & Dallas Sport Goodyear. These events usually bring out some of the best races because of their time proven rules. Both events use stock engines that are still easily available and cheap, simple planes with no exotic parts.

**Texas Quickie**

This event allows a choice of motors in the .40 size. All must be single bypass, 1/4" x 32 glow plug and a .292 max diameter venturi. Over time the K&B .8011 and .4011 have become motors of choice. There were tens of thousands made, and almost all parts are still available through Meco.

**Dallas Sport Goodyear**

Now one of the premier racing events, many look forward to these races. Dallas Sport GY rules have slowly been modified over time to keep almost anyone competitive. Engines have evolved & changed as they have gone in, and out of production. Last year, the ASP/Magnum .15's went out of production. A new motor, the SH .15 came into production and is a virtual clone of the Magnum 15's in power. Dallas rules now allow these as the Magnum/ASP supply is running out.

9 entries made for a good turnout and 3, 3-up races. The format this year was to give each contestant 2, 80 lap back to back races. All times were then sorted from fastest to slowest, and divided into Gold, Silver and Bronze races. So by doing this, everybody got 2 preliminaries and a final race.

The Muncie air was heavy, and times were a bit on the slower side, but consistent. The Texas



teams again did well in this event. Richard Kucejko teamed with TJ Vieira to race with little practice, they did well. TJ has vastly improved his racing skills since last year.

**Sportsman Goodyear 80 laps**

- 1)Mike Greb 4:10.75
- 2)Bill Lee 4:11.03
- 3)Patrick Hempel 4:17.16
- 4)Bill Bischoff 4:18.87
- 5)Tim Stone 4:24.87
- 6)T.J. Vieira 4:34.84
- 7)Bob Heywood 5:17.90
- 8)Dave Betz 6:01.38
- 9)Richard Kucejko 39 laps

**Gold Final 160 laps**

- 1)Patrick Hempel 8:43.11
- 2)Mike Greb 118 laps
- 3)Bill Lee withdrew

**Silver Final 160 laps**

- 1)Bill Bischoff 8:47.07
- 2)Tim Stone 9:32.93
- 3)T.J. Vieira 9:56.78

**Bronze Final 160 laps**

- 1)Bob Heywood 11:19.68
- 2)Dave Betz 144 laps
- 3)Richard Kucejko withdrew



*Bob Heywood's "Cassutt"*



*Bill Bischoff's "Booray" with covid mask*



*Patrick Hempel's Knotty Girl took top spot in Sport Goodyear Gold Final.*



*T.J. Vieira's "Nemesis"*





*Tim Stone Needling the Betz entry*



*T.J. Vieira holding Bob Heywood's entry during the warmup.*



*Richard Kucejeko's "Nemesis"*

**Thursday 7/16**

**Super Slow Rat**

This event was sponsored by Pat King, owner of PDK LLC. Thanks Pat!



*Mike Greb's "Mockingbird" SSR entry*



*Dave Betz own unnamed design. Brodak .25's for power.*





***Tim Stone's rebuilt Mongoose SSR, Brodak .25 engines dominate this event.***

<b>Super Slow Rat</b>	<b>100 laps</b>
1)Mike Greb	5:39.53
2)Bill Lee	5:54.60
3)Tim Stone	6:09.51
4)Bill Bischoff	6:13.20
5)Dave Betz	7:53.70

Five teams entered. No Fox powered entries this year. Fox holdout Tim Stone rebuilt his Mongoose & fitted a Brodak .25 on front. The only motor used this year was the Brodak .25 which has been proven to be a superior engine in this event. By event rules, these motors have to be stock with no mods. At race time it was 20 degrees cooler than forecast, and skies were not very good looking. Winds were high, gusty, and increasing as time went by. After a short wait it was decided to be good enough to race. Sporadic rain and high, gusty winds made flying a challenge and pitting pretty miserable as well.

The race format decided was back to back, two up 100 lap/2 pit races with best time winning. No final was run. Two, two up races were run with the 5<sup>th</sup> entry getting voluntary traffic flying. Races were fun but all were pretty much just glad to get it over with to dry out! Greb/Bischoff ran a decent time for the win.

## Clown race

Once a leisurely event, extremely fast new motors have become the death of this event. Just two pre entered but scratched due to poor weather.

The annual NCLRA Banquet was held today. Bill Bischoff and Les Akre were re-elected as President and Vice president. New Treasurer Tim Stone was elected, with a big thanks to outgoing Treasurer Melvin Schuette. Melvin gave his time generously to the organization, in spite of many obligations. Melvin and Brenda run MBS model supply, which provides many vital, and hard to find control line parts. Brenda has also been control line racings tireless advocate as our AMA liaison.

Thanks go out to Tara DeGroff for helping time races and supplying many of the pictures that were used in this years' Nat's news. Thanks also go out to Zella Betz for spending hours in the hot Muncie sun doing timinghe duties. The same thanks go to Pat King for doing tsame job. Pat is the owner of PDK LLC which kits a ton of control line planes. Please visit his website

[PDKLLC.com](http://PDKLLC.com)

to look at his catalog. His plans and kits are first rate.