

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



TO



Sport Goodyear Pits at the 2022 Nat's, Bob Oge and Richard Kucejko in the background.

Nat's Issue

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**Torque Roll Issue #163
August 2022**

PRESIDENT – Bill Bischoff

Another NATS has come and gone. I hope all the participants had a good time. The weather was a bit sketchy at times, and we delayed Sport Goodyear until Thursday morning due to the wind. We started before 9:00 AM on Thursday, so people that had other events elsewhere could be there on time, yet still fly their Sport Goodyear heats. A temporary pilot shortage made flying three-up finals practically impossible on Thursday, so all the races were decided on heat times only (with contestants' consent of course). This saved us some time, and we were able to finish Sport Goodyear, Clown, and Super Slow Rat in time for the pizza party/meeting.

I would like to thank Tim Stone for running the races all week. Tim had back issues and was not able to fly but came to the rescue and ran the circle for the week. For this, he was our Sportsmanship award winner. Charles Barnes took over the handle for Bob Oge's entries, besides flying for his dad and himself.

The Other annual NCLRA award, the High Point award, was won by Bill Lee. In particular, Bill turned a 3:58 in Sport Goodyear, breaking 4 minutes at the NATS for the first time. Well done, Bill!

Staying with the topic of the NATS, I would like to thank these sponsors. Thanks to Pat King and PDK LLC for sponsoring Super Slow Rat. Pat kits a variety of race plane kits, including a Mouse, several Goodyears, and the NATS winning Mockingbird Super Slow Rat. Mockingbirds were well represented in both Super Slow Rat and AMA Slow Rat this year. Tim Stone sponsored the Quickie Rat event, Bob Heywood sponsored the awards for the Gold, Silver, and Bronze Finals in Sportsman Goodyear, and T.J.Vieira sponsored Vintage B team race, and concours awards for both Vintage BTR and Sportsman Goodyear. T.J. took home his own award in BTR, and Richard Kucejko's new Margaret June got the prize in Sport Goodyear, along with a well-deserved first place Silver. Clown Race was sponsored by the Dallas Model Aircraft Association. Thanks again to all our sponsors. Tim Stone was also the AMA's NATS News CL racing reporter and gave a good account of the week's action. To view the reports, just access the AMA website (modelaircraft.org), scroll over to the events menu at the top of the page and click on it, then select the "National Aeromodeling championship (Nat's)" from the drop-down submenu. The reports should all be available. At the NCLRA meeting/ dinner, next year's slate of events was discussed. Although the Dayton guys didn't wish to sponsor Vintage B team race again, Richard Kucejko volunteered to provide awards for next year. I guess I'll break down and build one, so be forewarned!

Paul Gibeault mentioned that he would like to see a ban on propylene oxide in Mouse I fuel. Although he used it in his own fuel this year, as well as when he set the record, he feels it is too much of a health hazard, and simply too much hassle to get and use. I mentioned that the easiest way to implement this would be to contest supplied fuel for Mouse I. This would require an AMA rule change to implement. The next rules-change cycle begins in January 2023, so the soonest any new rule could go into effect is Jan 2025. A castor/synthetic blend with 35% nitro was suggested, so if you fly Mouse, you may want to try it and share your findings.

Richard K. also brought up an interesting question about the Super Slow Rat rules. It says the props must be "commercially available". So, if a prop isn't made anymore, is it still "commercially available"? We can all think of plastic props that

we used to like but can't buy any more. Can we still legally use them? A motion was made to remove all the prop restrictions from SSR, but failed a vote by the members. After the fact, I noticed that the rules also include the statement "(this) includes all injection molded props". To me, the initial question of "commercially available" was not really resolved, so I would like to hear opinions on this. Please email me with your 2 cents worth. In other news, you may remember that we just had Officer elections. Voting was light, although I did receive a vote from John Ballard. It's nice to know he still looks in on us. I received a few other email votes, some verbal votes, and I will assume that all the incumbents voted for themselves by virtue of the fact that they didn't ask to step down. Thus, we're all still here for two more years. Please, hold your applause until the end...

NORTH CENTRAL – Paul Gibeault

Project Polecat Goodyear - Part Deux -

Welcome Race fans!

My NCLRA Sportsman Goodyear project, had a bad ending.... The final Y2K aerosol clearcoat went on all so nice & shiny as I left it to dry outside in the sunlight. I was a bit surprised as although the paint had stopped flowing, it remained tacky. That allowed the model to pick up a lot of the dandelion fluff from my negligent neighbour's yard. (That's OK I thought, it'll polish out). Then my wife decided to give my grandson a haircut outside & my lonely G/Y then grew a coat of hair....! (It'll polish out says I).



Before photo: My Polecat w/ no runs glistening in the Alberta sunshine... (note my particularly cool carbon wing tip guide).

Wrapped in a light plastic laundry bag I drove it to Calgary for the long 3-day drive to Muncie. 4 days later I removed the laundry bag & wherever it was touched, now looked like Egyptian hieroglyphics. How quaint I thought.... but it was STILL TACKY. ARGGGH! I then bought a can of acetone & proceeded to wash off the entire model outside our hotel. It actually came off well & left my nice flat black basecoat untouched. Sort of like an SR-71 blackbird with NO pearl or metalflake as the Endura paint can claimed there was supposed to be!



After photo: My flat Polecat after its acetone bath in Muncie.

I touched base with Bill Bischoff explaining that my concours winning finish had just been forcibly removed, but it was now flyable. Bill said, that if I didn't want to get my base full of oil, he would lend me Kari's Polecat. "But ya know it's in pink, right?". Sounds good Bill, see you then.

As much as I wanted a happy ending for my Polecat, intelligence was the better choice of valour here, so I used this veteran Polecat. (Below) "She's a BEAUTY, mate!" Thanks Bill!



As with all of Bill's models, it flew steady & stable with no discernable vibration. I did change it's existing (?) glow plug for a K&B of mine. I just like K&B plugs with my own glow driver. With my trusty pitman Mike Hazel (from Mehama, OR) the "CAN-AM TEAM" was ready to rock!

*We didn't bother with anything like a test or needle flight because that's for sissies we thought. You're only as good as you are "right off the trailer" was my attitude. Besides, if Bill Bischoff says "it's fine" then it's **FINE!***

*Cut over to Day 3 of racing. Mike gave me excellent pit work returning a 4:27 and a 4:10. I think with a third flight (& a stern talking to) we could have flown sub 4... This gave us **3rd place in the "Gold Final"**. Bill said that was as fast as that model has ever flown. "I hate lending you my models, just so that you can beat me with them." Bill quipped. Fortunately, a*



"We're getting a little too old to be bending down on our knees in the pits these days..." Mike Hazel ® starts while Paul holds.

large bottle of imported maple syrup (smuggled in from Northern Canada) hopefully helped ameliorate the situation...

AS the popular song says: "I get by with a little help from my friends". It is ever so true!



The other half of the "CAN - AM Team" Mike Hazel built this SH powered GY just for the Nats. Turns out his choice of engine is slower than the Magnum. Perhaps a larger venturi might help this motor. More discussion later...



“Come to Muncie they said, it’ll be fun they said...” Bill beat us this time, but we made him WORK for it! Til next time Bill! (The Muncie heat is brutal)

A Few Nats Notes:

*SSR: As can be seen from the scoreboard, there is no good reason to use a Fox in Super Slow Rat (SSR). I guess I never got the memo that said I would be competing solely against ABC/AAC engines (& not other Foxes). I should have left my model at home. Sadly, the last bastion of pure Americana in racing is **DEAD**. (sniff) Asian engines have kicked yea olde Harley to the curb.*

Open Mouse: It was good to see “The Usual Suspects” in mouse again.

Mouse speed secret #1

I once again ran away from the pack, mostly I think because I’m a better chemist. (Sort of like when TEL was discovered in T/R). My record fuel mix is: (65% Nitro / 15% propylene oxide / 20% Klotz Super Techniplate. (80/20 syn- castor blend, published in Model Builder magazines F/F column, 20+ years ago). I proposed that the chemical propylene oxide be banned in 2 stroke fuels just like tetra-nitro methane, because it’s very toxic & can’t easily be bought anymore.

*Only because **Patrick Hempel** graciously gave me the last remnants of his propylene oxide was I able to mix this monster fuel for the Nat’s. Patrick also carefully supervised the blending, so that I didn’t screw up my only chance. Without prope, I’m down 1,000+ RPM’s and have less range. I know (if passed) I will lose my 23 yr. old (4:22) mouse record and I’m totally fine with that.*

The discussion led to the question: “What fuel do you want to see mandated for Mouse I”? My position is that 25% nitro with 20% 50-50 castor/ synthetic, 50% methanol would be my choice. More nitro is harder on engines & 50-50 oil blend keeps the Cox con-rod happy.

Yes, Coxes can run OK on 10% nitro fuel, but in the Muncie wind, more power is better to help keep the models out on the

*lines. (OR reduce the line length to 35’ for 10% fuel would likely work too). Everybody had their own differing opinion on the “ideal mouse fuel” but I most prefer a fuel **you can buy commercially** rather than having to hand mix. Hand mixing fuel gives an unnecessary edge to those who can custom blend their own fuel. Many people cannot do this which in this day & age adds an element of complexity simply not needed in Class I mouse IMHO. The ** NCLRA will be soliciting for your input on this issue later.*

Mouse speed secret #2

Years ago I bought out Burt Brokaw’s old mouse equipment as Burt can no longer kneel down for pitstops easily. One item was a (K/K?) 3 port cylinder. Initially, it ran mediocre like other K/K schnuerle cylinders I had before it, but it did give more range (51 laps!). One day I tried fitting another piston to this cylinder & it turned up my APC 4.75 X 4 prop at 22K! This is ~ 500+ RPM more than my previous best. “AND now you know the rest of the story...” Paul out

*p.s. When it blows, that engine’s finished & **NO** you can’t buy it.... (Yeah, I know, Mouse just ain’t fair is it?)*

MIDWEST – T. J. Vieira

Hello fellow Racers!

How did everybody feel about NATS this year? I certainly had a blast!

Vintage B on Monday this year was WAY more fun than last year, mostly because we weren’t trying to fly in what felt like hurricane force winds! Richard managed to make it about 90 laps (up from nothing last year!), I made it around 19 laps and my engine started to run funny (up 3 laps!) due to coming lose somehow (I KNOW I used Loctite, and it was even a fresh bottle!), and we had an interesting winner setup! Bob Heywood entering/piloting a Bob Whitney built racer pitted by Bob Oge! How’s that for a trifecta?



The three Nat’s “B” Tr Entrants. L-R, T.J. Vieira, Richard Kucejko, Bob Heywood.



The "B" tr lineup for judging.

The only other event I entered was SGY, and my engine just wouldn't run for beans. No Idea what's going on with it, I'm still a bit mad at her! But, third in the bronze cup sounds better than ninth! All of the other racing happenings were a blast to watch, and maybe I'll get around to entering more classes next year.

An update on Vintage B: Richard K. and I were talking after the race, and I mentioned I was considering not sponsoring it next year due to lack of participation, but never said anything firm on it. I guess that caused a bit of a rumble, as Richard took up the mantle of sponsoring it for next year, and I received a few emails as well as messages on Facebook about what appropriate designs are, clarifications, etc. Wow! I should've said that last year haha! Rumor has it Pat King is also in the market to laser some kits (I don't have anything to do with a certain online forum he posted that nugget in due to....personal....reasons) which would be awesome! Pat, if you'd like to do a Good News, I have complete kit with the box and a list of suggestions on how to improve the design (one of which I think is the root cause of my motor coming lose). I'm kind of considering a Blunder Buster for next year, or reworking my Good News.

The Dayton contest is October 2, which we will have SGY, Vintage B, Fox/SSR, and Mouse if enough people show up. The Chicago-land folks also have their race weekend coming up! There's still some life left in racing here in the Midwest, contest reports to follow for both of them.

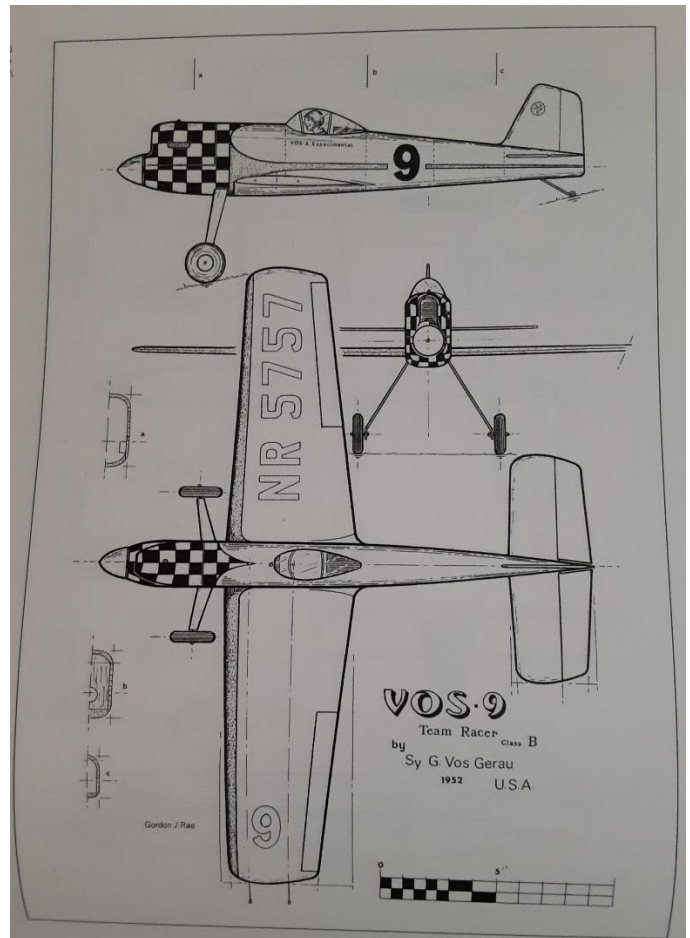
SOUTHEAST – Bob Whitney

Well, another wet and windy Nat's has come and gone. It is crazy how hard AMA makes it to enter events and or follow the weeks happenings. Racing did a pretty good job of reporting what was happening and we can thank Mr. Stone for that.

It shows that most don't get to do any practicing or racing during the year when a B/TR with one full flight on it was the only one to finish the 140 lap final. It looks like a few events produced some pretty good times. Along that line, I have been talking with Pat King, and he wants to try and produce three Lazer cut B/TR kits, knowing full well that he will be lucky to sell more than 3 of each model, so he is not going into it with his head in the sand. He is hoping that with a couple of good kits out there that we can get a few more entries. My thinking is that most B/TR's would be hard to build as they would need to be along stunt construction lines. My thoughts are that he could do short kits and we supply the balsa blocks for tops and

or bottoms. I will talk to him about this, as I think a built-up wing can be built strong enough to hold up, maybe a fireball type wing. If you have a model or design that you think might be feasible to kit, let me know and I will pass it on to Pat. I believe there is enough baffle piston 29's out there that we can stay with them (Bob dont lose that Veco).

On another note I am selling my home here in Palm Bay and moving back to a condo in Ft Lauderdale. Don't laugh, it will allow me to be able to do a few more contest next year. You don't know how much stuff you collect in 20 years until you try to move it or get rid of it.



(Top) Bob Whitney's Rambler "B" TR entered and flown by Bob Heywood and pitted by Bob Oge at this years Nat's. (Bottom) Bob also supplied this drawing of the VOS-9 "B" TR design.

My next contest will be at Dayton in Sept. flying Perky's, stop by and I will let you fly one.

RAD

SOUTH CENTRAL – Bill Bischoff

It's already August, the NATS are done, the kids will be back in school soon, but that doesn't mean contest season is winding down. There are still two more chances to get your race on in Dallas. The Charles Ash Memorial contest on Labor Day weekend offers five different racing events. On Saturday, Sept. 3, there will be Mouse I, Quickie Rat, Super Slow Rat, Sport Goodyear, and Fox/ Goldberg racing. The Fall Finale contest will have two days of racing, Saturday, October 8 and Sunday, October 9, and will feature the above events **plus** clown race and AMA Goodyear. The racing circle will also be available for testing and practice on Friday, Oct. 7.

For questions about either contest, contact me at: billbisch@hotmail.com

SOUTHWEST – Doug Mayer

Gentlemen, WE HAVE A RACE!!!

We had a small but fun race on June 26th. The speed and combat guys had a 2-day contest on Saturday and Sunday, but we only had racing on Sunday. My 2 boys, Mason and Tristan finally took the plunge and started to race each other 2-up. We practiced the weekend before the race at the Basin, and then we practiced on Saturday at Whittier because there were no race events. This contest is the first time the boys have ever raced a 2-up Junior race (against each other none-the-less). I think the sibling competition is good because I heard the boys arguing who was better or faster! Sounds like the racing bug to me. The regular guys were impressed how well the boys handled the racing. Not only did they race each other, but Mason was my pilot in Mouse.



Contestants at the June 26 Race appear to be all smiles. A successful contest does that!

Dave Dawson and Greg Kovach showed up, but unfortunately Dave didn't feel well, and they had to leave. We would have enjoyed the extra participation, but maybe next time. We were lucky that the combat and speed guys were holding contests because Bill Cave finished his combat events by noon on Sunday, and he joined us for some racing on Sunday afternoon.

Mouse Race Junior: We started out Sunday Morning with our Junior Mouse Race. In the very first heat, Tristan and Mason both ran out of fuel almost simultaneously, and within 50 feet of each other. The ensuing line tangle was almost guaranteed, and I didn't think they really could have helped it. Nevertheless, this triggered a Pilot's meeting from our CD Dave Hull. He reviewed all the rules with the boys, and re-enforced staying within the racing lines. Mason had stepped over the pitting circle a bit, but we had been practicing pitting, and foot placement for a few weeks, so Mason knew his mistake, and tightened up his footwork. Mason brought the planes in on the pitting line the rest of the day.

In heat 2, Mason clearly had an airspeed advantage and beat Tristan handily. The race was very clean with good pits and good pilot work in the middle.

In the final, it looked like Mason had the sure win with airspeed advantage. I told Tristan, never give up, you never know what will happen.....And.....Mason was on his last pit, and Mike Callas broke his prop during a nose grab. Mason and Mike died at 92 laps, and Tristan and I finished with nice clean pitting and a good 100 lap final.



Nothing like a little sibling rivalry... the Mayer Boy's (Tristan and Mason) duke it out in Junior Mouse race.



Mason Meyer posing with Doug's 1/2A "Judy" Mouse 1 entry.

Mouse Race Open: Adult Mouse started out with a complete disaster. Everything was going well in warm-ups, but when the race started, my motor went sour and barely ran after release. The mouse slowly torque rolled towards the center like a RC car with evil intentions. Dave Hull was busy flying his mouse, and Mason was dancing a jig with a loose airplane that wouldn't die. We ended up with a big line tangle with a few loops around Mason's legs. Fortunately, we got the lines untangled, and SAVED! Thanks to Ron Duly, Dave Hull, Myself and Mason! A four-man crew saved the lines.

The second heat went off without a hitch. Dave Hull had a slight airspeed advantage over me. I was racing my 1/2A Judy for the fun of it, and it was her debut race. I could have raced one of my mouse racers, but I wanted to see what Judy could do. The race was very close, but Mason and I edged out Dave Hull and Mike Callas in the pits. After the heat, Dave was surprised that we beat him because he had the airspeed advantage and passed us numerous times. "How did that happen?" I laughed, and told him that it was my excellent pitting that won the race. (funny editorial from a pilot who is pretending to be a pitman).

The final race had a bit of a mis-hap. I launched Judy with a big push and it torque rolled on Mason and did a little loose line hop across the edge of the circle and hit the nose. Mason was like, "What Happened?" He said he didn't lead off the take off, and I chucked the plane, so it was probably a combination of both of us getting too excited. Somehow Dave wrecked too on takeoff or something! I didn't see it, so I don't know what happened. Both airplanes were OK, so we dusted everything off and restarted a new final. When we were

running a 2-minute countdown to run another attempt my motor was running hot, and I determined that I messed up the crank on the nose-BONK wreck. Dave asked me if I wanted to swap motors, but I decided that we had spent too much time with mouse, so I forfeited, and Dave ran a 1-up 100 lap final.

Sport Goodyear Junior: The Junior sport goodyear was a truly exemplary race. I pitted for Tristan with his new Knotty Girl with a new ASP motor, and Mike Callas pitted for Mason with our battle-hardened El Bandito with a Fox .15BB. We raced the SCAR 100 lap format, and we just ran a final. All the starts and pits were spot-on by both kids. They looked like veterans out there. Tristan had a clear airspeed advantage with his ASP over the old Fox .15. I was also enjoying one flip starts, and I'm sure Mike wasn't having that kind of luck with our old Fox .15. Despite a good clean race, Tristan easily beat Mason with a better airplane.

Editor's note: El Bandito is currently on the work bench with a business end re-furbish, including a new ASP motor, 1 oz tank, and a new shut-off. This will include a new motor mounting plate, and re-enforced landing gear, and a new cheek cowl. We can't let Tristan have all the fun! LONG LIVE EL BANDITO!!

Sport Goodyear Open: We ran 2 different events in Sport Goodyear. We ran a 160 Lap Final in Dallas Format, and we ran a 100 Lap Final in SCAR format.

The 160 lap Dallas race was a Bill Cave entry (Mayer pilot) vs. Mike Callas entry (Hull pilot). Mike was running a solid race, and Bill was having problems. Bill's shut-off seemed to be triggering due to vibration, and the needle setting was off a bit. Callas was just lapping us while the gremlins plagued our flight. Somewhere near the end of the race, the motor came to life and ran like a charm, but the damage had already been done, and Mike scored the win.

The 100 Lap SCAR race was Mayer entry (Cave pitting) vs Hull entry (Callas Pitting). Hull definitely edged me out in this race. Our airspeed was pretty closely matched with a Moki vs Moki race with a slight advantage to Dave. We just weren't winning in the pits this day with slow re-starts and poor mileage. Near our last pit, my settings went sour. I think it was so hot that during the race, the motor went over the top and started to run lean. The bad needle at the end and poor mileage on the last tank killed us. Dave ran a solid race with a solid time, congrats Dave!

It was a really hot day and everybody was ready to quit after Sport Goodyear. Tristan wasn't done, so we got out his Fox Racer and ran a couple tanks of fuel. We didn't bother with race times, so we just raced a few laps for fun.

Ron Duly cut his finger early in the morning during warm-ups, and decided not to race this day. He sliced off a piece of scar tissue that he refers to as his "Nelson Scar".....hmmmm....I think Ron has cut that finger before. As always, I want to give a big shout out to everybody that helped. Ron Duly ran all the races for the day, and Dave Braun, Paul Wescott and Larry Renger ran stop watches for us. Dave tells me that Larry used to work for Cox and helped develop the Venom motor. Thank you all for coming out and helping us to have a successful day. Until next time, wear your sunblock and keep your lines tight.

Racing Results--Whittier Narrows

Mouse I - Jr

	Heat #1	Heat #2	Final	Notes:
Both kids				Line tangle heat #1
Tristan Mayer	4:31.72	3:38.94	6:45.27	
Mason Mayer	5:40.25	3:02.93	92 laps	Broken prop in final

Mouse I - Open

	Heat #1	Heat #2	Final	Notes:
Hull/Callas	2:46.62	3:28.62	38 laps	Crash in final
D. Mayer/M. Mayer	DNF	3:16.63	DNF	Crash in final

SCAR Goodyear - Jr

	Heat #1
Tristan Mayer	6:07.83
Mason Mayer	7:57.50

DMAA Sport Goodyear (160 laps)

	Heat #1
Callas/Hull	9:36.95
Cave/Mayer	13:39.25

SCAR Goodyear (100 laps)

	Heat #1
Hull/Callas	5:08.64
Mayer/Cave	6:05.09

2022 NATS RACING RESULTS

VINTAGE B TEAM RACE 140 laps

1)Bob Heywood	10:55
2)T.J. Vieira	19 laps
3)Richard Kucejko	0 laps

MOUSE I 50 laps 100 laps

1)Paul Gibeault	2:15.43	5:00.15
2)Melvin Schuette	2:45.73	6:22.28
3)Bill Lee	2:33.7	6:50.36
4)Mike Greb	2:49.03	
5)Richard Kucejko	2:54.56	
6)Patrick Hempel	3:01.01	
7)Charles Barnes Jr.	3:06.18	
8)Bob Oge	3:14.0	
9)Dave Betz	20 laps	

F2C TEAM RACE 100 laps

1)Hempel/ Lee	4:06.08
2)Bischoff/ Greb	4:32.38

AMA SLOW RAT 70 laps

1)Bob Oge	3:27.81
2)Bill Bischoff	3:31.06
3)Charles Barnes Jr	3:38.67
4)Charles Barnes Sr	53 laps
5)Richard Kucejko	0 laps

AMA GOODYEAR 70 laps

1)Bill Bischoff	3:23.2
2)Bob Oge	3:42.7
3)Charles Barnes Sr	3:58.9
4)Richard Kucejko	25 laps

QUICKIE RAT 70 laps

3)Bill Lee	3:14.69
2)Bill Bischoff	3:28.79
3)Charles Barnes Jr	3:30.61
4)Richard Kucejko	3:41.68
5)Charles Barnes Sr	5:15.5
6)Bob Oge	5:56.6
7)Paul Gibeault	D N F

SPORT GOODYEAR 80 laps

1)Bill Lee	3:58.42
2)Patrick Hempel	4:06.24
3)Paul Gibeault	4:10.39
4)Richard Kucejko	4:11.87
5)Mike Greb	4:15.14
6)Bob Oge	4:15.18
7)Mike Hazel	4:58.03
8)T.J. Vieira	5:22.9
9)Bill Bischoff	5:27.23
10)Bob Heywood	5:38.6
11)Charles Barnes Sr	D N F

CLOWN RACING 7 1/2 min.

1)Bill Bischoff	131 laps
2)Charles Barnes Jr	126 laps
3)Charles Barnes Jr	110 laps
4)Bill Lee	69 laps
5)Richard Kucejko	61 laps

SUPER SLOW RAT 100 laps

1)Bill Bischoff	5:20.99	
2)Mike Greb	5:44.74	
3)Charles Barnes Jr	5:46.03	
4)Bob Oge	5:50.69	
5)Charles Barnes Sr	6:13.06	
6)Paul Gibeault	6:21.2	Fox 35
7)Mike Hazel	6:27.57	
8)Richard Kucejko	6:58.23	
9)Bill Lee	73 laps	



Richard Kucejko's Margaret June Sport Goodyear entry, a Fourth-Place finish at this year's Nat's.

Knotty Girl Short Kit – Part 3 – Shutoff Setup By Douglas Mayer

When I published part-2 of this airplane build, I had not completely rigged the controls or shut off for the plane. 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 pull off) directly from the bellcrank. 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 fitted 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. Upon final rigging, I realized that I made one small mistake. My copper tube had a slight kink in the middle that interrupted a perfect circular path. This little kink gave me some grief, so next time my bent tube will be a perfect circular arc. I made a little loop on my mini-shut off wires for the trigger wire. Bill gave me some advice on a slipping configuration that John McCollum has used before, but this installation works just fine. I created a pushrod with a hollow fiberglass tube with a threaded clevis at the control horn end. The pushrod is stiff and straight, and gives a clean set up. During testing and racing this system worked flawlessly. I believe it was worth the effort to clean up all the control systems, and I will be installing all of my shut-offs this way on future builds.



MORE SPINNER CHOICES FOR GOODYEAR

By Bill Bischoff

This has been printed before, but people still ask about spinners for Sport Goodyear. Here it is again. MECOA (mecoa.com) took over the CB Associates line of spinners some time ago. They have small spinners that are appropriate sizes for Goodyear. They range from 1 inch to 1 3/4", in 1/8" increments. They have aluminum backplates, and plastic cones in white, red, and black. The cone is retained by a 4-40 screw that fits into the adapter nut per standard practice.

I have used the 1 1/4" spinner on two airplanes, and find it to be perfectly suitable. The backplate needs to be drilled out, and the prop cut-outs enlarged, and the correct adapter nut must be purchased separately. The nut for 5 mm shafts like the ASP is #5224. The adapter nut needs to be turned down a bit to fit all the way up inside the spinner cone. To do this, I put a headless 5MM screw in the cordless drill, threaded on the adapter nut, and spun it against the disc sander until the nut would fit far enough into the spinner. As shown in the photo, the contour is similar to the old Supertigre spinner. The needle nosed Brodak spinner is also shown for comparison.



CONTEST CALENDAR

NCLRA cannot be held responsible for errors or omissions!

NORTHEAST DISTRICT

None

NORTH CENTRAL DISTRICT

None

NORTHWEST DISTRICT

None

SOUTHEAST DISTRICT

None

MIDWEST DISTRICT

October 2, 2022

Dayton, Ohio

SGY, Vintage "B" Tr, Fox/SSR, and Mouse 1

For more info Contact T.J. Vieira: schluterdude@gmail.com

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.

SOUTHWEST DISTRICT

Toys for Tot's Dec 3,4

For more information email Douglas Mayer

Douglasmayer58@gmail.com



2022 Charles Ash/Southwestern Championships

September 3-4, 2022

HOBBY PARK, DALLAS, TEXAS

Intersection of Northwest Highway & Garland Road

Saturday, September 3rd

Class I Mouse
Fox Goldberg Racing
Sport Goodyear
Super Slow Rat
Texas Quickie Rat

Old Time Stunt
Classic Stunt
Profile Stunt

Sunday September 4th

Precision Aerobatics (B) (I) (A) (E)

Profile Carrier
15 Profile Carrier
Class I/II Carrier

Raffle At Noon
Dist. 8 Annual PA Trophy Presented

Entry Fee: \$20.00 first event, \$5.00 each additional event. \$30 Max

Racing: All racing on south circle. Pilots' meeting 9:00 a.m. First Race 9:30 a.m.

Aerobatics: Appearance judging & pull testing TBD. Pilots' Choice Award for Classic & PA.

Saturday: Pilots' meeting – 8:30 a.m. First Olde Tyme flight – 9:00 a.m.

Events flown in order listed. **Sunday:** Pilot's Meeting at 8:30 a.m. First Flight at 9:00 a.m.

Contact information

dmaa-1902.org

CD: Phillip Nickles – 214-533-2235 or phillipnickles@att.net

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