

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



TO



With heavy heart we announce the passing of long-time racer Mike MacCarthy (L) shown posing with Doug Mayer. See Doug's column for details.

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Torque Roll Issue #180

August 2025

PRESIDENT – Bill Bischoff

Congratulations, District Representatives. If you wanted another term, you've got it! If you're Doug Mayer, fly! Be free!

In F2C team trials news... There is a message from Steve Wilk in this issue, which should explain the situation, but it's not looking good for this cycle.

In recent years, we have received sponsorship for the awards in the unofficial NATS events from various groups and individuals. This has allowed NCLRA to pay for the Pizza Party/ meeting on the last day of racing at the NATS. This year, we only had sponsors for a few sets of plaques, and NCLRA paid for the rest. This made me decide to ask for donations at the meeting to help cover the cost of food and awards. When they learned of this, the father and son Barnes racing team volunteered to pay for the Pizza party, and they even took on the task of actually going and getting everything. A huge thank you to them for doing this. Some other folks offered to sponsor events. To them, I say thank you, it is not the time to worry about this right now, but don't forget about it next spring when I come begging!

While I'm begging, how about coming to the NATS next year? We need contestants, we need officials, we need YOU!

My Fora Jr.15 made its contest debut at the NATS. It was sporting a stock Fora venturi that was nominally 4mm diameter. With this venturi and an APC 6.5x5.0 prop, it was firmly in the middle of the pack with a 4:20 heat time. This included a slow pit stop. Given that this time was performed with almost no development time with the engine, and its performance will only improve with more experience and testing, this seems like an appropriate venturi size. It was stated that NATS entrants would be allowed to drill out their venturi to 4mm/ .157", but mine was the only one to compete. For the record, the current crop of blue head Fora Jr's have nominal 1/8" venturis, so if you have one, drill your venturi with a 4 mm/ #22/ 5/32" drill. These bits are essentially the same size, so use whichever one you may have.

A Note From Steve Wilk

Hello all F2C enthusiasts

2025 F2C Team Trials – 2026 World Champs Perth.

I have only heard from one pilot with some interest in in a TT for next year's WCh.

But after careful consideration he has dropped his interest. Mainly due to cost and AMA's funding I have heard that the AMA would extend funding of approx. \$1400 per individual with \$700 going to entrée fee, banquet and uniforms etc. The other \$700 to the team member.

I have personally done some checking and airfare starts around \$1600, hotel \$125 per night plus rental car, meals and misc. So it will be expensive.

If there is no other interest then I'll let the AMA know that there is no F2C TT and no teams for the next WCh.

Steve Wilk
F2C Team Trial Chairman

NORTH CENTRAL – Paul Gibeault

New Goodyears from the workshop of Gerry Van Dyk (Wetaskiwin, AB)



Gerry's new for 2025 Invictus & Nemesis



Gerry pitted my Polecat to second place at The Northwest Regionals. Note the Bill Bischoff start gear.



A couple more images of Gerry's Nemesis model coming along. Here's the trailing edge treatment. In Gerry's words... I've sandwiched a couple pieces of 3/16" balsa with CF in between to make up the trailing edge. First shot is the oversized chunk glued to the trailing edge.



Here's the final wing profile with the 1/4" TE sandwich trimmed to shape.

Cox Corner

I have had a request to explain the **numbering system of the Cox .049 cylinders**. I obtained this information from the late Dale Kirn.

#1: Is the Black Widow Cyl. with two bypass grooves.

#2: Is the Babe Bee cyl. with only 1 bypass groove. *Note: the twin bypass groove cyl. produces 500 - 1,000 more RPM than the single groove cyl. & uses more fuel.

#4: This is the Tee Dee cylinder with twin bypass grooves and twin booster grooves on each side. (Note: raising the lefthand booster groove on each port .015" produces a useful power gain).

#4 (*marked on the exhaust port) This is the Venom cylinder with two bypass grooves & **only** one booster groove. The Venom has the highest power output of any reed engine.


#5: This is a TeeDee .051 cylinder with twin bypass grooves and twin booster grooves on each side. It is matched with a piston that has an oil groove cut into it for easy identification.

#6: Is a QRC cyl. with twin bypass grooves (Tee Dee) but no free porting (sub piston induction) for muffler use where SPI is very bad. This is a preferred cylinder if you want to use a pipe.

Blank TeeDee cylinders with no numbers: Are available from Patrick Hempel. Useful if you wish to cut in your own favourite ports. My limited experience has shown only 1 in five schnuerle ported cylinders were better for mouse racing in my testing.

Notes:

- I have not come across any #3, #7 or #8 cylinders although I understand they exist.
- The slit port cyl. found on the Killer Bee has the Venom porting. If you grind away between the two slits you will now have essentially the same porting as the Venom. This is what Cox International has done on their Venom II engines.
- Killer Bee & Venom pistons were lightened up a bit. This led to early failures when pushed too hard using high nitro content fuels and & 22,000 RPM.



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Mike Greb's even quicker change mount! (as seen at The Nats)

NORTH EAST – Tom Schaefer

You do not hear from me much because there is nothing going on here anymore. But.....This past June 9-14 at The Brodak we had two afternoons of really exciting racing. The Brodak rules have evolved into a very competitive event that makes for good, but not intimidating, racing for all. Foxberg allows stock Fox .35, Brodak .25 or LA .25. Clown specifies either an LA .15 or Brodak .15.

Foxberg took place on Monday afternoon with 3 entries in 'Expert' and 2 in 'Sportsman'. The race was for 140 laps with 2

pits. Results Hallas/Osborn Fox 13:07.47 and Paris/Williams Fox, I think, 14:45.56. There were 3 teams in 'Expert' class. We have raced with this same line up for a few years and it is a toss up as to who will take the win. Paul Smith had Rick Osborn on the handle. Paul's planes are always very fast. He uses the LA .25. Dan Banjock and Mike Palko form a great team with Dan in the center. Fox .35 /Cosmic Wind. The third team was Schaefer/ Ferraro. A couple of years ago we decided that Al was a much better pit man so that left me in the center. Always good to have a lefty in the mix! We flew a Shoestring/ LA .25. It turned out to be a pretty smooth race with no big issues. For those who want to it is recorded on the Brodak Hobby FB page.

Results: Schaefer/Ferraro 9:44.32, Banjock/Palko 9:59.12, Smith/Osborn 10:35.06.

We flew the Clowns on Wednesday afternoon. 2 in sportsman and 4 in Expert. There was almost only one in Sportsman because Steve's pitman Ara stuck his hand in the fan the day before and got 20 stitches. Al volunteered to pit for him and after a bit of persuasion Steve said he would give it a go. Steve had never flown a race of any kind before this. We gave his plane a look and quickly assessed what was needed for a race. Lose the vintage Top Flite wood prop. Lose the lovely spinner. Make a little gizmo that would hook up to our filler. We gave him a prop to try. Following that a very quick tutorial on how to navigate the center. A decision was made to hold a 7 1/2 minute race. The first thing we found out was the small wheels would not work on the grass so Al just hand launched which is legal at Brodak. The race went along well until near the end. Steve came up about 15 seconds from the buzzer so had to fly out another tank which put him in a bind. Al saw this and ran to the rescue. Steve got to lie down for the rest of the tank and was a bit wobbly but also elated at flying in his first race. Of course, we were also happy that we were able to help him do something he had dreamed about!

Result: Steve/Al 83 laps, Hallas/Osborn 43 laps.

Since we had 4 in the expert class there was a pair of 7.5 qualifiers to determine who would go to the final. Saunders/Banjock did not make the cut. The 3 teams going to the final were all past winners of the event so we knew it would be exciting. The race was going along very well for us as I got the plane to Al and he was one flipping it. Until it wasn't! Smith's plane was in the pits and Paul was fanning the prop like mad as we ran out of fuel and I had to get to Al who was in front of Smith. In the few seconds I had I considered my options which were not many. Doink behind him and have Al run to the plane or zip over fingers crossed. Paul released just as I came over and both planes were down. Osborn had to handle the plane and I tripped over him and went down like a ton of bricks flat on my back. Vertebrae crunching etc. but kept my head off the ground. While I was lying there assessing my condition, I glanced over to see Al retrieving the plane and getting ready to flip. He had not seen me on the floor! Laser focus! I got up quick and Rick Osborn gave me my handle a moment before Al released the plane. Shortly after that Smith got in the air and we were racing again. The Alimovs' managed to avoid this mess and just kept truckin along.

Final result:

Schaefer/Ferraro 254, Alimovs' 203, Smith/Osborn 200. Sadly there is no footage from this race.

I know that some will suggest this is not 'real' racing like the 'good old days' but the formula provides an event that encourages newcomers (although there are not many) and provides good head to head action for the few remaining seasoned racers out there. Hats off to John Saunders and Buzz Brodak for making it possible to keep racing here in the North East! At 78 years old I know that father time is in pursuit but will look forward to next year. C. T. Schaefer

SOUTH EAST – Bob Whitney

Never Say Never.

No one wants to admit when the end has come, but I believe, THE END HAS COME!

In 1953, at age 11, I won BTR at the First KOI flying a Veco Redskin with my dad as my pit man. This year, 72 years later at the 2025 Nats, I was trying to pit a Redskin in vintage BTR. After two practice pitstops, I had to be helped up onto my feet. The end has come; my legs have given out on me.

It has been a Great run, I have traveled the country and the world, and met some great people along the way. I have flown every control line event and done well in most of them. I dabbled in Free Flight, with HLG and BFF being my best efforts, but Control Line Racing has always been my favorite and I have always come back to it.

I have raced with and against some of the best racers in the world and held my own, have made two F2C teams and been 1st alternate twice. I tried to out last Bill LEE, but in the end, you win Bill! My High Lite was making the Hall of Fame, sharing the glory with some great names there.

I will still be around probably trying my hand at scale (they go slow). The Nats saw some good racing this year but it is a shame when we can't even round up six people to have a 2 up race.

Anyway, I just want to say thanks to everyone for all the help and all the fun of the last 72 years.

Never Say Never!

Bob Whitney (RAD RACER).

SOUTH CENTRAL – Bill Bischoff

The Dallas Model Aircraft Association will hold its 2025 Fall Finale on October 3-5. The flyer is included in this newsletter. We have no racing events scheduled for Friday, but if you'd like to fly an event that's not listed, such as AMA Slow Rat or Vintage B team race, we can fly it on Friday afternoon. Contact me ahead of time and I'll try to rustle up some more entries. On Sunday, we will be combining AMA Goodyear with Super Sport Goodyear (used to be called Clown-year). Rules are at nclra.org or dmaa-1902.org.

So far, Bob Oge, Chuck and Chuck Barnes, and Richard Kucejko have indicated their intentions to attend, but we have plenty of room for more. Why don't you join us, too? Contact me if I can help to make it happen. I'd love for this contest to be better attended than the NATS!

SOUTH WEST – Doug Mayer

A Tribute to Mike MacCarthy

You may have noticed from the last newsletter that I am stepping down from this position. I've been supporting the SW District representative effort for 6 years, and it's time to take a break. Well, I was hoping that if I stepped down, someone else in our district would step up and take over for a while. Well, that hasn't happened yet, and it may not, so I'm faced with a choice. Continue to support our local scene and support the NCLRA, or allow a void to fill into the SW district. We'll see. I've got a little juice left in the tank, but I may not write bi-monthly articles if there's nothing to report.

The John Newton Memorial – June 22, 2025. We had an anemic contest in June. That's right, you heard me correctly. It was the bottom of the barrel. We had 5 participants, Dave Hull, Ron Duly, Myself, Tristan, and Mason, and we flew 2 races. We were lucky enough to have Dave Braun and John Wright to time for us.

Mouse Race: I screwed a motor on my mouse in the morning with a cup of coffee and brought it to the field. The motor ran pretty strong but had an amazing overflow pinhole stream of fuel shooting out of the motor between the back of the crankcase and the tank. Must be that stupid little gasket, but the motor ran, so I ignored it. Dave Hull had his trusty Mouse, so that made a total of 2 planes, now for pitmen?? Hmmmm, I piloted for Dave Hull, and we recruited Ron Duly to pit my plane, and we put Tristan on the handle. It was a mishmash of pilots, and dudes flipping props. The best part was that I got to race with Tristan for once. He quite enjoyed the fact that he was kicking my butt with my plane, while I flew Dave's hit and miss motor. Tristan and Ron won, and Dave and I didn't.....That's enough of Mouse.

Sport Goodyear: I pitted for Tristan racing his Knotty Girl. Mason flew for Dave Hull, and Ron and Dave timed. We had 6 people, just enough to race. The heat race went well with Tristan and Mason battling it out as they have many times. The heat was uneventful, with Tristan edging out Mason by a few laps and 14 seconds. We could tell that this would probably be the last event of the day, so we decided to run a final with the 2 boys. The airspeed between the 2 planes was very close, but Mason had a slight edge. He went to pass Tristan and it took at least a lap or more. Mason is actually shorter than Tristan now, and he didn't quite finish his pass. He came down on top of Tristan's wing just as he was finished passing....(or not quite). Tristan's plane pancaked, and bounced without too much damage, (but got a slice in the wing from the prop), but I fear that Dave's plane took the worst of it. It's fair to say that it crashed. Sorry, I have no photos to share from the race. I just didn't get around to it this time. And maybe I didn't want any evidence of the carnage just in case Dave Hull issued a model airplane lawsuit for damages. Sorry Dave.

MOUSE-1

Tristan Mayer / Ron Duly 2:53:45

Dave Hull / Doug Mayer 3:30:22

DMAA Sport Goodyear:

Tristan Mayer / Doug Mayer	4:32:47	62 laps
Dave Hull / Mason Mayer	4:46.46	65 laps

Now it is with a heavy heart that I share this news. My good friend, racing partner and mentor, Mike MacCarthy passed away last month. Last month he wasn't doing well, and I wrote a long article about BACK-AT-IT as I reminisced about all the years of racing and trips to the NATS that we shared. Deep in my heart, I was hoping that he would recover, but it was not the way. I was really bummed when Mike retired from Control Line Racing in the early 2000's. Racing just wasn't the same without him and I dropped out for a few years. I quit racing for almost 6 or 7 years until the boys were born, and I eventually teamed up with Jim Holland. Mike and I remained very close friends for all these years. I sent him Christmas cards with pictures of my kids every year, and we chatted on the phone every so often. I would always call him after a race when I was training the boys, and tell him how the boys were progressing. I was especially excited to tell Mike about taking Mason and Tristan to the NATS for the last 2 years. I know he was proud to hear that the boys were racing Quickie Rats, and doing quite well. I knew he was getting a kick out of all the racing stories.



Mike in the middle of his newest scale project, the Call Air A9.

I want to share something very special about Mike that most people may not know about. After Mike quit racing, he took up Control Line Scale. Mike was an exceptional scale modeler. His first new model in the mid 2000's was a Grumman S2 Tracker Firebomber that he modeled after a local Cal Fire squadron. In the 1970s Cal Fire (California Department of Forestry and Fire Protection) began converting Grumman S-2 Trackers into firefighting air tankers. The original Trackers had radial engines, but Cal Fire converted a number of the Trackers to a pair of turboprop motors and streamlines nacelles. Mike used a local airplane that was converted to turboprop stationed near Santa Rosa California as his subject. He created a cavity in the fuselage, and filled it with red contractor's chalk. During his scale run, he would fire bomb and dump the red chalk as one of his scale maneuvers. The paint and trim and markings were all done by hand, and of the most exceptional quality. He detailed the interior of the canopy with cloth seats and seatbelts, and a scale dashboard.

Mike used the traditional 3-line Robart system on this airplane. I happened to be on a road trip in Northern California, and I stopped at Mike's house in Santa Rosa and took these pictures of his Tracker. We started talking about scale modeling and my adventure in scale, and that lead us both into a whole new chapter in our lives.

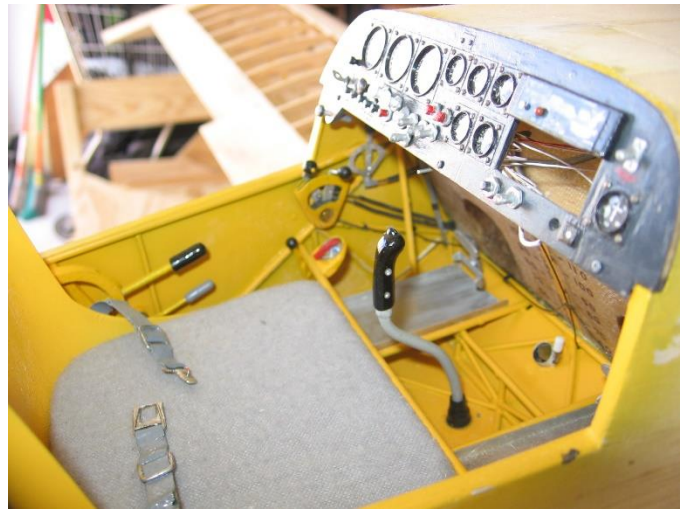


Mike MacCarthy's Grumman Tracker S-2 Scale Entry.

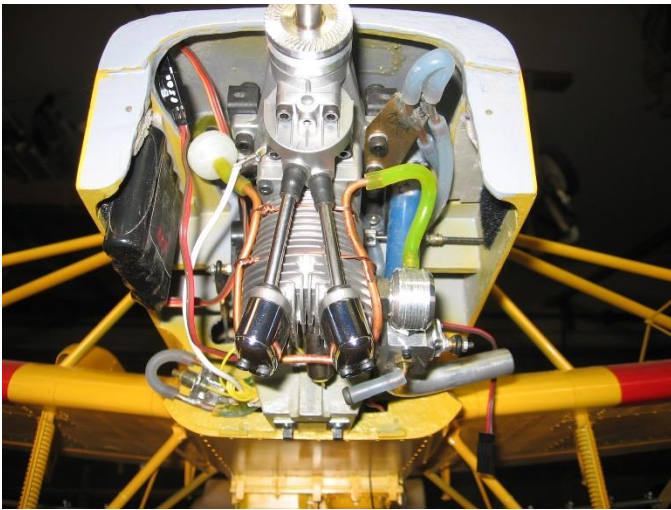
I had dabbled in scale control line myself, and I was so tired of Piper Cubs, and P-51 mustangs and the same airplanes that everybody knows about. I had stumbled across an old Crop Duster at my sisters-in-law's house that was being used as a glider tug at a local glider port. It was one of the ugliest airplanes that I had ever seen and decided that it would be a perfect scale subject. I had spent years researching this airplane because it was one of the most obsolete airplanes of

all time. I challenge you to look up information on the Call Air A9, and you will realize it is an anomaly in a world of information. I was desperate to find a 3-view of this ugly airplane, so I posted an inquiry on a crop duster website. Much to my surprise, I contacted a crop duster pilot in Bowie Arizona that owned a Call Air A9. He invited me to come and live with him and his family for 2 weeks and help him paint his airplane. The catch? He had 3-views that he shared, he let me photo document every square inch of the plane, and measure every detail down to every rib, nut, bolt and lightbulb. I had a plethora of information, but I didn't have the time in my life to take on the project.

I told Mike about my project, and his eyes light up like a kid in the candy store. He said he was intrigued and wanted to see what I had gathered. Boy, was he in for a surprise. I sent him a 17-page document that explained everything about the plane, I had exhibits, articles, photographs, and best of all, I had started my own AutoCAD drawings that Mike could scale exactly to whatever size he wanted to build. Mike took the bait hook, line and sinker. He decided to build the Call Air. He later told me that the thing that convinced him, was the 17-page letter that I sent to him, and all the crazy stories about living in an airstream trailer for 2 weeks with my buddy and helping him to paint his plane. By the way, the final paint scheme of the plane with the red flames was designed by me. I took full scale flame templates to Arizona and taped off the masking tape to create the final flames that you see on the scale aircraft. I was very deep down the rabbit hole.



Mike holding his amazingly accurate Call Air A9 Crop Duster Model, a near perfect rendition!



The A9's business end, showing the complex plumbing involved, some of it for the crop dusters spray system.

The story is too long to share. Mike spent about 5 years building the plane. My involvement was 10 years. We corresponded constantly, and Mike would send me corrections for the AutoCAD file 3-view over and over again. He sent me about 8 rounds of corrections until the 3-view drawings were the most accurate representation of the scale airplane that I can't even describe. He came to visit me in Southern California, and we went out to the old glider port so he could see a Call Air up close in real life. We fine-tuned the drawings down to every screw, coils of the springs, agriculture spray gear, even the rivets around the windows, EXACTLY the right number of rivets. Every single detail was documented on the drawings, and Mike built every single screw and rivet and every single detail on the entire plane. Take a look at the interior of the plane. He built the dash with every single dial, the seat, the seatbelts, the steel tube frame of the fuselage, the controls and pedals, and even had a flight log book in the cockpit. I have never seen any model airplane like this in my life, Mike built a museum quality airplane, and that's not all.

For this model, Mike used a full electronic control system from articles that I shared with him. The early electronics traveled thru plastic coating steel fishing lines (not radio control) but down the wire controls. Mike had an operating smoke system and a smoke pump that pumped smoke thru the spraybars, so he could make the plane "Spray Crops" on demand. He even had working navigation red and green lights on the wingtips. And what do you do with an airplane that is so fantastic? You go to NATS and win first place in EXPERT CLASS Control Line Scale. Mike won it all! He had an almost perfect score. He had a 99.x something. He said the judges just made up something because they couldn't give a 100-point score. Mike got pictures of the plane in Model Aviation for the NATS coverage, and also for the CL Scale article. I wish I had been able to attend NATS that year and be Mike's pilot, but he did it without me there. Mike called me on the phone the next day and we were like two little kids. We were both extremely excited and it was an astounding achievement for both of us. We were a team in creating that beautiful airplane, just as we had been a team racing airplanes.

Mike will always be one of my best friends in my life. He taught me so much, and I would not still be in this hobby racing if it weren't for Mike and his mentorship and lifelong friendship. Without Mike, I wouldn't be here. I will always remember all those crazy years at the NATS in Muncie with the BACK-AT-IT team. Mike was the ringleader. He was the boss. He galvanized the group and we all admired him for his dedication and leadership. Mike and I were also racing partners in LA for many years. I called him Unkle Mikey, and he called me Dougie, and when I visited him in Santa Rosa, I would see my Christmas cards hanging on his refrigerator. I miss you Mike. God Speed.



The Virgil Wilbur contest which is scheduled for October 11 & 12 has been a huge success for the last 5 years. The VW used to be stunt, combat, speed and racing. All the other events have dropped out except for racing. I have decided to rename this contest the Mike MacCarthy Memorial in honor of Mike, and all the dedication that he made to Control Line Racing here in California. This is an informal 2-day event, (Racing Only) and not a fully sanctioned event. Similar to last year, the contest is the weekend following the Fall Finale contest in Dallas. Sometimes we can get folks who attend the Dallas contest to join us the following weekend in LA. I've already got confirmation From Bill Bischoff and Mike Greb that they plan to make the trip to LA. Please join us this year, it will be a good race and a celebration.

2025 NATS REPORT

Bill Bischoff

This contest felt very much like a local contest to me. AMA's presence was almost nonexistent, and we didn't bother with the tower, clock, PA system, or generator. Entries were low, but everybody knew everybody, and all chipped in to help whenever needed. For many events, it was the KGB team of Kucejko, Greb, and Bischoff, against the BOB team of Barnes, Oge, and Barnes. Fortunately, this meant we had two pilots, two mechanics, and two timers.

Our ever-present timer Sandra Lee was not able to attend this year due to medical issues, and Bill stayed home with her. I was relieved to learn later that her problem was identified as an adverse reaction to new medication, which has been corrected. We should see the Lees again at our next Dallas contest.

There was no one to file daily reports with AMA, so we had no presence in *Nats News*. Also, I had no chance to take any photos during the races. All I have is photos of the participants after the races. If anyone feels shortchanged, I invite you to the 2026 Nats to be our roving reporter. AMA might even pay you!

Although it rained at times, and the wind blew at times, racing was not affected. It was overcast for a good portion of racing, but this kept the direct sun off us, so it was not a problem. It was not unbearably hot, but it was rather humid.

Monday started with Mouse race. The only thing I remember about it was Melvin's plane crashing on takeoff. It may have been a line issue, or the plane may have hit Melvin's foot. On the plus side, this turned out to be the only injured aircraft all week.

Vintage B team race had four entries, and they all flew! Bob Whitney pitted his old Veco Redskin, with Bob Heywood on the handle. Mr. Whitney pitted with such enthusiasm he wore himself out, and waved the white flag after 59 laps. Bob's Orange and white Rambler was given to Chuck Barnes, who had not flown Vintage B before. Bob Oge pitted for Chuck, since he had pitted his plane to victory a couple of years ago. I flew Richard Kucejko's Bartlett Bullet, and also flew my own entry. I couldn't fly both planes in a final, so I flew for Richard since his plane was starting better and had a better chance of winning. Sure enough, Richard took the win, for his first NATS victory.

Tuesday, we flew AMA Slow Rat first, while the pilots were fresh. Bill Bischoff, with Mike Greb pitting, posted a 3:11.00 in the first heat, and his time held up for the win. Bill's entry was the same as last year, A PDK Mockingbird powered by an Oge-prepared OS 25FX. Bob Oge entered a brand-new Mockingbird, powered by a seldom seen OPS 25 side exhaust. Bob's score improved each time he flew. His official time was 3:40.22, but later he turned a 3:32 while flying traffic. Either time would put Bob in second place. Richard Kucejko's model was powered by a very strong sounding SH 25 car engine, also prepared by Bob Oge.

We tried an experiment in AMA Goodyear by allowing Super Sport Goodyear (formerly called Clownyear) to fly with the "real" Goodyears. Two entries, both powered by OS 18TZ's, fit well enough into the mix to post the first and third place

times. Richard Kucejko had a clean race with good pits and good airspeed to post the fast time. Mike Greb's entry, powered by a Cox Conquest/ Rossi mk 3 hybrid recently refurbished by Bob Oge (there's that name again!), was only one second behind. Bob Oge's own entry was a brand new Li'l Quickie, built by Bill Bischoff and powered by an Oge Rossi mk 3. Out of fairness, since the Super Sport Goodyears were not official AMA Goodyear entries, the AMA plaques were given to the "real" Goodyears only. At the NCLRA meeting, it was voted to have separate Super Sport Goodyear awards next year, but still fly the two classes together. This would be similar to Super Slow Rat/ Fox Race.

Quickie Rat kicked things off on Wednesday. Oge, Bischoff, and Greb were all close, with Oge prevailing. The Barnes Sr entry also posted a good time, about 10 seconds behind the top three. The other entries had difficulties and didn't post times. DMAA Sportsman Goodyear was our "Piece of Resistance" on Wednesday afternoon. We had 10 entries, including the prior US F2C team of Topunov and Elbert. Topunov's entry was a Bill's Rent-a-Racer loaner, powered by one of the new Fora Junior 15's (available from NCLRA). Alex is also involved in F2D combat, and wanted to pit the Fora in a race situation to see how it would do. He had some concerns about the AAC engine's hot starting qualities, and did in fact have some difficulty with restarts. Nonetheless, he posted a very respectable 4:20. The top three spots were taken by members of the Dallas club. Having a permanent flying site and good enough weather to fly essentially all year gives these guys plenty of chances to test and practice! Bill's winning model was a newly built Miss Min, a copy of last year's winner. Thursday morning was Super Slow Rat. This was perhaps the most interesting turn of events all week. In the very first heat, Bischoff vs. Barnes Sr, there was a line snag resulting in a refly for both entrants. The refly netted Bischoff a disappointing (for him) 6:16. The next heat created another refly when Barnes overshot his pit just as Bischoff was landing, and Barnes' plane and pit man were blocking the circle in front of Bischoff's pit. On this fourth try, Biscuits and Gravy put it all together for a 5:20.67. In the very last heat, Mike Greb turned a 5:33 to edge ahead of Bob Oge's 5:39 for second. Not far behind was Chuck Barnes Jr with a 5:48. You might think that Richard Kucejko would have been disappointed with his sixth place 6:28, but au contraire! He had a clean race with good pits, simply hindered by lack of airspeed. He's already got another engine lined up, and may build a new model for next year (may I recommend a Mockingbird?).

Clown Race was scheduled for the afternoon, but many people left, and we found ourselves with only five people remaining. Since we were one short of being able to hold a race, Clown was not flown. All the entrants are supposed to be at the Dallas Fall Finale in October, so we will settle it then instead. Thursday evening, we had our NCLRA meeting and pizza party. I had intended to ask for donations to help offset the cost of the food, which NCLRA has previously been able to pay thanks to sponsorship of the NCLRA event awards. This year, we only had sponsors for three sets of awards. The Barnes team offered to pay for the food and drinks, and they even took care of all the shopping, ordering, and food pickup. This generous and monumentally helpful act earned them the

NCLRA Sportsmanship Award. Thanks so much. I'm sorry there was only one plaque!

After we finished eating, the NCLRA awards were presented. Besides the individual event plaques and the aforementioned Sportsmanship Award, the High Point award was won by, yours truly, benevolent overlord.

There were some actual business items to discuss. It was voted to continue flying Super Sport Goodyear along with AMA Goodyear. They will be treated as separate events, each with their own awards. Yes, you could enter both if you wanted to. Richard Kucejko volunteered to sponsor Vintage B team race for next year. Based on this year's entries in Sportsman Goodyear, we will reduce awards to 1st-4th, with no gold-silver-bronze distinction. Optionally, anyone may volunteer to sponsor gold, silver, and bronze awards. Since Clown is typically the last event and often gets skipped, we will examine the possibility of rearranging the schedule and putting a more popular event last to keep people around. F2C had no entries, and is destined to be dropped. If AMA wants to keep it, we could schedule it for Thursday afternoon.

Special thanks to Ron Duly, who ran the races when he wasn't flying Carrier, and sold or gave away lots of neat old kits, plans, and parts. I personally picked up a couple of BTR plans, and may build a new one that doesn't push the max weight limit. Sorry, Ron, I meant *will* build a new one...

Come on, folks. Start planning a NATS trip for next year. The circle is in great shape. It may not ever be this nice again. The atmosphere is friendly and relaxed. And we all miss you!

RACING RESULTS: 2025 NATIONALS

MOUSE 1 50 laps

- 1)Patrick Hempel 2:33.03
- 2)Mike Greb 2:36.42
- 3)C. Barnes Sr 3:06.98
- 4)C. Barnes Jr 28 laps
- 5)Melvin Schuette ----



VINTAGE B TR 140 laps

- 1)Richard Kucejko 11:29.92
- 2)C. Barnes Jr 11:56.14
- 3) B. Bischoff (70) 4:42.03
- 4)Bob Whitney 54 laps



AMA SLOW RAT 70 lap

- 1)Bill Bischoff 3:11.00
- 2)Bob Oge 3:40.22
- 3)Richard Kucejko 4:29.38
- 4)C. Barnes Sr 38 laps
- 5)C. Barnes Jr scratch



AMA GY/ SUPER SPORT GY

- 1)Richard Kucejko 3:10.92*
 - 2)Mike Greb 3:11.94
 - 3)Bill Bischoff 3:20.04*
 - 4)Bob Oge 3:21.67
 - 5)C. Barnes Sr 4 laps
 - 6)C. Barnes Jr scratch
- (* = SuperSport GY)



QUICKIE RAT 70 laps

- 1)Bob Oge 3:10.6
- 2)Bill Bischoff 3:11.93
- 3)Mike Greb 3:14.31
- 4)C. Barnes Sr 3:25.12
- 5)C. Barnes Jr -----
- 5)Richard Kucejko -----



SUPER SLOW RAT

- 1)Bill Bischoff 5:20.67
- 2)Mike Greb 5:33.71
- 3)Bob Oge 5:39.03
- 4)C. Barnes Jr 5:48.90
- 5)C. Barnes Sr 6:13.51
- 6)R. Kucejko 6:28.61



SPORT GOODYEAR 80 laps

- 1)Bill Bischoff 4:04.34
- 2)Patrick Hempel 4:06.54
- 3)Mike Greb 4:07.26
- 4)Alexander Elbert 4:19.12
- 5)Alexy Topunov 4:20.84
- 6)Richard Kucejko 4:29.62
- 7)C. Barnes Sr 4:31.62
- 8)C. Barnes Jr 4:35.09
- 9)Ron Duly 4:53.10
- 10)Bob Oge 5:01.22



The field of Sport Goodyear entries at this years Nats.

AMA GOODYEAR HAS A NEW BEST FRIEND

The rules below were published in April as the rules for Clown-Year racing. It was felt the event needed to project more dignity and gravitas, so the name has been changed to Super Sport Goodyear. The new name also reinforces the idea that it is a step up in performance from "regular" Sportsman Goodyear. As proven at the NATS, it meshes very nicely with AMA Goodyear.

SUPER SPORT GOODYEAR (not an NCLRA event)

Super Sport Goodyear racing is a supplement to AMA Goodyear, and it is meant to be flown together with AMA Goodyear. It uses DMAA Sport Goodyear airframes, powered by NCLRA Clown Race-legal engines. (Anything .15 or under still falls under AMA Goodyear rules.) Planes must run on suction, and have external controls per Sport Goodyear rules. Leadouts are not required. Hot gloves, shutoffs and any prop are allowed. Lines are .014 x 60' solid per AMA Goodyear. Tank specifications are per DMAA Sportsman Goodyear, but capacity is not limited.

WHO IS THIS MAN?

Do you know who this man is? (Below) This picture is from the 2025 NATS. Some of you should know who he is. The first person to email me with the correct answer will get their name mentioned in the next issue of Torque Roll, and a free refill on coffee or tea at the restaurant of their choice (dine in only). Send answers tobillbisch@hotmail.com.



FORA Junior 15 UPDATE

Bill Bischoff

NCLRA still has some Fora Jr 15's available for purchase. The cost, including US shipping, is \$150.00. Please email me before sending payment to be sure there are some engines left. Payment instructions are slightly different than quoted in the mass mailer. By paypal, please send payment to billbischoff@hotmail.com, and select the "send money to friends and family" option to save NCLRA the fees. By check, make payable to NCLRA, and send to Bill Bischoff, 1809 Melody Ln, Garland TX 75042.

I have learned that Foras have come with different size venturis at different times. The newest batch have 1/8" venturis, which were made for some sort of British Vintage Combat. All the others that I have seen have venturis with a nominal 4mm bore. We have been conducting most of our tests with a 4mm venturi, and at the NATS, we told people they could drill their venturis out to 4mm (5/32") diameter if they were smaller. This will be the rule for the rest of 2025, and possibly 2026, depending on how many (or how few) Foras start showing up at contests.

GOOD USE FOR JUNK MAIL

Bill Bischoff

We get a junk mail at our house every day. A fair amount of it contains plastic or cardboard "fake" credit cards, to coerce us into changing our phone service, getting a lower interest rate or debt consolidation loan, or signing up for a new credit card. You've probably received them yourself.

Don't throw them away, because they are quite handy when you need something to mix up small quantities of epoxy on, and they are also excellent for spreading or scraping excess resin when fiberglassing parts of your latest airplane. Did I mention they're *free*?

ENGINE MOUNTING

Bill Bischoff

This is the profile engine mounting method I have been using lately. Although I am not certain of its origin, I am going to credit it to our newsletter editor Les Akre. The mounting plate is permanently attached to the model, and eliminates the need for blind nuts.

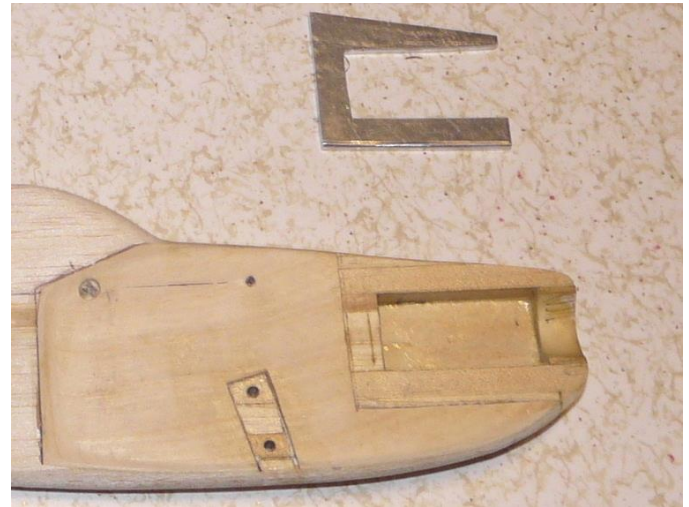
Cut a mounting plate to fit your engine out of 1/8" (.125) aluminum. 6061 alloy is fine. Don't drill any holes in the plate yet. Before gluing the outboard doubler onto the fuselage, cut away the plywood to clear the mounting plate. You want the plate to rest directly on the maple. Install the doubler on the fuselage, and test fit the plate and engine to verify everything is positioned properly. Drill 1/8" mounting holes in all four corners of the plate, and 1/16" pilot holes in the maple engine bearers. Test mount the plate with #4 x 1/2" sheet metal screws, and double check the engine positioning and alignment. When satisfied, remove the screws, and install the plate and screws with slow drying epoxy.

Then (and only then), mark the engine mounting bolt locations, and drill through the plate and maple engine bearers with a 1/16" drill. Use a drill press if you have one, and go all the way through the maple. If everything still looks good, drill the holes with a #42 drill. This is the tap drill size for 4-40 screws. Finally, tap through the plate, and as deep as into the maple as your tap will allow. Test mount the engine with 4-40 x 3/4" bolts. With lock washers and flat washers, the bolts

should barely protrude beyond the inboard side of the fuselage.

I can hear you ask "Why do I want to do it this way?" The advantages I find are first, when you are shaping the nose of the fuselage and cheek, you won't sand through to the blind nuts. I hate that. No matter how much you try to fix it, the plywood always crushes a little over time, and cracks reappear. Second, you won't strip the threads. Because the maple and the plate are both threaded, you have 1/2" of threads to screw into instead of just the 1/8" plate or 5/32" of blind nut threads.

Try it once. See if you like it.



INSPECT YOUR LINE CLIPS

B. Bischoff

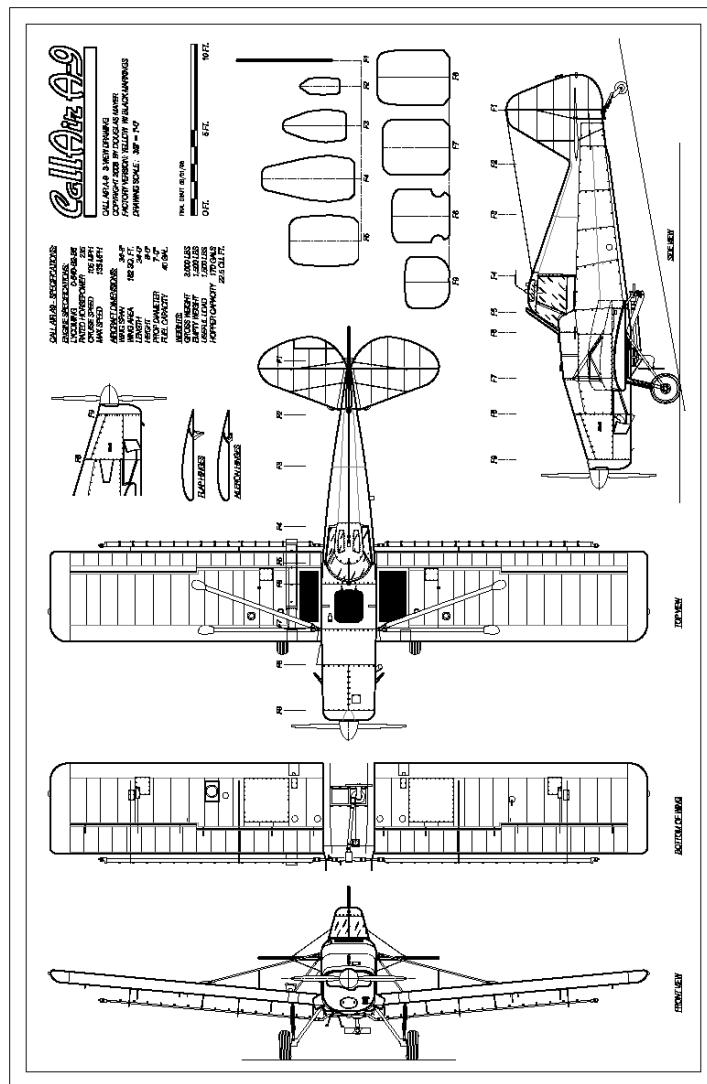
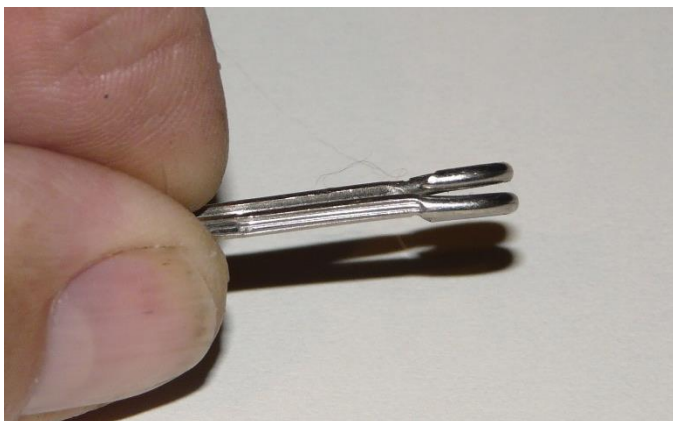
Here's a lesson I learned recently. In June, I flew Richard Kucejko's Plum Crazy Sport Goodyear at our contest in Dallas. Although I had flown the plane before, and I had also built it, it was its first contest outing. On an "enthusiastic" shutoff and shakedown, it seems like the controls stuck, and the plane hit the ground at about a 30 degree nose down angle. A post crash revealed that the controls were working properly. Feeling responsible, I offered to take the plane home, fix the scabbed up chin, and touch up the paint.

The plane was ready to go at the NATS. In the first race, the same thing happened again. Fortunately, the damage was cosmetic, and we were able to fly our second heat. Of course, the airplane was inspected again, and no problems were found.

When it happened **again** in the next heat, I may have shouted a few words I shouldn't have, and began to wonder if I was losing it. Alex Topunov picked up the handle to help me walk the plane back to the pits, and he noticed that the up line was snared inside the down clip on the handle. Hmmm.....

Examination showed that the bottom clip, the standard squeeze type, was spread apart far enough that a flying line could slip through gap and get hooked. Apparently, the first two times, the up line was able to somehow extricate itself, but not the third time.

So, kids, the next time, and every time, you hook up the lines and handle to your plane, give the line clips a visual inspection. If you find any that are spread apart or otherwise distorted from their normal shape, do yourself a favor and replace them. Depending on the event's pull test, you could switch over to the "dog bone" clips with the slider in the middle for an extra measure of prevention. You could put bladder tubing or heat shrink tubing over the clips on the handle, as is standard combat practice, but this makes it more hassle to remove the handle from the lines when you're done. True, it would still be less hassle than building a new plane.



Dallas Model Aircraft Association
PHIL DUNLAP MEMORIAL
Fall Finalé 2025
October 3 -5, 2025

Dallas Hobby Park

Northwest Highway @ Garland Road, Dallas, TX

All 3 days	Saturday Oct 4	Sunday Oct 5
Sport Jet Speed	Quickie Rat Racing	Mouse I Racing
Perky Speed	Super Slow Rat	Clown Racing
Record-Ratio Speed	Sportsman Goodyear	***AMA Goodyear/ Super Sport Goodyear

*** Super Sport Goodyear will be combined with AMA Goodyear

Contest Director/ Racing Director: Bill Bischoff (billbischoff@hotmail.com)
 Speed Director: Patrick Hempel (ptrckhem@aol.com)

Unofficial racing event rules (nclra.org)
 Unofficial speed event rules (clispeed.com)
 Map/ site info (dmaa-1902.org)

Entry fee: One event: \$15 Two events: \$20.00 Three+events: \$25.00

Fuel generously provided by : Ritch's Brew, Houston, TX
 Speed timing Transitraoe provided by: Bill Lee
 Super Sport Goodyear was formerly called "Clown-Year"-- rules at NCLRA.org



Starting in 2025, Sportsman Goodyear requires leadouts -- rules at NCLRA.org



Above, Doug Mayers Highly accurate drawing of the Call Air A-9. Below, The model before covering.

CONTEST CALENDAR

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

NORTHEAST DISTRICT

None

NORTH CENTRAL DISTRICT

None

NORTHWEST DISTRICT

None

SOUTHEAST DISTRICT

None

MIDWEST DISTRICT

None

SOUTH CENTRAL DISTRICT

The Dallas Model Aircraft Association will have four contests that feature racing.

August 30-31 Southwestern Championships
October 3-5 Fall Finale

The April and October contests will have racing on both Saturday and Sunday. The lineup for each of these contests will be as follows: Saturday, Quickie Rat, Super Slow Rat, and Sport Goodyear. Sunday will be Mouse 1, Clown race, and AMA Goodyear. These contests will also include speed. Other racing events are possible on Friday by request. Please ask.

The June and August contests will have racing on Saturday only, including Mouse 1, Quickie Rat, Super Slow Rat, and Sport Goodyear. These contests will also include stunt and carrier events.

Please contact me for details. I hope to see you there!

SOUTHWEST DISTRICT

Virgil Wilbur October 11 & 12

Toy's For Tot's December 7-8

Call or Email Doug Mayer for more information.

310-463-0525

Email: Douglasmayer58@gmail.com

NATIONAL RECORDS

SLOW RAT (.25 engine)

Op (70 laps) 3:01.52 Jim Gall/ Les Akre 7/04/11

(140 laps) 6:17.59 Russ Green/ Bill Lee 7/07/09
(no Jr or Sr record)

½ A MOUSE 1

Jr (50 Laps) 2:37.57 Scott Matson 7/15/99

(100 Laps) 5:17.68 Scott Matson 7/17/99

Sr (50 Laps) 2:44.68 Dave Rolley Jr 7/15/99

(100 Laps) 5:20.11 D.J. Parr 7/16/98

Op (50 Laps) 2:12.3 Jim Holland 7/16/04

(100 Laps) 4:22 Ryan & Gibeault 7/15/99

½ A MOUSE 2

Op (70 Laps) 3:01.24 MacCarthy/Kerr 7/11/03

(140 Laps) 6:18.13 Whitney/Hallas 7/10/09

SCALE RACING

Jr (70 Laps) 2:50.65 Bob Fogg III 7/16/91

(140 Laps) 6:08.55 Bob Fogg III 6/23/92

Sr (70 Laps) 3:15.12 Doug Short 7/11/00

(140 Laps) 5:40.05 Bob Fogg III 7/11/95

Op (70 Laps) 2:39.38 Willoughby/Oge 7/15/97

(140 Laps) 5:33.04 Bob Fogg Sr 7/16/91

F2C TEAM RACING

Op (100 Laps) 3:42 Fisher/Wilk 7/13/15

(200 Laps) 6:43.32 Fisher/Wilk 7/16/12

F2CN (NCLRA RULES)

100 Laps 4:14.84 Bill Lee/ Russ Green 7/07/11

200 Laps 8:37:10 Wallick/Brozo 7/15/13

NCLRA 'B' TEAM RACING

Op (35 Laps) 1:24.34 Burke/Duly 7/12/05

(70 Laps) 3:05.73 Green/Lee 7/10/09

(35+70 Laps) 4:33.91 Green/Lee 7/10/09

(140 Laps) 6:08.80 Green/Lee 7/10/09

RAT RACING (.15 RULE)

Op (70 Laps) 2:44.6 Jim Holland 7/15/04

(140 Laps) 5:33.1 Jim Holland 7/15/04

Jr-Sr No record established

NCLRA FOX RACE

Jr (100 Laps) 5:57.11 Scott Matson 7/11/99

Sr (100 Laps) 5:28.09 Scott Matson 7/16/02

Op (100 Laps) 5:32.55 Tim Stone/Bob Oge 7/10/05

NCLRA CLOWN RACE

Op (7 ½ Min.) 150 Laps Bischoff/ Lee 7/15/15

Op (15 Min.) 284 Laps Bischoff/Lee 7/15/15

NCLRA TEXAS QUICKIE RAT

(70 Laps) 2:58:72 Bill Lee/Bill Bischoff 7/18/13

(140 Laps) 6:07.01 John McCollum/Bill Lee 7/14/05

NCLRA SUPER SLOW RAT

(100 Laps) 5:14.30 Bill Lee/Russ Green 7/05/09

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