

**From: National Control Line Racing Association
Melvin Schuette P. O Box 240
Auburn, KS 66402**



TO



The Boo-Ray Scale Racers of Bill Bischoff

**Torque Roll Issue #112
February 2014**

PRESIDENT-Melvin Schuette

To My Fellow NCLRA Members:

Here in Kansas winter has definitely set in. It is either too cold or too windy to even think about getting out and doing any flying. While I have a number different projects that I would like to get started or finish the one I already have started, for some reason I have gotten very little done in the shop.

The last issue of the newsletter we included a ballot regarding the NCLRA donating NCLRA funds to help pay the expenses of sending a US Representative to the FAI planetary meeting in April to present the US rules change proposal for F2C. The majority of people who responded to the ballot voted to make the donation, and the majority of those voted to donate \$250.00. So I have authorized the money to be sent to the US representative to the planetary meeting.

At the 2013 Nationals the NCLRA experimented with changing sixty foot lines and allowing the use of fuel shutoffs during the race in NCLRA Clown Race. The change in the rules was well received by all of the contestants involved with the event at the Nationals. A rules proposal was made to make the changes permanent. A committee was formed and they made their recommendation to the executive board for a final vote. The executive board voted to make the rule changes for NCLRA Clown Race. In the future the line length will be sixty feet and fuel shutoffs will be allowed to be used during the race. Remember this rule change will only affect those contest that use the NCLRA rules for Clown Racing.

At every Nats planning meeting that I have attended they ask us how we get more people to attend the Nats. My first response is making the Nats a traveling Nats again. We all know that the only way that we will ever have a traveling Nats is if a local club or group of clubs steps up and volunteers to hold a Nationals. Then I feel the only support that AMA would provide is that they would send out entry forms and collect the money and the organizers would be responsible for everything else.

The AMA is facing a decreasing membership and to save money they are looking for ways to save money. One of the things that I think they are looking at is the Nationals. Even though according to the AMA web site the Nats actually makes money they are looking at ways to save more money. In the past the Nats management has been handled by a group of volunteers with AMA providing the support they need. To save money AMA has started disassembling the Nats management team. They have already cancelled the Nats planning meeting and told one of the Nats directors they are no longer needed. It is believed that the rest of the Nats management team will be eliminated after the 2014 Nationals. AMA has stated that the responsibilities of the Nats management team will be taken over by AMA staff employees. The problem I have with that is they are turning over what at one time was AMA's premiere event to people that are not competitors or even modellers. I feel that in the

future the Sigs will have little or no say in the Nats other than the running of the events. They will be given a take it or leave it attitude. Since the way Nationals have been managed in the past works, why change it. I ask all of you to contact your district representative and inform him of your objections to the changes to the Nats management system.

It was decided at the last meeting to go to a plaque for trophies that will be given to everyone that places in a NCLRA sponsored event, but instead of getting a plaque for every event you place in you will receive just one plaque which will have room for the contestants to put more than one plate on. You will be then given a plate that has the year, event, and place engraved on it. This will both save the NCLRA the cost of trophies and the contestants an easy way to display their awards. Hopefully I will have an example of the plaques and the cost in time for the next issue of the newsletter.

Hopefully by the next issue I will have something for show and tell.

Melvin

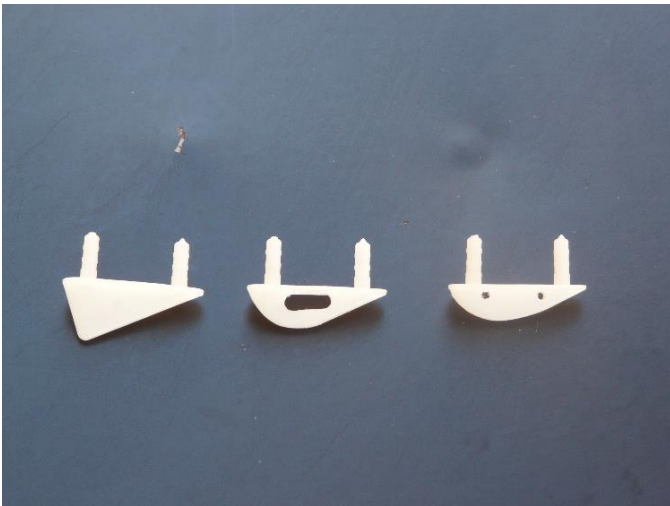
SOUTH CENTRAL - Bill Bischoff

Sportsman Goodyear is still the topic of the day here in big D. The new rules are approved, and are available through the NCLRA web site. Based on bench testing and flight testing, we ultimately settled on 1/4" for the venturi. My new airplane runs 22 flat for 8 laps, which is the number we aiming for. I don't think this will beat the best Foxes, but should put EVERYBODY in the game. Our first racing opportunity in Dallas will be February 15, so we'll see. I know there are already several new airplanes nearing completion, so hopefully we'll have a good turnout. Patrick Hempel and Raymond Blanchard have a couple of nice looking Leighnor Mirages that are ready to fly, and Tom Hamblet is moving right along on a Williams W-18 Falcon.



The Leighnor Mirages of Hempel and Blanchard.

Since we're on the subject of Sportsman Goodyear, here are a few tips and tricks that can be applied to that new airplane. Goldberg or Great Planes nylon wing tip skids can easily be made into line guides or leadout guides for airplanes with external controls. Reshape them as desired, then make the appropriate hole or holes. The photo shows, L to R, an unmodified tip skid, a line guide for lines with button bellcrank, and a line guide for leadouts. Another photo shows Patrick Hempel's engine, fitted with an "official" Dallas venturi and an RSM needle valve assembly. (Both are available from me) Rather than just cut the needle short and bend it over, Patrick made a knob by cutting off the end of an RC needle valve and set screwing it on. He actually cut off part of the needle valve that came with the engine's RC carb, but there are plenty of bent and broken needle valves to be had if you don't want to cut up a good one. The next few pictures show an ultra simple fuel shutoff, made from a bent piece of music wire and a modified control horn. The most important element of this shutoff is to make sure that the shutoff wire can't get around the front of the control horn. This would effectively jam up the controls and make you crash. Ask me how I know! That's the reason for the "hook" on the end of the control horn.



I've also included some photos of how I attach lines directly to bellcranks. Try to ignore the fact that the photos show a three-line bellcrank. I've been using the same method on carrier airplanes. The line ends are constructed in the usual manner. The eyelets I used are Brodak BH321 large thimbles (eyelets). They match perfectly with the DuBro #135 4-40 blind nuts which serve as the line attachment buttons. The other key ingredient is 4-40x1/4" button head cap screws. First, drill and tap the leadout holes in the bellcrank 4-40. Then, install the screws. Be sure to use Loctite. To make the buttons, thread a blind nut onto a long 4-40 bolt (to use as a handle). screw a regular 4-40 hex nut down on top of the blind nut, and "jam nut" them together so they don't move. With a Dremel and cutoff wheel, file the round flange of the blind nut down to match the hex nut. The idea is to create a blind nut with a hex flange that can be tightened with a 1/4" nut driver. The lines should be free swiveling when the blind nuts are tightened down over them. If necessary, lightly sand the thickness of the eyelets, or enlarge the holes slightly. I did not find this to be necessary. Color code everything with a dab of paint and you should be done. I typically remove the lines after the day's flying. I am not concerned about the nuts coming loose, and have had no problems so far.



That's all I've got for now, but stay tuned for the next installment, when I should have some actual racing activity to talk about.

SOUTHEAST – Jim Bradley

Well here we are in a new year again. I hope everyone made it through the holiday's without any problems. I know many of you up North have had plenty of opportunities to build with the weather you are enduring this year. No excuse for not having a fleet of new racers when flying seasons starts up this spring, except for shovelling snow.

There is no racing contest activity going on here in the Southeast either. It seems everyone is in a sort of regrouping mode. That's sort of a natural thing as we all need to regroup and reprioritize our activities every so often.

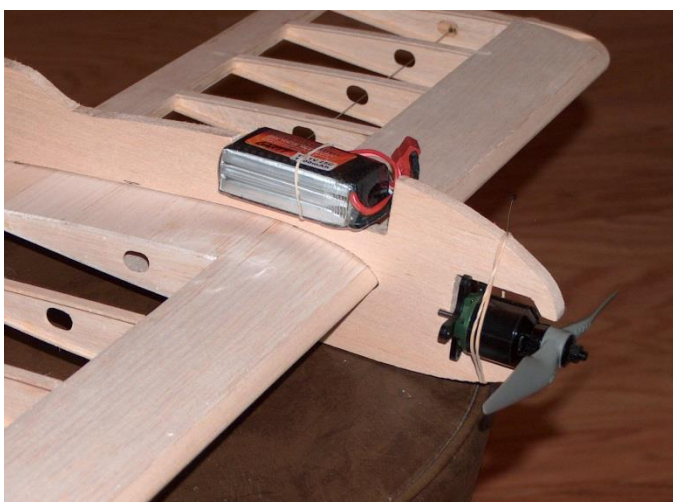
I am still working on converting a Brodak Clown kit over to electric power for use as an electric racer/trainer. It has been a slow process as I have spent a lot, way too much, time figuring out the packaging of the electric stuff. I'm not concerning myself with changing the battery real quickly at this stage

I am enclosing some pictures of the uncompleted model as it is right now. The first think most of you will notice is the model is not a "legal" Clown. The wing has been beefed up for its intended use. In order to make room for all the electronics I raised the top half of the fuselage profile half an inch from the top highpoint of the wing. This was done to get the battery located correctly for a proper CG location. This also meant the nose needed to be shortened some.

The battery is located to be about on the CG to allow me to try different batteries without disturbing the CG location too much. The ESC, Electronic Speed Controller, is mounted in the fuselage under the wing. The electric motor timer will be located between the motor and the leading edge of the wing. I'm planning on building up the nose on the model so the model will look like a build fuselage from about mid-cord of the wing to the nose but a profile fuselage from the mid-cord to the tail. Hopefully I'll get the model finished and some flying time on it before the Torque Roll is due. If it makes it through initial testing I can start evaluating how electric powered model might be used in control line racing.

Jim Bradley bjmp4carbon@aol.com





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. 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

MIDWEST DISTRICT

None

SOUTHEAST DISTRICT

None

SOUTH CENTRAL DISTRICT

None

SOUTHWEST DISTRICT

Racing Calendar For 2014 at Whittier Narrows

February 9th – Lenny Waltemath Speed & Dennis Schauer Racing Memoria Events are NCLRA Clown, SCAR Goodyear, and Super Slow Rat/Fox Racing
CD – Don Burke: (717) 329-1457

April 13th – Bill Nusz & Herb Stockton Memorial
Events are NCLRA Clown, SCAR Goodyear, Quick Rat and Cal 15 Rat
CD – Joe Brownlee: (714) 895.1857

June 22th – Bev & Bill Wisniewski Memorial
Events are NCLRA Clown, Super Slow Rat/Fox Race, Mouse I, and F2CN Team
CD – ?: (?) ??

September 14th – Wayne Trivin Racing Memorial
Events are SCAR Goodyear, Quick Rat, Formula Unlimited and Mouse I
CD – ?: (?) ?

October 11 & 12th – Virgil Wilbur Racing Memorial
Saturday's events are F2CN Team, Super Slow Rat/Fox Racing, Formula Unlimited and NCLRA Clown
Sunday's event are Mouse I, SCAR Goodyear, and Quickie Rat
CD – Howard Doehring: (714) 638.4937

December 7th – 24th Annual Toys For Tots Racing
Events are SCAR Goodyear, Super Slow Rat, Musciano Log and Quickie Rat
CD – ?: (?) ??

- • All events are AMA sanctioned. Membership is available on site
- • All pitmen must wear protective headgear while racing or during practice
- • Please verify the event date and location have not changed, before you set out on a cross country trek.

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) 3:16.47 Lambert/Fluker 7/07/09
 (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

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

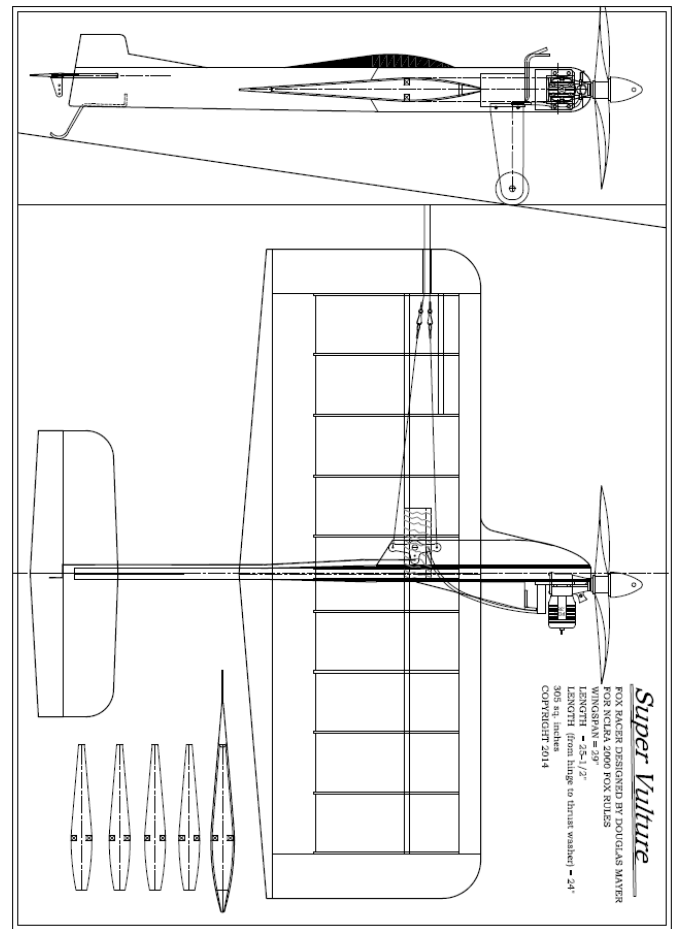
Op (7 ½ Min.) 167 Laps Les Akre/ Dave Hull 07/05/11
 Op (15 Min.) 344 Laps Les Akre/Andrew Robinson
 07/14/10

NCLRA TEXAS QUICKIE RAT

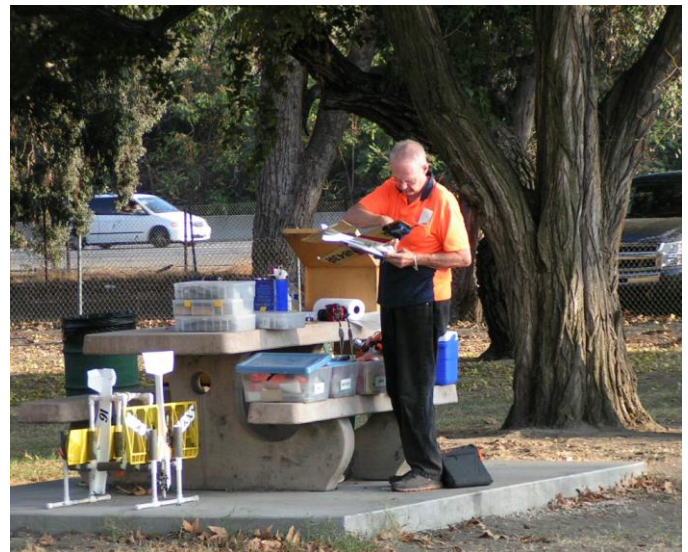
Op (70 Laps) 2:58:72 Bill Lee/Bill Bischoff 7/18/13
 (140 Laps) 6:07.01 John McCollum/Bill Lee 7/14/05

NCLRA SUPER SLOW RAT

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



Doug Mayers new "Super Vulture" Sport Racer. See Doug's ad in the Suppliers section for information on obtaining a copy.



Don Burke works on his Quickie Rat at the Virgil Wilbur contest This past October. SCAR allows alternate engines to be used in their Quickie Rat events. This one powered by an O.S. .35AX.

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