

**From: National Control Line Racing Association
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TO



Doug Mayer shmoozing with Nats Reporter Paul Gibeault. Look inside for Paul's musings on what transpired in the racing circle at this years Nats.

Special Nat's and World Championship Issue

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**Torque Roll Issue #175
September 2024**

PRESIDENT – Bill Bischoff

Right out of the gate, I want to thank all the people who helped with the World Champs. Their efforts made it possible. Our NCLRA Sportsmanship Award winner Sandra Lee timed races for the NATS, World Cup, and World Champs. I wish I had something more for her than a plaque, because she's awesome. There's no telling how many thousand race she has timed in her life. We all owe her great thanks.

This year, we had even more of the Lee family on hand to help. Bill and Sandra's son Kris was the scoring and tabulation computer guy up in the judges' tower for the World Cup/Champs, and Kris' son Andrew and daughter Ashley were timers along side of grandma Sandra. I don't know how they were conned into it, but I was glad to have them.

Besides the Lees, our other timers were Dave Betz, Ron Duly, Paul Gibeault, Mike Greb, Mike Scott, Bob Whitney, and filling in for Mr. Duly during the World Cup, Becky Wilk. Jim Allen and Tom Fluker were our pit bosses. Engine measurement was handled by Henry Nelson and Mike Greb. Jason Allen was our US member on the panel of judges. I thank them all, and so should you.

We must not forget the Herculean effort put forth by Event Director Bill Lee. I dare say he is the only single person involved that without whom, the World Champs would not and could not have happened. It has been his full-time job for well over a year. As a reward for his efforts, he also got to pay a considerable amount out of his own pocket. While it's all over for the rest of us, Bill now gets to wade through the financial aspects of the contest. He is probably enjoying a sense of pride for what was accomplished, but he can't give the big sigh of relief until all the details are taken care of. Be sure to give him a pat on the back or an "attaboy" for a monstrous undertaking well done.

Election Results

I'm guessing by the underwhelming lack of votes, that most of you didn't notice that we had officer elections. Nonetheless, all of our current officers have been re-elected for another term.

Nats and World Champ's Reports

Paul Gibeault was the official reporter for the Nats and World Championships. His Nats coverage was in the *Nats News*, and he had CLWC photos and commentary on the blog on the site 2024clwc.org. Paul was also an F2C timer, so he got to see all the action, but didn't have time to report all the action as it happened. In other words, you won't be getting a play-by-play description of the week. If you want that, you shoulda' been there!

My own comments will be more personal observations as well. I too found myself rather busy. Hopefully, the comments, photos, and results in this issue will be satisfactory. As always, your questions and comments are invited.

What's Next?

For the southwestern US at least, there are a couple more contests coming up in October. The Dallas Fall Finale is

Friday-Sunday, October 4-6, featuring speed and racing. The flyer appears in this newsletter. The following weekend, Oct. 12-13, is the Virgil Wilbur Memorial at Whittier Narrows in Los Angeles. This racing contest is more flexible in what events will be flown, but may include Mouse, Quickie Rat, Clown, AMA Goodyear, SCAR Goodyear, Dallas Goodyear, AMA Slow Rat, Super Slow Rat/ Fox Race, or anything else that there are enough planes to have a race. Doug Mayer is in charge. Call him with questions. His phone # is in the back. I will be going to this one, and this year I'll be *driving* from Texas so I can bring more planes than I can take on the airlines!

NORTH EAST – Tom Schaefer

I am happy to finally have a race to report about. The annual Brodak event has two categories to compete in. They have their own rules which have worked out well over the years. They were crafted to promote more parity and tighter competition. Clown allows a one-wheel lg for easier handling on the ground, .015x 52.5 lines and only the Brodak .15 or LA .15 are allowed. Foxberg exceptions are the Brodak Flite Streak and Brodak or LA .25's are also allowed. Shout out to John Saunders for directing these events!

For this year's events Al and I switched roles. I can readily admit that he is the better pit man! I wasn't sure how I would hold up in the center but gave it a try. The final included our Shoestring/LA, Banjock's Cosmic Wind/Fox and Paul Smith blazingly fast Buster/LA with Angstrom Ebernez at the handle. Angstrom is a teenager, very tall, who was competing in his first race with the fastest plane on the field! It turned out to be a very exciting and very exhausting race for all. Especially me! As well as trying to keep our plane out of trouble I did my best to instruct Angstrom on the basic 'racing arts'. Lots of vocal instruction, shirt pulling etc. Banjock's plane was running rich so there was lots of passing. All made it out alive and well. Hopefully he will join us next year! He is a quick study. There are some good videos on the Brodak Hobbies FB. That race is entertaining. They also had a Sportsman category with results listed below. Pretty sure all Foxbergs were 140 laps.

There were 4 entries in Clown so we had 7.5 minute prelims and a single 15 minute final. It was a very competitive race. Al and I ran clean except for one stop where I could not land at our spot because it was occupied so poor Al had to run a bit. Sorry Al! All entries used the good old LA .15.

RESULTS

Sportsman Foxberg

Osborn/Hallas	12. 55. 38
Ebernez/Ebernez	15. 03. 39
Suhamski/Buck	15. 43. 83
Paris/Williams	11. 40

Expert Foxberg

Ferraro/Schaefer	9. 13. 33
Smith/Ebernez	11. 01. 32
Banjock/Palko	12. 50. 65

Clown

Schaefer/Ferraro	254
Smith/Osborn	244
Banjock/Saunders	228
Alimov/Alimov	118 (prelim)

SOUTH EAST – Bob Whitney

Well, it has been an interesting couple of months of travel for me. First was to Muncie In. for 4 days as I was one of two judges for the weekend. The two of us first judged the airplanes in Static Scale, comparing them to the info they were built from then we spent two days watching them fly comparing them to how the real plane would fly. We had no complaints, so guess we did ok and my ride let me come back home with him. Then, after a two week rest it was back to Muncie for the Nats, the World Cup and the World Champs, where I was to be a lap counter for F2C.

I spent the Nats watching stunt and saw some really good flights. Orestes Hernandez was the big winner. We had some good Jr. and senior flyers this year. Orestes signed and then gave me one of his winning score sheets because I wanted to look at it. It only took about 590 points to win. Hell, I can do that ! (IN MY DREAMS)

Then came the world cup for F2C, F2D. The US F2C teams were showing a lack of practice. The F2C lap counters were getting used to watching the pilots and not the planes. When all of the planes look alike, it is very easy to loose track of the plane you are counting. The planes are doing 17,8 for 10 laps which keeps you on your toes.

When the W/C started we found that the lap clickers that were hooked up to the score board were vey inconsistent. After the first day I took my counter back to the car and filled it with after run oil. what a difference, so I went and oiled all the counters and cured most of the problems. It seems as they hadn't been used since 2004.

I won't try to name names as I can't pronounce them anyway. The US again had troubles... a missed catch here a bounce off of a leg there and a couple of bad starts and we were out. Lambert and Fluker did make the semis as an alternate but again had problems.

The finals almost went off without a hitch. the teams were two teams from France one being the ex-world champs, and the 3rd team was from Poland. All 3 were off with one flip at the Go. The brothers from France were leading for most of the race by about one and one half laps. It was a 200 lap race and with one and a half laps to go they ran out of fuel giving the win to the Polish team. Right afterward, the brothers were one of the first to shake hands and congratulate the Polish team on their win. All of the lap counters and their mechanisms worked perfectly for 200 laps.

I do know that the US took 1st and 2nd in speed and the team trophy. Orestes was 2nd in Aerobatics by about 1/2 point to a really good Italian flyer. I know we placed in combat but don't know where...think we had 1st place in JR.

There is not enough space to tell you what it took to pull of an event of this size so rather than leave someone out I will just say way to go Guys and Galls, we did it.

What a great job AMA did getting both the racing circles and the stunt L pad re paved, they were beautiful. The only problem was that the F2C diesel fuel has Kerosene in it and that melted the fresh pavement and put big holes in it at the pitting stations. These were patched before racing started.

Thanks to Bill Bischoff and his crew the circles were ready for the W/C

Just to make it more exciting on the way home...While doing about 65mph (really) through the middle of Atlanta at 8 P.M., a car cuts in front of me going sideways, starts zig zagging through traffic, and hot on his heels was 3 cop cars with lights and sirens going. He finally took an exit with the cops right behind him, so I don't know far he got but it was exciting for a while. The rest of the trip was uneventful. All in all a great time seeing old friends and making new ones. I did find out that I was the first of all competitors there to fly F2C. My first F2C entry was in 1960. The next closest was 1964 so guess I am older then dirt.

The Rad Racer

SOUTH CENTRAL – Bill Bischoff

CHARLES ASH MEMORIAL Dallas TX 8/31/24

We had a relatively small turnout with the six "usual suspects".

Unfortunately, we didn't have enough people to run three-up races, so everything was two-up. I was hoping to have finals this time, but everyone including me was feeling sufficiently used up that we skipped them. We also skipped super slow rat for the same reason.

As the results show, we had some good, close racing. This always makes it more fun, when you don't know who won until the race is over.

Once again, Sandra Lee timed for us all day, along with whoever wasn't racing at the time. Our other dedicated timer Tom Walker was under the weather and couldn't make it this time. We hope he's well again very soon.

I am looking forward to seeing some of you at our Fall Finale next month.

MOUSE 1

1)Bill Lee	2:28.42	stand
2)Patrick Hempel	2:50.21	2:42.47
3)Kelly Hite	2:59.99	2:47.68
4)Mike Greb	crank broke!	

QUICKIE RAT

1)Bill Bischoff	3:23.20	3:21.75
2)Mike Greb	52 laps	3:22.83
3)Kelly Hite	3:25.36	3:27.62

DALLAS SPORT GOODYEAR

1)Bill Lee	3:59.00	3:56.24
2)Bill Bischoff	4:00.40	stand
3)Patrick Hempel	4:03.79	stand
4)Mike Greb	4:11.98	4:05.14
5)Kelly Hite	4:05.51	4:10.01
6)Lester Hauray	22 laps	77 laps

SOUTH WEST – Doug Mayer

It's been a few months since our last report. We delayed this issue to allow for everyone to report on the NATS, so here we go!

First order of business, we have 2 contests left this year that I want to announce. Both races are at Whittier Narrows in South El Monte (Los Angeles).

October 12-13 / Virgil Wilbur.

This will be a 2-day contest / fun fly (Non-sanctioned contest). No Fees, no trophies, no SWAG. This year, we made sure that we were not in conflict with the RC Pylon race on October 19th. We're expecting some good turnout with visits from Bill Bischoff and Bill Cave and Northern California Crew. Please join us if you can.

December 08 – Toys for Tots.

Our classic winter benefit for the Marines. Entry fee is a new unwrapped gift.

The NATS was held in August this year to align with the world champs the week after the NATS. We were all hoping for a big turn out because of the world champs, but it didn't really happen. Attendance was very low and disappointing for the future outlook for the NATS. We had just enough participants to run some 3-up races and have a few timers available. All racing was done in a 3-day schedule, which I think was a good approach. We were able to finish each day's events without a problem, and most people stuck around all day to support the racing and help with timing. Dragging out the event over a longer period would not be productive.

A special recognition is due to Sandra Lee for her ongoing dedication to timing our races. She was rightly awarded the Sports [Woman] of the year award for her participation with our racing group. Also, a special bonus is that she's fun to hang out with, (and she told me that she reads my articles! Hi Sandra! Thanks for all your help year after year, we all appreciate it.)

I attended NATS again this year with my 2 sons, Mason & Tristan. (2nd year in a row). The BACK-AT-IT Team is still Racing! Mason is a Senior and Tristan is a Junior, so this will be their last year to duke it out before Mason becomes OPEN. After seeing the attendance at NATS, I feel like this will be the last Junior race in history. Heck, Tristan is 6-foot tall and piloted my Quickie Rat in Open, so I'm not planning to run any more dedicated Junior races. At least their last 2 Junior Races in Sport Goodyear and Quickie Rat were good clean races. And....Mason won one race (Quickie) and Tristan won one race (Sport Goodyear). As a bunch of guys from California, we are very fortunate that Ron Duly agree to drive most of our airplanes and gear across the USA from SoCal for the second year in a row. Ron is a true gentleman! Thank You Ron.



Sandra Lee showing off her well-deserved Sportsmanship award.

I won't bother with a full detail of each race, but I'll provide a few highlights from my perspective. The blacktop surface was brand new and glorious. I can easily say that it was the absolute best racing circle that I have ever flown on in my life. No cracks, no weeds, no pebbles, just pure perfect BLACK TOP. Oh yeah, the surface was JET BLACK and probably about 20 degrees hotter than sitting in the shade of the tents. The entire 3 days was miserably hot and humid, and everyone was on a regular regiment of drinking lots of water and Gatorade to stay hydrated. By the end of the event, everyone was dipping their baseball hats in the cooler to give your head a nice cooldown.



Doug's Mouse 1 entry showing sheared crankcase threads.

Mouse: I sheared off the top of the aluminum crankcase (the flange that the cylinder screws into). The entire cylinder fell off my motor, and the aluminum flange was still screwed to the cylinder. I've never seen this failure with a COX .049, and I don't believe anyone else has either. I was able to pull out my backup mouse which was good enough to capture second place.



Doug, second from right, with 2nd place Mouse 1.

AMA Goodyear: This event has not been healthy for years. Unfortunately, as a racing community, we only race these planes once a year at the NATS. Most of the planes are showing signs of old age and don't perform well. I believe that my fuel system is not working well, and Mike Greb did his best to get my plane running, but at some point, he just had to throw in the towel. The results reflect a group of planes that are just not competing as intended. Bill Bischoff and I have been talking about some alternate ideas, such as a modified event that uses a Sport goodyear airframe with an OS .18 TZ, run with solid .014 flying lines. We are planning to try this as an exhibition race at the Virgil Wilbur in October.

Clown: I've never won a Clown race in my life. I always just brought out the same Clown with a MOKI .15 to participate and fly traffic. This year, I re-fitted my Clown with an OS .18 TZ with hopes of doing better. My Clown is so old and terrible that I couldn't get Tristan or Bill to be my pilot, so I had to pilot it myself. I believe the bellcrank and controls are sticky and don't work smoothly, so the plane flies like junk. It's been that way for years and I'm used to it, so I just went with the flow. Bill Bischoff was screaming up the skies with his entry and looked like he was on a sure path to win the event when Mike accidentally broke his prop in the pits. It was enough of a deterrent to allow some space for us slower guys. The Barnes team and the BACK-AT-IT team kept chugging along and tied for first place with 91 laps. My first Clown win ever!!! Not very glorious, but I'll take it anyway.

Slowrat: We only had a few entries, but everyone was doing a good job. We made sure that Chuck Jr pulled the short straw and got the privilege to fly Bob Oge's Bat-Rat.

I think we've all had our turn, and I can't say that any of the pilots enjoy that plane. (Sorry Bob). The plane has a "GO" motor and goes fast as hell, but it just doesn't fly or glide well due to the wing configuration. Chuck finally pancaked that old bat during a downwind landing and killed it. With Bob's entry out of the race, it opened up the competition. In the end Bill won, and Chuck's entry beat my entry by 1/2 second. All in all, this was one of my favorite races.

DMAA Sport Goodyear: This is by far the premier event of Control Line racing. I think every person had an entry with a total of 11 planes. With this many entries, we were able to do some good ol' 3-up racing. Fun Fun Fun! Both of my boys beat my time. Tristan got 5th overall, and Mason edged me out by a few seconds to get 9th overall. Yes, trust me, I heard all about it! "Dad, I beat you in Sport Goodyear!" Ha! It must have been that excellent pitting from your's truly. Unfortunately, my Outrageous met a quick demise when my up-line broke during a shutoff. With just a down-line, it's just a split second until you kiss the pavement. The plane broke, and the crank got bent, so it wasn't pretty. After the races, we had a great Photo Opp with all the planes lined up, and all the entrants lined up as well. (Except for our dedicated Paparazzi, Paul Gibeault who was on photographer duties for the NATS News, so he's not in the photo). Paul was quite entertaining over the 3-days of the NATS with his serious approach to covering the event for the NATS News. So, Paul, how much cash did you receive for those duties? Enough for drinks and dinner I hope!



The lineup of Sport Goodyears and their winners.

Super Slow Rat: We had 6 entries, (5) SSR's and I was running a Fox Racer. I had a series of events that lead to a catastrophic ending. First, I nicked a prop on takeoff that lead to horrible out-of-balance vibrations. I finally ran out of fuel and came in for a pit. My motor almost fell off, so Bob and I replaced the prop and reinstalled all the motor mounting screws. On my next heat, I had good airspeed and was gaining fast on Chuck when all of a sudden, my up-line broke at 100 MPH and I plowed into the fresh blacktop. I'd have to say that my plane absolutely EXPLODED. Needless to say, I was very upset. I think the vibrations on my first heat must have sawed my .015 lines at the wingtip leadout, and it just gave way mid-flight. After this happened, I was pretty upset and was ready to quit for the day.



Before and after of Doug's beautiful Fox Racer after the upline broke.

Quicke Rat: was the last event of the NATS and a good way to finish things up. Tristan and Mason had a good time with a 70-lap heat, with Mason edging out Tristan. The boys voted for a 140 final to finish up the Junior Racing at the NATS. Mason won the final, and Tristan got second! The adults just flew (2) 70-lap heats to determine the race. I was planning to scratch the event because I was hot and tired, and still bummed out about my Fox Racer demise. I was just waiting until the day was over. One of the Barnes had to drop a heat, so I entered one heat to record a time, and provide another entry to race Bill in traffic. I pitted my own plane, and Tristan was my pilot. He did a good job and fortunately, my 70-lap heat time was just slightly better than Mason. Luckily, I didn't have to get ribbed by my kids for losing to them.

All in all, the NATS was probably as good as it could have been with the number of entries that we had. Racing these days is actually quite a pleasure because we all cooperate and help each other like one big family. The days of over-competitive behavior and cutthroat attitudes are long gone. We all just have fun racing with each other. I want to thank all the people who worked to make this a successful NATS. Special Thanks goes out to Bill Bischoff for running the Event. Thanks

to Sandra and all the others for timing the races. Thanks to Paul for our media coverage and being an excellent Paparazzi. Thanks to all the pit men who relentlessly flipped props for everyone, mainly Mike Greb, Mike Hazel, Bob Oge and Chuck Barnes. And of course, thanks to the pilots for doing what we do, fly airplanes and have fun!



Doug with Intrepid Nats reporter Paul Gibeault.

I finished off my NATS week with a trip to Pennsylvania and Virginia to visit my family. We had a fantastic time, and we also took the opportunity to visit the Smithsonian Air & Space – Udvar-Hazy Museum at Dulles Airport. It seemed a fitting way to finish a week of airplane racing.



The Nemesis (top) was just one of the many airplanes Doug and Family saw at the Smithsonian Air & Space – Udvar-Hazy Museum at Dulles Airport.

That's it for this month. Keep your lines tight and wear your sunblock, and try to attend the Virgil Wilbur Memorial in October if you can make it.

Letters to the editor

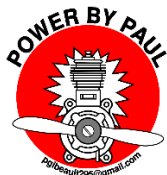
Les,

Thanks for the newsletters. Haven't been doing much racing stuff—my back hasn't been good lately. Hope you are faring better.

I did do a bit more work on a '74 Shoestring for SCAR. I got another coat of primer on it and sanded out. Still should do a bit more detail work before a last(?) coat, and then on to colors. Not liking the idea of hand-painting the Circus Circus scheme though. And, it sat so long I can't find my hardware kit. All the racing bits I made from bellcrank to Ti gear, the fuel tank or the elevators. Guess I'll have to clean up the whole mess around here to find it.



Dave (Mcslow) Hull



FOR SALE

5- Cox .049 mouse race engines \$75.00 each
 - Venom crank - Mylar reed - Custom stud & spinner
 - Sealed needle Valve - Original Cox high compression (p/n 1702) glow plug - Venom Cylinder w/ TeeDee piston
 OR TeeDee cylinder & piston.

K&B 4011r/c TQR engines \$85.00 each
 K&B 8011r/c TQR engines \$75.00
 K&B Assorted new & used parts - Ask for price

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2024 AMA Control Line Nationals by Paul Gibeault

All photos by Paul Gibeault unless otherwise noted

Saturday August 3rd.

Good Morning Race Fans,

With a few days of prior rainfall, it looks like the freshly paved & marked control line racing circles are squeaky clean & just asking to be broken in. Racing Director, Bill Bischoff was seen putting on the finishing touches with lovely metal line marking signs in the pit area. All looks ready for "The Big Show". Sundays racing events will start at 0900, (that's 9:00 A.M. for you regular folks) with Class I Open Mouse Race, followed by Open AMA Goodyear racing followed by PDQ Flying Clown Race in the afternoon.. As is par for Mouse race, several fliers from Texas found out their previously nice running engines were not running so nice today on the field in "Muncie Air". This will give them time to make the appropriate tuning changes so that they should all be ready & raring to go tomorrow.



Mike Greb from Texas shows brave form as he holds his running Cox .049 by his bare his fingers in front of his tachometer.



Patrick Hempel from Rochwall, Texas has his two Cox powered Class I racers ready to rock (after some earlier frustration...)



Ever-smiling Bill Bischoff, of TX, with his massive fleet. He feels that, "when at the Nats, you just can't bring too much ammo." Bill also offers a rent-a-racer service to those who sometimes run into trouble. Check with Bill for his rates.

Sunday August 4th.

Good Morning Race Fans, Victory is in the air.

Day One of official racing was greeted by perfect weather & a perfect flying circle facility. It was a day of victories as well. For many just competing the long and arduous travel was a victory. For others, competing in spite of injuries and chronic health conditions was a victory. As always, it's a simply a victory to be able to breathe the rarefied air at the International Aeromodeling Center along with our many friends and fellow competitors.

Open Class 1 Mouse Race commenced with seven teams competing. After a late start the first heat got under way & the newly formed Hempel/Gibeault team showed superior speed and range to win with a comfortable 2:49 closely followed by Greb/Bischoff in 2nd with a 2:57 and father & son team Barnes Jr./Barnes Sr. retired in third with 49 laps due to a loose glow head.

Heats were run back-to-back & Hempel/Gibeault noticeably improved to an excellent 2:33 with better pit work, Greb/Bischoff improved slightly to 2:52 and Barnes Jr./Barnes Sr. still experiencing difficulties but finishing in third with a respectable 3:13. It was noticed most all teams were having tuning troubles today.

Heat Two grouping showed The Can-Am team of Hazel/Gibeault leading easily with a 2:50 running rich. Mayer/Bischoff snagged the Barnes team lines on landing at lap 40 for a re-fly & Barnes Sr./Barnes Jr. earned a DQ at 19 laps for unfortunate ordeal. The Next heat saw Barnes Sr./Barnes Jr. winning with a 2:55, Gibeault/Hazel retiring at

lap 48 with needle trouble, and Mayer/Bischoff retiring at 10 laps.

The last solo re-fly heat was flown by Mayer/Bischoff who posted his best time of the day with a nice 2:42. It was approaching noon & all the weary contestants decided to forego the 100-lap final race. Standing on their best heat times: First place was awarded to the Hempel/Gibeault team, Mayer/Bischoff in second, and Hazel/Gibeault in third, Greb/Bischoff 4th, Charles Barnes Sr./ Chuck Barnes Jr. in 5th, Barnes Jr/ Barnes/Sr. in 6th. Lunch & rest was welcomed by all!



Class One Mouse race winners L-R Patrick Hempel, Paul Gibeault, Bill Bischoff, Bill Cave, Mike Hazel.



Poor Doug Mayer from California had his cylinder break off the crankcase during one of his heats!

Open Goodyear followed with 4 entries. All forms of trouble plagued the racers. Today the racing gods were angry my friends. The only person to complete his heat for first place was Charles Barnes Sr., In 2nd place was Bill Bischoff with 58 laps & Doug Mayer in third with 50 laps, and Chuck Barnes Jr. in 4th with a failure to start.



Open Goodyear winners: L-R: Charles Barnes Sr., Charles Barnes Jr., Bill Bischoff, Mike Greb, Doug Mayer.

Finally, it was time to bring out The Clowns (I mean PDQ Flying Clown Race models that is). Continuing along the path of Goodyear, the Clown racers experienced even more tuning troubles. Most all being powered by the powerful O.S. 18 TZ engine, it just wasn't their day. Charles Barnes Sr's model suffered from a leaky tank & other maladies effected the others. Bill Bischoff's model looked well on the path to win when his pitman broke the prop on a pit catch, only to find out they had no spare! In a most unusual outcome, after the last engine burnt down & ground to a halt, Doug Mayer & Chuck Barnes Jr. tied for first place with 91 laps each. Bill Bischoff in third (by a single lap) & Charles Barnes Sr, in 4th place with 85 laps. Thus concluded day one in the brutal Muncie heat.



Charles Barnes senior contemplates a remedy, after noticing a tank leak on his Clown racer.



Mike Greb from Texas is all ready pitting his team mates Bill Bischoff's Clown racer. Little did he know what was in store for him...

CONTROL LINE RACING			
FINAL RACES			
PLACE	CONTESTANT NAME	TIME	APPROX.
	Greig Lee	2:07.07	2:07.07 (4)
	Monard Grubert	2:08.07	2:08.07 (5)
	Burmes JR	2:10.07	2:10.07 (6)
	Alvin	2:11.07	2:11.07 (7)
	Charles Barnes SR	2:12.07	2:12.07 (8)
	Bill Bischoff	2:13.07	2:13.07 (9)
	Doug Mayer	2:14.07	2:14.07 (10)
	Paul Grubert	2:15.07	2:15.07 (11)
MOUSE			
1	PATRICK HEMPEL	2:33.81	
2	DOUG MAYER	2:42.58	
3	PAUL GRUBERT	2:50.37	

CONTROL LINE RACING			
FINAL RACES			
AMA GOODYEAR			
PLACE	CONTESTANT NAME	TIME	PLACE
	Charles Barnes SR	0:24.89	
	Bill Bischoff	38 laps	
	Doug Mayer	50 laps	

A BIG thanks to stalwart timers Sandra Lee, Charlie Johnson and all the other racers who did double duty timing & flying. Thanks also to Bill Bischoff for keeping the racing on track under very extenuating circumstances. Power by Paul...out!

Monday August 5th.

Good Morning Race Fans:

Day Two of Official racing again greeted the racers with perfect weather. This report will be short on words due to this scribe running his index finger into the running motor of his goodyear racer. After a 5 hour stay in Ball Memorial Hospital, I was released on good behavior but with my left fingers numb & swollen with anesthetic. It's tough to type with just one hand! On to the racing.

First off was Open Slow Rat Race, and it was slow getting going with four entries. CD Bill Bischoff allowed lots of leeway for the contestants to get their equipment sorted.

Bill Bischoff set the pace with an excellent 3:16 heat followed by Bob Oge who experienced problems and did not finish. In their second heat it was again Bill Bischoff improving his time to 3:14 with Bob Oge posting a 3:59 with some difficulties. Bob's modified GO 25 motor had flashes of great speed, but Bill's consistency with his O.S .25 F/X saw him ahead due to his consistency.

In the second heat pairing. First heat saw a very close race with Chuck Barnes Jr. winning with a 3:35:90 just pipping Doug Mayer from Hawthorne, CA by a half second with a 3: 36:45. In their second heat, neither managed to improve with Doug Mayer winning with a slower 3:41 & Chuck Barnes Jr. retiring after 27 laps.

Standing on their heat times, Bill Bischoff was way out front in first place followed by Chuck Barnes Jr. in second, Doug Mayer closely in third & Bob Oge in 4th.



Bill Bischoff showed everyone how it was done this year in AMA Slow Rat with his O.S .25 FX powered entry.

After lunch was Dallas Model Aircraft Association's pride and joy event, Bill Bischoff's legacy brainchild, DMAA Sport Goodyear Race. This well attended event came into being to offer a slower, simpler, lower cost engine event than Open Goodyear. It was the most popular event at this Nats with 11 entries. The piece' de resistance is awards are given out for the top 3 (Gold Event), 4th-6th (Silver Event) & 6-9th place (Bronze event), 10th-11th the new "Aluminum Class". In DMAA Sport G/Y there's something for everyone. Notable were our two junior fliers from Hawthorne, Ca. brothers Tristan & Mason Mayer, who both flew very well. The scoreboard shows the results with Bill Bischoff showing a healthy lead with the rest of the field close behind. Only one bird was lost, that belonging to Doug Mayer who broke a line while shutting off just after he finished his last heat. And that concludes Day two.



The DMAA Sport Goodyear fliers were a happy group at this Nats.



Bill Bischoff's lovely Nemesis incurred this fuselage fracture during a pit stop forcing him to use his back up model. Bill's pit man Mike Greb "Had a hand in it".



Paul Gibeault was awarded the "Concours Award" this year for best finish of the eleven models entered.

#312 SLOW RAC RAT

RACE	CONTESTANT NAME	TIME	PLACE
2	Oge	3:59.58	
1	Bischoff	3:14.34	
1	Barnes JR	3:35.90	27 lap
2	Mayer	3:36.45	3:41.51
1	BISCHOFF	3:14.34	
2	BARNES JR	3:35.90	
3	MAYER	3:36.45	
4	OGE	3:59.58	

RACE: GOLD, SILVER, BRONZE, ALUMINUM



Mike Hazel & Doug Mayer team can still manage a smile after the loss of their bird in DMAA Sport Goodyear.

CONTROL LINE RACING
FINAL RACES
DMAA GY

RACE	CONTESTANT NAME	TIME	PLACE
GOLD	BILL BISCHOFF	4:03.53	1
	MIKE GREB	4:12.56	2
	BOB OGE	4:16.43	3
SILVER	PATRICK HEMPEL	4:23.87	1
	TRISTAN MAYER	4:36.18	2
	PAUL GIBEAULT	4:40.49	3
BRONZE	MIKE HAZEL	4:43.59	1
	CHUCK BARNES JR	4:45.50	2
	MASON MAYER	4:47.27	3
ALUMINUM	DOUG MAYER	4:48.68	1
	CHUCK BARNES JR	5:01.63	2

Tuesday, August 6th

Good morning, Control Line (CL) Racing Fans!

Day three of official racing again greeted the racers with good weather, although the wind certainly picked up in the afternoon. It was wisely decided to hold Super Slow Rat Race (SSR) in the morning, while the wind was still light. In this event, the Moldovan-built Brodak AAC .25 is the motor of choice. It yields excellent power and hand-starts well hot or cold. It was the choice of the majority of the field, although Doug Mayer from Hawthorne, California, used his venerable Fox 35 Stunt motor to good effect until a line break wiped out his model and motor just after he finished his heat.



Bob Oge pitted for Doug Mayer's entry.



Bad luck befell Doug's nice SSR model when his upline failed, resulting in a fatal unplanned incursion into terrain on lap 74.

In the first set of back-to-back heats was Mike Greb versus Bob Oge. Bob posted his best time with a 5:44. Mike failed to finish on lap 99 but improved on his second run to record a 5:29. The next heat set was Bill Bischoff versus Charles Barnes Sr. Bill posted a nice 5:40, with Charles trailing at 6:21 with starting difficulties. The last heat set saw Doug Mayer versus Charles Barnes Jr. Doug valiantly tried, but both of his models did not manage to finish. Charles Barnes Jr. endured pitting problems and finished with a 6:49. Standing on their

best heats, Mike was clearly ahead in first place, followed by his teammate Bill in second, Bob in third, Charles Sr. in fourth, Charles Jr. in fifth, and Doug in sixth.



Big Mike, of TX, showed us all how it's done with his first place-winning Brodak .25-powered SSR model.

The premier "Big Gun" Texas Quickie Rat (TQR) event was saved till last. There were six Open entries and two Juniors. Junior racers Mason and Tristan Mayer, of California, flew off against one another, with Mason besting Tristan 3:51.11 to 4:40.21 They did seem to be having fun under the tutelage of their father, Doug Mayer. Wearing smart-looking "Back at It" racing shirts, this "F-Troop Group" will be the one to watch out for in the future.



Junior and Senior TQR pilots and brothers Tristan and Mason Mayer, of CA, flew well.

The first heat set was Bob Oge versus the Paul Gibeault/Mike Hazel Can-Am Team. In the first race, Bob eclipsed Gibeault/Hazel 3:29 to 3:35. In the second race, the author had slower pit stops and Bob went even faster, recording the fastest time of the AMA CL Racing Nats with a 3:14.



Charles Barnes Sr. prayed for quick restarts, but today, the racing gods were not listening.

In the second set of heats, it was Bill Bischoff versus Charles Barnes Jr. Bill had been going very fast when he developed engine trouble and had to change motors. It was to no gain, as Bill then experienced a split tank seam which left him with a slow 3:53. Charles Jr. also experienced severe pit troubles, recording a slow 4:22. In the final set of heats was Charles Sr. vs. Mike Greb.



The 2024 TQR Winners: Mike Greb, Bob Oge, and Paul Gibeault.

The Aggregate Racing Champion Award for this Nats went to the hardworking Mike Greb. The Good Sportsman Award was given to Sandra Lee for her stalwart service timing and lap counting, all while enduring the oppressive heat on the blacktop for all three days of racing.



The author noticed that this propeller on a competitor's airplane had tiny "check cracks" along one of the blades, likely incurred during a pit stop where the pit man stopped the model by the propeller. Owner Bill Bischoff wisely turfed this propeller and replaced it with a new one. We all look out for each other to keep our hobby safe.

That concluded the 2024 AMA CL Racing Nats. National Control Line Racing Association President Bill organized a nice pizza dinner after the race, which was enjoyed by all. I am not alone in thanking Bill for organizing and running the Nats events under some rather tough conditions at times. It is only through volunteers like this that allow the Nats to exist. Thanks also to all of the contestants who pitched in to help time and count laps when asked to. Only by helping each other out can we continue to enjoy CL Racing. See you all next year!

SSR

RACE	CONTESTANT NAME	TIME	PLACE
③	OGE	5:44:84	6:25:98
①	GREB	99 laps	5:29:15 5:29:12 + 5/100
②	BISCHOFF	5:40:54	5:50:30
④	BARNES SR	7:02:34	6:41:78
⑥	DOUG MAYER (fox35)	72 laps	74 laps
⑤	BARNES JR	8:46:91	6:49:71
	MASON TRISTAN		

SSR heat results.

FINAL RACES
SSR

CONTESTANT NAME	TIME	PLACE
GREB	5:29.12	1
BISCHOFF	5:40.54	2
OGE	5:44.84	3
BARNES SR	6:41.78	4
BARNES JR	6:49.71	5
D. MAYER	74 laps	6

SSR Final Standings.

MY TAKE ON THE 2024 NATS

Bill Bischoff

NATS CL racing started on Sunday, Aug 4. We welcomed back Mike Greb and the Barnes family racing team after absences last year. Also returning were Doug, Mason, and Tristan Mayer, Bob Oge, Patrick Hempel, Paul Gibeault, and Mike Hazel. Missing this year were Bill Lee, who was obviously busy with other things, and Richard Kucejko, whose health was a bit iffy. Richard was able to make it for a few days of the World Champs, though.

Sunday began with mouse racing. Times were good, but nobody really dominated. Patrick Hempel took the gold with a 2:33, followed by Doug Mayer at 2:42.

AMA Goodyear was a battle of attrition. Bob Oge lost a plane due to a line failure during practice. The younger Barnes entry was a no start with something on the airplane broken. Doug Mayer retired at 50 laps. I nursed my sick engine to 58 laps to beat Doug. The senior Barnes entry was the only plane to finish, and took the win with an 8:24 (for 70 laps!)

The last event of the day was Clown. I was poised to win it, but suffered a broken prop on the second pit. Even though I took the spare prop out and looked at it before the race, I somehow neglected to put it in the pit box. My bad! While nobody did what they were capable of, the results were close with two teams logging 91 laps, one logging 90 laps, and one at 85 laps.

Monday started with AMA Slow Rat. Bischoff and Mayer were running the OS 25 FX, which is a ball bearing sport RC engine. Bill's engine has been chromed and fitted with a Nelson-style head button by Bob Oge, and Doug's is stock. Barnes and Oge were running GO 25 RC car racing engines. The GO engines are faster than the OS engines, but the OS is very reliable and user friendly, and sometimes that's all it takes. Bill ran a 3:16 in his first heat, and followed it up with the winning time of 3:14. Doug was third with his OS, only a half-second behind second place. Dallas Sport Goodyear was the most heavily entered event with 11 contestants. The event ran unusually smoothly. The most noteworthy thing that happened was that Doug Mayer broke a line during a shutdown and crashed his model "Outrageous". The Texas team of "Biscuits and Gravy" took the top two spots. Paul Gibeault's tangerine and black Polecat took the crown as prettiest model, but as John Ballard says, "Pretty ain't fast, but fast is pretty."

Our final day of racing began with Super Slow Rat. Doug Mayer entered a Fox racer, that seemed to be holding its own compared to the typically faster Brodak 25 powered models. Unfortunately, Doug suffered another line failure, resulting in another crashed model. Both times, the model had been successfully pull tested. Mike Greb's model seemed to have trash in the fuel tank in practice, so he borrowed my backup model. As happens too often to me, he then proceeded to beat me with it! Bob Oge was only four seconds behind me to get third.

Quickie Rat was the last event. This is where it went down the toilet for me! In practice, my #1 engine was running erratically, so I switched engines. I finally figured out I had a tank leak. Somewhere along the way, the wheel came off. It was located and reinstalled. In the race, leaking fuel forced me to make a couple of extra pit stops. In my second heat, I was getting about 15-20 laps per tank, and finally gave up at 36 laps. Bob Oge turned a very good 3:14, followed by Mike Greb at 3:21. (As an aside, Mike turned a 3:22 in Dallas a few weeks later.) We had our annual meeting and pizza party Tuesday evening after the close of NATS racing. The Claude McCullough meeting room was occupied with CLWC materials, so we met under the tent next to the circles. About the time people were finished eating, it began to rain, and people left. All that was accomplished was the announcement of year's NCLRA award recipients. Congratulations to High Point Award winner Mike Greb, and Sportsmanship Award winner Sandra Lee.

2024 NATS RACING RESULTS

MOUSE I

1)Patrick Hempel	2:33.81
2)Doug Mayer	2:42.58
3)Paul Gibeault	2:50.37
4)Mike Greb	2:52.52
5)Chuck Barnes sr.	2:56.11
6)Chuck Barnes jr.	3:13.85

AMA GOODYEAR

1)Chuck Barnes sr.	8:24.89
2)Bill Bischoff	58 laps
3)Doug Mayer	50 laps
4)Chuck Barnes jr	DNS

CLOWN RACE

1)Doug Mayer	91 laps
1)Charles Barnes sr	91 laps
3)Bill Bischoff	90 laps
4)Chuck Barnes jr	85 laps

AMA SLOW RAT

1)Bill Bischoff	3:14.34
2)Chuck Barnes jr	3:35.90
3)Doug Mayer	3:36.45
4)Bob Oge	3:59.58

DMAA SPORT GOODYEAR

1)Bill Bischoff	4:03.53
2)Mike Greb	4:12.56
3)Bob Oge	4:16.43
4)Patrick Hempel	4:23.87
5)Tristan Mayer	4:36.18
6)Paul Gibeault	4:40.49
7)Mike Hazel	4:43.59
8)Chuck Barnes jr	4:45.50

9)Mason Mayer	4:47.27
10)Doug Mayer	4:48.68
11)Chuck Barnes sr	5:01.63

SUPER SLOW RAT

1)Mike Greb	5:29.12
2)Bill Bischoff	5:40.54
3)Bob Oge	5:44.84
4)Chuck Barnes sr	6:41.78
5)Chuck Barnes jr	6:49.71
6)Doug Mayer	74 laps

QUICKIE RAT

1)Bob Oge	3:14.27
2)Mike Greb	3:21.52
3)Paul Gibeault	3:35.06
4)Doug Mayer	3:45.96
5)Bill Bischoff	3:53.42
6)Chuck Barnes jr	4:22.62
7)Chuck Barnes sr	28 laps

JUNIOR/ SENIOR QR

1)Mason Mayer	3:51.11
2)Tristan Mayer	4:40.21

STEVE MOON'S MARGARET JUNE

Bill Bischoff

Well known stunt flier and judge Steve Moon calls Dallas Hobby Park his home field. In the 30+ years he's been flying there, he's been known to do a fair amount of CL activities "just for the fun of it". I even got him to fly profile carrier in a few contests.

After being exposed to us racing ruffians for years, he decided to build a Margaret June sport Goodyear. I think he was particularly taken by mine in the light blue Gulf/ LeMans color scheme, as he is also an auto racing enthusiast.

Steve said he wanted to build a cool, fast airplane "just for the fun of it". I don't really think he has notions of racing, but that's OK. Of course you never know what may happen...



2024 CL WORLD CHAMPIONSHIPS Bill Bischoff

F2C entry in the World Cup was rather low, but that made things a little easier for the volunteers and officials. The Makarenko/ Osadchy team and the Wilson/ Poschkens team were clearly the ones to beat. The US team of Fluker and Lambert turned a time in the first round that held up to get them into the final as well. Nice job, guys. I believe they switched models for the final, and did not discover that their model had a fractured wing until they were on the circle for the race. The two-up final gave the remaining teams a bit more breathing room in the circle, allowing faster times than what were seen in the World Championships.

What stood out to me most in the World Championships, especially in the semi-finals, were the mistakes. The Bondarenko/Lerner team missed catches in both of their semi's, after qualifying third. The second qualifier Makarenko/ Osadchy team missed a catch in their first semi, and then shut down 5 laps early in their second semi. This was after they filed a protest on a judge's ruling, and were granted a re-fly.

The Polish junior team also looked very good and made it to the semi finals, but they too suffered two heartbreaking missed catches and resulting run-ins.

The final was an exciting race, with the French team and the Polish team within a lap of each other the entire race. The Surugue/ Surugue team ran out of fuel with 1 1/2 laps to go, and the glide cost them just enough that the Poles beat them by 0.7 seconds! Congratulations to new World Champions Fedan and Lesiuk of Poland.

Where the 2026 World Championships will be is unknown at this time. Will there even be one? Who knows. But when there is news to report on the subject, you will read it here.

Laird "Doc" Jackson Memorial World Cup Aug. 8-9

By Paul Gibeault

All photos by Charlie Johnson unless otherwise noted

FAI Team Racing is considered the "Formula 1" or premier of control line racing events. It is arguably the toughest event to do well because the pilots need a good degree of fitness to be able to perform consistently well, and the model systems are very complex. The object of Team Race is to be able to fly (with two other opponents) the (5 kilometers) 100 lap race with two refuelling pit stops in the shortest amount of time. The pit mechanics wear a sophisticated refuelling apparatus on their arm. This does two things: Firstly, it pressure fuels the regulation size 7cc tank in 2 seconds and secondly, allows the diesel fuel blend to be altered from tank to tank. An overheating engine condition can be quickly rectified with a change of fuel mix during the blinding 4 second refuelling pit stop. Several race teams seemed to be cursed here in Muncie as they practise effortlessly with no trouble. Once on the competition circle, the strangest of maladies seem to creep in to scuttle their race times. Things like nosing over on takeoff, hard to start engines, slow to re-start engines, unusual piloting errors, missed catches & more made otherwise experienced teams look amateurish, when they're actually near professional. This is what we call international Team Racing!



World Cup podium winners: L-R Dick Lambert/ Tom Fluker (USA) 3rd, Ihor Osdadchyi/Vova Macarenko (Ukraine) 1st, Mark Poschkens/ Murray Wilson 2nd, (Australia).



Murray Wilson (Australia) passes over a landing Volodymyr Makarenko (UKR) while Tom Fluker (USA) is out of contention with a broken wing on his model.



Ouch! Dick Lambert (USA) noticed his wing damage just at the start of the world cup final race. Sadly, he had to withdraw.



Alex Topunov, USA in the circle with Trevor Letchford, AUS and Andrew Robinson, NZ.



Pit mechanic Brendan Robinson (NZ) used this complex refuelling rig on his arm. It allows him to change the diesel fuel mix every flight depending on the heating requirements of his engine.



Steve Wilk, USA filling the tank during a Pit stop.

2024 World Championships Photos



Poland's Fedan Mariusz (Blue) battling the two French teams for the World Championships win.

Welcome to the...
Laird "Doc" Jackson Memorial
2024 CONTROL LINE
WORLD CUP OF UNITED STATES
 8-9 August 2024
 International Aeromodelling Center
 Muncie, Indiana USA
 for F2-ACD

Results for F2C

Overall Place	TeamID	Country	Name	Qual 1	Qual 2	Qual 3	Qual 4	Final
1	C018	UKR	MAKARENKO, Volodymyr / OSADCHYI, Ihor	3:16.5	3:13.5	DNF: 0		6:29.0
2	C013	AUS	WILSON, Murray / POSCHKENS, Mark	3:19.4	3:20.2	3:15.0	3:14.8	6:32.1
3	C022	USA	FLUKER, Thomas / LAMBERT, Richard	3:25.6	DNF: 0	DNF: 40	3:40.1	DNF: 0
4	C025	AUS	LETCHFORD, Trevor / SHERBURN, Mark	3:47.3	3:30.0	DNF: 34	DNF: 79	
5	C023	USA	FISCHER, David / WILK, Steven	3:58.6	3:35.1	3:42.5	3:32.1	
6	C014	NED	DE RIDDER, Jacco / KRUIJFF, Frank	3:35.0	DNF: 66	3:33.5	DNF: 17	
7	C024	USA	TOPUNOV, Aleksey / ELBERT, Alex	DNF: 37	3:57.9	3:40.1		
8	C016	NZL	ROBINSON, Andrew / ROBINSON, Brendan	4:15.8	DQ: 100	4:01.7	4:58.1	



2024 F2 Control Line World Championships
 Muncie, Indiana USA.
 11-17 August 2024



Official F2C Results - Countries

Place	Country	Score	Competitor Place	Competitor Place	Competitor Place	Competitor Place
1	France	10	C008 2	C010 3	C009 5	
2	Poland	18	C004 1	C006 8	C007 9	C005 15
3	United States	38	C003 11	C002 13	C001 14	
4	Australia	11	C014 4	C015 7		
5	Ukraine	16	C016 6	C018 10		
6	Netherlands	29	C012 12	C013 17		
7	New Zealand	16	C011 16			



2024 F2 Control Line World Championships
 Muncie, Indiana USA.
 11-17 August 2024

Official F2C Overall Results - Individual



Overall Place	TeamID	Country	Name	Qual 1	Qual 2	Qual 3	Semi 1	Semi 2	Final
1	C004	POL	FEDAN, Mariusz / LESIUK, Wojciech	3:21.9	3:19.1	DQ: 68	3:24.0	3:17.9	6:41.7
2	C008	FRA	SURUGUE, Pascal / SURUGUE, Georges	3:10.9	3:14.8	3:21.7	3:11.3	3:25.5	6:42.4
3	C010	FRA	GAUTHER, Alexandre / VILLEBOEUF, Thomas	3:20.3	DNF: 63	3:18.7	3:16.1	3:23.1	6:46.4
4	C014	AUS	WILSON, Murray / POSCHKENS, Mark	3:35.6	3:32.3	3:21.9	DNF: 64	3:18.6	
5	C009	FRA	OUGEN, Thierry / SURUGUE, Roland	3:23.0	3:21.8	3:22.8	3:19.7	3:20.8	
6	C016	UKR	MAKARENKO, Volodymyr / OSADCHYI, Ihor	3:12.4	3:37.0	3:18.1	DNF: 39	3:27.3	
7	C015	AUS	LETCHFORD, Trevor / SHERBURN, Mark	3:31.7	3:27.3	3:34.4		3:27.4	
8	C006	POL	GOLISZ, Jakub / LESIUK, Julia	3:26.2	3:28.9	3:37.9	3:38.4	3:33.8	
9	C007	POL	GLUSZEK, Jakub / ROZBIEWSKI, Bruno	3:27.7	3:38.6	3:22.9	DNF: 68	DNF: 40	
10	C018	UKR	BONDARENKO, Iurii / LERNER, Semen	3:19.4	DNF: 57	3:16.7	DNF: 42	DNF: 44	
11	C003	USA	FLUKER, Thomas / LAMBERT, Richard	3:48.4	3:42.4	3:43.3		DNF: 36	
12	C012	NED	ANKER, Bram / METKEMEIJER, Rob	3:36.5	DQ: 81	3:26.9			
13	C002	USA	FISCHER, David / WILK, Steve	3:43.6	3:36.8	3:31.4			
14	C001	USA	TOPUNOV, Aleksey / ELBERT, Aleksandr	DNF: 0	3:43.3	3:50.2			
15	C005	POL	ZIELINSKI, Igor / ROZBIEWSKI, Pawel	3:46.8	3:59.8	DNF: 29			
16	C011	NZL	ROBINSON, Andrew / ROBINSON, Brendan	4:10.3	4:19.8	3:50.1			
17	C013	NED	DE RIDDER, Jacco / KRUIJFF, Frank	DNF: 81	DNF: 90	DNF: 0			



Team Poland Pitman Wojciech Lesiuk releases the model after a perfect final pitstop. The Mariusz/Lesiuk team are the 2024 F2C World Champions.

ANYBODY WANT TO BUY A T-SHIRT?

Bill Bischoff

I am occasionally asked about NCLRA T-Shirts. We haven't had any in the 8 years I've been President, so maybe it's time for a new batch. You tell me. Drop me an email if you'd be interested in an NCLRA T-shirt, with our traditional pilot logo on the back, and "NCLRA" on the front. Would you prefer a white shirt or a light gray shirt? What size? Let me know. I don't have a price, but I'd guess \$20 +/- . I'm not taking actual orders now, just looking for enough interest to go ahead with making an order. Whatever I determine, you'll read about here in *Torque Roll*.



Dave Fischer, USA (white) in World Cup action.



Aleksandr Elbert, USA releasing the model after a refuel.

CONTEST CALENDAR

NCLRA cannot be held responsible for errors or omissions! This calendar is compiled from data collected at the NCLRA website nclra.org and other published sources. Members can log in to NCLRA.org and submit contest details.

NORTHEAST DISTRICT

None

NORTH CENTRAL DISTRICT

None

NORTHWEST DISTRICT

None

SOUTHEAST DISTRICT

None

MIDWEST DISTRICT

None

SOUTH CENTRAL DISTRICT

The Dallas Model Aircraft Association contest schedule for 2024. October 4-6 Fall Finale. Racing both day. Please contact me for details. I hope to see you there!

SOUTHWEST DISTRICT

Oct. 12-13 Virgil Wilbur

December 08 – Toys for Tots

Contact Ron Duly or Doug Mayer for details

Racing: Ron Duly rduly@earthlink.net 818- 843-1748

Doug Mayer Douglasmayer58@gmail.com 310-463-052



Dallas Model Aircraft Association
PHIL DUNLAP MEMORIAL
Fall Finalé 2024
October 4-6, 2024
Dallas Hobby Park
Northwest Highway @ Garland Road, Dallas, TX

<u>All 3 days</u>	<u>Saturday, Oct. 5</u>	<u>Sunday, Oct. 6</u>
Sport Jet Speed	Quickie Rat Racing	Mouse I Racing
Perky Speed	Super Slow Rat	Clown Racing
Record-Ratio Speed	Sportsman Goodyear	AMA Goodyear

Contest Director/ Racing Director: Bill Bischoff (billbisch@hotmail.com)
Speed Director: Patrick Hempel (ptrckhem@aol.com)

Unofficial racing event rules (nclra.org)
 Unofficial speed event rules (clspeed.com)
 Map/ site info (dmaa-1902.org)

Entry fee: One event: \$15 Two events: \$20.00 Three+events: \$25.00

Fuel generously provided by : Ritch's Brew, Houston, TX
 Speed timing Transitrace provided by: Bill Lee





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.266 ID, 4mm spraybar, fits 10mm hole	
ENYA Supertigre style needle assembly	\$16.00
replacement needle only	\$6.00
fits all Supertigre style spraybars	
1 oz Sport Goodyear fuel tank	\$20.00
with pinch-off overflow	
bellcrank button kit	\$2.00
includes hex buttons, eyelets, screws	
5 oz. mouse fuel bottle	\$7.00
8 oz. fuel bottle with fitting	\$10.00
16 oz fuel bottle	for 1/8" fill tube \$12.00
	for rubber quick fill \$15.00

Shipping

\$12.00 per order including fuel tanks, bottles.
\$6.00 per order without fuel tanks, bottles.
I accept paypal or personal checks.
Paypal: billbisch@hotmail.com/ mail checks to William Bischoff,
1809 Melody Ln, Garland TX 75042. For questions, call (972)
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