

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



TO



This was taken at Scobee Field in Houston in the early 1990's. All these fine gentlemen are still racing 30+ years later. Kneeling, L to R: Bill Lee, Chuck Barnes, Mike Greb /Standing, L to R: Charles Barnes, Bill Bischoff. "Barracuda" TQR's abound.

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**Torque Roll Issue #178
April 2025**

PRESIDENT – Bill Bischoff

Once again, it's officer election season. The ballot for District Representatives will appear in the next newsletter. Incumbents should indicate whether they want to run again or step down. I personally am willing to go for another term, so I'll commit to it before I change my mind. Of course, challengers are welcomed and encouraged, so don't be shy. As always, before you nominate someone besides yourself, make sure that person gives consent.

The CL Racing schedule for the 2025 NATS is as follows. Monday, July 7 will be Mouse 1, Vintage B TR, and F2C team race. Tuesday, July 8 is AMA Slow Rat and AMA Goodyear. Wednesday, July 9 will be Quickie Rat and DMAA Goodyear. Thursday, July 10 is Super Slow Rat and Clown Race.

We are seeking sponsorship for the unofficial events at the NATS, namely Quickie Rat, Super Slow Rat, Clown Race, and Sportsman Goodyear. I would like to have Gold, Silver, and Bronze awards for Sport Goodyear, but there's no reason that one sponsor has to cover all nine awards. We can certainly have separate sponsors for Gold, Silver, and Bronze. Please contact me if you want to be a sponsor. Sticking with the subject of the NATS, don't forget that our speed brethren will be joining us at the McCool racing site for the NATS. We will use our same circle as always, and the speed guys will use the F2C team race circle. AMA will install a pylon mount in time for the NATS.

The Australians' bid to host the 2026 CL World Champs has been approved. The site will be Whiteman Park in Perth, the same as the 2016 CLWC's. A World Cup event will be April 29-May 1, and the World championships will be May 2-May 8.

I recently bought a new production Magnum XLS 15 bluehead engine. I couldn't wait, so I ordered one from Ali Express in China. I am pleased to report it appears identical to the Sport Goodyear 15 we all know and love. I partially disassembled and examined it, and checked the bore and stroke. The individual part numbers are the same as before, as are the bore and stroke. I ran a couple of tanks of fuel through it, and it ran just like all the rest. It even started on the very first flip.

As of March 16, mikegoesflying.com has these engines in stock for \$89.99, plus 10.95 shipping. Surprisingly, this is actually a few dollars less than what it cost to get mine from China.

Having available engines again should be good news for anyone interested in Sportsman Goodyear. If I see a decent amount of interest, I will have another batch of venturis made. Contact me if you need a venturi (or several!)

Speaking of good news for Sportsman Goodyear, I recently received word that our batch of Fora Jr 15's were ready to be shipped. There was one small problem though. The

engines all had Nelson head buttons instead of standard plug head buttons.

As soon as the standard head buttons are manufactured and installed, the engines will be shipped to me. I won't know the final price until the engines are ready for shipping.



The New Fora Jr. 2.5cc Sport Goodyear engines will be available very soon!

I have asked twice if anybody was interested in NCLRA T-shirts. Since only two people said they were interested, I am not going to bother with having any made. Sorry to both of you.

NORTH WEST – Leighton Mangels

'Tis the season. The contest season that is. Our club, the Northwest Fireballs, traditionally has the first contest in the Northwest which we call the Spring Tuneup. As of

this writing we're two weeks away from it and hopefully the weather will cooperate. We'll be flying two racing events, Dallas Goodyear and Northwest Sport, and the results will be posted shortly after the contest on Flyinglines. One of the reasons that it's the Spring Tuneup is because it's a good opportunity to get things ready for the largest control line contest in the Northwest, the NW Regionals, which will be held again this year in Roseburg Oregon over Memorial Day weekend on May 23, 24, and 25. We'll be flying 5 racing classes, on the 23rd, and all the particulars are available now on Flyinglines. So now the building season is over and it's time to see if all the winter work was worth it. I've built a couple new race planes with some new ideas and soon we'll find out if any of them are improvements. Stay tuned.

Leighton Mangels



Northwest Control-Line Regionals
Roseburg, Oregon, May 23-24-25, 2025
Championship model airplane flying competition

Awards offered in 33 events, including ...

- **AEROBATICS** — Beginner, Intermediate, Advanced and Expert Precision Aerobatics, Old-Time, Classic/Nostalgia 30 and Profile Stunt!
- **COMBAT** — 1/2-A, 80-mph and AMA Fast!
- **NAVY CARRIER** — Profile, Class I, Class II, .15 and Nostalgia (Profile and Class I-II), Sport 40!
- **RACING** — Dallas Sport Goodyear, NW Sport, NW Super Sport, NW Sportsman Clown, NW Clown!
- **SCALE** — Authentic Scale, Sport Scale and Profile Scale, Fun Scale, 1/2-A Scale!
- **SPEED** — 1/2-A Proto, .21 Sport, .21 Proto, F2D Proto and Northwest B Proto!

Location: Roseburg Regional Airport

Just off Interstate 5 — take Exit 127

For your convenience: Advance registration!

Sign up early and purchase your T-shirts in advance. Discount for all early entry and T-shirt sales!
Write for entry package: Northwest Regionals, 2456 Quince St., Eugene, OR 97404 or download at flyinglines.org

Regionals lodging

Host hotel for the 2024 Regionals is the **Sleep Inn and Suites**
at 2855 N.W. Edensbower Blvd., just across I-5 from the field
Reserve your room early to get the special "Northwest Regionals" group rate. Call 541-464-8338

For information, contact:

Contest director Mike Hazel, P.O. Box 505, Lyons, OR 97358, zzclspeed@aol.com
See flyinglines.org for more information or contest-related updates.

NORTH CENTRAL – Paul Gibeault

3D printing the “Hummel” mouse racer.

While competing at the Luftzirkus in Germany a few years ago, I came across Sebastien Kunske who was flying a most unusual model. It was printed & constructed by his friend Peter Klimesch. I really missed a golden opportunity when Sebastian offered to let me take it home with me. I'm not sure if it was a lack of space in my suitcase or what, but I left Germany without it. What a missed opportunity for studying a new concept in model building! I don't remember how well Sebastian made out in the competition, but he was further ahead than I was!

Over a year had passed, and a fellow modeller asked me for the 3D Files which I don't have. On a whim, I emailed Sebastian about it. Sebastian then emailed his designer friend Peter Klimesch, who promptly sent him the construction files & building instructions! Here's the email from Sebastian:

From: "Sebastian Kunzke" <tubasti@googlemail.com>
To: "Paul Gibeault" <pgibeault@shaw.ca>
Sent: Tuesday, March 4, 2025 11:34:08 AM
Subject: Re: Your printed mouse.

Hello Paul !

Here is the Data - Have fun with it !

Its a rar-Archive, so you need to uncompress the Data first..

About giving them to others :

I asked Peter how to handle the data, he replied:

"tell him to handle it the way he would want it if it were his designs"

If you want to give him credit in some publication(Torque Roll for example) his **full name is Peter Klimesch.**

Best regards,
Sebastian

SO, I've been given permission by Peter to put this information into the Torque Roll newsletter. Thank you, Peter & Sebastian!

****Here's the file from Peter Klimesch, it can't be hot linked so email Paul Gibeault for a copy.****



HummelV3 (1).rar



Always enjoying himself, here's Sebastian tuning his Hummel racer flying in the Luftzirkus “Cox race”.



Happy race winners: L- R: Peter, Axel, Franz, Sebastian, Paul & Gabby.



Here's a photo of the Italian Bugatti racer.



This Hummel model appears to have some resemblance to the Italian Bugatti Pylon Racer design.

SOUTH CENTRAL – Bill Bischoff

LEADOUTS

The big topic around here is leadouts for Sportsman Goodyear. If you slept through the last newsletter, first, shame on you, and second, go back and read it! I'll wait.....

Ok, now that you're back and all up to speed, the DMAA will be requiring leadouts on all Sportsman Goodyear models beginning at our Spring Warm Up contest in April. Since the NATS sport Goodyear event is also flown per DMAA rules, this will apply at the NATS as well. The DMAA has no control over what rules are used at any other contests, but if your club uses the Dallas rules, we request your compliance in the interest of both uniformity and safety.

As discussed in the last Torque Roll, airplanes can be brought into compliance with no aircraft modifications by making lines with permanently connected cable leadouts. The leadouts will connect to the existing buttons on the bellcrank, so the lines/ leadouts can still be disconnected from the bellcrank and

rolled up as usual. I mentioned before that I made one leadout 16" and one leadout 18", but have since changed those dimensions slightly to 16 1/4" and 18 3/4". This seems to work better on the more modern designs with longer wingspans.

The revised rules are attached below. The biggest point of contention has been the requirement for solid leadouts to be .032" diameter, when cable leadouts only need to be .027". I am personally responsible for this. After making leadouts from .025" piano wire, I felt they lacked the rigidity of .032" and would be more likely to accidentally get bent. I don't think there will be any noticeable difference in airspeed or handling qualities, so unless/ until I find a compelling reason to go down to .025" for solid leadouts, the minimum size will be .032".

SPRING WARM UP CONTEST

Dallas kicks off the 2025 contest season on April 25-27. As in previous years, racing will be Saturday and Sunday. If we get requests for other events, such as AMA Slow Rat, we can have them on Friday as "unofficial" events. We will also allow "ClownYear" entries to compete in AMA Goodyear on Sunday. Contact me by phone or email if you are interested in any unofficial events, or if you have any other questions about the contest.

DMAA SPORTSMAN GOODYEAR RACING RULES REVISED MARCH 2025 (changes in Red *ITALIC*)

OBJECTIVE: Sportsman Goodyear racing is intended to be a low-key sport racing event which can be enjoyed by both novices and experienced racers. By disallowing expensive, high performance racing engines, both cost and performance are kept down to a level which all modelers can manage.

APPLICABILITY: All AMA general and CL general rules, the AMA Unified Control Line Racing Rules, and rules for event #317 Control Line Scale Racing shall apply unless modified below. In the case of a dispute, the event director shall have the final decision.

ENTRIES: Once a contestant has used an aircraft or engine in the event, that aircraft or engine may not be used by another contestant in the same event.

CONTROL LINE SPECIFICATIONS: Models must employ two multi-strand lines of at least .015" diameter. Four-strand, brass plated lines of nominal .0145" diameter, such as those marketed by "controlineparts.com", are specifically disallowed. Line length shall be 52' 6" +/- 6", measured from the grip portion of the handle to the center line of the fuselage. Pull test is 25 pounds.

RACES: Heat races shall be 80 laps, with a minimum of one required pit stop. Feature races shall be 160 laps, with a

minimum of three required pit stops. Races should run three-up whenever possible.

FIELD LAYOUT: The inner circle shall have a radius of 58'. The outer circle shall have a radius of 68'.

MODEL SPECIFICATIONS: Per Control Line Scale Racing. The builder of the model rule shall not apply. Only one fuel tank is allowed, with a maximum capacity of one fluid ounce. The fill, vent, and pickup tubes shall have a maximum outside diameter of 1/8". Quick fills are prohibited. Fuel shutoffs are permissible. Hot glove or hot thumb electrical contacts shall not be permitted. Additional model specifications are listed below.

LEADOUTS: *Models must employ leadouts between the bellcrank and the flying lines, with the leadout-to-line connection external to the wingtip. Solid music wire leadouts shall be no smaller than .032" nominal diameter. Flexible cable leadouts shall be no smaller than .027" nominal diameter.*

PROPELLER SPECIFICATIONS: Only commercially available wood or injection molded plastic propellers are permitted. Composite propellers (carbon or glass fibers with synthetic resins) are not allowed.

ENGINE SPECIFICATIONS: Non-schneurle ported engines may be of plain bearing or ball bearing construction. Schneurle ported engines must be of plain bearing construction only, except that the Fox 15BB schneurle engine is specifically permitted in accordance with the constraints outlined below. Plain bearing conversions of ball bearing engines are specifically prohibited.

The following major components of the engine must have been produced by the original manufacturer for the specific engine in quantities of at least 1000: the complete crankcase including front and rear ends, or upper and lower portions as applicable, the crankshaft, cylinder and piston. Engine parts may be modified by removing material only, except that cylinder plating is permissible. Non-stock cylinder heads or head buttons may be employed, however glow engines must use a 1/4-32 thread glow plug if the stock cylinder head or glow head is not used.

ENGINE SPECIFICATIONS FOR MAGNUM/ASP/SH ENGINES ONLY:

These rules supersede the above specifications for specific engines listed.

The Magnum XLS 15A and ASP S15A engines are identical other than the name on the crankcase. They are characterized by schneurle porting, ABC piston/ cylinder metallurgy, dual ball bearings, and a 4 bolt blue anodized cylinder head. The SH 15 engine is made in Taiwan, ROC. It is a front intake, side exhaust engine with schneurle porting, ABC metallurgy, dual ball bearings, and a cast helicopter-type head clamp with separate head button.

Engines must be of stock configuration only. No material may be added or removed (except through normal wear and use),

except the engine mounting holes may be enlarged or elongated, and cylinder head shims may be added or removed. No non-stock parts may be substituted except for the glow plug, venturi, needle valve assembly, ball bearings, head shims, gaskets, screws, prop drive washer, front prop washer, and prop nut. On the SH 15 (only), the stock head clamp may be cut down to a more appropriate size, but must still be used.

Engines shall be equipped with a venturi and spraybar meeting the following specifications. For Magnum and ASP engines, the venturi shall have an inside circular bore of no more than 0.251". For SH engines, the venturi shall have an inside circular bore of no more than 0.267". The venturi shall maintain this diameter for at least .155" at the throat of the venturi where the spraybar is located. The spraybar assembly shall be located precisely through the center of the venturi bore, and shall have a constant circular cross section of at least .153" diameter for the portion of the spraybar in the throat of the venturi.

MODEL SPECIFICATIONS FOR MAGNUM/ASP/SH ENGINES ONLY: *The entire control system must be exposed and external to normal aircraft contours.* The leadout guide(s) may be inset into the wing, but shall cover no more than 1/2" of the leadouts. The bellcrank may pass through the fuselage but must be visible and not fully enclosed. The pushrod and elevator control horn shall not be recessed or enclosed in the fuselage. Fuel shutoff linkages are exempt from any of the above regulations.

CLOWN-YEAR RACING RULES

Bill Bischoff

It's a new season, so it's the perfect time to revisit Clown-Year racing. If you don't know or remember what Clown-Year is, go back to the November 2024 *Torque Roll*.

We will be incorporating Clown-Year into the AMA Goodyear event at our April and October contests in Dallas, and urge others to offer it as well. It makes sense that we should have a posted set of rules for everyone to follow. Note that this is not an officially endorsed NCLRA event, but the NCLRA web site seems like the logical place to post the rules. Apologies to Doug Mayer who hates the name "Clown-Year". Unfortunately, it seems that this is the name that best conveys what the event is about. The rules are listed below.

CLOWN-YEAR RACING (not an NCLRA event)

Clown-year 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. See the November 2024 *Torque Roll* for additional information.

SOUTH WEST – Doug Mayer

Welcome to 2025. The last newsletter went to print without a SW Report. I apologize, but I was transitioning to a new employer, a new computer, had a lot going on, etc, and I was just not in the mode of issuing a report. Well, now I'm back, so here goes.

New Business: I was looking thru old newsletters, and it appears that I accepted this role and published my first SW report in April 2019. At the time, I agreed to hold this position for 2 years. Well, 6 years has gone by and I'm still doing it! I'd like to open an invitation to anybody interested in being the SW District rep to contact myself, and the Prez Bill Bischoff. I'd be happy if someone else took over for awhile because I've got some other interests that are taking more of my time, and it would be a welcome change for someone else to take over for awhile. Please feel free to step up. My contact info, and Bill's contact info is at the tail end of this newsletter. My most important news is always to announce any upcoming contests. The Southwest district has not established a formal calendar for 2025 yet, but there are a few established contests for 2025. The speed fliers are hosting the John Newton Memorial on June 21-22 for Speed/Combat/Racing, see attached flier. Racing is Sunday ONLY.

Another contest that can be counted on will be the Virgil Wilbur which is held on October 11 & 12 and has been a huge success for the last 5 years. This is an informal 2-day event, and not a fully sanctioned event. Similar to last year, the VW is the weekend following the Fall Finale contest in Dallas. Sometimes we can get folks who attend the Dallas contest to join us the next weekend in LA. I've been calling it the Fall Classic Series (But I don't think anyone noticed yet!! Ha ha, nothing wrong with a little self-brewed hype!)

And finally, to cap off the season, we can always count on our stalwart contest, the Toys for Tots in December. The Toys for Tots is usually the first weekend in December, so that would make it December 7th.

On a final note, Since the SW has not published a formal calendar this year, there is always a chance for another contest to make it to the schedule. In past years, we have had a September contest hosted by the Speed Fliers. We will let you know if they add any new contests to the calendar for 2025.

Sport Goodyear Leadouts: Bill shared a preview of his article on the leadouts issue, so I am aware of the content. I have been involved in these discussions with Bill and others for several months. For the record, I support these rules change because I have been the victim of flying line failure at the wingtip, not once, but multiple times. The simple fact is that .015 braided flying lines simply do not stand up to long term fatigue of sliding thru the leadout guides. Most of my failures passed the required pull test before the race, but failed when I hit the shut-off. Can you imagine hitting the shut off and plowing your plane straight into the tarmac with a single full DOWN line control? Trust me, it is not a rewarding experience. This catastrophic failure is not safe for bystanders, and it sucks to destroy an otherwise perfectly good airplane. It's simply not worth the risk. I fully support this change, and will be making the necessary changes to my flying lines.

That's right! My lines. I'm planning to retrofit my .015 braided lines with flexible leadouts that can detach at the fuselage / bellcrank, and then be rolled up on my spool. Do whichever system suits your needs, but please be advised, we will be transitioning to these new rules, so please make the necessary retrofit to your flying lines/leadout/control system.

Contest Report:

December 08, 2024 – Toys for Tots. Our classic winter benefit for the Marines. This contest was a huge success with good attendance from our out-of-town visitors. In my absence of reporting in the last issue, Bill Bischoff provided a brief contest report. I'm not going to repeat the report, but I am providing some photographs for Les to share with you all. First of all, I heard one of the funniest quotes during the Mouse Race. I was sitting and timing the race with Dave Braun, when he said, "Look at that! The three biggest dudes are flying the 3 smallest airplanes". It was true, and to add to that, Mike and Bill and Mike were putting on a show trying to stay in the right place at the right time. So now, What's up with the UGLY Airplanes? Combat flier Darin Albert brought these planes to the circle, and dumped them off – free for the taking. Word was, that these planes had sat in his garage rafters for 25 years. This seemed to be the truth based on the thick 1/4" dust patina that encased these planes, and all the hard brittle rubber and plastic parts. All day long, people looked at these turds, but no one was brave enough to take them home. Last week, I was on the phone with Dave Hull and he told me that he's refinished 2 of the 3 planes! I guess someone DID take them home!? I must admit that I'm curious to see what Dave comes up with. My guess is that we'll never recognize them, and then Dave will say, "Do you remember those UGLY airplanes at the Toys for Tots?....Well..." I hope that sharing all these photos inspires you to keep coming to LA to race with your SW Buddies!! Come and join us in 2025!

That's it for this month, keep your lines tight and wear your sunblock.



Darin Albert brought this trio of ancient Goodyears to the Toy's for Tot's in search of a new home. Apparently Master Scrounger Dave Hull has adopted them.



These guys look busier than a one-armed paper hanger in a windstorm. Such is the theatrics of Mouse 1.



Paul Gibeault's Mouse 1 Pit Encampment. Pete Cunha and Charlie Johnson inspecting his luggage.



Control Line Speed Flyers of Southern California
presents the
John Newton Memorial Control Line
Contest: June 21-22, 2025
AMA Class AAA, Sanction Event Number: .

Whittier Narrows Recreation Area
South El Monte, California

Control Line Speed – All AMA, NASS and Northwest Classes both days in fenced circle:
½A, ½A Proto, A, B, C, D, S21, F40, 21 Proto,
Northwest B Proto, F2D Proto, Fox 35 Speed,
Fast Jet, Sport Jet, Northwest Sport Jet,
A Electric, B Electric, F2A, F2G, Perky.
• Transitrace timed. Air Compressor for Jets.

Control Line Racing on South paved circle – ½A Mouse I
Super Slow Rat
Texas Quickey Rat
Sport Goodyear

Control Line Combat on grass circles – AMA Fast Combat (Rule 328)
with paved center pads Speed Limit (80 mph) Combat
F2D Fast Combat

North paved circle open for flying both days.

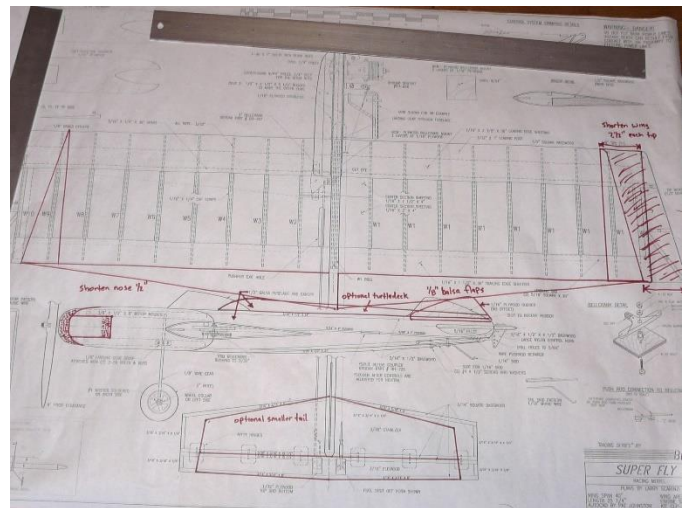
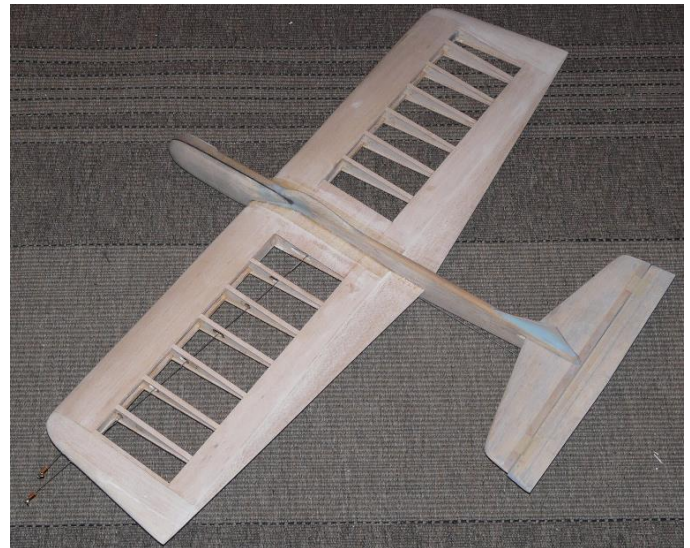
CD: Joe Brownlee Racing: Ron Duly
jallenbrownlee@gmail.com rduly@earthlink.net
(714) 393-1940 (818) 843-1748

Speed: Howard Doering Combat: Bill Maywald
hdoering@socal.tr.com wmaywald@gmail.com
(714) 394-5304 (909) 560-9245

Fly all events for \$20.00.
Current Covid-19 Protocols for this outdoor event.

The FLYCATCHER for Super Slow Rat Bill Bischoff

The Flycatcher is a modified Brodak Super Fly. The modifications are a combination of practical and cosmetic. The primary modification involves shortening the wing 2 1/2" on each side, and installing fixed trailing edge flaps to restore the wing area to the required 300 sq. in. minimum. The flaps are 2" at the root, and taper to a point at the wing tips. Shortening the wingspan reduces the wing's frontal area, and also helps to avoid hitting the pit man's leg on takeoff or landing.



The nose of the fuselage is shortened 1/2" to make the front end more rigid. The rear fuselage is shortened for weight savings and improved balance. Per the rules for Super Slow Rat, the minimum fuselage length is 22" from the engine prop driver to the elevator hinge line. The stab and elevator may be made smaller, also for better balance and weight reduction. I recommend 50 sq. inches. The tail surface outlines may be reshaped to suit your aesthetic tastes. The canopy may be reshaped as well, or replaced with a turtledeck for a different look.

DMAA Spring Warm-up Gene Hempel Memorial April 25, 26 & 27 - 2025 Control Line Racing and Speed Site: Samuell Garland Park

Northwest Highway & Garland Rd. Dallas, Texas
11500 McCree Rd. Dallas TX. 75238
GPS 32.866867, -96.671400
Class AA AMA Sanction # _____
Pilots Meeting at 9:30 AM Friday, Saturday & Sunday

Friday 04-25	Saturday 04-26	Sunday 04-27
Record Ratio Speed	Texas Quickey Rat	Clown
NASS Sport Jet	Super Slow Rat	AMA Goodyear
NASS Perky Speed	Sport Goodyear	Mouse 1

Speed events all three days. All events are (JSO). Helmets required for racing pit crews.

Entry Fee: \$20 first event, \$5 each additional event.

Contest Director: Patrick Hempel
For additional info. On event rules.
See Web Site: www.dmaa-1902.org

Sponsored by
Dallas Model Aircraft Association
Fuel and awards provided
By: NASS, DMAA, NCLRA, APC
and bsi-industries
AMA: License & Entry fee required

Racing Event Director: Mike Greb



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

April 12 - 13

Portland Oregon.

NW Fireballs Annual Jim Walker Spring Memorial Tune Up contest. Sunday, Dallas Sport Goodyear, Northwest Sport Race, NW Sport 40 Details are in the Flyinglines newsletter, or check the flyinglines.org website.

May 23-24-25

Northwest Control-Line Regionals, Roseburg Regional Airport, Roseburg, Ore.

- Thursday, May 21: Field setup and practice
- Friday: Racing, Navy Carrier, 1/2-A Combat, Old-Time Stunt, Scale static judging.
- Saturday: Classic/Nostalgia 30 Stunt, Profile Stunt, Scale flying, Speed, 80mph Combat.
- Sunday: Precision Aerobatics, AMA Fast Combat, Speed, Navy Carrier.

The flyer is posted elsewhere in this issue.

SOUTHEAST DISTRICT

None

MIDWEST DISTRICT

2025 AMA Nats, National Aeromodelling Center, Muncie In.

The CL Racing schedule for the 2025 NATS is as follows. Monday, July 7 will be Mouse 1, Vintage B TR, and F2C team race. Tuesday, July 8 is AMA Slow Rat and AMA Goodyear. Wednesday, July 9 will be Quickie Rat and DMAA Goodyear. Thursday, July 10 is Super Slow Rat and Clown Race.

SOUTH CENTRAL DISTRICT

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

April 25-27 Spring Warm Up

June 7-9 Bob Gieseke Memorial

August 30-31 Southwestern Championships

October 3-5 Fall Finale

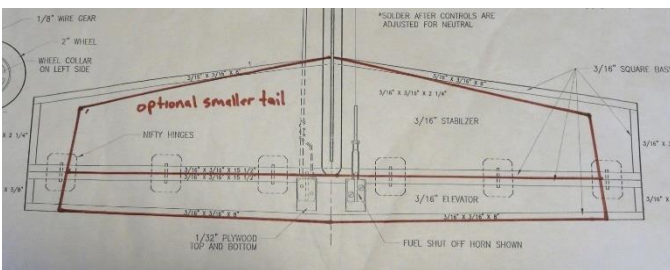
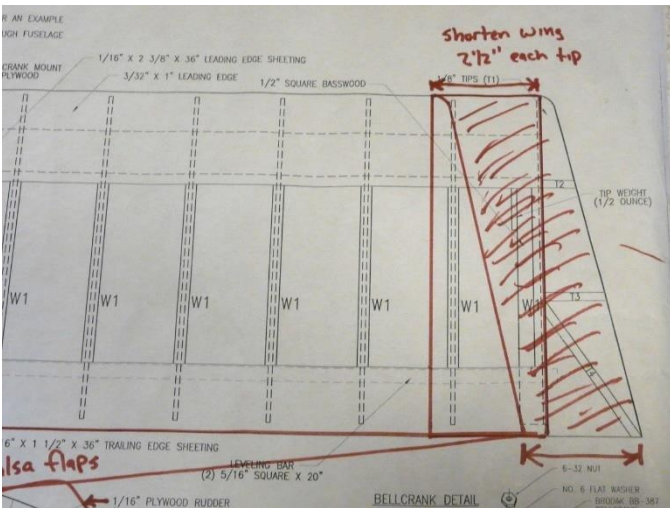
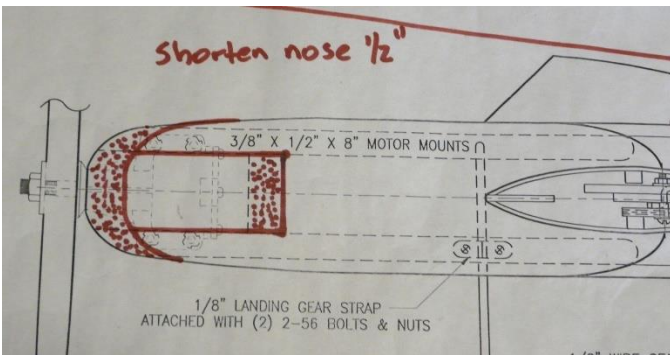
The April and October contests will have racing on both Saturday and Sunday. The lineup for each of these contests will be as follows: Saturday, Quickie Rat, Super Slow Rat, and Sport Goodyear. Sunday will be Mouse 1, Clown race, and AMA Goodyear. These contests will also include speed. Other racing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

June 21-22.

John Newton Memorial Speed/Combat/Racing, see attached flier in this issue. Racing is Sunday ONLY.



A modification not shown is a flat aluminum landing gear. I make mine from 1/8" 2024 aluminum. It fits between the fuselage and the cheek cowl. It is secured with two 4-40 screws, installed from the outboard side of the fuselage. The same screws also serve as two of the fuel tank mounting screws. I like to be able to remove the landing gear to make the planes easier to pack, but also to allow me to try out different gear legs to find the best wheel position.

An article in the December 2017 issue of *Torque Roll* details the control system and shutoff linkage that are suitable.

Multiple Flycatchers have been built and flown. Pete Cunha has a very nice example that he built last year. It was shown in the last issue of *Torque Roll*. The Barnes team has built and raced several examples for both Super Slow Rat and AMA Slow Rat. The bare bones photo is the original Flycatcher that I built for Richard Oliver. It was very fast and flew beautifully. If you prefer building from a kit, I urge you to try these simple modifications.

SUPPLIERS

BRODAK MANUFACTURING

Everything c/! 100 Park Ave, Carmichaels PA,15320
724-966-2726 email flyin@brodak.com

CS ENGINES AMERICA

113 North Chase Ave., Bartlett, IL 60103
G/Z .049/.061 Engines; sales, service & parts. (Bill Hughes)
e-mail williamhughes4@comcast.net 630-736-6036

ELIMINATOR PROPS

Steve Wilk 3257 Welcome Ave. N. Crystal, MN 55422
763-531-0604 e-mail swilk@cpinternet.com
Online store <http://eliminatorprops.com/store/>

OO SHIRTS

Custom T-shirts at good prices.
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GOODYEAR PLANS- DOUG MAYER

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