

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



**TO**



**It is with Deep Sorrow the NCLRA announces the passing of Previous NCLRA V.P. James Holland. For a full Memorial, see the Southwest District report.**

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**Torque Roll Issue #160**  
**February 2022**

## PRESIDENT – Bill Bischoff

Let's start with the NATS. The 2022 NATS will be back to their traditional time. The control line racing events will be Monday, July 18 to Thursday, July 21. Monday will be F2C, Mouse I, and Dayton Buzzin' Buzzards' Vintage B team race. Tuesday will be AMA Slow Rat and AMA Goodyear. Wednesday will be Quickie Rat and Sportsman Goodyear. Sportsman Goodyear will have concours judging, and gold, silver, and bronze finals. Thursday will be Super Slow Rat/Fox Race, and Clown race.

If you've never attended a NAT'S, or haven't attended in a while, make this the year. All your racing buddies would love to see you (again). If you're attending, but not flying all the events, considering running an event. It'd sure help me out. All you'll really need to do is run the actual races; I'll do all the preliminary stuff. If you think you might give it a go, just let me know.

We are also looking for sponsors for Clown Race, Quickie Rat, and Super Slow Rat. I can't say how much a set of awards will cost because I haven't shopped for them yet. Event sponsorship gets your name on the awards and helps offset the cost of the Thursday night pizza party/meeting.

Just a reminder, it's also an officer election year. No effort will be spared to ensure a legitimate, fair election. Any uprising at the meeting will **not** be tolerated.

## NORTH CENTRAL – Paul Gibeault

Not much happening in the District as we're solidly engulfed in the building season. On that note, I offer up this article on what you might expect when buying used engines and converting them to our needs.

### ***“You had one job!”***

This simple job was to convert this new K&B R/C engine over to C/L use by removing its carb & replacing it with a venturi & spraybar. **Buyer beware, especially on eBay!**

This allegedly never run "new engine" does not necessarily mean ready to run!

Although quite normal looking on the outside, I make a habit of removing the back plate for a closer inspection. Often this may tear an existing paper gasket, but I've found cutting my own replacement gaskets from thick vellum paper works well enough. Or use a dab of liquid gasket.

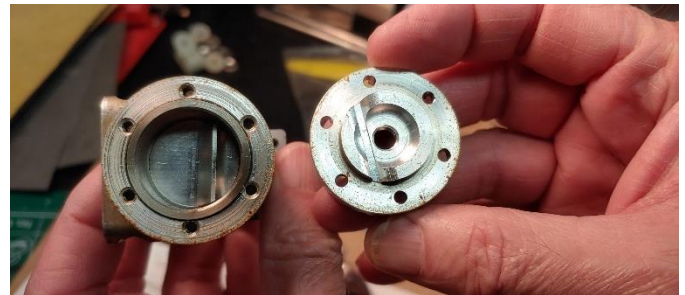
In the case of this engine I already had some new K&B 40 gaskets in stock. I think the photos here tell the story.



Note that I found what appears to be the packing material lodged up in the bypass port!



Indeed the wrapping paper the seller used somehow found its way inside the motor!



In fact between packing tissue and sawdust, the motor was quite dirty everywhere!



I inadvertently dropped the piston on my work shop floor, but luckily since I use foam padded floor sheets, no parts were harmed this time.



Can you tell me what's wrong here in this photo?  
Yes, the front crankcase gasket is missing!

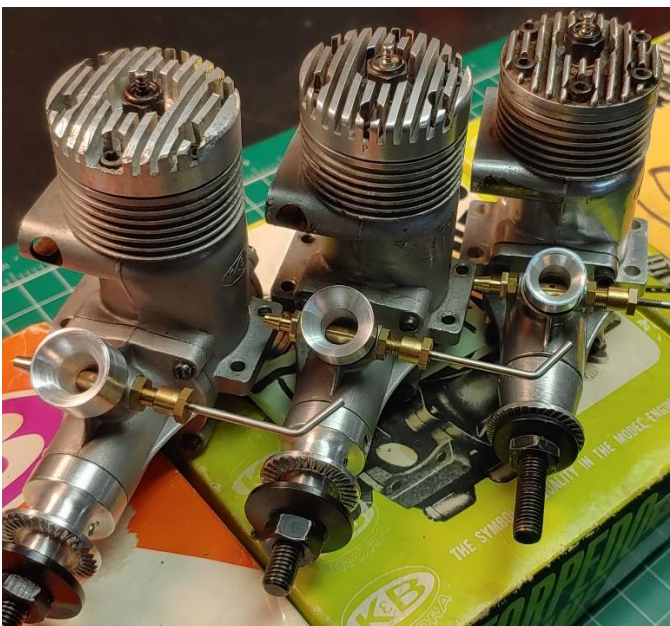


This is how the back plate should look with its proper gasket in place.



**This seller even managed to crack the lower front crankcase housing while attempting to re-assemble the front end with a hammer!\* The only cure is a replacement housing.**

(\* Only I'm allowed to do that... off camera.)



**In the end, the C/L conversions were successful... except for which motor?**

The motor on the right has the spray bar oriented incorrectly.

## MIDWEST – T. J. Vieira

Greetings racers!

Unfortunately not much to report from the Midwest this month, so I present to you a few links for you to watch if you are unfamiliar with some techniques that are associated with modeling. I know most on here will find them to be a bit remedial, but for any of the newer folk to the hobby, I hope they will be of some help! If nothing else, a great way to waste some time, or help you along for taking a nap!

First up, 'glassing a model. This was a two-part series, but the second part covers enough. This was done with West Systems

resin. A tip if using West: there is an "alanine blush" that occurs with this, which means when dry, you have a waxy top coat left over. Be sure to use some mild soap and water to wash up before sanding, as it can cause issues with paint adhesion down the road! <https://youtu.be/-Nx-Rqn1wMs>

A time honored and often overlooked method of hinging models, sewing hinges. My technique has improved slightly since this was made, but absolutely makes for a flyable model! [https://youtu.be/v9Fmy\\_js9QI](https://youtu.be/v9Fmy_js9QI)

Tissue and dope 101, there's a few parts to this video, and I have been accused of being nearly as long winded as "Windy", but it's all there! "Chalk Talk": <https://youtu.be/dUWqK-UfaTE> Part 1: [https://youtu.be/7YLUmFmp\\_qU](https://youtu.be/7YLUmFmp_qU) Part 2: <https://youtu.be/jJ7aENz39SM> A little talk about continuing the process, through primer: <https://youtu.be/sjHkUUvgusg>

Ever wonder how to setup a spray-gun or how they work? Ask no more: <https://youtu.be/de5kny60E8A>

I suppose a little added bonus, especially if you are considering banging out a Vintage B Team Racer (\*cough\*hint\*cough\*)! This is the easiest method I've found for cowl mounting but am always happy to hear more input!

**1) Make up your tabs. In this case, 1/8 lite ply with 2-56 blind nuts.**



**2) After sufficient cussing trying to make your cowl pockets fit reasonably well to the tabs you just installed, send a pin through to get "kinda sorta" close to a center point of your blind nuts.**



3) Use a sharpened piece of brass tubing that fits whatever hardware size you have chosen to cut a hole.



4) Cut a small collar/bushing from said tubing, send the screw home. Hopefully you were halfway close, but this will cut anything needed out of the way. Make this long enough that in the end, it is pushing on the plywood and the washer/head of screw! Pointless otherwise.



5) Repeat the above for each hole. ONE AT A TIME! This helps tremendously with alignments. You've been warned....

6) Remove and slather with thin CA.



7) Continue construction. Don't do this as the last step of your cowl, do it in the "kinda sorta medium fine shaping" phase. Also reinforce tabs and/or cowl as you see fit. The bushings/collars help tremendously with the long term durability of the cowl, as you are clamping a hard surface rather than balsa!

## SOUTHEAST – Bob Whitney

WHERE HAVE ALL THE FLOWERS GONE????  
(A look into the past).

I was looking through some old magazines the other day, and the November 1971 issue of American Aircraft Modeler had results from the 1971 Nat's and the number of entries in each event. 1/2a Free Flight jr. had 59 entries', sr had 64 and open had 202 entries.

Control line Scale racing had 21 jr. entries, sr had 39, and open had 78. Rat racing had 9 jr., 29sr., and 63 open entries. Combat had a total of 146 entries. and FAI TR had 28.

Overall total entries were JR. 202, SR. 224, and open 838. Very few of the names I saw printed in that issue are still flying today.

To a JR., the Navy Nat's were Heaven on earth and a chance to block out the rest of the world and fly model airplanes for a week.

Is anyone other than T.J. working on a new BTR ?? Has anyone found a prop that works??

It is good to see some of the Speed guys coming over and having some fun flying Sport Goodyear.

And last on the list of reliving the past...does anyone still use polyester resin as a finish on their planes ??

**RAD**

## SOUTH CENTRAL – Bill Bischoff

The Dallas Model Aircraft Association has set its contest schedule for 2022. As usual, we will have four contests that feature racing.

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, Clown race, AMA Goodyear, and Fox/Goldberg Race. These contests will also include speed and combat.

The June and September contests will have racing on Saturday only, including Mouse, Quickie Rat, Super Slow Rat, Sport Goodyear and Fox/Goldberg race. These contests will also include stunt and combat events.

**The dates are:**

**April 29-30-May 1 Spring Warm Up**

**June 11-12 Bob Gieseke Memorial**

**September 3-4 Charles Ash Memorial**

**October 7-8-9 Fall Finale.**

**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.**

## FROM THE LAND DOWN UNDER...

Mark Dillon from Australia sent me a couple photos of his new, almost completed Margaret June. He ordered parts from me about a year ago, and since that time, he's had to contend with a stroke, then Covid. Let's hope 2022 is a better year for Mark!



Mark Dillon's Margaret June Sport Goodyear.

## SOUTHWEST – Doug Mayer

### Memorial and remembrance To James Holland

It is with a heavy heart that I remember my good friend and flying partner James Holland. Shortly into this New Year, I received an email that Jim had passed away in England on Dec 23, 2021. He was supposed to go flying with some friends, and never showed up. When they went to his house, they found him deceased.



Doug and Jim at the airport during one of Jim's business Trips.

I want to share my memories of Jim and tell some stories in his honor. My first recollection of meeting Jim goes back over 22 years, so I'm sure some of my dates are a little fuzzy. I searched my old computer files on a back-up hard drive to find



Rich McIntyre, Doug Mayer, and Jim Holland mixing it up at a long ago Whittier Contest.

photos, and I came upon several revelations. First, there is a huge gap in my participation after the 2003 NATS. I continued to fly all the local contests with Mike MacCarthy from 2003 until 2007, but after Mike MacCarthy quit racing in 2007, and I didn't have a regular partner, my participation faded. I spent 10 years kitesurfing and bringing 2 little boys into the world. I know Jim was very active during this time, but we had little interaction. My second revelation was that my photo subjects were clearly my 2 little kids, and not a lot of airplane pictures were taken. The good news is that I did find a few good photos of Jim and myself hanging out and being partners. When I started racing again in the late 90's I had the good fortune of living in the San Francisco Bay Area, and got to know Mike MacCarthy, and Vic Garner. During those years, my sister-in-law lived in Livermore, California. By chance, Vic Garner only lived 5 miles away, so I would visit with Vic on weekends, and work in his shop. Vic was a bit grumpy, but deep down, he was a good mentor, and shared a wealth of knowledge. During this time, Vic was recovering from some health issues, and he was not actively racing. Fast forward for me. In 2000, I moved to Southern California with my [girlfriend] wife. After I moved to SoCal, I became very active with the SCAR racing club, and attended every contest. I first met Jim sometime around 2000. He was living in Arizona at the time and would make the drive to Los Angeles to join us for SCAR racing contests. It wasn't much later that Jim moved from Arizona and relocated to Northern California. He continued to race with us and became one of the regular guys, albeit a northern Californian, not a SoCal local. This created an interesting dynamic for Jim because he met Vic Garner who lived in Livermore. Jim and Vic became close friends and partners for years. This was a total boon for both of them. Vic got back into racing and had a regular partner, and Jim had a mentor and a friend and a partner. I know Jim spent countless weekends in Vic's shop working on airplanes and motors. Some of Jim's planes even started to show up with that Vic Garner RED paint. For those of you who don't know, ALL of Vic's airplanes seemed to be RED. I think he had a gallon of RED K&B superpoxy and painted everything he owned RED! Vic was getting old, and didn't like to make the long drive to LA, so Jim was a gentleman,



**Jim Pitting his Clown Racer at the 2004 Virgil Wilbur contest.**

and always drove Vic's pickup truck from Livermore to SoCal and back, roundtrip, to give Vic a break. I never once heard Jim complain about it. I think somewhere in 2002 and or 2003 Jim and Vic joined the Back-At-It Team at the NATS for a real California Mafia Presence. I don't know for sure, but this may have been where Jim met H. David Wallick. When Vic passed away several years later, Jim took it pretty hard. He was very close friends with Vic and his wife Ginny, and it seemed to be a year or two until Jim moved on.

When I first started racing with SCAR, I decided to start a newsletter, and I named it the TORCH, as in "Passing the Torch". I wrote the Torch tirelessly for many years. When I started to fade away from racing, I passed the Torch to Jim, and he was editor from 2003-2006. His all-time editorial masterpiece was an article he wrote called "Lefty McKenzie". For years, Mike MacCarthy thought that I wrote it because I had been editor for so long, but it was the work of Anon E. Mouse, not myself .....hint (anonymous). I went thru all of my old issues of the Torch and realized something. Jim was a prolific contributor when I was writing the Torch. He submitted material for every issue, but he issued it as "The Funny Pages" by Anon E. Mouse. I now realize that all the guys thought that I was writing this stuff and didn't attribute it to Jim. Once Jim finally started to write the newsletter himself, he disclosed the true identity of Anon E. Mouse. I went back and read Jim's contributions, and there is a ton of funny stuff that he wrote. He clearly enjoyed writing and was a natural choice for me to pass the Torch to when I was fading. I have provided a copy of Lefty McKenzie which I think provides a good sense of Jim's humor. He was a true BRIT, and he had a quirky sense of humor, which I really appreciated after many years of hanging out with him. It's possible that I may dig up a few of those old "Funny Pages" articles, and maybe Anon E. Mouse can make a guest appearance in a future issue. Jim wrote the newsletter for quite some time, and eventually passed the Torch to Dave Hull in 2007.

**David 'Lefty' McKenzie – A lifetime of achievement  
- by Anon E. Mouse**

**It was with mixed emotions that officers of SCAR learn of the passing of David 'Lefty' McKenzie on January 6 of this year. Lefty was a participant in most of the early racing contests held at Whittier Narrows and made many contributions to the world of model aviation in his lifetime. David acquired the nickname of 'Lefty' sometime in his**

**first racing season. It is safe to say that he never enjoyed a one-flick start or (stop) and he was usually left(y) at the start, flailing away on the prop.**

**Lefty started making a notable impression on the sport in his second season of racing. Tired of the slow acceleration of his racers (and making use of the helper rule), he bought a number of Jetex solid rocket units from England and attached them to his B team racer. The plan was that his helper would fire off the Jetex rockets when the engine started and the extra boost they provided would give him a race winning advantage. This idea was implemented in early 1965. Unfortunately, the Jetex motors also ignited the fuel splashed on the plane, resulting in a 35-lap fireball. Lefty was banned from competition for the rest of the year after this fiasco, but with the spirit of a true competitor returned in 1966. His 1966 fleet of racers were all painted in a distinctive 'puke' green and featured hardened steel tip skids. These did substantial damage to other racers planes and lines, resulting in a second season long ban. Lefty returned to racing in 1968, the extra year layoff being attributed to nerve damage caused by his fuel experiments.**

**Lefty became a fixture in the California racing scene from 1968 until his retirement in 1973. His contributions to the sport in this period include: The 'Glow Better' glow plug (a standard glow plug being heated with a butane torch until red hot and then inserted in the engine before the start of the race), The 'Racers Edge Handle' (a single line was looped through the handle before making the ends for the plane. Handle adjustment was not locked, allowing the pilot to pull the lines a couple of feet shorter during a race), and the 'Fire Extinguisher' pressure refueling system (this should need no explanation). Lefty was forced into retirement while attending the Northwest Regionals in 1973. Safety thongs were also required back then, and when the CD asked Lefty to show him a thong, Lefty replied that it felt like it had ridden up his butt a little, but went ahead and dropped his pants anyway. He spent the weekend in jail as a collection by fellow racers to post his bail resulted in only \$3.15 being raised.**

**Vowing he was done with racing, Lefty turned to RC, constructing the world's first sheetrock slope soarer in a search for alternatives to balsa wood. The maiden flight of the plane ended in the demolition of a gazebo located in a US senator's back yard. Lefty's AMA membership was canceled (for life) after a visit from a senior FAA official, forcing him into a permanent retirement from model aviation. He spent the rest of his life working as a theater critic for the Seattle Times and writing scripts for CBS sitcoms.**

**Anon E. Mouse**

*EDITOR'S NOTE: I have been surprised after several guest appearances, nobody has ever asked me who is Anon E. Mouse (anonymous)? Well, I'm not telling you, except to say that it is not ME! You'll just have to start guessing!*

During my slack years, I would show up once in a while to race with the guys or bring Mason and Tristan to the field. Ron Duly gave me a 1/2A Skyray for Mason, and I would

bring him to the contests when he was 6 years old. I continued to show up sporadically for years and got Tristan on the handle when he was barely 5 or 6. And so it went, I was unreliable, and showed up once in a while with some little kids. At one of the contests, Jim pulled me aside, and made a proposition. He wanted to become race partners. Jim was a very dedicated racer, and probably attended every race for 10 years straight. However, without Vic, and no real partner, he was tired of all the years of rental pilots and pitmen. He told me that a recent obliteration of one of his good airplanes by an unnamed pilot was the final straw. I was ready to get Back-At-It, the kids were getting a bit older, so we became partners. And so it was, a long and prosperous partnership and friendship was born.

I always brought my boys to Whittier, and they were little, so they needed a fair amount of attention. Jim was a true gem. He would set up our lines, and get both of our planes ready to go, while I was feeding the kids snacks or lunch, or taking care of other babysitting stuff. I would always take time to give the kids some flights on the 1/2A trainer, and inevitably, Jim would be prepping some gear or working on the next setup. In between all that, we raced hard, and won a lot of races. Between all his planes, and all my planes, we had a competitive collection of equipment.

Jim had a 5-hour drive, so he would come to LA a day early on Friday or Saturday, and stay over at my house. We would bar-be-que some dinner, and then hang out in the garage for hours and work on our gear. This was a great thing, because our gear was always in good repair and ready to go, plus it was good bonding time to hang out and relax and joke around. The work in the shop paid off at the field, we were usually well preparing for a good day of racing. The funniest thing about Jim hanging out at our house was his relationship with my boys. Every time he teased them about something, it was with a heavy British accent, and some weird British humor. The boys never understood what the hell Jim was trying to tell them, and meanwhile, I was completely amused. It really didn't matter, we all had fun and the kids liked when Jim came to visit. Jim didn't drink, so I would make a pot of coffee for him, and I took care of the beer-drinking duties. I never understood how that dude could go to sleep after drinking a pot of coffee before bed. A few beers for me, and I slept fine. We had quite a few good years of racing together, and one day Jim gave me some sad news. He had made a decision to move back to England. His mom was getting old, and he said he wanted to spend some time with her in her senior years. I was pretty bummed because we were having a lot of fun, and like any good team, we knew each other's actions and didn't even have to talk sometimes, because we knew instinctively what we were doing. I know that moving back to England was a huge undertaking for Jim. He sold or gave away most of his airplanes to a dozen people or so. I know Jim and H David Wallick were very close friends, and Jim spent a few long visits at David's house in Florida. He also spent his last few weeks with David before he left the USA for England. I think Jim got an old beat up pickup truck and drove to Florida with a bunch of stuff. Stayed with Wallick, and then flew from there to England. I could be wrong, but I think that's the case. As for Jim's airplane collection. I got a few of those planes. I got my old slowrat back after 12 years. I have since re-purposed this plane as a SSR. Look for this in a future

refurbish article. I also got Mike MacCarthy's old beat-up Goldberg Shoestring that used to be a Formula Unlimited. I turned this plane into a Fox racer for Tristan, and wrote a construction article, "shoelace". I also got Jim's #1 SCAR sport Goodyear, A Mike Argander Deerfly proudly painted RED with Vic Garner RED Paint. And finally...the best airplane ever. Jim gave us our El Bandito Sport Goodyear that he got from somebody in Arizona. This was not a competitive airplane, and Jim never bothered to race it, but Jim wanted the boys to have it for a .15 size trainer plane. And Trainer plane it has been!!! Both Mason and Tristan learned how to fly a .15 sized airplane with El Bandito, and this plane has an incredible run. We have crashed it many times, fixed it over and over, we're on our 3<sup>rd</sup> Fox .15 BB (Thanks Bill Bischoff for #2 & #3), new tanks, new landing gear, added shut-off (Tristan calls it a Kill-Switch), and I don't know how many thousands of laps the kids have put on this plane!?! Unbelievable. This one plane has flown more laps than almost any airplane I own. Thanks Jim!

I made Jim a special award for his final race and going away event. I found a small matchbox size racing airplane, and made a special plaque, and made an engraving: #1 S.C.A.R. Racing Partner. If you look closely in the photo, you will even see that I put his AMA number on the wing. It was sad to say goodbye to my good friend, but we raced hard and had a good final hurrah.

A few final thoughts. Jim told me once that when he lived in Arizona, he raced drag cars. He liked to go fast, but he said model airplanes were a much cheaper hobby than racing cars, so he gave up on the cars. Somewhere in 2010 or so, Jim suffered from a horrible motorcycle crash. He was riding on a winding road and hit a big patch of debris and it put him down. They had to reconstruct his ankle with steel plates and screws. To my surprise, as soon as he could, he was back in the circle racing airplanes. I'm sure that steel plate was in there forever. He didn't care, he just kept racing. I think that anybody that spent time around Jim may know that sometimes he could have a bad temper. Jim wasn't afraid to tell you what he was thinking. If he was upset, he would tell you. It never bothered me, I always thought that he was transparent and straight forward. I knew Jim very well, and those moments of frustration are not what defined him. When we hung out together, he smoked a lot of cigarettes, and cussed a lot. Of course, I enjoyed it because I grew up a punk rocker and a skateboarder, and I cuss pretty bad myself. T-Shirts: Jim always seemed to have a good T-shirt on race day. His Motorhead shirt was one of my favorites. What could be more hardcore than going fast in a fuel drenched Motorhead T-shirt? My all-time favorite is the "Ask me about my explosive diarrhea" shirt with the cheery chap with a bow tie. How audacious? How ridiculous? How insane? Who wears a shirt like this? Well Jim Holland of course. I love it. It's humor, its outrageous, and it's Jim's British sense of humor on display. Most of all, Jim Holland was a dedicated racer. He picked up the newsletter when I let it drop. He attended years and years of contests and contributed to the SCAR racing club. He tried really hard to start a new .15 rat event, (AKA Hamster) in SoCal, but it may have been half a generation too late, and it never caught on. During his time as editor, He and Vic built a .15 Sport Goodyear buster, complete with motor, tank, etc, ready to race. He donated it to the "Most deserving newcomer" at the Virgil Wilbur Contest. He helped tailor and tune the SCAR goodyear rules over the years and supported every contest that he could possibly make. If anybody was ready to race, even at the end of the day when everyone was exhausted, Jim would be there

until the final lap. He was generous and helpful; He was a great partner, and he always gave me 100% effort. He was a good friend to me and my family and many people in the racing community. Jim, you will be dearly missed, RIP good friend. Keep your lines tight.



## 3-D Printing- By Paul Gibeault

Well it had to happen! The 3D printer is here (and has been for some time now) and innovative modelers are finding more and more uses for it.

Peter Wakefield from Ottawa just sent me some very nice 3D printed tank brackets (below). No doubt we will see more 3D printed equipment & models in the near future I think.



Some of the first first really practical tools I saw came in 2015 from **Henning Forbech** out of Denmark.

(Google F2D.dk)

Henning made tools built to assist with servicing his 2.5cc Fora combat engines:

- Removing the cylinder



- Cleaning the piston

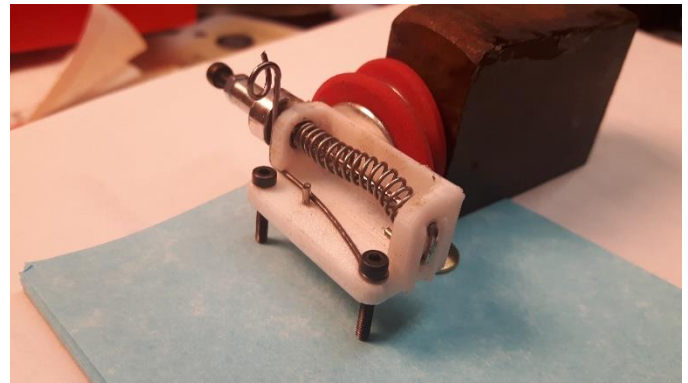


Top, Jim accepting his special recognition award from Doug. Bottom, Jim Showing off his unique sense of humor with his choice of racing attire.



- Changing the ball bearings

- For removing the backplate



**A 3D printed fuel shutoff (with 2.5mm attach screws) from Tony Toogood in Shropshire England.**

- Printing a new lighter weight nylon backplate.



Other less technical uses come in the form of (below) wheels, precision sanding sticks, and pilot figures (of yourself) , and even complete models!



**And finally, a fully printed " Hummel " mouse racer from Sebastien Kunzke of Germany and it flies well!**

<https://www.rc-network.de/threads/die-hummel.653239/>

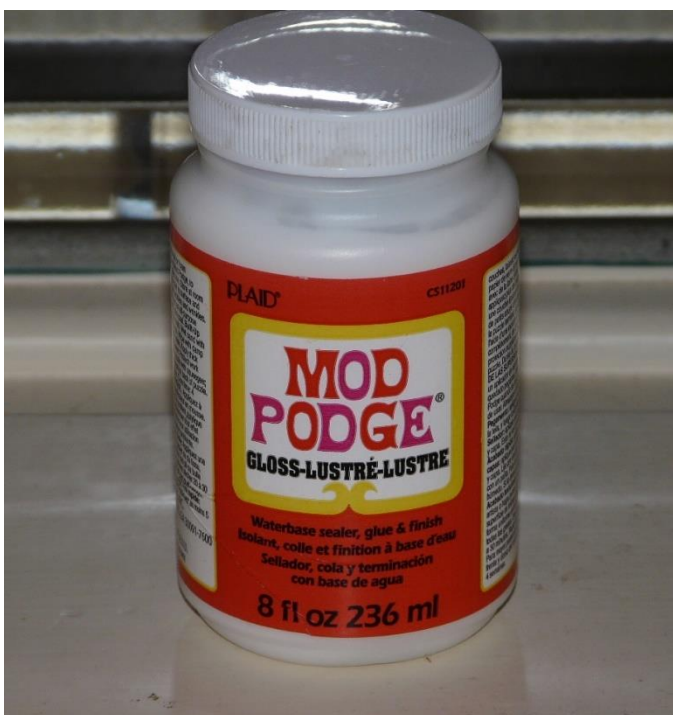


## **MORE ABOUT POLYSPAN AND SLC**

**By Bill Bischoff**

For the last *Torque Roll*, I suggested that Paul Gibeault could write about the SLC over Polyspan covering covering technique. I admit that was self serving because I wanted to try it myself. Since then I have tried it, and I'm sold on it. It goes on very smoothly and easily, will accept any paint you care to put over it, and by all accounts, it's tough as a boot. While Paul used dope to attach the Polyspan, he also mentioned using a product called Mod Podge. I decided to give that a try. Mod Podge is a water-based glue and sealer used for decoupage, where pictures are glued to rocks and boards and such. As a covering adhesive, it is applied to the perimeter of the wing, allowed to dry, then the Polyspan can be ironed on like Monokote. This offers many advantages over dope, including low cost, no odor, and water clean up. Perhaps the biggest advantage over doped-on Polyspan is that with Mod Podge, wing tips can be heat stretched and shrunk as the wing is being covered, like Monokoting vs. silkspan and dope. The specific procedure I used with Mod Podge is as follows. Brush two coats of Mod Podge over the entire wing structure, except the cap strips. I used it straight from the bottle and applied it with a 1" foam brush. I did some test pieces before actually covering the wing and decided that I wasn't satisfied with the adhesion from just one coat of Mod Podge; two was

decidedly better. I allowed it to dry overnight, or about 12 hours.



The photo of the slow rat wing panel (top) shows the results without paint. (Bottom) The Bottle of Mod Podge shown is the one you want.

The Polyspan panels were cut slightly larger than the wing, observing proper grain direction and smooth side vs. fuzzy side. I used a sock on my iron, and set the temperature at 300 degrees, to iron down the Polyspan just as you would with any other iron-on covering. Once ironed down around the perimeter, the open bays can be shrunk taut. Excess material is trimmed off, leaving no bare spots and no overlaps. The SLC film is ironed on in a similar fashion, at the same temperature. The seams are trimmed for 1/4" - 3/8" overlap. When painted, they will be sealed and invisible. Since it turns more clear when heated, it is not hard to tell when the SLC is adhered to the Polyspan. Since the Polyspan is porous, there is no way to trap air bubbles between the layers.

The covering will be fuel proof as applied or can be painted. Before painting, scuff the SLC with 400 sandpaper or a Scotch-Brite pad for improved adhesion. I have used both dope and epoxy finishes over SLC.

## SPINNER ADAPTER FOR THE SH 15

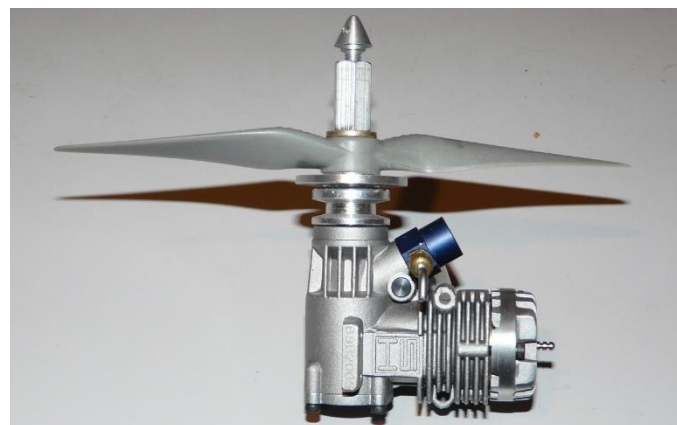
Bill Bischoff

In the last newsletter, Mike Callas discussed a problem he was having adapting a Brodak 1 1/4" spinner to his SH 15 engine. With the spinner backplate and prop in place, there were not enough crankshaft threads protruding to accommodate the washer and adapter nut. The adapter nut also needs to be long enough to accommodate the 5mm threaded spinner retaining screw.

As is often the case, my solution came from McMaster-Carr ([mcmaster.com](http://mcmaster.com)). I found 25mm long, 5mm threaded nuts, in both aluminum and stainless steel. Compared to the coupling nuts I previously recommended, these are 10mm across the flats instead of 8mm. This extra material allows the end to be turned down to 5/16" diameter for a length of about 1/4". The prop hole is reamed 5/16", allowing the nut to reach down into the prop to grab more threads.

While Mike's custom Jim Lee spinner adapter nuts are certainly more elegant, this is just as functional, and a very simple lathe exercise.

aluminum	#95947A747	\$1.47 ea.
stainless	#94868A638	\$2.50 ea.



Pics showing the required parts and how they're assembled.

# HAPPY FUN PUZZLE TIME

Bill Bischoff

Here are a couple of puzzles. First, simply identify the eight numbered photos of Sportsman Goodyear airplanes. Match the numbers with the correct letters. Here are your choices:

- A) Argander Special
- B) BooRay
- C) Invictus
- D) Knotty Girl
- E) Li'l Quickie
- F) Margaret June
- G) Pitts Special
- H) Polecat



4.



5.



6.



7.



1.



2.



3.



8.

Next, match the number of the pit man with the letter of his usual pilot.

- |                   |                   |
|-------------------|-------------------|
| 1) Charles Barnes | A) Tim Stone      |
| 2) Mike Greb      | B) Patrick Hempel |
| 3) Dick Lambert   | C) Dave Fischer   |
| 4) Bill Lee       | D) Tom Fluker     |
| 5) Bob Oge        | E) Bill Bischoff  |
| 6) Steve Wilk     | F) Chuck Barnes   |

OK, that wasn't too hard, was it? The first person to email me with all the correct answers will win a very handsome collector's item DMAA Fall Finale T shirt, and a free year's membership to NCLRA. My email is billbisch@hotmail.com. Don't delay!

# CONTEST CALENDAR

NCLRA cannot be held responsible for errors or omissions!

This calendar is compiled from data collected at the NCLRA website [nclra.org](http://nclra.org), and other published sources. Members can log in to [NCLRA.org](http://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

April 29-30-May 1 Spring Warm Up

June 11-12 Bob Gieseke Memorial

September 3-4 Charles Ash Memorial

October 7-8-9 Fall Finale.

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

None



A parting shot of Jim Holland at the racing circle doing what he enjoyed.

**DMAA Spring Warm-up**  
Gene Hempel Memorial  
April 29th, 30th & May 1st 2022  
Control Line Racing, Speed & Air to Air Combat  
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 # 12530  
Pilots Meeting at 9:30 AM Friday, Saturday & Sunday

<p><b>Friday 04-29</b> Record Ratio Speed NASS Sport Jet NASS Perky Speed</p>	<p><b>Saturday 04-30</b> Texas Quackie Rat Super Slow Rat Sport Goodyear</p>	<p><b>Sunday 05-01</b> Clown AMA Goodyear Mouse 1 Goldberg Air to Air Combat 75mph</p>
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Speed events all three days. All events are (J50). Helmets required for racing pit crews.

Entry Fee: \$15 first event, \$5 each additional event.

Contest Director: Patrick Hempel  
For additional info. On event rules.  
See Web Site: [www.dmaa-1902.org](http://www.dmaa-1902.org)

Racing Event Director: Bill Lee  
Combat: Event Director: Lester Haury

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

## SUPPLIERS

### **BRODAK MANUFACTURING**

Everything c/l! 100 Park Ave, Carmichaels PA, 15320  
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113 North Chase Ave., Bartlett, IL 60103  
G/Z .049/.061 Engines; sales, service & parts. (Bill Hughes)  
e-mail [williamhughes4@comcast.net](mailto:williamhughes4@comcast.net) 630-736-6036

### **DARP**

969 Cedar Street Allouez, MI 49805  
DARP Speed Pans for classes including  
A, B, D, and 21 Sport. (Barry Tippet)  
e-mail: [Barry@Petrockfarm.com](mailto:Barry@Petrockfarm.com) 906-337-4533  
[www.Petrockfarm.com](http://www.Petrockfarm.com)

### **ELIMINATOR PROPS**

Steve Wilk 3257 Welcome Ave. N. Crystal, MN 55422  
763-531-0604 e-mail [swilk@cpinternet.com](mailto:swilk@cpinternet.com)  
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121 Pebble Creek Lane, Zelienople, PA 16063  
Manufacturer of NELSON Racing Engines and parts, FAI Pans for  
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specialty engine items. (Henry Nelson) Phone: (724) 538- 5282  
e-mail: [nelcomp101@gmail.com](mailto:nelcomp101@gmail.com)

### **MARC WARWASHANA**

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11577 North Shore Dr.  
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### **OLD MAGAZINE PLANS & MORE ON CD**

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### **BISCHOFF'S RACING PARTS AND ACCESSORIES**

<b>fuselage mounted FUEL SHUTOFF</b>	<b>\$20.00</b>
specify top or bottom pull, specify Goodyear (1 1/4") or Quickie Rat (1 1/2")	
<b>ASP/ Magnum/ SH 15 VENTURI</b>	<b>\$10.00</b>
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<b>RSM Supertigre style needle assembly</b>	<b>\$11.00</b>
<b>Aluminum landing gear struts</b>	<b>\$12.00</b>
.090" 2024-T3, drilled & tapped, with screws Edges pre-rounded.	
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Cut to size, not drilled or bent. One pair.	
<b>1 oz Sport Goodyear fuel tank</b>	<b>\$20.00</b>
Per Margaret June plans, with pinch-off overflow.	
<b>Bellcrank button kit</b>	<b>\$2.00</b>
includes hex buttons, eyelets, screws	
<b>8 oz. fuel bottle with fitting</b>	<b>\$10.00</b>
<b>Racing handle, 3" spacing</b>	<b>\$25.00</b>
metal frame, wooden grip, stainless cable (other spacing available by request)	
<b>Globe Ni-MH conversion kit</b>	<b>\$15.00</b>
includes 2.4 volt, 5000 mAh Ni-MH battery and XT30 wiring harness	
<b>XT30 charge lead for above</b>	<b>\$5.00</b>
with banana plugs. Fits most chargers.	
<b>Juice Box MkII glow plug battery</b>	<b>\$50.00</b>
2.4 volts, 5000 mAh Ni-MH battery large ammeter, adjustable output	
<b>Clothespin style glow plug lead</b>	<b>\$10.00</b>
with 36" 16 ga silicone wire. XT60 connector fits JuiceBox MkII and Pro	
<b>Juice Box "Racer" battery w/ arm strap</b>	<b>\$70.00</b>
perfect for racing hot glove system Similar to Juice Box MkII, meter rotated for easy reading when mounted on your arm, case slightly thinner. Includes one 14" plug lead, add your own connector.	

**Shipping:** \$10.00 per order including fuel tanks, bottles, batteries or  
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