

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



**TO**



**Lester Haury's new Miss Min Sport goodyear entry. It went so fast in it's first race the numbers blew off! See South Central District Column for more details.**

**INSIDE:**  
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**Torque Roll Issue #162**  
**June 2022**

## PRESIDENT – Bill Bischoff

Once again, I will lead off with the NATS schedule. 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.

NATS pre-entries are way down. I feel AMA bears a portion of the blame. Basic NATS information such as a daily schedule is impossible to find on AMA's web site. Online registration makes it impossible to enter events in multiple disciplines. I wonder how many people have given up rather than calling AMA.

If you're interested, don't give up. Persevere. It's not too late. 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.

I am happy to report that we have sponsorship for all of the unofficial events. Bob Heywood is sponsoring the Gold, Silver, and Bronze awards for Sportsman Goodyear, and fellow Dayton Buzzin' Buzzard T.J. Vieira is sponsoring Vintage B Team Race, plus Concours awards in Vintage BTR and Sportsman Goodyear. Kit maker Pat King is sponsoring Super Slow Rat, and his fellow Treetown Modelaire Tim Stone is sponsoring Quickie Rat. Clown Race will be sponsored by the Dallas Model Aircraft Association. Thank you to all of our sponsors.

With this issue, we are voting for NCLRA President, Vice President, Secretary and Treasurer. The current officers have all selflessly volunteered for another term, but write-ins are welcome. If voting for someone besides yourself, please get their consent first. A ballot is in this newsletter. Technically, only current members may vote. Current or not, please vote, and if you want to get current on your membership, that would be OK, too.

## NORTH CENTRAL – Paul Gibeault

There's not much happening in the way of Contests, or much else here in the North Central District, so I thought this would be a good time to pen a construction article. So, without further delay, I introduce:

### PROJECT SPORT GOODYEAR

by Paul Gibeault (aka *Mr. Open Mouse*)

It all started when I read the April issue of the NCLRA N/L & saw Bill Bischoff's kit Polecat for sale. That looks like such a nice kit I thought, to go with my Force 15 CNC motor that I received as a Christmas present from my overseas Buddy Peter Grabenstein. That's often how my mind works. Somehow I acquire a motor and once received I store it until I can figure out a use for it. There's a dangerous phrase "While I'm at it". Yup, while I was at it, I ordered most everything on Bill Bischoff's G/Y equipment list including a Magnum 15. Bill (nice guy that he is) even threw in a can of K&B purple & a *verra naass cocobolo wood* handle to replace my (so-called) "telephone pole handle". It seems I don't do much without incentive these days... so it worked out really well that Bill helped me out with a

lot of the decisions that I'd normally take *a long time* to decide on. I really have to congratulate Bill & his Texas group for their promoting of this event both locally and at the AMA Nats. Their plan to have Gold, Silver & Bronze races is truly a master stroke of genius. The concept of "*something for everyone*" is simply brilliant. It was a bit sickening when I pounded that unobtainable Gillott Rossi into the pavement at my last race in Dallas. At least if I should have an unlikely "excursion into terrain" with a lowly Magnum .15, well nobody's going to cry... (*although they're becoming unobtainium as well, Edit*).

I knew I'd end up having to use a full epoxy finish this time as my usual straight 2 coats of (2 part) black Endura polyurethane won't get me into the concours circle. It also turns out that due to Covid, I've been suffering from contest withdrawal for the last 3 years, so I've been rather antsy to make up for it. So, 2022 is my contest year!

All the pieces began falling into place when Mike Hazel from Oregon volunteered to team up with me. I so loathe going to contests *just hoping* to find an available pilot or pitman. Mike said he was building a Sport G/Y to fly at The Nats too, so even more incentive to get mine finished. There will be a new *Can-Am* team in Muncie this season!

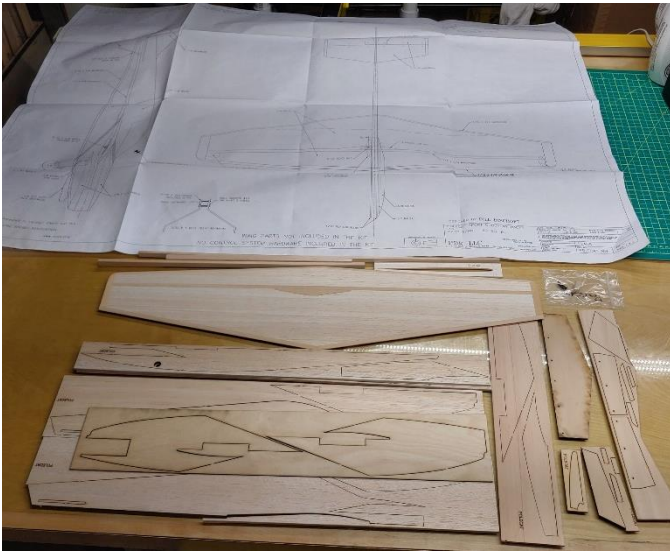


It's just like *Christmas* when receiving a package from Bill Bischoff. My grandson Damien (above) heartily agrees! While I'm at it, I might as well buy all the accessories (below). All top quality stuff. Bellcrank, LG, tank, shut-off, glow driver, & spare battery paks...



## Building the PDK Kit Polecat

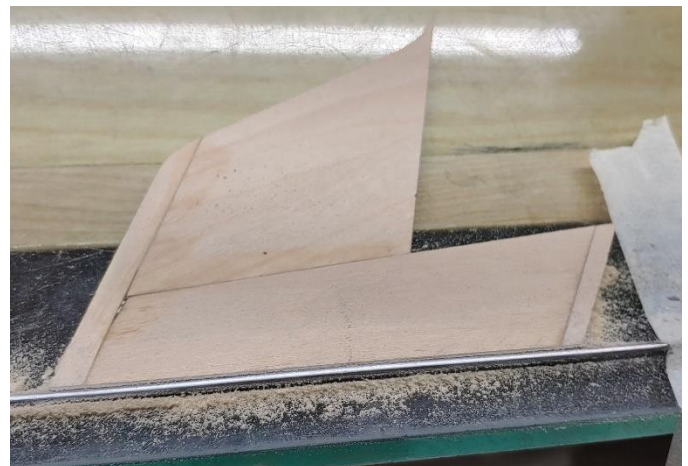
The Polecat is a veteran Goodyear design that's been around for a long time. This is the first laser cut Pat King G/Y model I've built. The plan detail by Bill Bischoff is excellent. The second plan sheet has all the templates for the fuselage parts. All parts separate easily from the sheet wood. I was really pleased to see this kit designer use a hardwood piece for **reinforcing the crack prone fuselage**. In fact there's an additional piece of basswood on the fuse bottom. It ought to be bullet proof (but perhaps not *ham-handed pitman* proof)? We shall see... The all-glassed basswood tail feathers look to be quite sturdy too. It's all there, precision laser cut everything. Plan is well detailed.



As demonstrated by my 2 yr old grandson Damian, removing the bag from the cured wing is child's play!

## Tailplane

Inasmuch as I prefer lighter balsa surfaces, with enough 150 grit sandpaper & lotsa patience, I finally got the shape & tapers that I wanted. I quickly learned that using thin CA on burnt wood joints quickly failed during sanding. The final solution was to sand off all the charring & use medium viscosity CA, which then worked fine. I used appropriately sized music wire taped to my flat glass plate as sanding guides in order to obtain consistent surface tapers.



## Wing

The plan shows everything you need to build a flat-bottomed wing. In my case I wanted a symmetrical wing, custom milled by Ray Harvey of Australia. It's simply gorgeous! Not cheap coming from Australia, but did I say gorgeous? A bit of 400 sandpaper and it's ready for glassing in a vacuum bag. . This did cause some extra work in that all those lovely laser cut fuse and cheek cowl pieces no longer fit properly around the wing. Rather than make all new pieces, I reworked everything until the replacement wing fit in. Not the prettiest installation, but adequate for the intended purpose.

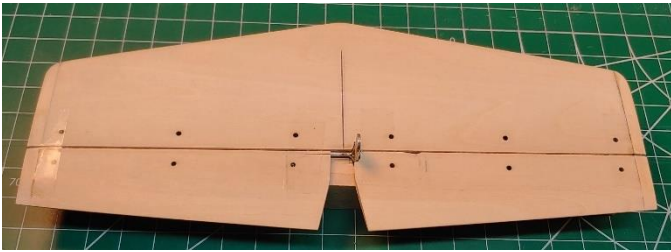


Layup before going into the vacuum bag.

I left all the trailing edges square at about .040". (Airbus jets have all thick square control surface T.E.'s & are much more damage tolerant than those racy looking sharp thin edges, so I'm not worried they have more drag). I found a nice premade 1/16" elevator joiner horn assembly from J&Z and used it.



I made a fixture block with a recess for the elevator horn to ensure everything was tight & straight during gluing.



After glassing I intend to use the Florida Hobbies iron on hinge material for an easy invisible / sealed hinge.

### Fuselage

My kit was supplied with 2 maple fuse spars when the plan indicates basswood. I kept the maple mid spar but I ended up substituting a piece of spruce for the lower one instead being much easier to bend. I like Bill's idea of using 2-3 thinner pieces laminated which would work even better! I placed the 3/8" spruce piece in my laundry room tub filled with hot water & bent it around a plastic kitchen container. The next day I removed the piece with a near perfect bend in it. I laminated the fuse pieces with Titebond aliphatic glue. In hindsight perhaps epoxy may have been better as the fuse developed a bit of a bow in it, even though it was all weighted down flat during layup.

(This is why I personally prefer a one-piece 3/8" sheet for the fuse as you can check right away if it's straight. The 3/8ths sheet is likely too thick for a laser to cut without excessive burning.)

I also added a 3/8" square maple nose piece to the engine bearers as I feel this stiffens up the front end. I glued the maple engine bearers and laminated cheek cowl with Titebond with no issues.

I used a wood planer and a rasp to taper the fuse as shown. I found it difficult to plane the maple, so my fuselage cross

section ended up being more oval than straight tapered as is shown on the plan. I bonded the ply doublers individually onto the nose using 30 minute epoxy.



Inasmuch as I prefer a 7075 changeable (tapped) 1/8th" alum. plate motor mount, I ended up making a simple 1/16th sheet alum U-plate on this model. I found I needed to use a **centre drill** on the lower hardwood L.G. hole in order for it to be straight. I noticed my regular drill bits would wander off centre 1/16" or more on the hardwood dowel. If off centre, this makes for a crooked gear installation later on... (I made 3 attempts before I got it perfect). I then drilled the upper L.G. attach bolt hole straight on a drill press, using the O/B leg as a template.

### Nacelle cheek cowl

I would have preferred if one of the 3 cowl laminate pieces was cross grain for more stiffness and even add in sheet carbon for additional stiffness. I ended up leaving the cowl stock as shown. Note: remove a section of the 1/8th" I/B cowl piece before you laminate them together to allow for clearance of the O/B L.G. leg, and fuel proof this area. Since the entire fuse and cowl is going to be fiber glassed, I trust the front end will be adequately stiff. I bet a full spinner would improve the nose appearance considerably, but I didn't have one and decided instead to just make a 7mm engine spinner nut. That extra hardwood block that I installed in the nose section earlier allows for a reasonably nice cheek cowl contour at the front of the model as well.



### Hardware

You will need to supply, or purchase, a std. Fox or Veco 2" bellcrank, pushrod / control horn hardware. Bill Bischoff's modified Fox bellcrank for *direct line attachment* is a slick piece of hardware! If you dislike metal working, order a nice, prefabricated set of aluminum L.G. (with wheels) from Bill as well & be done with it! Since you're paying postage, why not order his beautifully built tank & shut-off too? I think Bill's list of racing items are well built & well priced.



Part of Bill's hardware package included this Fox Bellcrank with line Buttons added.

### Final Assembly and Finish

I had applied 3/4 oz fiberglass cloth with the West Systems epoxy resin and vacuum bagged the flying surfaces. Don't be afraid, it's a simple process and I kick myself for not having done this years ago! My elevators with horn wouldn't fit in the bag, so I had to glass them separately. Once glassed, the airplane components are assembled using epoxy. Add any fillets (like fuse to rudder joint) beforehand so that the fiberglass cloth can cover them. Care must be taken to try and get everything as straight and as square as you can. It turns out straighter airplanes just fly faster! The wing and tail surfaces must be set at zero-zero incidence **relative to the engine**. Take your time as misalignment here causes the model to hunt and fly worse in the wind. I squeeze a 1/4" brass tube oval in the vice and insert this using epoxy into the aft fuselage. This allows for a removeable tailskid for easier transport. With everything looking good, it's time to paint your model. Use whatever paint system works best for you.



Stay tuned for Part Deux!

## MIDWEST – T. J. Vieira

Hello Racers! We are well in to the testing and flying season, finally! I have been running in to issues with my Good News "B" Tr, so let's do some of the basics of diagnostics, shall we?

So, I will start this off with the givens: 1) Engine has compression 2) fuel tank feeds 3) good glow plug 4) good fuel. All of these were established on the test bench before install, however with an upright engine (gotta love inverted setups!!!!). I really need to modify my rig for inverted setups...

So, playing in the garage before the first flight, engine would fire right up, no problem. Went to the field, first flight was fine except for being very rich. No problem. Went for another round, couldn't get it to start. Awesome. To the garage!

In the garage, of course it worked fine. Superb. Why do things always work at home? Must just be getting "lost in the moment" at the field. I also started with a fresh charge on my batteries this time around. No problem. Dead batteries happen to the best of us. I did take this time to play with priming tools and wound up making a small syringe to prime slightly easier and with a little less mess. She's already had her first cowl fire, so she's well on the road to being a real racer! I also put in a larger ID fuel tube, thinking I may have a draw issue.

Week two at the field. This did not go well at all. Bob and I couldn't get her to fly. We could barely get the engine to cough! What in the "H E double hockey sticks" is going on here!? Well, perhaps slightly more aggressive language was used at the field..... I also cracked my prop. To the garage AGAIN!



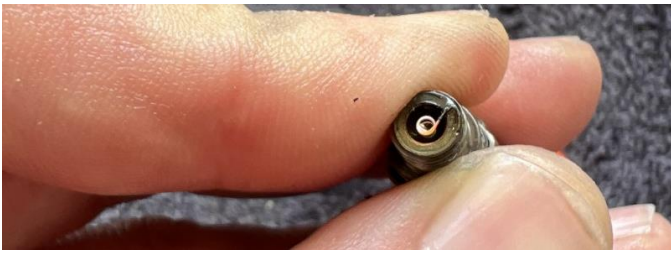
As you can see in the pictures, my fuel exits the bottom of the tank, then the hose needs to go up and in to the shutoff, then on in to the spraybar. However, it never goes higher than about 1/2 tank, so the fuel head should be helping me. Yes, yes, yes.... I know this is not ideal. I am still trying to figure out how to layout the guts of these vintage B's, the class was popular about 30 years before I was born!!!!

Do any of you feel old yet?

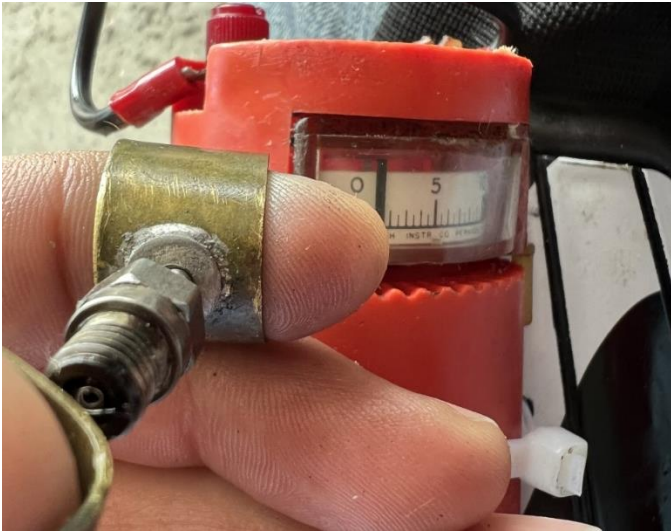
Anyhow, step one, check to see if this was my issue. I took it out of the shutoff and reconnected. Fired right up (at this point I'm using a conventional plug driver). Awesome. Rework is in my future. But let's see if that is really what is going on. Back through the shutoff, fired right up again. Whiskey Tango Foxtrot.

Repeat a couple of times. No problems.

Okie dokie, well, it's certainly not a fuel issue. It has to be in the ignition side. I grab a spare plug, pop it in to my conventional driver. Nice and hot (as shown below). Hot glove? Nothing. Gage says I'm moving juice though. Hmmmmmm..... I break out my Fluke and set it to ohms, and wowzer! Tons of resistance, and it's even intermittent continuity to boot! I think we've found our culprit.... New wires and a date with a wire wheel.



The lesson here? Stick to the basics during diagnostics. At the field on week 1, dead batteries. Week 2, poor conductivity, and that combining with flooding the snot out of the engine, it means no fire.



“Vintage B” is on the schedule at “Brodak’s” this coming Wednesday. Maybe someday I’ll grow up and actually get projects done earlier in the season so I’m not running around before a contest!

Anyhow, until next time, I’ll say to myself; Keep It Simple, Stupid!

## **SOUTH CENTRAL – Bill Bischoff**

Here in Texas, we've been having one of our windiest springs on record. It's been nearly impossible to get out and fly. Fortunately, I am recently retired, so Mike Greb, Bill Lee, and I are able to fly whenever the weather decides to cooperate for a day. To make sure that doesn't happen too often, we can now add record and near-record high temperatures to the equation. In spite of that, we have gotten one of our circles resealed, and the other restriped. We look to be in good shape for our June contest, but as always, we're at Mother Nature's mercy.

### **DALLAS SPRING WARM UP 4/30/22**

This was a smaller than normal affair for the racers. Some of our expected out of towners had not had the opportunity to prepare thanks to uncooperative spring weather, and decided to stay home. What racing we did do was still fun, and quite

close. In Quickie Rat, all the times were separated by less than four seconds. Not blisteringly fast, but still close. Lester Haury debuted his Miss Min Sportsman Goodyear. From earlier practice, we knew he was as fast as our speed kings Bill Lee and Kelly Hite, so the three were put in the same race. All were very evenly matched for speed, but Lester spent some extra time in the pits. With more practice, he should be in it to win it. To his credit, Mike Greb snuck in a few seconds ahead of Lester for third place. Also note that less than a second separated Jeff, Alex, and Bill. More close racing for sure.



**Sport Goodyear Pits at the Dallas Spring Warm Up contest. Mike Greb (2<sup>nd</sup> from left) appears quite enamored with Billy Hughes Argander Model.**



**Doug Mayer’s Invictus design has become a popular model design very quickly. (L-R) are the models of Kelly Hite, and Richard Kucejko.**

Of note, the only model represented by multiple entries was the Invictus, designed by Doug Mayer. Kelly Hite's model wore the pre-Invictus scheme of "Zipper", and Richard Kucejko's model wore an attractive original scheme. Plans for the Invictus are available on the NCLRA's web page, along with several other newly added plans by Doug Mayer. We agreed to forego Super Slow Rat due to wind, so that was it for Saturday. On Sunday, we had a couple of conflicts with other events, and were not able to get everyone in the same place at the same time to race. I sincerely apologize to the people who didn't get to race, and at the fall contest this will not happen.

Thanks to all who came to race, time, and otherwise help out.

### **QUICKIE RAT**

<b>1) Kelly Hite</b>	<b>3:26.64</b>
<b>2) Richard Kucejko</b>	<b>3:27.51</b>
<b>3) Mike Greb</b>	<b>3:29.84</b>
<b>4) Bill Bischoff</b>	<b>3:30.11</b>

## SPORTSMAN GOODYEAR

1)Bill Lee	3:56.65
2)Kelly Hite	3:59.68
3)Mike Greb	4:08.62
4)Lester Haury	4:11.90
5)Jeff Gitchel	4:24.07
6)Alex Valishev	4:24.28
7)Bill Hughes	4:24.96
8)Richard Kucejko	4:30.02
9)Patrick Hempel	4:33.77

## LATE BREAKING NEWS

It was a day of awesome Sportsman Goodyear race times at the Dallas contest on Saturday, June 11. Lester Haury and I have been practicing, and it showed. He turned a 4-minute flat time in just his second contest with his new Miss Min. model and Richard Kucejko turned a 4 flat time in his very first contest with his new Margaret June, but had to settle for **fourth** place!

It was oppressively hot, with a high of 104 degrees. Not a day to expect so many fast times. Fortunately, we flew Sport Goodyear first, while everyone was fresh. Lester and Jeff were then able to fly combat the rest of the day.

1)Bill Lee	3:54.32	Miss San Bernardino
2)Kelly Hite	3:59.58	Invictus
3)Lester Haury	4:00.45	Miss Min
4)Richard Kucejko	4:00.94	Margaret June
5)Bill Bischoff	4:02.60	Margaret June
6)Patrick Hempel	4:06.72	Mirage
7)Mike Greb	4:10.82	Polecat
8)Jeff Gitchel	4:20.27	Margaret June

## SOUTHWEST – Doug Mayer

### Knotty Girl Short Kit – Part 2 – VITAMIN C PAINT SCHEME.

Gosh, a lot of time has passed since part-1 of this article. Please reference the Torque Roll Issue of October 2021 for Part 1. Sometimes life gets in the way, and my model airplanes take a back seat, but Knotty Girl is finally done and ready to race. I'll share some technical details, but first, I want to share the inspiration for the VITAMIN C PAINT SCHEME.

After my good friend and race partner Mike MacCarthy retired from racing, he sent me a care package with a lot of racing gear, and included an old Barracuda Quickie rat. The Barracuda was pretty beat up, and sustained some damage in the mail, so I decided to do a full refurbish. I trimmed the wingtips, and stab tips to remove some damage, and I painted a wild paint scheme using 3 different colors in a fully wet fade. I learned this technique from Mike, so I thought it was appropriate. When I took the Quickie Rat to the field, I got a lot of grief from Dale Long. He went into his classic tirades of calling me "Beach People" and said my paint job looked like I

was a hippie and doing drugs, or something like that. I laughed at Dale's remarks, but I did have to admit that my plane kinda looked like a tie dye t-shirt from the 60's. It made me think of the stories I heard of the 60's acid tests (I was too young), so I decided to call my paint job "Vitamin C". Maybe you can make the connection, but it was kinda like a secret code for Acid test, tie dyed weirdo paint job. I tried to explain this once to Bill Bischoff, and I'm not sure it translated, so no worries.....Anyway, it's VITAMIN C.



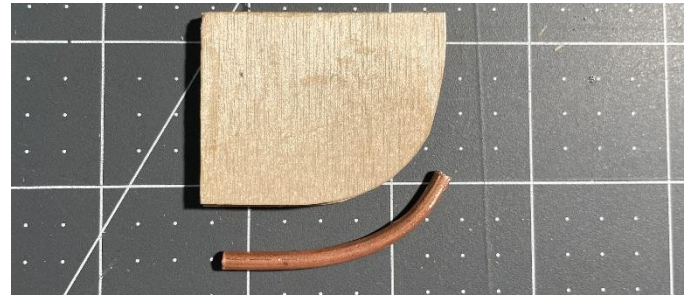
Check out the photo of Tristan when he was just a little tyke! He my have been 4 years old, and he was super proud of Dad's new airplane. Fast forward 10 years and Tristan and I were thinking of different paint schemes for his new Knotty Girl. I said, "why not do a VITAMIN C paint job?", and I showed him the old photos of the Quickie Rat. He immediately agreed, and so it was. This is the way. Vitamin C.





My numbers are all hand cut with a #11 Xacto blade. I print the numbers from Autocad fonts on my laser printer on regular white printer paper. I spray a very light mist of 3M Super 77 spray adhesive on the paper and then stick it on Model Airplane sheet vinyl sticker material. If you try this method, you must become Zen with the 77 mist, or the paper won't peel off your cut vinyl numbers. Don't spray, just imagine "mist" from 3 feet away, and it will probably be enough to hold the paper on the vinyl while you are cutting out the numbers, but the white paper won't stick to the vinyl when you remove it.

Now for some technical detail. I wanted to paint the plane with Klass Kote white primer, but my local hobby shop was out of KK white primer, so I decided to paint the plane with some rattle can automotive car primer from Harbor Freight that Bill Bischoff recommended. The paint worked well, sanded well, and I had no complaints. Unfortunately, when I sprayed my yellow base coat of old Ultra Poxy yellow, it didn't cover well because the yellow paint is thin and transparent. My new yellow paint looked like it had a green tint because the grey was showing thru the thin yellow paint. I had to spray multiple coats to get a true yellow coat, and I vowed to use white primer next time to avoid this hassle. Fortunately, when I laid down the Pink and Purple coats, they were opaque, and were not affected by any undercoat issues. When I painted the finish coat, I painted the last coat of yellow first. Immediately after painting the yellow, I painted the Pink, and then I painted the purple. If you paint all 3 colors at once, they blend in a big wet coat, and cure as one paint job. This avoids overspray, paint lines, weird curing, and other issues. It's a bit tricky to mix 3 successive coats, and carefully paint the plane all at once. I cheated by spraying the pink and purple on the sides and top, and not the bottom of the wing, otherwise, there is nowhere to stage your plane while all the paint is wet. I have done this method several times, and this time I paid special attention to my airbrush work to produce more precision linework between colors. If you're not careful, you can end up with a big mess that looks like a kindergartener painted your airplane.





## NCLRA 2022 OFFICER ELECTION BALLOT

### PRESIDENT

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

### VICE PRESIDENT

- Les Akre  
 \_\_\_\_\_ (write in)

### SECRETARY/TREASURER

- Tim Stone  
 \_\_\_\_\_ (write in)

**That's it! Simple enough. You don't need to use the official ballot. Just email your vote to me at [billbisch@hotmail.com](mailto:billbisch@hotmail.com). If you want to vote for all the incumbents, just send the word "incumbents". Write-in's will need to be spelled out. The results will be announced at the NATS, so please vote before Thursday, July 14.**

## NEW PRODUCTS

**Bill Bischoff**

**ZZ PROP** Mike Hazel is now making carbon and fiberglass versions of the "first version" APC 7.8 x 6 prop. I have used the APC's on Quickie Rat, 36 AMA slow rat, and Super Slow Rat with good results. Unfortunately, these composite versions are illegal for Super Slow Rat, but they are still worth a try for other events. Contact Mike at [zzclspeed@aol.com](mailto:zzclspeed@aol.com), and ask for the "Scimitar 7.8 x 6". \$15.00 each for glass, \$16.00 each for carbon.

**PDK LLC** Pat King is making of the latest Sportsman Goodyear Racer, "Miss Min". The prototype, designed by Letser Haury and Bill Bischoff, made its contest debut in Dallas in April. It has a unique appearance, and it is smooth, stable, and FAST. Pat may have kits at the NATS, but if you can't wait, contact him at [pdkllc.com](http://pdkllc.com).



The rest of the airplane is straightforward standard construction, except for one detail. A while back, I asked Bill Bischoff to make his shut-offs with a bottom pull. I hate the wire on the top because your finger can get caught up in the trip wire and cause misfires in the pit. I also hate the down elevator control from the top of the elevator, and rigging up the whole [down elevator, pull wire]. On this build, I engineered a short copper tube that allows me to trigger the shut-off below the wing (bottom shut-off) directly from the bellcrank. (Pictures on previous page) This cleans up the entire shut off system and contains your trip wire in a very short copper tube. It also allows you to put the control horn on the bottom of the elevator. I sketched it out multiple times, and test fit my pieces until I felt that I had all the correct angles, bend radii, and clearances past the fuel tank. I built a copper tube guide with a piece of balsa, thin plywood skins, and used the balsa fuel tank fairing to hold everything in the correct orientation. I never could have figured this out accurately if I did not have the motor laid out, the fuel tank in hand, the tank fairing built and the bellcrank laid out. Hopefully, everything runs smoothly in the real racing situation. We'll see when we start to do some serious testing. If it works as planned, I believe it will be worth the effort to clean up all the control systems.

## VITAMIN C





**2022 Bob Gieseke Memorial  
June 11, 12 2022  
Hobby Park, Dallas TX  
Intersection of Northwest Highway and Garland Road**

**Saturday, June 11**

**Class I Mouse  
Fox Goldberg Racing  
Sport Goodyear  
Super Slow Rat  
Texas Quickie Rat  
Old Time Stunt  
Classic Stunt  
Profile Stunt  
AMA Slow Combat**

**Sunday, June 12**

**Precision Aerobatics (B) (I) (A) (E)  
Profile Carrier  
15 Profile Carrier  
Class I/ II Carrier  
Air to Air Combat**

**Entry Fee: \$ 15.00 first event, \$5.00 each additional event,  
\$25.00 Max.**

**Racing:**

**All Racing on South circle. Pilots' meeting 9:00 AM; First Race 9:30 AM.**

**Aerobatics:**

**Appearance judging on North circle after Pilots' meeting, pull test in pit area.**

**Pilots' Choice Award for Classic & PA. Entries close at 9:00 AM each day.**

**Saturday: Pilots' meeting at 8:30 AM; first Old Time flight at 9:00 AM. Events flown in order listed. Sunday: Pilots' meeting at 8:30 AM; first flight at 9:00 AM No practice after contest starts except on far south grass circle.**

**For information, directions, unofficial event rules, etc, contact: dmaa-1902.org and click "locations" or contact Mike Greb at 903-438-9883, [mikegrebb@yahoo.com](mailto:mikegrebb@yahoo.com)**

**For Combat and Air to Air combat contact Lester Haury at 469-601-4710 [lester@hauryhometeam.com](mailto:lester@hauryhometeam.com)**

# 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

2022 AMA Nat's

International Aeromodeling Center, Muncie Indiana

Racing: June 18-21

MONDAY F2C, Mouse I, DBB Vintage B Team Race

TUESDAY Slow Rat, AMA Goodyear

WEDNESDAY Quickie Rat, Sport Goodyear

THURSDAY Super Slow Rat/ Fox Race, Clown Race

## SOUTH CENTRAL DISTRICT

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

Tentative, June 25,26 and Dec 3,4

For more information email Douglas Mayer

[Douglasmayer58@gmail.com](mailto:Douglasmayer58@gmail.com)



Can you name this "B" team Racer?

## NATIONAL RECORDS

SLOW RAT (.25 engine)

Op (70 laps) 3:01.52 Jim Gall/ Les Akre 7/04/11

(140 laps) 6:17.59 Russ Green/ Bill Lee 7/07/09

(no Jr or Sr record)

½ A MOUSE 1

Jr (50 Laps) 2:37.57 Scott Matson 7/15/99

(100 Laps) 5:17.68 Scott Matson 7/17/99

Sr (50 Laps) 2:44.68 Dave Rolley Jr 7/15/99

(100 Laps) 5:20.11 D.J. Parr 7/16/98

Op (50 Laps) 2:12.3 Jim Holland 7/16/04

(100 Laps) 4:22 Ryan & Gibeault 7/15/99

½ A MOUSE 2

Op (70 Laps) 3:01.24 MacCarthy/Kerr 7/11/03

(140 Laps) 6:18.13 Whitney/Hallas 7/10/09

SCALE RACING

Jr (70 Laps) 2:50.65 Bob Fogg III 7/16/91

(140 Laps) 6:08.55 Bob Fogg III 6/23/92

Sr (70 Laps) 3:15.12 Doug Short 7/11/00

(140 Laps) 5:40.05 Bob Fogg III 7/11/95

Op (70 Laps) 2:39.38 Willoughby/Oge 7/15/97

(140 Laps) 5:33.04 Bob Fogg Sr 7/16/91

F2C TEAM RACING

Op (100 Laps) 3:42 Fisher/Wilk 7/13/15

(200 Laps) 6:43.32 Fisher/Wilk 7/16/12

F2CN (NCLRA RULES)

100 Laps 4:14.84 Bill Lee/ Russ Green 7/07/11

200 Laps 8:37:10 Wallick/Brozo 7/15/13

NCLRA "B" TEAM RACING

Op (35 Laps) 1:24.34 Burke/Duly 7/12/05

(70 Laps) 3:05.73 Green/Lee 7/10/09

(35+70 Laps) 4:33.91 Green/Lee 7/10/09

(140 Laps) 6:08.80 Green/Lee 7/10/09

RAT RACING (.15 RULE)

Op (70 Laps) 2:44.6 Jim Holland 7/15/04

(140 Laps) 5:33.1 Jim Holland 7/15/04

Jr-Sr No record established

NCLRA FOX RACE

Jr (100 Laps) 5:57.11 Scott Matson 7/11/99

Sr (100 Laps) 5:28.09 Scott Matson 7/16/02

Op (100 Laps) 5:32.55 Tim Stone/Bob Oge 7/10/05

NCLRA CLOWN RACE

Op (7 ½ Min.) 150 Laps Bischoff/ Lee 7/15/15

Op (15 Min.) 284 Laps Bischoff/Lee 7/15/15

NCLRA TEXAS QUICKIE RAT

(70 Laps) 2:58:72 Bill Lee/Bill Bischoff 7/18/13

(140 Laps) 6:07.01 John McCollum/Bill Lee 7/14/05

NCLRA SUPER SLOW RAT

(100 Laps) 5:14.30 Bill Lee/Russ Green 7/05/09

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