

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



**TO**



**Past NCLRA President Melvin Schuette ready to pit a Sport Goodyear entry flown by Patrick Hempel.**

**INSIDE:**  
**District Reports**  
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**Suppliers/Equipment**  
**Updated Contest Calendar**

**Torque Roll Issue #156**  
**June 2021**







Another way you won't get onto the podium... See what happens when raw fuel is left in a TQR motor for a while. If you don't want this to happen to you, then Oil those motors boys!! I find Mobil Jet II turbine oil works really well for me.



2014 Portugal: Here's a fun event never seen outside of Europe. It's the PAW 1.5cc (.09) "Mini-Goodyear" event. This event promoted by the Bristol Club in England, have had the greatest success in that they have enough entries to have Junior, Senior & Open classes. L-R: Malcolm Ross / Taffy Bollen, John Carlow / Peter Jecpott, Brian Lever / Brian Waterland. Great entertainment seeing these old guys run after their models during pitstops! This event was flown hand launched over grass in Julio's beautiful backyard, ably CD'd by Charlie Johnson of San Diego.



This is my "Luckiest" TQR ever. I won the TQR event in 2012 Portugal with Tony Toogood as my pilot. After the race I noted my shutoff had failed, the stab attach joint had failed, and one battery lead on my hot finger had only 3 strands of wire left. Sometimes it's better to be lucky than good!



You know you really have a classy event when they serve you a custom contest dessert cake at the banquet! Served at Sir Julio's 2014 "Tournament of the Millennium" in Santarem, Portugal.

## Middlesex racing results

District II, April 25<sup>th</sup>

By Carl Schaefer

We finally had enough people yesterday to hold our first racing event in a few years!

First event was out sport clown race. 7.5 minutes.

1. Jim Vigani 131 LA .15
2. Dave Edwards 127 NR .15
3. Ernie Evon 97 motor (not sure).

Ernie had a slow initial start and made up some time during the race. Next time Ernie!

We also had our first ever Dallas Sport Goodyear event. We ran 2 80 lap heats with previously unraced models.

T. Schaefer 4:26.48 Lil Quickie  
E. Evon 5:20 Margaret June?



## MIDWEST – T.J. Vieira

Is anyone else out there starting to freak out a little? Nats is just a couple weeks away!

I for one, am firmly in Father Time's crosshairs. My Vintage B Team will be tested for the first time tonight (6/1), and my Sport Goodyear is on the paint stand with two colors to go on paint! At least I am familiar with that design and know it should fly fine, even though I massaged things a bit for this year.

Anyhow, enough grumbling about a timetable pushed up about a month because of a contest that isn't even happening anymore..... Let's talk ideas!



**Top, T.J.'s "B" tr is ready for test flights. Bottom, The Sport Goodyear is ready for paint. Both will be debuted at the Nat's.**

There is some increasing interest in electric racing from those OUTSIDE of racing, and I think I am dangerously close to a prototype retrofit! Let's face it, we need to lure people from other circles in to ours rather than hoping to initiate from the outside. Start with the low hanging fruit first! I was hoping to have it ready for NATS for a demonstration flight, but that didn't happen because of my utter and glorious lack of time management skills. My bad. But, here's where I am with it: I worked with Dane Martin for spec'ing out a power system, and it *should* match up nicely with the claimed output for the ASP's. My goal here is to have a setup that has cost about on par with nitro, and I think I'm just about on the nose with this one once you factor in a shutoff, tank, and of course the engine. I was advised to shop at BadAss/Innov8tive for motors with a great bang for the buck and wound up with the BadAss 2315-1480Kv brushless motor and a matching BadAss Rebel 30 Amp ESC and a programmer on my kitchen counter.

Electrons will flow from a special 4S battery from "Fool Throttle", with a special 3D printed housing/plug arrangement similar to an electric hand drill. It will also have a positive engagement strap to make sure nothing flies off during flight. The real tricky part of this whole thing was the timer.... Electric flight isn't exactly new in CL, Stunt, Scale, Navy Carrier, and even the Speed and Combat guys have been using it for some time, but we have held out. My thought on this reluctance is 1) How do you trigger a pit when you want it and 2) What to do in a pit stop. Well, for the timer, I am turning to an Arduino Nano. They are super lightweight, run off the voltage we are looking to use, have a PWM out for the servo signal we need for the ESC, and a DI for a micro switch. This micro switch is the important part. My thought here is to use it as a "fuel trip", give it a hard down command like we are used to, and voila, motor cutoff. Once brought back in to the pits, a battery change will be required, and then let her rip.

The motor chosen is ever so slightly larger in diameter than the current motor beam spacing we are using for Sport Goodyear, but, not by much. I'm really hoping that this could be an easy retrofit for existing planes. The cool thing with electrics is that it makes it REALLY easy to put the thrust line right down the center of the plane.... Not needed if you want to maintain your current looks, you could always have it offset slightly, but, an interesting idea!

I'll continue to work on this after NATS, and hopefully have it wrapped up and done to show at the *Buzzard's SummerFest* on August 1. Don't forget about it! We'll be flying Sport Goodyear, Vintage BT/R, SSR/Fox, and Mouse. It'll be a busy day, with lots of flying! And, yours truly will be exercising their newly found superpowers of being a CD!

Remember, if you can't be fast, try to look good going slow!

## SOUTHEAST – Bob Whitney

As usual the Nat's are coming two days at a time. It is amazing how many little things need to be done before a plane is ready to fly. Make sure the shut off works. After all the paint, make sure the engine cylinder is not touching the cowl. ("B" TR), solder the wheels on, make a bracket for the cowl. Oh yea, might help if you run the engine to make sure it runs and restarts. Don't forget to wrap the leadouts, and make a set of lines.

If everyone shows up we should have seven or eight BTR entries at the Nat's.



**Bob's 55 Rambler with a slightly enlarged stab and elevator.**



**Inboard View of Bob's '55 Rambler.**

Other than Sport Goodyear is anyone flying a plane that is less than 5 years old?? My mouse racers are at least 15 years old and my Redskin "B" tr is over 20 years old.

See ya at the nats,RAD

## **SOUTH CENTRAL - Bill Bischoff**

### **Dallas Spring Warm Up, April 23-25**

The 2021 Spring Warm Up had 10 contestants, eight of whom entered racing, and seven of whom entered various speed events. Of note was that the entire current F2A team was in attendance, both for the serious business of F2A flying and testing, and also for some low pressure fun flying Sport Goodyear. Twin brothers Dave and Crist Rigotti didn't race, but did enter Perky and Sport Jet Speed.

Racing started on Saturday with Quickie Rat. Bill and Kelly did what they do, while Mike Greb had a rather unhappy sounding engine.

There were eight entries in Sportsman Goodyear, and eight different types of aircraft. Bill Hughes and Alex Valishev took turns pitting and flying for each other and agreed to fly traffic in the third heat so that everyone flew three-up. As the results will attest, the finish was extremely close, and everyone turned at least one good time.

Super Slow Rat was supposed to be next. By that time, the Hempel/Lee team was wanting to get back to the speed circle. That left three entries, and Mike Greb was pitting them all. You guessed it, we didn't bother.

Sunday, all the remaining racing was put on hold to give the speed flyers another day to test and compete. Better to accommodate the out-of-town guests, you know! The locals can race each other any time.

<b>QUICKIE RAT</b>	<b>140 laps</b>
1)Bill Lee	6:22.29
2)Kelly Hite	7:02.15
3)Mike Greb	8:19.30

<b>SPORTSMAN GOODYEAR</b>	<b>80 laps</b>
1)Kelly Hite	4:09.26
2)Bill Bischoff	4:09.42
3)Bill Lee	4:09.78
4)Patrick Hempel	4:12.22
5)Mike Greb	4:23.21
6)Jeff Gitchel	4:28.88
7)Alex Valishev	4:37.32
8)Bill Hughes	4:38.34

Zipper (Invictus)
BooRay
Miss San Bernardino
Mirage
Polecat
Margaret June
Betty Jo
Argander Spl.

## **SOUTH WEST – Doug Mayer**

Here we are in the middle of 2021, and we are seeing a national trend in the Covid situation that things are getting better. California is planning to lift the mask restrictions on June 15<sup>th</sup>, and most people I speak to have received vaccines. It is still a personal choice, but hopefully the contest restrictions and flying restrictions can get back to Normal. As of this writing, we do not have a 2021 racing schedule for the SW district. I still have hope that we can cobble an October Virgil Wilbur contest together later in the year. We will keep you posted as things develop.

### **Local Updates:**

**NATS:** I have been going out to the basin on a regular basis because Tristan keeps asking me to go flying. We ran into Ron Duly, and he is planning to make the trek to Nationals in June. He was practicing with a Super Slow Rat, and I must say, it looked more like a Super Fast Super Slow Rat. ....(does that make sense?) Well, good luck Ron, go and kick some butt for the west coast! Bill Bischoff asked me if I would go, and give Ron some of my planes for a buddy transport. I seriously considered it, but the CL NATS are in June this year, not July, and I had already planned our family summer vacation that week. Maybe we can get a crew of guys to go to Dallas in October, or maybe we can also get the Virgil Wilbur back on the schedule. Anyway, best of luck to all the modelers who attend the NATS, no matter where you call home.



**Doug Mayer teaching Greg Kovach's Girlfriend Brandi to fly with a 1/2A Baby Skyray.**





**Looks like Doug completely wore out his new pilot trainee. She's fine, just needed a rest.**

**NEW PILOTS:** With all the flying we have been doing, we're drumming up some interest. My buddy Greg Kovach, and papa Dave Dawson have been joining us frequently on our practice dates. Greg brought out his girlfriend Brandi and decided to give it a whirl. I lent my 1/2A baby Skyray, and a Trainer Pilot Hand to Brandi for her first 2 flights. I walked behind her, and did my best to keep her comfortable. She was quite nervous, and her arm felt like a block of concrete. I had a hard time getting her to relax. Well, we survived two tanks of fuel, and then she promptly plopped on the ground to recover for a bit. She told us she wants to keep coming out to practice with the boys. Maybe we can get her trained by October, and we could have an all women face off between Brandi, and Bill's better half, Kari! If that happens, I'm selling tickets and front row seats!



**David and Tristan cleaning their models.**

**KIDS UPDATE:** A few months ago, I reported on Tristan's buddy and our next-door neighbor David, age 11. He picked up the knack of flying immediately and has been steadily getting better. For the last few visits to the Basin, we would start on the Skyray, and then move up to mouse racers. He has a very steady hand and a good sense of flying and landing. I prepared an old sport goodyear with a Fox .15 BB as a trainer plane. We put a prop on backwards to slow things down a bit, and David did great! Its exciting to see a brand-new kid to racing out on a .15 sized goodyear in such a short learning curve. Next time we're gonna flip that prop around and let him have at it!



**Tristan flying "Shoelace" and David getting some two-up practice.**

Tristan has been intimidated by the Fox Racer "Shoelace" that I built for him a year or two ago. The first time he flew it, it torque rolled on him, and that was it. He has never flown it since. I just had to break the circle of fear, and I told him, "You can handle this, you're a good pilot". Well, he took a flight with Shoelace and was so excited, that now every time we go flying, he tells me, "Dad, I think Shoelace is my favorite plane!"

The big news is Mason, my older son. He has refused to join us flying for almost 2 years, (he's got teenager disease). Somehow, we convinced him to join us last weekend. He flew Mouse, Sport Goodyear, and the Fox Racer Shoelace. He's a really good pilot, but a bit rough on the landing gear. It's been so long since he flew, that everytime the motor died, he ballooned the plane, stalled, and then crash landed. After a few flights, he stopped this bad habit, and got back to some better landing. It was good to see him come out, hopefully, we can



convince him to keep coming out. My hope is that one of these days, we can have some junior racers going 2 or 3 up in Mouse or Sport Goodyear. The kids have been practicing by walking the circle together, even though only 1 of them is flying at a time.

**FIELD REPAIRS:** The Valley Circle Burners club calls the Sepulveda Dam Basin home. The racing circle and stunt circle are starting to have some pretty bad cracks. Personally, I determine where to pit, by avoiding the size of the cracks that are in the way. Also, some cracks are growing some significant weeds that will snag your lines. Last week, the Circle Burners did some field maintenance and crack repairs. They had all the gear to do things right. They cleaned out the cracks, and then hot patched some blacktop back into the field. They had a big torch, and a vibrator to pack the asphalt back into the cracks. The bad news is that they ran out of material, and didn't finish the job. Now the field has some big huge cracks that were un-repaired. The good news is that they only worked on the Stunt circle (it's a stunt club of course?!?), and they left the racing circle alone. I did my own version of field maintenance, and pulled out all of the monster weeds from the racing circle that were snagging our lines. We still have huge cracks, but maybe some day the Circle Burners will finish the job.



**Valley Circle Burners President Dave Hull (Straw hat) trying not to burn down the circle. Seriously, Dave and his crew are patching the massive cracks as seen in the top left picture.**



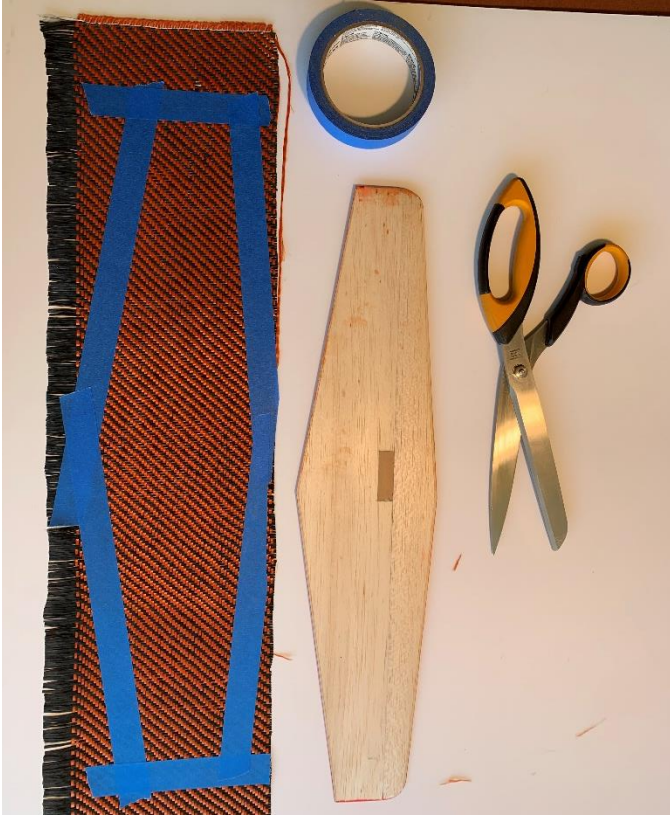
**Above: The picture of the goodyear in the crack is after landing, IT IS NOT A STAGED SHOT!!!**

## **Baby Judy, 1/2A Goodyear – Part 2** **By Doug Mayer**

Here is an update on my Baby Judy build, Part 2. As I explained in my last article, the whole purpose of Baby Judy is a test bed for building and finishing techniques, prior to building a full size .15 Goodyear. Several years ago, I built a custom kite surfboard from scratch with Last-A-Foam, and Carbon/Kevlar Cloth and West System marine epoxy. The board was extremely light, and STRONG, and I have always wanted to build a control line wing using the same materials. Last-A-Foam can be purchased at Aircraft Spruce. It comes in 1/4", 3/8", and 1/2" thickness. It is extremely brittle and will simply just "SNAP" if you bend it. It seems worthless as a core material, but read on. It sands very easily, almost crumbles under the grit of sandpaper, so shaping the airfoil is very easy. A spruce spar will be mandatory as a thickness and sanding guide for the high point, as well as a leading edge and trailing edge material of spruce or balsa. The amazing thing about Last-A-Foam is that it does not absorb all the epoxy like the Divyncel Foam does, so your finished product remains light. The strength comes from the Carbon and Kevlar outer shell, not the center core of the wing. Before I go to all the effort to build a foam wing, I wanted to test my techniques with the Carbon/Kevlar cloth and Baby Judy's balsa wing. When I made my surfboard, I had the worst time in the world cutting the Kevlar, and almost lost my mind. I did not realize that YOU MUST use

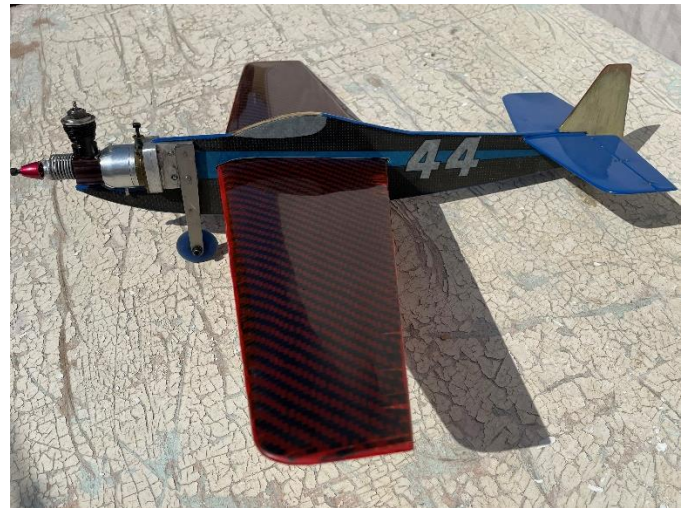


specialized KEVLAR Scissors, or you can just forget it. Somehow, I survived that project, but it was a big mess and a big hassle. I knew that I needed to do things differently this time if I was going to use Kevlar. I bought some big Kevlar Scissors, and they work very well. The cloth is still difficult to work with, so I needed a way to lay out my pattern.



I laid my wing blank directly on the cloth, and created an outline with blue painter's tape. The tape creates the outline shape, and hold the weave together nicely while you cut the shape out. You must be extremely careful not to have any bumps, glue or junk on your work surface that can snag the cloth. You will notice from my photos, that I laid out my wing on a piece of foamboard to provide a perfectly smooth surface. If you snag your cloth, this will become your nightmare. Once the cloth was cut to shape, I laid it on the wing, and tried to wet it out from the top. I discovered that this did not work as planned, and next time, I will pre-wet the wing before laying down the cloth. Once the Kevlar/Carbon cloth was wetted out thoroughly with a foam roller, I placed a top layer of 2 oz fiberglass on top, and wetted this out with the foam roller. My whole process did not work quite as well as I wanted, but a step of wet sanding, and a finish coat of epoxy with another process of wet sanding will provide good results. This next step is maybe a step beyond normal modeling, but something I learned from building custom surfboards. The epoxy topcoat inevitably may have a few pin hole bubbles and imperfections. Not to worry. I wet sand with 220, 320, 400, 600, 1000, and then 2000. This should bring you to an almost perfect finish. Next, I use a liquid car wax and polish. There are multiple options at your auto

supply store, but you want one that says, "Will remove light scratches and imperfections, while leaving you with a beautiful shine!" ha ha ha. No, I am not kidding. Then, I use an orbital car buffer, and polish and wax the wing (or Fuselage) until it has a mirror glass reflection. This exposes all the carbon and Kevlar weave and gives an outstanding aesthetic finish. I took a photo of the final polished epoxy over the glass, and kevlar, and it has an amazing 3-Dimensional quality to it. Baby Judy's wing is Balsa, but after this test run, I feel confident that I can build a sport goodyear wing with foam, Kevlar/Carbon, and epoxy.



**Top: Baby Judy's wing after Polishing and waxing.**  
**Bottom: Completed model ready for test flights.**

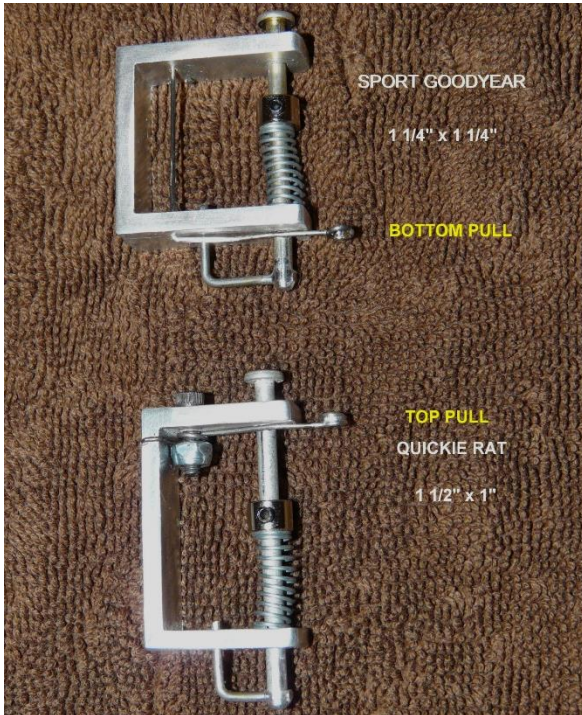
The rest of the build was standard construction. I fiberglassed the elevator and Stab with glass and epoxy, and then finished off the tail empennages with Blue Ultra Poxo Paint. I mounted the custom aluminum motor mount to the fuselage, and then mounted a titanium landing gear strut to the outside of the aluminum and mounted it with 4-40 bolts tapped into the titanium. As of this writing, Baby Judy is still a virgin, but I plan to take her out and give her first flight tomorrow on Memorial Day.

On a final note, I provide free model airplane drawings via email, and .pdfs. I am also quite happy to respond to any questions you may have about my techniques or products that I use. My Info is listed under Doug Mayer Goodyear Plans, and SW District. Cheers, have fun with your builds.



## NEW SHUTOFF OFFERINGS - Bill Bischoff

In addition to my backplate mounted Sport Goodyear shutoff, I am now offering two different fuselage mounted shutoffs shown below. The Sport Goodyear version is 1.25" x 1.25". It will be available in a top pull and bottom pull version. There is also a slightly larger shutoff for Quickie Rat and other profile racers. It is 1.5" x 1.0". The price for either is \$20.00, the same as the backplate shutoff.



For those who need something different or just like to "roll their own", I will also be offering both sizes as a "short kit". (Below) The short kits will include the most important bits, namely the frame (undrilled), an appropriate length clevis pin for the plunger, and a spring. The price is \$6.00.



## VENDORS I USE AND RECOMMEND

### Bill Bischoff

If you're in a club, or ever helped administer a contest, you may have needed to buy awards or custom T-shirts. Been there, done that, got the shirt-literally. For T-shirts, I use and recommend oo Shirts (ooshirts.com). They are quite reasonably priced and offer many choices or shirt brands and types. I personally like the Hanes tagless tees. For plaques, I have re-discovered Midwest Trophy (mtmawards.com). I found them on the web recently, and I realized that they were the same company our club bought trophies from multiple times in the late 1980's. They too are reasonably priced, and their service is extremely quick. There is also a low minimum order to qualify for free shipping. If I find something better, or have any reason to change, I will report on it. Until then, I will gladly continue to use these vendors.

## Elections...

### NCLRA DISTRICT REPRESENTATIVE BALLOT

Please vote for your own district only. Districts are listed below. Please email your vote to billbisch@hotmail.com. The official ballot is not required. Just drop me a note with your name and your vote. Votes must be received by June 18.

#### SOUTHWEST

- Doug Mayer  
 \_\_\_\_\_ (write in)

#### NORTHWEST

- \_\_\_\_\_ (write in)

#### SOUTH CENTRAL

- Bill Bischoff  
 \_\_\_\_\_ (write in)

#### NORTH CENTRAL

- Paul Gibeault  
 \_\_\_\_\_ (write in)

#### MIDWEST

- T.J. Vieira  
 \_\_\_\_\_ (write in)

#### NORTHEAST

- Phil Valente  
 \_\_\_\_\_ (write in)

#### SOUTHEAST

- Bob Whitney  
 \_\_\_\_\_ (write in)

### NCLRA DISTRICTS

- Southwest:** California, Arizona, Nevada, Utah, Hawaii
- Northwest:** Oregon, Washington, Idaho, Alaska, British Columbia, Yukon
- South Central:** Texas, NM, Oklahoma, Kansas, Colorado, Missouri, Arkansas, Louisiana
- North Central:** Montana, N & S Dakota, Nebraska, Minnesota, Iowa, Wisconsin, Wyoming, Alberta,

Saskatchewan, N.W.Territories, Manitoba, Ontario (Central Time Zone)

**5. Midwest:** Indiana, Ohio, Kentucky, Tennessee, Illinois, Michigan

**6. Northeast:** everything north of North Carolina and east of Ohio, Ontario (Eastern Time Zone) and all Eastern Canadian Provinces, and all of Europe

**7. Southeast:** Everything south of and including North Carolina and east of Louisiana

## CONTEST CALENDAR

**Due to Covid-19 virus, many contests listed may be cancelled or re-scheduled, check and make sure before travel.**

**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

10/24 Middlesex Speed/Racing @ Mountainview park  
Middlesex NJ 40.583603, -74.497955

11/14 Middlesex Speed/Racing @ Mountainview park  
Middlesex NJ 40.583603, -74.497955

### NORTH CENTRAL DISTRICT

None

### NORTHWEST DISTRICT

**Sept. 3-4-5**

**New date! Northwest Control-Line Regionals**, Roseburg Regional Airport, Roseburg, Ore. Aerobatics, Combat, Navy Carrier, Racing, Scale, Speed.

**Friday:** 80mph Combat, Vintage Combat, Old-Time Stunt, Navy Carrier, Speed.

**Saturday:** High-Performance 1/2-A Combat, 15 Fast Combat, Classic Stunt, Nostalgia 30 Stunt, Profile Stunt. Navy Carrier, Scale, Speed.

**Sunday:** Precision Aerobatics, AMA Fast Combat, Navy Carrier, Racing.

[Download a flyer](#) with all the details or [email for information](#).

Discount advance entry forms will be posted shortly.

Sponsored by the [Northwest Regionals Management Association](#) in conjunction with other Northwest clubs and individuals.

### SOUTHEAST DISTRICT

None

### MIDWEST DISTRICT

**2021 AMA Nat's**

**International Aeromodeling Center, Muncie Indiana**

**Racing: June 20-26**

**\*Proposed schedule, to be confirmed\***

MONDAY F2C, Mouse I

TUESDAY Slow Rat, Super Slow Rat/ Fox Race (combined)

WEDNESDAY Goodyear, Sport Goodyear

THURSDAY Clown, Quickie Rat

**October 2-3 Buzzin' Buzzards Fall Festival**

**Wegerzyn Gardens Metropark 1301 E. Siebenthaler Ave.**

**Dayton, Ohio 45414**

Sunday: Racing

Sportsman Goodyear (DMAA) rules.

Vintage "B" Team Race (Buzzin' Buzzards Rules)

NCLRA Fox Race/SSR Combined.

CD: Bob Heywood Ph: 937-890-7555

E-mail: [rheywood@woh.rr.com](mailto:rheywood@woh.rr.com)

### SOUTH CENTRAL DISTRICT

The Dallas Model Aircraft Association has set its contest schedule for 2021.

**June 12-13 Bob Gieseke Memorial**

Racing on Saturday only. Mouse, Quickie Rat, Super Slow Rat, Sport Goodyear and Fox/Goldberg race.

**September 4-5 Charles Ash Memorial**

Racing on Saturday only. Mouse, Quickie Rat, Super Slow Rat, Sport Goodyear and Fox/Goldberg race.

**October 8-9-10 Fall Finale**

Racing on both Saturday and Sunday.

Saturday, Quickie Rat, Super Slow Rat, and Sport Goodyear. Sunday will be Mouse, Clown race, AMA Goodyear, and Fox/Goldberg Race.

At all contests, NCLRA legal Fox racers may enter Super Slow Rat. Fox 35 appropriate fuel will be provided.

### SOUTHWEST DISTRICT

None



**For a sport flier, this dude sure looks serious! Paul Gibeault indicating that he is coming in for a pit during a practice session.**





## **BUZZIN' BUZZARDS FALL FESTIVAL**

CD: Bob Heywood Ph: 937-890-7555 E-Mail: [rheywood@woh.rr.com](mailto:rheywood@woh.rr.com)

AMA SANCTION (Pending)

**OCTOBER 2 - 3, 2021**

**WEGERZYN GARDENS METROPARK**

**1301 E. SIEBENTHALER AVE**

**DAYTON, OHIO 45414**

**SATURDAY: NAVY CARRIER ~ OPEN DECK – UNLIMITED LAUNCH ATTEMPTS**

**AMA – NCS – NWS40**

**SCORES QUALIFY FOR NCS TOP TWENTY RANKINGS**

**SUNDAY: RACING ~ SPORTSMAN GOODYEAR (DMAA Rules)**

**VINTAGE B TEAM RACE (Buzzin' Buzzards Rules)**

**FOX / SSR COMBINED (NCLRA Rules)**

**\$ 10 PER PILOT**

**9:00 AM – 5:00 PM**



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[www.buzzinbuzzards.weebly.com/](http://www.buzzinbuzzards.weebly.com/)



## SUPPLIERS

### **BRODAK MANUFACTURING**

Everything c/! 100 Park Ave, Carmichaels PA, 15320  
724-966-2726 email [flyin@brodak.com](mailto: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](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 Tippett)  
e-mail: [Barry@Petrockfarm.com](mailto:Barry@Petrockfarm.com) 906-337-4533  
[www.Petrockfarm.com](http://www.Petrockfarm.com)

### **JIM DUNKIN**

Engine reference books 816-229-9671 [dunkin@discovernet.com](mailto:dunkin@discovernet.com)

### **ELIMINATOR PROPS**

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

### **STEVE EICHENBERGER**

Custom Fiberglass Performance Props: Moulded tops. Steve  
Eichenberger 480-730-0016

### **GOODYEAR PLANS- DOUG MAYER**

Douglas Mayer 5010 W. 123rd Place  
Hawthorne, CA 90250  
310-463-0525 cell  
[douglasmayer58@gmail.com](mailto:douglasmayer58@gmail.com)

### **JUST ENGINES LTD**

Newby Cross Farm, Newby Cross  
Carlisle, CUMBRIA CA5 6JP England  
Popular engines plus spares and Pipes. Irvine, Moki, Mvvs  
(<http://www.justengines.unseen.org>)

### **JON FLETCHER**

Custom replacement engine parts, needle valves.  
33 Lagari Close, Wingham, NSW 2429  
Australia Tel. 61 2 6553 4548

### **LEE MACHINE SHOP**

827 SE 43rd Street  
Topeka, Kansas 66609  
785-266-7714 - [Sales@LeeMachineShop.com](mailto:Sales@LeeMachineShop.com)  
[www.LeeMachineShop.com](http://www.LeeMachineShop.com)

### **RITCH'S BREW**

Fuel ready mixed top quality finest ingredients.  
4104 Lark Lane, Houston, TX 77025 713-661-5458

### **MBS MODEL SUPPLY**

Solid Wire Sets and other C/L needs  
Contact Melvin Schuette, P.O. Box 240 Auburn KS 66402  
1-785-221-7042. [mbsmodelsupply.com](http://mbsmodelsupply.com)

### **ZZ Props**

Full line of quality Glass & Carbon Fiber props for Control Line  
Speed & Racing.  
Contact Mike Hazel at: 503-859-2905 Day Phone or 503-871-  
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