

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



TO

Special Reno F1 Airplanes Issue



**The "Atomic Pumpkin" Cassutt Racer. A Canadian
Formula 1 Entry Piloted by Blaire Hamilton of Cochrane,
Alberta. Blaire and Husband Matt Hughes are the Atomic
Pumpkin Air Racing Team.**

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**Torque Roll Issue #170
October 2023**

PRESIDENT – Bill Bischoff

The AMA schedule for the summer of 2024 will be as follows. Note that minor adjustments may be made in the months to come, but this what we have now. The CL Nats for Speed, Racing, and Combat will be Sun, Aug 4 -Wed, Aug 7. Stunt and Carrier may extend another day or two. The World Cup for F2A, C, and D will be Thurs Aug 8 -Fri Aug 9. The 2024 CL World Championships will be Sun, Aug 11 -Sat Aug 17.

For you Nats contestants, note that this is three weeks later than normal NATS time. This may be an issue if you've got school age kids. Look into your schedule now, so you don't get caught later.

SOUTH EAST – Bob Whitney

Greetings from the rainy south. I just got word that one of my longest time modelling friends Butch Andrews passed away in August of heart failure. He helped me build my first McCoy 29 speed plane when I was a jr. It flew all of 98 mph.

Now the good news; as most of you know, the World Champs will be in the good old USA next year. If you have never seen FAI TR flown by the pro's here is your chance. You will see why we have had such a hard time trying to make it to the top. I am sure they will need plenty of help so step up and volunteer if you are able. If you would like to try your hand at F2C competition, the world cup competition will be run before the worlds and is open to anyone. However, I am sure there will be an entry limit so register early and try your luck.

The only thing going on down here in the south is sport and stunt flying. We are so feeble we can't even get a couple of ringmasters in the air at the same time... So Sad.

SOUTH CENTRAL – Bill Bischoff

Hopefully, it's not too late to remind everyone about the Dallas Fall Finale 2023 contest October 13-15. Friday is listed as a "speed events only" day, but we will be racing AMA Slow Rat in the afternoon if people want to. Quickie Rat, Sport Goodyear and Super Slow Rat are Saturday, and Mouse, AMA Goodyear, and Clown are Sunday. We are expecting lots of out-of-towners this year. I hope you join us.

CONTEST REPORT - Dallas Sept 2

It's been a very hot, very dry summer in Dallas. We got a break in the heat, with temperatures for the weekend predicted to stay below 100 degrees. Nonetheless, we got an early start to avoid the heat as much as possible. Official races actually began before 9:00!

Bill and Sandra Lee were on an Alaskan cruise, so we were missing a pitman and a timer. Fortunately, Melvin Schuette was attending from Kansas, so Mike Greb wasn't the only pitman for the day. Former DMAA President Tom Walker was on hand to man a stopwatch and lap counter, and since we had three pilots, whoever wasn't flying was timing. Yep, two pilots, two pit men, and two timers. All six of us were involved with every race. Team pairings changed multiple

times throughout the day. Everyone got to fly two heats per event, a "throw away" and a "keeper".

The only unusual event of the day took place in Sport Goodyear. Kelly Hite was flying Mike Greb's Polecat, and when he hit the shutoff at the end of the race, both lines broke at the line guide, releasing the plane from its earthly bonds. Even though the engine was stopped, the plane flew several hundred feet towards the railroad embankment at the edge of the field. Fortunately, this was away from the people, so no one was even affected. The plane hit in some underbrush, and only had minor stress cracks in addition to a broken prop and broken needle valve.

We flew events in the order listed below. Mike, Bill, and Kelly were also signed up to fly Quickie Rat, but after SSR, we were all feeling hot, tired, hungry, and old, so we didn't. And the next day, it actually rained!



Contestants at the Sept 2 Dallas Race.

MOUSE I	100 laps
1)Melvin Schuette	5:27.18
2)Patrick Hempel	5:32.40
3)Mike Greb	5:44.74
4)Kelly Hite	7:26.06

SPORT GOODYEAR	80 laps
1)Bill Bischoff	4:08.49
2)Mike Greb	4:10.66
3)Kelly Hite	4:10.99
4)Patrick Hempel	4:13.11
5)Melvin Schuette	4:32.80

SUPER SLOW RAT	100 laps
1)Mike Greb	5:45.78
2)Bill Bischoff	5:51.68
3)Kelly Hite	6:26.44

NATIONAL DMAA SPORT GOODYEAR TOP 20 AS OF 9/3/23

80 laps	
1)Bill Lee	3:55.68
2)Bill Bischoff	3:56.82
3)Bill Lee	3:59.97
4)Kelly Hite	4:02.17

- 5)Bill Lee 4:02.26
- 6)Bill Lee 4:03.17
- 7)Lester Haury 4:04.13
- 8)Mike Greb 4:04.93
- 9)Kelly Hite 4:05.11
- 10)Patrick Hempel 4:08.39
- 11)Bill Bischoff 4:08.49
- 12)Mike Greb 4:08.65
- 13)Mike Greb 4:10.66
- 14)Kelly Hite 4:10.99
- 15)Bill Bischoff 4:11.49
- 16)Patrick Hempel 4:13.11
- 17)Bill Bischoff 4:14.35
- 18)Sepeid Goudarzi 4:15.66
- 19)Bill Bischoff 4:17.73
- 20)Lester Haury 4:17.79

*From Mike Callas, Gentlemen,
 SCAR annual Virgil Wilbur race will be held 10/21 and
 10/22 at the Whittier Narrows.
 This is an unofficial event with no sanction. Doug and I will
 act as host/CDs.
 If you would like to bring a diesel and need fuel, I can mix a
 batch up per your recipe.
 Lunch will be provided.
 Saturday evening Doug will host a party at his house.
 No entry fee however, the park charges \$7 per day to come
 into the park.*

- Saturday**
 Mouse 1
 SCAR Goodyear
 AMA Goodyear (added due to interest)
 TQR
 F2CN + Vintage FAI (Harness)
- Sunday**
 Clown
 Dallas [DMAA] Goodyear
 SSR/Fox
 AMA Slowrat or Formula Unlimited if we have any interest

I realize we listed a lot of events for the Virgil Wilbur. This is our once-a-year chance to dust off some of our planes and give them a run. If you have a plane and you're interested in racing it, bring it out. We'll run through the schedule with early starts and pilot meetings at 9:00 sharp both days. Come on out and have some fun.

Speaking of fun, September was our month. The National Championship Air Races are held every September in Reno Nevada. This year was announced as the last year, the 59th and final race. I have been to the air races on 3 other occasions, one of which was when the boys were very little. I just couldn't miss the last Reno Air Race, so I made plans to attend with my entire family and coordinated our trip with Bill and Kari Bischoff. Bill and I both took the approach to be there on the weekdays for the qualifying heats and skip the big weekend airshow and finals. With attendance around 200,000 over 5 days, and this year's record-breaking event came with warnings of parking and ticketing hassles. I think our Friday attendance was a good approach because we got to see a lot of races and avoided the weekend crowds.

Dallas Model Aircraft Association
PHIL DUNLAP MEMORIAL
Fall Finale
2023
October 13-15, 2023
Dallas Hobby Park
 Northwest Highway @ Garland Road, Dallas, TX

<p><u>All 3 days</u> Sport Jet Speed Perky Speed Record-Ratio Speed</p>	<p><u>Saturday, Oct. 14</u> Quickie Rat Racing Super Slow Rat Sportsman Goodyear</p>	<p><u>Sunday, Oct. 15</u> Mouse 1 Racing Clown Racing AMA Goodyear</p>
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Contest Director/ Racing Director: Bill Bischoff (billbisch@hotmail.com)
Speed Director: Patrick Hempel (ptrckhem@aol.com)

Unofficial racing event rules (ncra.org)
 Unofficial speed event rules (clspeed.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 Transitrace provided by: Bill Lee





SOUTH WEST – Doug Mayer

This is my last chance to make a shameless plug for the Virgil Wilbur contest to be held on October 21 & 22 which is the weekend after the Dallas Fall Finale. We are hoping that we can get some of the Texas guys, and our NorCal brothers, to come and visit us again like they did last year. We had a good turnout last year and had a lot of fun with our out-of-town visitors, so we hope to do the same again. Be sure to UPDATE your calendars. Here's another shameless plug. Me and my 2 boys are going to Dallas for the Fall Finale. We have our airline tickets, hotel reservations and rental car. Let's see how many people can make it to Dallas for a big fall blowout season.



“What Airplane Honey”, formerly “Margaret June”.

One of the highlights of the air races is getting a pit pass and getting up close to the Formula One planes. Bill and I were like kids in a candy shop. We got to see a few of our favorite subjects, Margaret June (now, “What Airplane Honey”) and Invictus/Zipper (Now “Acme Special II”). Bill and I were intrigued by a potential new subject, Déjà vu. Bill and I had quite a lengthy conversation with the owner Eric Dienst. Our discussion was like Formula One Trivia on nitro. Eric told us that the airframe is “Yellowjacket”. This plane now has a fully molded Nemesis Fuselage over the original fuselage frame. (The Nemesis mold was purchased from Jon Sharp), the wing is a Shoestring Stockbarger wing, and the tail empennages? I don’t know, Eric had a name for them, but they are of contemporary vintage, no old stuff here. I took some good photos of the plane and borrowed a tape measure to put in the photos for accuracy. Look for 3-views of Déjà vu soon.



Déjà vu, is the latest 3-view subject for Doug Mayer.



Doug Mayer and Bill Bischoff posing in front of the Gold Race Winner #31 “Fraed Naught”.



Second Place Gold Winner, is a modified Shoestring called “No Strings Attached”.

Some other fun facts, Bill and I posed in front of the #1 Gold Winner – “Fraed Naught”. DMAA member Lester Haurey has built this plane for Dallas Sport Goodyear. I took a photo of #2 Gold Winner, “No Strings Attached”. This shoestring is very clean with a new carbon fiber fuselage, and Eric Dienst told us that the wing is #44 Judy’s original wing. I took a photo of Bill in front of #4 Gold Winner “What Airplane Honey (with matching Margaret June T-Shirt). I got a group photo in front of #5 Gold Winner “Acme Special II (Invictus/Zipper). Zipper was back in the classic yellow and white livery after having the colorful Invictus wrap removed. Kelly Hite built this plane, with this paint scheme! I got a picture of Tristan in front of “Aught Nought”, which if you look closely has the wing from Outrageous with the original Metallic silver and pink paint that you can see from my photo with Scotty 20 years ago.



Bill Bischoff in front of 4th Place Gold Winner “What Airplane Honey”. (Note Margaret June pic on Bill’s shirt).



Doug, his two sons and Bill in front of the 5th Place Gold Winner “Acme Special II, formerly (Invictus/Zipper).



Tristan Mayer in front of “Aught Nought”.

On another note, (Leaving the Formula 1 hangar). 20 years ago I met Scotty Crandlemire (owner of Outrageous) at Nellis Air force Base in Las Vegas for a demonstration Air race. He allowed me to photo document Outrageous and take critical dimensions so I could develop accurate 3-views of his plane. As far as I know, my drawings were the first 3-views of Outrageous because Scotty said none existed when I met him. Fast forward 20 years, and Scotty has moved on from the Formula One class and now he's racing in the Unlimited Class with a Yak-11. I met Scotty at the air races this year and he remembered me (Probably because I was that crazy guy who was photographing and measuring his race plane). I introduced my boys, and ironically Scotty has a son named Tristan as well, so we got a photo of me and Scotty with our two Tristans. I also included a photo from 20 years ago when I first met Scotty.



Scotty Crandlemire, the two Tristan's and Doug, see text for details.



The Gang posing with the aerobatic airplane "Gamebird".

And last but not least, we took in the airshow and looked at some really cool airplanes in the pits. We checked out the acrobatic "Gamebird" which was on display and was also performing some incredible aerobatics. We all wanted this plane! We also checked out an awesome Cessna float plane. The owners let Mason and Tristan crawl up in the cockpit and

hang out. They were moving the controls and watching the wing and tail surfaces move. There's a good lesson! We all wanted to take this plane home and ditch the rental car. And Drum roll.....Big Red T6 Texan. My wife's maiden name is Red and I was planning to build a scale version of this T6 many years ago. I still have a Top Flight RC kit in a box, never ever built the darn thing. And yes, my wife Kris remembers Big Red from 20 years ago when we saw this plane at a local airshow. Of course, we had to take a family photo. Maybe someday I'll build that scale airplane.



The Mayer's in front of T6 Racer "Big Red".

I have lived in California half of my life, and I'm very familiar with the Reno/Tahoe area. If you ever go, try to visit Lake Tahoe. It is a stunningly beautiful place. Instead of getting a hotel in Reno, I opted for a small lakeshore motel in King's Beach at Lake Tahoe. The sunsets from the poolside patio, and morning coffee at the lake were fantastic. For all you guys out there, you have to make your airplane events more enticing for your wife with cute motels and fun stuff to do other than look at airplanes all weekend. We were lucky to have Bill and Kari join us at the lake for dinner on Friday night, and yes, Bill and I talked non-stop about airplanes! Sorry ladies.



The Lakeshore Motel at King's Beach, Awesome view!

I was getting back in town from the Air Races on Saturday night and I started to receive texts from my buddy Greg Kovach. He was saying stuff about pitting for Ron Duly and I suddenly realized there was a SCAR race on Sunday. I had

completely blown it off because of the air races, but I wrangled the boys on Sunday morning, and we went to Whittier. I wasn't prepared, and found myself repairing a Quickie Rat tank on Sunday morning. We showed up late and compensated by leaving the mice at home. We started the day off with DMAA Sport Goodyear. The adults flew first, and then the boys had a junior race. Greg was serving pitting duties for Ron Duly, and me. Hull & Callas teamed up for their entries. We ran 2-up races and kept everyone busy. For the boys, Greg pitted for Tristan and I pitted for Mason. Tristan still has a way faster motor than Mason and easily won the race. I really need to get that kid a better motor to even things out!



Tristan and Mason duking it out in Sport Goodyear.



Greg Kovach, Tristan, Mason and Doug at the Bill Nusz Memorial Contest this past September 17.

After sport goodyear, we flew super slow rat. Both planes were giving the guys problems. Ron had a very fast airplane and it looked like it was going to run away with the win, but unfortunately things went south after the first pit. The motor

just wouldn't keep running, and it seemed like a fuel delivery problem. Greg tried to flush things out, but alas, that plane just wasn't co-operating, and Ron ended up with 43 laps. Hull and Callas had starting problems, but finished the 100 laps for the win.

We finished up the day with Quickie Rat. None of the guys brought any Quickies, except for myself. The boys are totally loving Quickie after their experience at the NATS. We ran a junior race with my 2 airplanes. I had just replaced a motor in my yellow Alley Rat after blowing a motor at the NATS. I literally pulled a motor out of a box and bolted it onto the nose. The kids did the classic coin toss and Mason chose the Cow. Tristan got the Alley Rat with the unknown motor. In this race Greg pitted for Mason, and I pitted for Tristan. Neither one of us were very proficient mechanics, but I definitely had the upper edge on prop flipping. Also, the Alley Rat was running great with its new motor and had a slight airspeed advantage over the Cow. All airspeed aside, this race was definitely won in the pits. Both kids were very impressive with clean shutdowns and precise landings. It's really cool to see the boys racing at this level as juniors. And of course, we had our matching BLUE Back-At-It T-shirts for the contest. Thank you to Dave Braun, Paul Wescott and Larry Renger for timing the races for us. We couldn't do it without you guys. We appreciate your support. That's it for this month. Keep your lines tight and wear your sunblock.

Bill Nusz Memorial Results September 17, 2023

DMAA Sport Goodyear Heat 1 Heat 2

1. Mike Callas/Dave Hull 4:26.37 n/a
2. Douglas Mayer/Greg Kovach 4:38.87 n/a
3. Dave Hull/Mike Callas 6:11.57 n/a
4. Ron Duly/Greg Kovach 7:03.50 n/a

DMAA Sport Goodyear - Junior

1. Tristan Mayer/Greg Kovach 5:51.62 4:31.86
2. Mason Mayer/Douglas Mayer 74 laps 6:00.40

Note: The juniors scored 2nd and 4th places overall.

Super Slow Rat

1. Mike Callas/Dave Hull 8:59.03
2. Ron Duly/Greg Kovach 43 laps

Quickie Rat – Junior 70 laps

1. Tristan Mayer/ Douglas Mayer 4:01.02
2. Mason Mayer/ Greg Kovach 4:52.47

2023 RENO AIR RACES Bill Bischoff

These pictures of Formula 1 aircraft were taken (by me) at the 2023 Reno Air Races. This was the last year for the Reno Races. Next year the races will be held between Las Vegas and Pahrump, Nevada, at the site of the yet to be built US Spaceport. This is based on printed information being handed out at the races, not just second-hand gossip.



“Acme Special II”.



“What Airplane Honey”.

Some of these planes are fairly well known. The Acme Special II used to be Invictus, and before that, Zipper. What Airplane, Honey? used to be Margaret June. Plans for both aircraft are available on the NCLRA web site. Both are attractive and competitive.



“Déjà vu”.

Deja Vu bears a strong resemblance to Nemesis. The composite fuselage skins came from the same mold that produced Nemesis. The wing is the same design as the wing worn by #16 Shoestring in her Circus Circus and sky blue and pink days. Doug Mayer may be working on plans for this one.



“No Strings Attached”.

Speaking of wings, I also learned that the familiar semi-elliptical Shoestring wing on No Strings Attached is the original wing from Judy Wagner's #44 Shoestring called Solution (later called Judy).



“Fraed Naught”.



“Limitless”.

Fraed Naught and Limitless have both won the Gold race multiple times. This year, they were first and third respectively, with No Strings Attached sneaking in between them for second.



“Fast And Easy”.

A plane called Fasy n' Easy caught my eye. The wing is a standard "barn door" Cassutt, but the fuselage has received a serious make over. Since I still have a few pre-carved Brodak wings in my stash, I'm working up drawings of this one just for something different.

Kari and I had a great time at the races (and Kari enjoyed the casinos also), and we even met up With Doug Mayer and his family on Friday. We all hung out together at the races, and then had dinner in Lake Tahoe.

The low point of the races came on Sunday afternoon, after we all had gone home. At the conclusion of the T-6 Gold race, the first and second place aircraft collided in the landing pattern, killing both pilots. Ultimately, the day's remaining races were cancelled. It was a tragic loss, and a terrible way to end the legacy of the Reno Air Races.

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

October 13-14-15 Fall Finale

Saturday: Quickie Rat, Super Slow Rat, and Sport Goodyear

Sunday: Mouse 1, Clown race, and AMA Goodyear.

All contests held at Samuell Garland Park, Northwest Hwy, and Garland Rd. Dallas, TX. 75238. GPS 32.866867, -96.671400

At all contests, NCLRA legal Fox racers may enter Super Slow Rat. Fox 35 appropriate fuel will be provided. I hope to see many of you this year.

SOUTHWEST DISTRICT

October 21-22 Virgil Wilbur Memorial

Whittier Narrows Recreation Area,

750 Santa Anita Ave, South El Monte, CA

Sat Oct 21- We will run JR events for all JR entries.

Mouse

SCAR GY

TQR

F2CN + Vintage FAI (Harness)

Sunday

Clown

Dallas GY

SSR/Fox

AMA Slowrat

Email: Douglasmayer58@gmail.com



Number 37 "Slab Dog", another Cassutt variant seen at the Reno Air Races this year.

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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