

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



TO



Would you fly with this Motley Crew! Seven of the Eight active NCLRA Nats High Point Award Winners attended the 2018 Dallas Fall Finale. Kneeling, left to right, Bill Cave, Bob Oge. Standing, left to right, Tim Stone, Mike Greb, Bill Lee, Bill Bischoff, Les Akre. Missing, Bob Whitney.

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Torque Roll Issue #141
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PRESIDENT - Bill Bischoff

Well, it's already December, so you know what that means. That's right, it's time to talk about the NATS! Spoiler alert! The 2019 NATS will again be in Muncie, with control line being the week of July 14-20. As far as I know, the specific daily event schedules have not been set yet.

I have heard that both the F2A and F2D team trials will be in Muncie on the weekend of July 13-14. In 2017, the F2C trials were held at the end of control line week, but I understand that will not be possible this year due to a scheduling conflict. That being the case, the Dallas Model Aircraft Association will be submitting a bid to host the F2C team trials in Dallas in mid-September. I will be the CD.

Elsewhere in this issue you will find reports on the Dallas Fall Finale contest. This has turned into quite a get together. Although rain took away a day of racing, we still had 12 Quickie Rats, 12 Sport Goodyears, and 9 Super Slow Rats to provide a good bit of competition. If you used to enjoy the NATS but had your fill of Muncie, or still enjoy the NATS, or used to enjoy Cabin Fever, why not consider joining us next year? We'd all love to see you. I will end on a bit of a sad note. On October 12, Dickie Ritch passed away. Dickie was a Rat racer "back in the day" and was the creator/ owner of Ritch's Brew fuel. Ritch's has been providing fuel for CL speed, racing, combat, and RC pylon at the NATS for some time now. Dickie's son Randy has been running the fuel operation for many years and promises to maintain business as usual. And yes, Randy's son is CL combat Junior World Champion Rylan Ritch.

SOUTHWEST - Ron Duly

VCB at the Virgil Wilbur Memorial

At the same time that GSSC was taking place in Madera, this multi-category Racing/Combat contest was being conducted at Whittier Narrows. We have Dave Hull to thank for the following report.

"Three racers showed up for the Virgil Wilbur contest, along with some key contest officials, so there was no racing. However, racers and speed guys (the attending officials) being racers and speed guys, immediately turned hobby into sport. When Speedy John dragged out a super-recycled plane with a huge sheety wing and Fox 35 Stunt and said he used it for the Fox Proto Speed event, we immediately set to work checking it out to see why it might not be flyable. Well, despite critical inspections by three contest officials no disqualifying conditions of decrepitude could be documented. Passed pull test, too. So we fueled that dude up to see what it would do. First flight had the needle down to a fat 4 to check out the flight trim. Goofy takeoff just like the Ringmaster it dreamed of being. First quirk showed up when the engine quit--it dove for the ground. A little more inspection confirmed the thrustline was definitely upwards. But no slop to be able to tweak it on the field. No problem, just keep the full-up-on-flameout strategy. Got the officials to work--they whipped out stopwatches quick once they had something to do. Got a 14 lap Proto time. The Fox only missed every other beat. Solid!

But wait. Isn't that a Fox in Mike Meadows modified Flight Streak? And what about the stunter that Hull was flying to kill time in case any racers got caught on the freeway? His "Yellow pants" has a Fox. OKAY! Now we're talking. We got 3 Fox Proto-Speed entries and the contest is back on. Times were recorded by all, but no one got serious about leaning out the stunt motors. Still, the botched earlier stunt flight by the 'pants would have won. (The label came off the fuel bottle and I ran some 8N-18Syn-4C fuel by mistake). Since I never reset the needle...who needs to on a Fox?... them 'pants was moving out smartly. But that was unofficial. We hadn't thought up this contest yet...

Now realistically, Meadows would likely have won if we got serious. But he would have had to ditch the Fox muffler and really get on the needle. And Hull could have reset the needle. I mean, it might not have fossilized into a solid block for never having been moved once the sacred stunt setting was obtained.

So, we are left with two questions: whose stunter is really the fastest Proto-Fox, but more importantly, are there any racers left in California?

by Dave Hull

SOUTH CENTRAL - Bill Bischoff

DALLAS FALL FINALE - OCT 12-14

On the surface, this should be a report of disappointment. Friday's practice was rained on, Saturday's events were a total washout, and we only had time to run three events on Sunday. Even without considering that some contestants travelled over 1000 miles to attend, this is not the stuff great contests are made of. At least not usually...

Everyone seemed to have a great time. With plenty of opportunity to eat, drink, and visit with old (and new) friends, the social aspect of the weekend made up for what the competition didn't have. To me, it felt very much like a NATS reunion, without any of the "us versus them" attitude you might have at a big contest. This contest was all "us"; there was no "them".

And just who was "us"? In no particular order, we had Bob Oge and Tim Stone from Illinois, Doug Mayer, Bob Kerr, Bill Cave and Lee Letchworth from California, Charles Barnes from Georgia, Paul Gibeault and Les Akre from Alberta, Canada, and representing Texas we had Bill Lee, John McCollum, Jed Kusik, Chuck Barnes, Patrick Hempel, Mike Greb and myself. (Unfortunately, John and Jed had their events cancelled and didn't fly.)

Also noteworthy, we had seven past and present NCLRA Nats high point award winners. Besides the winners who are no longer active, the only one missing was Bob Whitney. Bob wanted to attend, but simply could not make the trip. Maybe next year, Bob!

Of course, contests can't happen without officials. I would like to particularly thank John McCollum, Sandra Lee and Phil Dunlap for timing, David Russum for timing and taking pictures, and Charles Barnes for timing when he wasn't racing. You can't have a contest without contestants either, so thanks to each and every one of you for attending. I look forward to doing it again next year.



Contestants at the 2018 Dallas Fall Finale. Note Doug Mayer (standing, 5th from the right) winner of the “Soaked Socks Award”. See Doug’s article in this issue for details.

QUICKIE RAT

70 laps

140 laps

| | | |
|-------------------|---------|---------|
| 1)Les Akre | 3:03.86 | 6:19.xx |
| 2)Bill Lee | 3:07.81 | 6:20.92 |
| 3)Bill Cave | 3:05.27 | 36 laps |
| 4)Doug Mayer | 3:09.87 | |
| 5)Bob Kerr | 3:13.28 | |
| 6)Chuck Barnes | 3:17.87 | |
| 7)Bill Bischoff | 3:19.08 | |
| 8)Bob Oge | 3:19.32 | |
| 9)Tim Stone | 3:22.41 | |
| 10)Paul Gibeault | 3:22.47 | |
| 11)Lee Letchworth | 3:22.84 | |
| 12)Charles Barnes | 3:42.76 | |



Pit Stop Action in Quickie Rat. Bottom Left, Charles Barnes Sr, and Bill Lee ready for the grab. Above, Bill Cave releases.

FOX/ SUPER SLOW RAT

| | |
|-----------------------|---------|
| 1)Les Akre | 5:25.49 |
| 2)Bob Oge | 5:40.73 |
| 3)Mike Greb | 5:48.98 |
| 4)Doug Mayer (Fox 35) | 5:50.02 |
| 5)Charles Barnes | 5:57.56 |
| 6)Tim Stone | 6:07.63 |
| 7)Bill Lee | 6:18.71 |
| 8)Chuck Barnes | 6:59.35 |
| 9)Bill Cave | 77 laps |



Bill Bischoff’s “rent-a-racer” supplied Les Akre with an SSR entry. The ever-changing wind provided for some interesting takeoffs!



SPORT GOODYEAR

80 laps

160 laps

| | | |
|------------------|---------|---------|
| 1)Bill Lee | 4:05.80 | 8:31.60 |
| 2)Mike Greb | 4:16.82 | 9:00.89 |
| 3)Les Akre | 4:14.06 | 9:23.84 |
| 4)Bill Bischoff | 4:17.66 | |
| 5)Tim Stone | 4:20.22 | |
| 6)Bob Oge | 4:21.75 | |
| 7)Patrick Hempel | 4:27.32 | |
| 8)Charles Barnes | 4:29.06 | |
| 9)Chuck Barnes | 4:30.83 | |
| 10)Paul Gibeault | 4:33.44 | |
| 11)Bill Cave | 4:40.43 | |
| 12)Doug Mayer | 68 laps | |



Above, Bill Cave Pits Doug Mayer's Sport Goodyear Entry "Outrageous".



Les Akre Pits Paul Gibeault's "Boo-ray" Sport Goodyear. Another Model supplied by Bischoff's "rent-a-racer".

**2018 SOUTH CENTRAL FINAL TOP 20
(includes NATS) rev 10/16/18**

SPORT GOODYEAR 80 laps

- 1)Bill Lee 4:05.80
- 2)Bill Lee 4:07.88
- 3)Mike Greb 4:09.81
- 4)Bill Lee 4:13.72
- 5)Les Akre 4:14.06
- 6)Bill Bischoff 4:15.34
- 7)Mike Greb 4:15.94
- 8)Mike Greb 4:16.82
- 9)Bill Bischoff 4:17.66
- 10)Les Akre 4:17.67
- 11)Mike Greb 4:17.87
- 12)Mike Greb 4:18.?
- 13)Bill Bischoff 4:18.82
- 14)Bob Oge 4:19.50
- 15)Chuck Barnes 4:19.54
- 16)Jed Kusik 4:20.01
- 17)Bill Lee 4:20.12
- 18)Tim Stone 4:20.22
- 19)Bill Bischoff 4:20.59
- 20)Chuck Barnes 4:21.38

SPORT GOODYEAR 160 laps

- 1)Bill Lee 8:31.60
- 2)Mike Greb 8:42.22
- 3)Bill Lee 8:42.69
- 4)Bill Bischoff 8:45.03
- 5)Bill Lee 8:55.85
- 6)Mike Greb 8:58.06
- 7)Mike Greb 9:00.89
- 8)Chuck Barnes 9:05.07
- 9)Charles Barnes 9:07.61
- 10)Les Akre 9:23.84
- 11)Bob Oge 11:04.63

GOLDBERG 140 laps

- 1)John McCollum 10:04.90
- 2)Patrick Hempel 10:14.80
- 3)John McCollum 10:16.50
- 4)Patrick Hempel 10:49.25
- 5)John McCollum 11:10.78
- 6)Patrick Hempel 11:21.89
- 7)Charles Barnes 72 laps

MOUSE I 50 laps

- 1)Melvin Schuette 2:32.00
- 2)Patrick Hempel 2:33.21
- 3)Patrick Hempel 2:33.33
- 4)Bill Bischoff 2:33.74
- 5)Bill Bischoff 2:49.78
- 6)Charles Barnes Sr. 2:53.34
- 7)Charles Barnes Sr. 3:00.97
- 8)Bill Lee 3:08.94
- 9)Dave Betz 5:34.44

| MOUSE I | 100 laps |
|-------------------|-----------------|
| 1)Bill Lee | 4:53.14 |
| 2)Bill Lee | 4:53.72 |
| 3)John McCollum | 4:55.83 |
| 4)John McCollum | 4:56.80 |
| 5)Jed Kusik | 5:00.69 |
| 6)Bill Lee | 5:10.09 |
| 7)Patrick Hempel | 5:09.18 |
| 8)Patrick Hempel | 5:11.15 |
| 9)John McCollum | 5:14.11 |
| 10)Chuck Barnes | 5:17.94 |
| 11)Patrick Hempel | 5:40.75 |
| 12)Chuck Barnes | 5:45.48 |
| 13)Mike Greb | 5:57.22 |
| 14)Mike Greb | 5:57.59 |
| 15)Mike Greb | 6:07.87 |
| 16)Charles Barnes | 6:13.90 |
| 17)Charles Barnes | 6:40.90 |

| QUICKIE RAT | 70 laps |
|--------------------|----------------|
| 1)Les Akre | 3:03.86 |
| 2)Bill Cave | 3:05.27 |
| 3)Bill Lee | 3:07.81 |
| 4)Bill Lee | 3:08.45 |
| 5)Doug Mayer | 3:09.87 |
| 6)Bob Kerr | 3:13.28 |
| 7)Chuck Barnes | 3:17.87 |
| 8)Doug Mayer | 3:18.79 |
| 9)Bill Bischoff | 3:19.08 |
| 10)Bob Oge | 3:19.22 |
| 11)Bob Kerr | 3:22.13 |
| 12)Tim Stone | 3:22.41 |
| 13)Paul Gibeault | 3:22.47 |
| 14)Lee Letchworth | 3:22.84 |
| 15)Bill Bischoff | 3:27.78 |
| 16)Tim Stone | 3:29.97 |
| 17)Bill Bischoff | 3:31.13 |
| 18)Lee Letchworth | 3:32.92 |
| 19)Bill Bischoff | 3:34.35 |
| 20)Mike Greb | 3:34.72 |

| QUICKIE RAT | 140 laps |
|--------------------|-----------------|
| 1)Les Akre | 6:19.xx |
| 2)Bill Lee | 6:20.92 |
| 3)Bill Lee | 6:32.10 |
| 4)Bill Bischoff | 6:56.71 |
| 5)Bill Bischoff | 6:57.87 |
| 6)Chuck Barnes | 7:15.36 |
| 7)Jed Kusik | 7:17.08 |
| 8)Jed Kusik | 7:41.01 |
| 9)Bob Oge | 7:50.57 |
| 10)Charles Barnes | 7:54.03 |
| 11)Bill Bischoff | 8:10.94 |
| 12)Charles Barnes | 8:21.55 |
| 13)Mike Greb | 8:22.30 |
| 14)Mike Greb | 9:06.65 |

| SUPER SLOW RAT | 100 laps |
|-----------------------|-----------------|
| 1)Bill Bischoff | 5:19.59 |
| 2)Les Akre | 5:25.49 |
| 3)Bill Bischoff | 5:27.75 |
| 4)Mike Greb | 5:30.85 |
| 5)Les Akre | 5:31.52 |
| 6)Bill Bischoff | 5:36.27 |
| 7)Mike Greb | 5:39.25 |
| 8)Bob Oge | 5:40.73 |
| 9)Mike Greb | 5:44.17 |
| 10)Mike Greb | 5:48.98 |
| 11)Bob Oge | 5:49.39 |
| 12)Doug Mayer | 5:50.02 Fox 35 |
| 13)Mike Greb | 5:50.59 |
| 14)Chuck Barnes | 5:54.72 |
| 15)Mike Greb | 5:55.39 |
| 16)Bill Lee | 5:57.10 |
| 17)Charles Barnes | 5:57.56 |
| 18)Bob Oge | 5:57.76 |
| 19)Charles Barnes | 5:59.95 |
| 20)Chuck Barnes | 6:04.05 |

BACK-AT-IT WORLD TOUR – DALLAS, TEXAS, OCTOBER 2018
By Doug Mayer

Disclaimer:

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So why in the heck did I go to Dallas? Well, frankly, that’s what I’m asking myself. Before I delve into the details of my trip, I feel a little history is in order. I attended the NATS from 1998 to 2003 with the “BACK-AT-IT” control line racing team from California. So who was “BACK-AT-IT” anyway? “BACK-AT-IT” was founded by Mike MacCarthy and Rich & Rodger McIntyre. They had reconnected as a racing team after a long hiatus, so hence the name, “BACK-AT-IT”. They originally set their sights on the Northwest Regionals in Oregon, but later decided to start making the trek to Nationals as well. Rich and Rodger had a friend who lived in Florida named Bob Silvia, so Bob went to the Nationals and joined the “BACK-AT-IT” team. By the time I started racing the SoCal scene, Mike was the ringleader of “BACK-AT-IT”, and they took their racing pretty seriously. After some heavy racing in Southern California with Mike for several years, I became an honorary member of the team. The team also included Bob Kerr, Bill Cave, Vic Garner and Todd Ryan. Mike made T-Shirts (with your name) and hats for everyone. Mike and I eventually became racing partners and we made quite a showing at the NATS for several years. Unfortunately for me, Mike quit racing when his old knees just couldn’t take it anymore, so I lost a great racing partner. Vic passed away, Rodger and Richard dropped out of racing, and eventually “BACK-AT-IT” was dissolved. I tried some other

partners in SoCal, but it never worked out and then my interests changed. I even quit flying for a few years.

After getting married and having boys, I decided to get back into racing. The biggest difference this time around was that I wasn't traveling anymore. No more road trips. I was only racing local contests in Los Angeles for the last 8 years. Things started out slow at first because I didn't have a partner, but then I teamed up with Jim Holland for 5 years. We made a good team and attended almost every SCAR race at Whittier Narrows in LA for a 5 year run. Then Jim moved to England, and I lost my racing partner again. Several other teams in the LA area dissolved around the same time. Duly and Burke fizzled because Don had to quit racing due to health issues. Hull and Dawson faded because Dawson's health was not good. Braun & Kusik quit due to Braun's diabetes complications, and now Jed Kusik has relocated near Austin Texas. So why am I telling you all of this? Our local racing scene is not what it used to be, what once flourished is almost dead. I had been toying with a trip to Dallas for quite a while. I correspond with Bill Bischoff on a regular basis and he told me that the Fall Finale was the premier contest of the year and that I should attend.

ROAD TRIP!!!!!! BRING IT ON!!! I got wind that the Les-Paul, Stone-Oge and the Barnes Teams were all going to attend. This was too good to be true, so I made up my mind I was going to go. I bought tickets to Dallas and got on the phone with Bill Cave and convinced him to go. Next thing I know, Bob Kerr and Lee Letchworth were on board. Wow, 3 members of the "BACK-AT-IT" team on the road again! Well, needless to say, I started making plans and getting gear ready weeks and weeks in advance. One bonus for me is that my firm has an office in Dallas. I scheduled one work day in the Dallas office on Thursday, so I could meet several of my Dallas coworkers and got to see downtown Dallas. I went out to dinner with some friends, and then headed out to Garland to my hotel. Thursday night: Bill Cave was driving all the way from California, and he was about an hour away from Garland when he called, so I went to the local Walmart Superstore and bought a cheap cooler, water, Gatorade and beer for the weekend. When Bill arrived, we hung out for several hours, chatted and drank a few cold ones.



The "BACK-AT-IT" reunion, Doug Mayer, Bob Kerr and Bill Cave from California.

So far, so good.....well.....so far.

Friday Morning: I woke up to a pouring down rain storm. I had reserved Friday for a full day of practice and ended up with a full day of rain. Everyone who made it in on Friday spent the day hanging out under the pavilion at the flying site. I had some airplane work to do, so I hung out and put on landing gears, propellers, and checked fuel tubing etc. I talked with the guys, making up on lost time. Rain...more rain...still more rain. It rained off and on all day long. Even the cockroaches started hanging out under the pavilion to get out of the rain. Near the end of the day I was so bloody bored that Bill Cave and I decided to test fly my new Quickie Rat... Yes, in the rain. We would fly one tank of fuel in the light rain, then when it started pouring cats and dogs, we would run for the pavilion. Each time the rain stopped, we would head for the circle to practice and the scenario would repeat itself...several times... I was now soaking wet, my feet were saturated, and all the guys under the pavilion were terribly entertained by our foolishness. Friday never got any better than this, so I'll just quit now. Oh wait!, there's more... Let's all go out to dinner to a nice warm family restaurant and do some more talking about airplanes. Eight hours of talking ABOUT AIRPLANES in the RAIN wasn't enough, let's talk some more. This is where I start to lose my sanity. We are going to a place called Chubbys?? Arrrrghh...well, my feet were soaking wet, so I took off my shoes and socks. We were in a private room in the back, so it wasn't totally crazy, was it? At least I had a chance for my feet to warm up. After dinner, I put my socks in my coat pocket and forgot about them. After dinner, we went back to the hotel room and had a few beers as the "BACK-AT-IT" team. Just like old times at the NATS.

Saturday Morning: I woke up to a pouring down rain storm. Wow, this is like ground hog day. Now I am seriously losing my mind. So we go to the flying site, and it is still POURING DOWN RAIN, AND MORE RAIN AND MORE RAIN, AND THE PARK IS FLOODING, AND THE STREETS ARE FLOODING.....HOLY CRAP!!! So now what do we decide to do? It's raining too hard to hide under the pavilions, the cockroaches have rented boats and left Dallas, my second pair of shoes are saturated, as are my second pair of socks and my feet are soaked to the bones...again...Wait, I just found my first pair of wet socks in my coat pocket... what the heck???? So, we all decide to go to CHUBBYS for a hot breakfast and hang out for a while. OK, breakfast is over. On the way back to the hotel, we stop for some beer and see a pickup truck driving down the road with a mega size smoker trailer behind it. Smoke is coming out of the thing, and I'm convinced it's full of ribs and brisket. Why didn't we see this guy on the way to breakfast? So, while Bob Kerr is buying some Modellas at the Liquor Store, the emergency broadcast system comes on the radio and fore warns us of Imminent Tornadoes...Can it get any worse! Great, maybe if we have a tornado, it will vacuum up all this rain. So, we drive back to the hotel, and I'm concerned that I'm not piloting an amphibious vehicle. The ditches alongside the highway are 100% full and water is starting to spill onto the highway. I think it's a safe bet that any chance of flying today is out of the question. The forecast is a 100% chance of rain for the next 12 hours.....YAY! MORE RAIN, MORE RAIN, MORE RAIN. I just hope my rental car doesn't breach in 3 feet of water.

“BACK-AT-IT”; Just like old times at all those NATS. Hang out in a hotel room and drink a few beers. The only difference here was that we didn’t race airplanes all day long. Oh Well. I decided to take my second pair of soaking wet shoes and socks and place them over by the air conditioner. I was running the air thru my shoes to try and dry them out. I put on some fresh socks and HEY!! WHAT THE HECK?? Why are my feet soaking wet again?? UNBELIEVABLE!! The floor of our hotel room was wet. The water from the flooded parking lot was leaking thru the walls and making the inside of our room wet?! I give up.....time to take a long nap. Maybe I’ll wake up and be back in California.



Doug with ex Californian Jed Kusik. Jed is a newly minted Texan now.

Darn, I woke up in Dallas. Why did I come here again?? Oh yeah airplanes. Since it was raining forever, we hung out and talked about airplanes for another few hours. I fine-tuned my quickie rat shut-off and swapped motors. I forgot what happened next. Maybe I went back to sleep or watched a lot of football.

Sunday Morning: Wow! I think it stopped raining. Am I conscious? Am I imagining things? Wonderful, it’s not raining, so I start to pack the car with AIRPLANES!!! We go to the Airfield. LETS RACE!!! Bill has surveyed the entrants and because there is only one day, not two, we will fly the 3 most popular events. In this order, we flew Quickie Rat, SSR/Fox race, and Sport Goodyear. I’m not going to give a contest report. I figure that someone else can do that. I just want to brag and say that I built a new FOX racer and competed against a bunch of SSR’s. I turned a personal best which beat my previous NATS winning time. For a FOX racer, I think it’s fair to say I kicked some butt...’nuff said.

Sunday Night: A few of us went to one last dinner. I refused to go to Chubby’s again, so we went to a local BBQ joint in Spring Creek. It was all the Californians, the Canadians, and Bill Bischoff and his girlfriend Kari. It was a good way to end our weekend in Dallas.

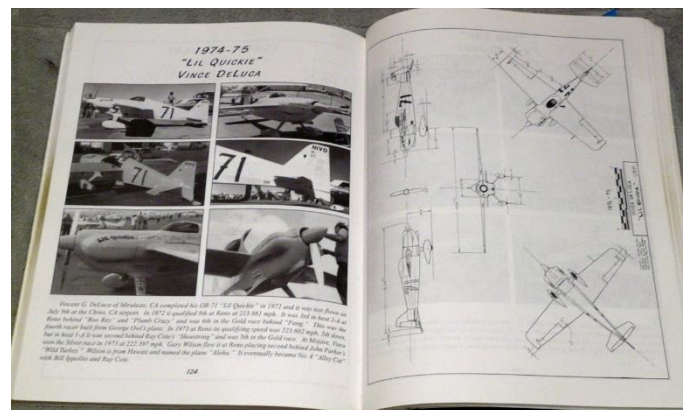
So why in the heck did I go to Dallas?? Because it was the best damn CL racing contest in years. “BACK-AT-IT” was back in full force and ready to race, AND did we race!! The contest and the racing on Sunday were at an absolute premium level. You weren’t gonna place in the top 3 unless you had a perfect race. We had the best of the best in the USA this weekend in Dallas. We had 7 of the 8 active NCLRA NATS Overall Points

champions in attendance at this contest. Awesome!!.....Oh yeah, that’s why I came to Dallas!! All those hours under the pavilion in the rain were priceless. I got to see guys that I haven’t seen in 15 years. We got to bond, we got to hang out, and by the grace of god, we raced our butts off on Sunday. It was a blast! It was a ton-o-fun, and now I’m thinking about the future of CL racing. I think the community will need to communicate and make commitments to go to big contests in the US, whether it be Dallas again, or maybe if we host a big race in LA? Who knows, maybe we can repeat this weekend and have some more epic racing.....That’s why I went to Dallas. It was awesome. And did I mention, it rained?

Douglas

AIR RACING BOOKS – By Bill Bischoff

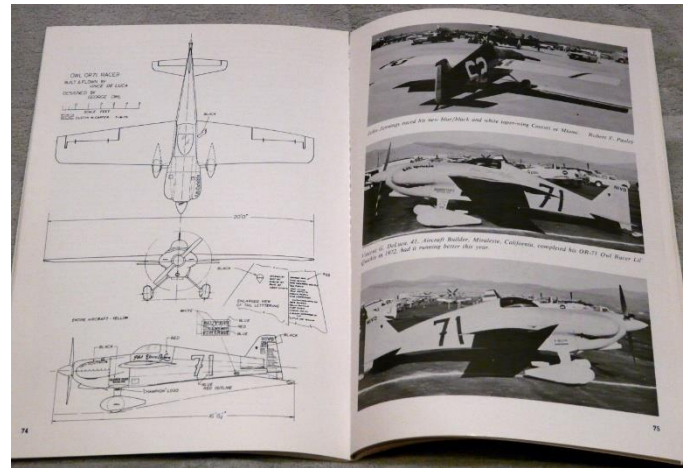
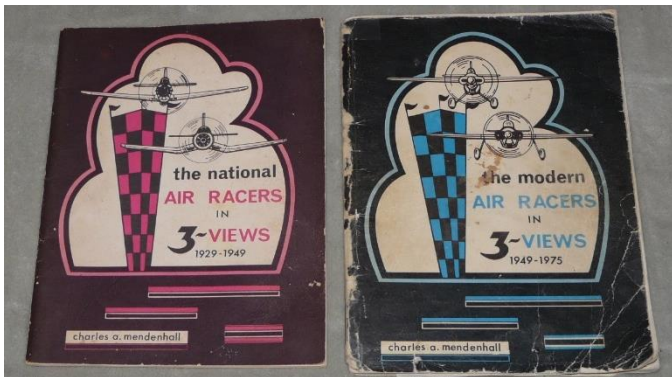
If you’re a Goodyear/ Formula 1 buff like I am, here are some interesting books you may want to look for. I still look at mine regularly. I believe they are all out of print, but I have seen them all on Ebay. I have shown a page from each of the books, all featuring the well known Li'l Quickie, for comparison.



Many of you are familiar with the two volume "Goodyear and Formula One Air Racing" books by Robert Hirsch. Just like the old Beatles albums, the red one is pre-1967, and the blue one is 1967 and on. Each book contains photos and 3-view drawings of all the midget racers you’ve heard of, plus many I bet you haven’t. These books are great for browsing through and looking for the subject of your next Goodyear.

"The National Air Racers in 3-Views 1929-1949" by Charles Mendenhall contains golden age racers, Unlimiteds, and just a

few Goodyear racers. "The Modern Air Racers in 3-Views" contains 25 Formula Ones, plus T-6's, Bipes, and Unlimiteds. Both books feature one aircraft drawing per page, plus some race results, but no photos. There is a third book, dedicated to the very early air racers, plus a compilation book entitled simply "The Air Racer". This book is all three volumes under a single cover.



These books would make great Christmas gifts for you to give to yourself. Look for them before somebody else finds the best deal!

HELPFUL ODDS AND ENDS -By Bill Bischoff

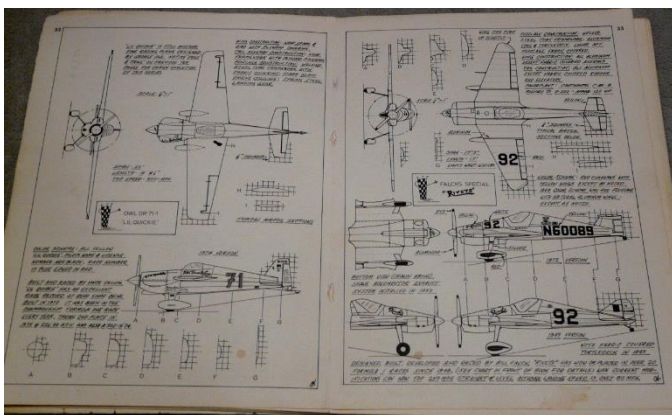
The Brodak 25 is the dominant engine in Super Slow Rat. Most people drill the venturi out to 5/16 (.312) or more. If you decide you've drilled it out too big, try the venturi for the Brodak 40. It fits right into the 25, and the stock venturi bore is .300. I happened to find a stunt flyer who was willing to part with two B40 venturis for a good price. He felt they were already too big for stunt and opted for smaller bore Jim Lee venturis. If you can't find a deal elsewhere, the B40 venturis are available from Brodak, or you can buy a Jim Lee venturi.

Goo Gone is a citrus based solvent/ adhesive remover sold for use around the house. I have found it to also be very good for removing soldering flux residue. Buy it at home centers, discount stores, and even many grocery stores.

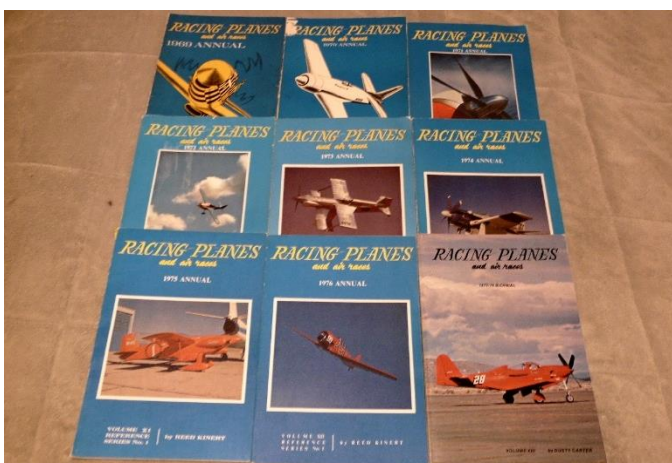
BILL BISCHOFF GOES TO LA - By Doug Mayer

My good friend Bill Bischoff contacted me to tell me he was coming to Los Angeles. His girlfriend Kari's son Cory is stationed at the 29 Palms Marine base, and he was just returning after a 6 month stint out of the country. Bill and Kari were coming to SoCal to visit, and then they were flying home out of LAX airport on Saturday evening. Perfect!!! I live just a few miles from LAX. We made plans to meet at Whittier Narrows and fly airplanes with my boys, and then finish the day with a BBQ at my house and a quick drop off at the airport. I also invited the local guys if anyone wanted to join us.

We met at Whittier at 10:30 and got down to business. Lately, I've been training my 2 boys Tristan and Mason and they have taken a special interest since we moved up to .15 sized Goodyear instead of flying 1/2A planes. Hey Look! Ron Duly joined us! Awesome! Bill and Ron had a good chance to chat while I got the airplanes ready. Both boys are pretty comfortable flying, but it's time they learn to whip the plane back to the pits. Bill went right into instructor mode and was coaching the boys. I pitted the first few tanks of fuel and then Bill told me to go to the center of the circle and work with the



The "Racing Planes and Air Races" books are a series of annuals by Reed Kinert. Each one has a written summary of the year's races, along with many interesting photos and a few 3-views, typically including two Formula ones per issue. The last book covers two years, 1977 & 1978, and was written by Dusty Carter after Reed Kinert passed away. I was disappointed that this series did not continue. I had owned various years' editions of these books since the 70's, but one day I broke down and ordered all of them off of Ebay.



boys, while Bill took over pitting. I believe it was at this moment when Ron informed Bill that if you are a pilot in LA, that you are required to flip props since we have run out of pit men. We all had a good laugh, but Bill still had to keep flipping, ha ha ha. Anyway, it was really productive for me to be in the circle coaching while Bill was pitting. Both kids were burning up tank after tank of fuel. Then it happened. Tristan got the hang of whipping and started getting the plane back to the pit. He didn't get it every time but was getting close. Mason was trying but didn't quite get the knack of it today. With a little more practice, they should be able to run a full race.



Two Pilot's playing Pitmen. Ron Duly (L), Bill Bischoff (R) on the Business end of the Boy's Scale Racers with Tristan in the background. Bill looks a bit confused, Hey Ron, which way do we flip the prop?

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

Dec 1-2

TOYS FOR TOTS Speed, Combat and Racing, sanction #
All speed events including electric, 301-310 & 334,335 + perky. NW & NASS Sport Jet & C Speed, 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: 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:

1. **Contact CD or ED to confirm contest dates before traveling long distances.**
2. All Racing events Sunday only
3. Same four Racing events each contest
4. Clown will be flown on 60' lines per NCLRA NATS rules
5. Other Racing events may be flown if two entrants show up ready to race
6. All combat is top 20 score eligible.



Bill and Doug, with the Boy's Tristan and Mason.

Then Bill had another good idea. He said "do you have any other planes? Why don't you go out there and fly 2 up with the boys". Very cool idea. We got Ron into the action (pitting of course, he is a pilot you know). We would launch the kids first, and then launch me in behind them once they were established. This was working great and the kids were having a blast. While we were racing, I was helping the boys walk the circle properly and stay in position. I was going faster, so they wouldn't have to pass me. Things were going really well until we lost a wheel from the trainer plane (el Bandito). Jim Holland had acquired the plane from some flyer in Arizona and never really used it. When he went to England, he gave me the plane for the boys. I put a Fox 15 BB on it, which has turned out to be the perfect motor for the kids. Unfortunately, the wheels were installed with wheel collars, and you know how that story ends! Eventually, Bill found the wheel, but the afternoon was getting late, so we packed it up. Wow!! What a great day! It was definitely a kid's pilot seminar, and we could see the improvement from all the flying that we did. I want to thank Bill and Ron for all their help. Having 2 more experienced racers on board really helped me give the kids some good quality practice. On a closing note, I want to say Sorry to Ron for not including him in the picture, but someone had to hold the camera! Thanks Ron.

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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.

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