

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



**TO**



**The Prez says... Stay tuned for a Quickie Rat story next issue.**

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**Torque Roll Issue #171**  
**December 2023**

## **PRESIDENT – Bill Bischoff**

Why do we compete? What is it that makes us want to race our control line airplanes against other people and their control line airplanes? And why will we travel considerable distances to do so?

If you say it's to win, I suggest that answer is incomplete at best, and inaccurate at worst. Think about a great contest experience you've had. What made it great? Was it only great because you won something? Would you have had a bad time if you didn't win, even if you turned the same time? Admit it, it's not just about winning, is it?

Sure, given the choice, we'd all rather win than lose, but what do we actually get by winning? We don't get rich or famous (unless we win the World Champs, maybe), we just get bragging rights within our small peer group until the next contest. Win or lose, you're still the same person at the end of the day.

One thing we *do* get from competing is a sense of personal satisfaction. Having your friends admire your new racer feels good. Turning your personal best race time feels good, even if you don't win. Learning a new skill or technique feels good.

As I've gotten older, I've recognized that the most important thing about competing is the people, and the experiences you have on and off the circle. We've had multiple contests cut short by wind or rain here in Dallas. This is unfortunate for the out of towners, but we still manage to have a good time just hanging out and talking about it. I've gone to exotic places like Dayton, Ohio. Even though it rained, and my stuff didn't run well that weekend, I'd go back just for another dinner with the guys at TJ Viera's house.

Muncie is about 950 miles from where I live. The drive is boringly familiar (as is Muncie, if we're being honest), yet I keep going back year after year. Sometimes I win, sometimes not. But I always enjoy it. This year, my favorite event was Vintage B team race. Even though only two of us actually raced, it was tons of fun. My brand-new airplane, with only one test session on it, worked well enough to finish. Richard's airplane worked well enough to finish. And since Doug Mayer was flying for Richard, I got to share the circle with Doug. The airplanes were loud and lumbering. It was great. I hope the event survives so we can do it again!

My most vivid memory from the last Nats is the vertical takeoff with Richard Kucejko's sport Goodyear. (August 2023 cover photo). Charlie Johnson's photo captured what everyone was thinking at that moment. Bob Oge was thinking "oh, no!", Tristan Mayer was thinking "wow, cool!", and Richard was thinking "so much for my airplane!". I remember thinking "oh..wait..OK, it's still flying". So, we had a pilot from Texas, timers from Illinois and California, and a mechanic from Alabama, sharing a memorable moment, captured by a photographer from California. All because we were at the same model airplane contest! I think that's really why we do it!

This holiday season, be thankful for the friends you've made and the memories you've created by going to contests. Make a promise to yourself to attend a contest next year that you haven't gone to before. See old friends. Make new friends. That is what makes you a winner!

## **NORTH WEST – Leighton Mangels**

There hasn't been any reporting from the NW Region for a long time but rest assured that we really are racing up here and having fun doing it, most of the time. Our activities are pretty much up and down Interstate 5 from the Canadian border to the California border. There are several clubs that put-on contests and the one I'm a member of is the Northwest Fireballs. Portland is the historical home of Jim Walker who is considered the originator of U-Control flying as we know it today and was based here in Portland. Our flying field is named in his honor and has one paved circle and a couple grass areas for those that prefer not to put wheels on their planes. We are fortunate to have a web site here in the Northwest edited by John Thompson that is a treasure trove of control line information including contest results, historical information, and upcoming contests and activities. If you haven't seen it I'd highly recommend checking out Flying Lines. Just search [flyinglines.org](http://flyinglines.org) and check out all the C/L activities going on in the Northwest. He does such a great job with contest results and great pictures that my job will be just to try to find some human-interest activities in the racing community. Please check out the web site. The classes we fly may be a bit different from other parts of the country but all the class rules are available on Flying Lines. I'll try to be more specific as time goes on about the different classes. In the mean time have fun building some new racers over the winter, I know I will.



## **NORTH CENTRAL – Paul Gibeault**

It has been a poor season for flying for me especially with several events being weathered out, however I was lucky enough to end the season on a high note in Cologne, Germany.

**Fun at the 10th 2023 Lassogeier Luftzirkus! Niederkassel, Rheidt, Germany** (October 21-22, 2023)  
by Paul Gibeault, translated with [www.DeepL.com/Translator](http://www.DeepL.com/Translator)  
with help from Peter Grabenstein and Sebastien Kunzke)

## Organizational details, participants and results:

Registered participants: 37 pilots

Participants present: 30 pilots (multiple starters)

Weather data: - Wednesday to Thursday morning: Crappy (rainy/windy) - Saturday: sunny, windy, clear !!! - Sunday: slightly overcast / sunny. We were extremely lucky in that it was raining all over Europe, but the bad weather managed to clear up for this contest weekend!

### Organizers / Helpers

- Jedermann (the great Sebastian!)
- Circle painter Axel Jungherz / Jörg Timmermann
- Clubhouse crew / catering: Anja Strelow / Seraphina Schinz / Pia and Clara Schmidt
- Grill master H.H. Jungherz / A. Hoffmann
- Working on the (*most excellent Kölsch beer keg*) Axel Jungherz / Aaron Schmitz
- Contest - Director A. Hoffmann
- Contest Director Axel. Jungherz

- Mini TR (Schmidt)
- Mouse (Schmitz)
- Limes GY (Schmidt)
- Indy 15 GY (lack of participants)
- Club 30 (lack of participants)

Racing Classes flown: Mini Team race - Cox Mouse Race - Limes GY. Note: ( Unfortunately, Indy G/Y and Club .30 G/Y did not have enough entries).

### Racing Results of the 10th LASSOGEIER Air Circus 2023



Willie Schmitz with his Mini -T/R model.

### Mini Team Race (3 teams)

- 1st R. Unruh / A. Welter Germany 15.26,15
- 2nd Franz Weigl / Willie Schmitz Germany 16.53,90
- 3rd Jan Odeyn / Aaron Schmitz, Belgium / Germany 15 laps



Franz Weigl with his Killer Bee powered Streaker, Franz flew in several of the race classes.

### Mouse Race 35' lines, 60 lap heats, 120 lap final 3 pitstops, BYO fuel (5 teams)

- 1st Paul Gibeault / Norbert Schmitz Canada / Germany 6.12.24 /120 laps
  - 2nd Katja Ritter, / Aaron Schmitz / Franz Weigl Germany 107 laps
  - 3rd Jan Odeyn / Klaus Selic Belgium / Germany 0 laps
- Other teams:
- Thier, T. / Schulze, D. Deutschland
  - Weigl, Fr. / Schmitz, W. Deutschland



This winning O.S. 15LA powered "Limes" Shoestring G/Y racer built by Sebastian Kunzke and flown by the Gibeault / Schmitz team.

**Limes G/Y race (Sig kit Shoestring or Buster models only, O.S 15LA plain bearing engines w/ muffler) 4 teams.**

1st Paul Gibeault, / Norbert Schmitz Canada / Germany  
**7.24,07**

2nd Katja Ritter / Aaron Schmitz Germany **7.53.08** (fast threesome with many "changes of position" !)

3rd Franz Weigl / Sebastian Kunzke, Germany **10.10.60**

4th Willie Schmitz / Aaron Schmitz Germany.



**You can't win Mouse race at the "Luftzirkus" without getting your hands dirty! (This crash happened after the final was won)**

We would like to thank all participants, sports managers, helpers, jury members, club members and spectators for a stress-free 10th LG-LZ 2023. Many thanks also to the board of the r/c Aeroclub Rheidt e.V., who stood unconditionally behind the organizers and gave us their unconditional support, as well as to all the club members who made this wonderful weekend possible for us and gave up their own flying pleasure.



**Cox Race winners: L-R: 2nd place Aaron Schmitz & Katja Ritter, 1st place: Paul Gibeault & Norbert Schmitz, 3rd place Klaus Selic / Jan Odeyn.**

There is still a lot to come for the well-meaning tethered flying community! Your Cologne-Controlline-Cracks !

**p.s. Definition: C/L cracks as in *experts* i.e. " Pauli is a crack mouse pilot when he's not crashing his model."**

## **NORTH EAST – Tom Schaeffer**

Sorry to say not much to report here. Perhaps I should back that up a bit. Our pal, club member, fellow racing enthusiast and previous NCLRA District Rep Phil Valente passed away about a month ago. He worked hard to promote racing here in NJ. First with the South Jersey Aeromodelers and later with us at Middlesex. The last few years saw him hobbled with health problems so we did not get to see him. This past summer he called me and said that he wanted to give all of his stuff to the club to do with as we wished. The mission was to rescue as much as we could before his people sold the house and put everything in a dumpster. Myself and a club member, Bobby, jumped into my SUV with 8x10 MC trailer in tow and headed out to Pensy. We were overwhelmed by the amount of stuff! I had to make many snap decisions as we loaded and in the end we rescued about 2/3 of his collection. Two weeks ago we had our swap meet. We did not get the turnout we had hoped for but by some hard work, hard bargaining and luck, we were able to pass along almost all of Phil's things to people who can use it or resell it. Some things are showing up on Ebay already! I still have a few motors that I will be posting here and there.

Hopefully we will get to see some of Phil's stuff on the circle with a new racer person or two!

## **SOUTH CENTRAL – Bill Bischoff**

### **2023 DALLAS FALL FINALE**

The Fall Finale had 10 racing contestants, with one from Oregon, three from California, one from Leduc, Alberta, and five locals. Morning temperatures were in the low 60's, and afternoon highs in the mid-upper 70's. Winds were 10-15 mph, with gusts into the mid 20's.

We started Saturday with Quickie Rat. The two juniors flew first. Tristan Mayer got caught by the wind on takeoff, and hit the ground bad enough to knock his airplane out of commission. This gave Mason a 69 lap solo "bunny run" for a 4:27.

We flew 3 heats of 2 up in open TQR, with Doug Mayer flying Bischoff's plane for traffic in the last group. During their second traffic race, the fuel pickup tube fell out of the tank, thus taking Bill out of the final, and paving the way to Doug's victory.

The juniors were reluctant to fly Sport Goodyear in the wind, so the open contestants flew first, hoping the wind would lay down later. We matched up five different team combinations, and flew 5 heats of 2 up round robin. Doug Mayer had a 3 flip race pitting for Bill Bischoff, and they posted an excellent 3:59. This was more than Bill Lee could bear, so he and Patrick answered with a 3:58. The Can-Am team of Paul Gibeault and Mike Hazel were next in line with a 4:06, flying the pink Polecat from Bill's Rent-A-Racer.



**Contestants attending the Windy “Fall Finale” see text for details. Note the two Mayer Boy’s on the right in Tee Shirts unaffected by the cool weather. Oh to be young again!**

The wind had actually picked up a little, so we agreed to forego the final, and the juniors agreed to postpone their Goodyear event until the next day.

Sunday came with even more wind, so the painful but obvious thing to do was throw in the towel. Most of us retired to Chubby's for breakfast/ lunch, while Patrick Hempel and Steve Perkins stayed behind to tear down the field. Thanks for that effort, gentlemen. And thank you to our dependable and patient timers Sandra Lee and Tom Walker. We couldn't have a contest without you. Finally, thanks to all the contestants who came from both near and far. Sorry we didn't get to race more, but it was great to hang out with you nonetheless. Who's game to try again next year?

(Several of us tried again the next weekend in Los Angeles. Be sure to read the accounts of the festivities in this newsletter.)

#### **QUICKIE RAT Jr (70 laps)**

- 1)Mason Mayer 4:27.23
- 2)Tristan Mayer DNF

#### **QUICKIE RAT open (70 laps)**

- 1)Bischoff/ Greb 3:17.43 **3:15.39**
- 2)Mayer/ Bischoff 4:37.46 **3:29.30**
- 3)Greb/ Hite **3:30.85** 3:31.11
- 4)Hite/ Greb **3:37.79** pass
- 5)Gibeault/ Hazel 41 laps **3:48.74**

#### **QUICKIE RAT (140 laps)**

- 1)Mayer/ Hazel 7:10.72
- 2)Greb/ Bischoff 7:24.03
- 3)Hite/ Gibeault 8:13.64

#### **SPORTSMAN GOODYEAR 80 laps**

- 1)Lee/ Hempel 4:13.59 **3:58.65**
- 2)Bischoff/ Mayer 4:06.08 **3:59.72**
- 3)Gibeault/ Hazel **4:06.35** 4:21.84
- 4)Hempel/ Lee **4:11.53** 4:14.29
- 5)Hite/ Greb 48 laps **4:18.34**
- 6)Greb/ Hite 4:27.06 **4:26.75**
- 7)Mayer/ Bischoff 5:53.62 **4:30.70**
- 8)Hazel/ Gibeault 4:41.94 **4:35.43**

## **BILL AND KARI'S EXCELLENT ADVENTURE**

*On Friday, October 20, your intrepid NCLRA President, along with his spunky sidekick Kari, once again took to the skies in search of air racing adventure. Their destination this time was sunny Los Angeles, for the 2023 Virgil Wilbur racing contest.*

The Virgil Wilbur is becoming a tradition for us. It's always good to see Doug Mayer and his family, as well as the rest of the SoCal guys. This time, we were also joined by Bill Cave from NorCal, and Mike Hazel from Oregon. Mike was on his way home from the Dallas contest, and took a small detour through California. We had two full days of racing, with no mishaps that I can recall, and no weather issues except for some changes in wind direction. Doug provided cold drinks both days to make sure everyone stayed hydrated. I'm sure Doug will have the play-by-play on this contest, so I'll leave that to him.

When it came time to choose dance partners for the weekend, the locals all seemed to have their preferred teammates, so "foreigners" Mike Hazel and myself became a team. Call us "the outsiders", the interlopers", or "Biscuits and Hazel", we made a good showing. Mike pitted us to victory in Quickie Rat, SCAR Goodyear, DMAA Goodyear, and Super Slow Rat. I also flew Doug's winning Mouse, and Bill Cave's winning AMA Goodyear. Plus, I got to fly Greg Kovachs' very fast Fora powered Clown Racer. It was the first outing for this plane/engine combination. Although we were 3rd out of three, with some tank and prop changes, and a bit more practice, Greg should have a real winner. A big thanks to Mike H, and everyone I flew for and with. I enjoyed every lap.

I also pitted for Doug's older son Mason. Usually, my pitting efforts for Mason assure victory for his brother Tristan, but this time was different. Mason managed to prevail in all the Quickie Rat and Sport Goodyear heats *and* finals. Regardless of who won, both boys did their typical fine job, handling their planes like pros. Well done, guys.

During Saturday's flying, Mike Callas provided pizza for everyone for lunch. Thanks, Mike. Unfortunately, he missed the festivities on Sunday because he had too much fun on Saturday and tweaked his back.

Saturday night, Doug fired up the grill for a get together at his house. Disappointingly, none of the local guys showed up. Besides Doug's family, it was just Bill Cave, Kari, and myself. We had a good time just the same, and talked smack about the people who didn't show up!

Sunday's events included real live AMA Goodyear, for the first time in countless years. Could this be the beginning of a resurgence in this event? Count me in as long as my only Nelson 15 keeps running!

Now, more than a month later, I'm having a hard time separating Sunday's races from Saturday's in my memory. I'll take the easy out and say Sunday was another great day of racing. We raced late into the afternoon, and I think everyone satisfied their need for speed. Those who remained gathered

for a group photo, and then everyone went their different ways. Once again, thanks to Doug, Mike, and everyone who helped make this contest a success. I'm already considering driving out next year so I can bring more airplanes. Hope to see you there!

### **NATIONAL DMAA SPORT GOODYEAR TOP 20 10/22/23**

#### **80 laps**

1)Bill Lee	3:55.68
2)Bill Bischoff	3:56.82
3)Bill Lee	3:58.63
4)Bill Bischoff	3:59.72
5)Bill Lee	3:59.97
6)Kelly Hite	4:02.17
7)Bill Lee	4:02.26
8)Bill Lee	4:03.17
9)Lester Haury	4:04.13
10)Bill Bischoff	4:04.20
11)Mike Greb	4:04.93
12)Kelly Hite	4:05.11
13)Bill Bischoff	4:06.08
14)Paul Gibeault	4:06.35
15)Patrick Hempel	4:08.39
16)Bill Bischoff	4:08.49
17)Mike Greb	4:08.65
18)Mike Greb	4:10.66
19)Kelly Hite	4:10.99
20)Bill Bischoff	4:11.49

### **SOUTH WEST – Doug Mayer**

I have lots of updates this month, so buckle your seatbelts and hang on!

#### **Fall Finale – Dallas – Texas – October 13, 14, 15.**

The Back-At-It team traveled to Dallas for the Fall Finale this October. (Doug, Mason, Tristan Mayer). We experienced some mixed results with some very windy conditions on Saturday. Unfortunately, Tristan and I had a bad launch and a Torque Roll on takeoff with my good quickie rat, and it splattered and got destroyed. More on that later. We enjoyed the weekend never-the-less and enjoyed the company of Paul Gibeault and Mike Hazel who both made the trip from Canada and Oregon respectively. On Sunday morning the windy conditions persisted, and even got worse. Tristan was running some practice flights with his sport goodyear, and he said it was too windy, and didn't want to race. I guess one broken airplane for the weekend was enough for him. The rest of the guys evaluated the wind, and everyone agree that it was just too windy to carry on.....so we all went to breakfast at Chubbies! I'm sure Bill will have more to report on the Fall Finale.

#### **Virgil Wilbur Memorial – Los Angeles – California – October 21, 22.**

The Virgil Wilbur is our biggest contest every year, and this year was no exception. It is our only 2-day contest, and it is usually well attended. This year we had Bill Bischoff and Kari from Dallas, and Mike Hazel was on a big road trip and drove

from Texas and the Fall Finale contest to Los Angeles to join us for 2 weekends in a row! Awesome, thanks for making the drive, Mike! We also had Bill Cave join us from northern California, and of course, we had our usual local suspects. The Back-At-It team was supplemented by honorary New Member Greg Kovach for some excellent racing. On a minor note, we sponsored lunch on both days, and had plenty of drinks and snacks for everybody. I also held my annual Bar-B-Que on Saturday night at my house.



**Contestants attending the Virgil Wilbur Memorial Contest, see text for details.**

Here's my disclaimer: The contest was almost 2 months ago, and I'm now writing this in December. I didn't take good notes, I may not be able to write a full blow-by-blow description of each race, so I'll just touch on the memorable moments. I use the score sheets to jog my memory. My boys didn't want to come and hang out for 2 days, so we ran only open races on Saturday, and then ran the Junior events and more Open events on Sunday.

**Mouse Race:** I used my Gibeault Cox .049 at the NATS this summer, and it just ran terribly. When I was hanging out in Dallas, I removed a large rock from my reed valve, but never ran my motor. I finally had the chance to run my mouse, but I was still blowing the cobwebs out of it. I think the plastic reed was still slightly warped from the nuisance pebble. Mouse was lightly supported with Dave Hull and Mike Hazel vs Doug Mayer and Bill Bischoff. Dave beat us really bad in the 50 lap heat, I better talk to my mechanic....Oh yeah, that's me!?! Anyway, according to the mouse gods, the tides completely changed in the Final, and my motor just ran great, and Dave's motor ran sour. Go figure? So, I guess we each won a heat or a final. Mouse?



**Doug's Mouse 1 fuel tank showing the rock trapped underneath the reed.**

**Clown Race:** this was a circus. I flew slow and steady, and was a slow pig in traffic.....remember the tortoise and the hare? Wait for it! Duly and Hull were passing me like I was parked, but those guys spent a lot of time in the pits, hmmm. And then we had Greg Kovach who brought out a clown with a Profi, and hired gun Bill Bischoff on the handle. This plane was screaming like a banshee and making everyone look like we were in slow motion. Unfortunately, Greg just couldn't get reliable starts or restarts, and his mileage also suffered. You can go really fast, but you need to end up with the most laps. My tortoise and hare approach almost worked, but Duly and Hull beat me by 1 lap! Darn! Here's a few Clown updates/December 2023. Bill Bischoff made a new tank for Greg's plane to help resolve the inconsistent runs. We just got the tank, so hopefully, this will get Greg screaming with that Profi. Me? Personally? I have NEVER won a Clown race in 20 years. I have always run an old Moki, and never invested in a new powerplant. For years, I have been content to participate and just run traffic. Well, since Greg is gonna go fast, I decided to finally invest in a new motor. I just got a New OS .18 FX from Bill, and a matching fuel tank. Maybe we can drum up some local interest for Clown in 2024.

**SSR:** I was test running Greg's entry for SSR, and we had some weird vibrations. The wheel started to creep up the landing gear wire, and let the plane pancake on landings. We tried to fix that but when the weird vibrations turned into an apparition, I knew something was wrong. From the pilot's perspective, I could see the fuel tank flopping around and poking its head above the fuselage. OK, time to scratch that plane and make some repairs. My notes say that Bill Cave and Bill Bischoff completed 2 laps for Bill Cave's entry and quit. I don't remember the cause of this. That left a race between Mike Hazel and Bill B. vs Duly and Hull. Ron was having some motor problems, and did not run consistently. Mike had consistent runs and good starts and made it look easy, Mike won handily (as my old pal Jim Holland would say!)

**Quickie Rat:** Remember that I said we crashed my good Quickie Rat in Dallas? Well, Bill Bischoff donated his old Red elliptical Quickie Rat to the Back-At-It team, and gave it to Mike Hazel for a one way trip to Los Angeles. The boys had a 2-up Junior race in Quickie Rat with our new Red Rat, and our old die-hard Cow Rat. Bill B. pitted for Mason, and I pitted for Tristan. The first heat was OK, with Mason and Bill beating Tristan and Doug. The final was a disaster. I caught Tristan's plane on fire TWICE! After a long grueling final, I was done with Quickie Rat for the day. Mason and Bill took home the gold! For the adults, there were only 2 entries, Hull/Cave and Bischoff/Hazel. We decided to skip the heat race and just go directly to a 140 final. Bill and Mike had a great race and came out on top of Hull/Cave.

**AMA Goodyear:** I can't remember the last time we ran AMA Goodyear in LA. I believe its been over 20 years or more. The only chance we get to fly our AMA planes is at NATS, so Bill Bischoff and I both agreed to bring out our AMA Goodyears for a rematch of the NATS. Bill Cave served pitting duties for Bill Bischoff, and Dave Hull pitted for me. Unfortunately, Dave was having problems getting the Nelson to start, so we never really had a 2-up race. Oh well, we'll work on it for next time.



**Bill Cave Pitting Goodyear.**

**SCAR Goodyear:** This is our local sport Goodyear event that we have been running for 30 years. Dallas Sport Goodyear has become the National standard, but we still hang onto SCAR Goodyear here in LA. The events are similar, but SCAR allows for any motor less than \$100 at time of purchase. This allows for Russian motors and a slightly faster airspeed than the Magnum/ASP motor and variants. We also allow .012 solid wires and races are 100 laps. This year, Mason and Tristan flew against each other for a Junior Race, and we used the SCAR Goodyear format with 100 laps heats and a 200-lap final. Bill B. brought a new motor for Mason to level the playing field between the 2 boys. It must have worked because Mason [finally] beat his brother in some Goodyear racing. Let the ribbing begin.....

**SCAR Goodyear Open:** We had 5 teams enter SCAR Goodyear. I honestly don't remember any of the fine details except to say that our 2 out-of-town guests, Bill Bischoff and Mike Hazel teamed up and beat us all at our own event! Well, all I can say is, "Congratulations Gentlemen".

**DMAA Sport Goodyear:** We flew DMAA Goodyear in addition to SCAR Goodyear as we have for the last 4 or 5 Virgil Wilbur Contests. The events are similar, but this does allow us to add another event and run a few more races. Also, for those of us who have strictly legal SCAR planes, we can enter them in SCAR, but we can't enter our SCAR planes in DMAA. By running both events, it allows us to have multiple planes and setups. We also had 5 teams enter DMAA goodyear. Again, I honestly don't remember any of the fine details except that we were able to piece together enough participants to have a 3-up race. Actually, that was really fun after doing all these 2-up races. Ahhh, the good old days! All in all, we had a successful weekend with some good racing. It's always a pleasure to get a bunch of old friends together and do some racing. Our 2 out-of-town guests, Bill Bischoff and Mike Hazel teamed up and beat us in a bunch of races!! What is going on? Maybe now we can ask you to come back next year so we can have a grudge match to settle the score. We're already talking to the speed guys about making the 2024 VW an official sanctioned event with Speed/Combat/Racing. We'll keep you posted once we publish our 2024 calendar. Come and join us in Los Angeles in 2024!

Thank you to Dave Braun, Charlie Johnson and Larry Renger for timing the races for us. We couldn't do it without you guys. We appreciate your support.



Mike Hazel pitting one of his Sport Goodyear entries, Mason Mayer looks on.

### Virgil Wilbur Memorial Results October 21 & 22, 2023

MOUSE 1 – OPEN	Heat 50	Final 100
1 Mayer/Bischoff	5:15.93	6:06.04
2 Hull/Hazel	2:46.44	10:19.88

CLOWN - OPEN	7.5 Minutes
1. Duly/Hull	104 laps
2. Mayer/Cave	103 laps
3. Kovach/Bischoff	43 laps

SSR – OPEN	Final 100
1. Hazel/Bischoff	6:33.44
2. Duly/Hull	8:45.60
3. Cave/Bischoff	2 laps / DNF
4. Kovach/Mayer	scratch

QUICKIE RAT – JUNIOR	Heat 70	Final 140
1 Mason Mayer/Bischoff	5:03.41	7:04.50
2 Tristan Mayer/Doug Mayer	6:23.81	10:55.54

QUICKIE RAT – OPEN	Final 140
1. Bischoff Hazel	6:57.88
2. Hull/Cave	7:39.70

SCAR GOODYEAR – JUNIOR	Heat 100	Final 200
1 Mason Mayer/Bischoff	5:31.35	12:01.66
2 Tristan Mayer/Doug Mayer	DNF	13:12.57

SCAR GOODYEAR – OPEN	Heat 100	Final 100
1. Bischoff/Hazel	6:24.18	4:38.94
2. Callas/Hull	6:13.03	5:11.47
3. Hazel/Bischoff	5:47.77	5:38.07
4. Hull/Callas	5:39.85	5:41.37
5. Mayer/Cave	6:57.20	6:26.66

AMA GOODYEAR – OPEN	Heat 70	Final 70
1. Bischoff/Cave	3:20.53	3:18.88
2. Mayer/Hull	DNF	DNF

DMAA GOODYEAR – OPEN	Final 80
1. Bischoff/Hazel	4:04.20
2. Hazel/Bischoff	4:33.63
3. Duly/Hull	4:34.45
4. Mayer/Cave	4:50.20
5. Cave/Hull	5:01.47

### Toys for Tots Contest – Los Angeles – December 3<sup>rd</sup>

The Toys for Tots was a short simple race this year. We had a small turnout, and just enough people to run some races. Mason agreed to come with me if we didn't stay all day. We had plans at home to get a tree and decorate the house, so we tried to plan for a half day of racing. One good way to make the day go quicker is to skip Mouse Race. Dave Hull and myself are the usual participants, but neither one of us was worried about Mouse at this contest, so we skipped it.

Mason and I were team #1 for the day, and Dave Hull and Mike Callas were team #2 for the day. Ron Duly and Larry Renger were our 2 timers, and Dave Braun was our race official/starter. Mason and I did some warmups with the New "Red" Quickie Rat that we got from Bill Bischoff. I put a motor on it because the other motor was Bill's and that did go back to Dallas! I wanted to test run the motor that was on my good quickie when we crashed it in Dallas. The motor seemed to run fine, and actually was quite fast. Mike and Dave ran some warm ups and we were ready for our first race of the day. Mason and Dave were the pilots, and Mason and I enjoyed some great starts and an airspeed advantage over Dave and Mike in the heat race. We enjoyed a win in the 70-lap heat race. The 140 final was a different story. Half way thru the race, our motor started to run funny like there was a blob of junk in the fuel tank blocking the pick-up line. Dave and Mike had a few hiccups, but just kept running laps. Mason and I quit with a funny motor and called it done. We ended with a DNF and Dave and Mike ended with a win.



Mason Mayer and Mike Callas flying in a DMAA Sport Goodyear heat.



The only other event that we ran was DMAA Sport Goodyear. We had 4 entries, Dave, Mike, Doug and Mason. Of course, we ran 2-up races with team #1 and Team #2. Our first race was Mason's and Mike's entries. In this race, Mike was the pilot, so Mason had a chance to race with both Mike and Dave this weekend. We ran just one heat, and then moved to the next round. I was having problems starting our second plane, so we scratched it, and brought Mason's plane back on the circle for our second entry. This time, Dave was the pilot, and we finished the day with our second heat of goodyear races. Dave and Mike beat us in both heats, but hey? What the heck? It's racing!

This last race of 2023 is probably the last Junior race for Mason or Tristan. I told Mason that we wouldn't have had any racing at the Toys for Tots if he didn't show up. Our numbers are getting smaller over time, and my boys are totally capable of racing with the adults. In 2024, we're just going to run Mason and Tristan with the rest of us in the Open races. It will actually benefit us to have more teams and better flexibility with our heat matchups. Get ready kids, we'll have a new start in 2024.

### Toys for Tots Results December 03, 2023

<u>QUICKIE RAT – OPEN</u>		<u>Heat 70</u>	<u>Final 140</u>
1	Hull/Callas	3:43.17	8:49.03
2	M Mayer/D Mayer	3:19.69	39 laps

<u>DMAA GOODYEAR – OPEN</u>		<u>Final 80</u>
1.	Hull/Callas	4:28.75
2.	Callas/Hull	4:48.24
3.	M Mayer/D Mayer	5:09.34
4.	D Mayer/M Mayer	5:40.75



**With strong winds at the Fall Finale putting an end to Sunday's racing, the Boy's and myself decided to kick back at the Chubbies Restaurant, with our host Kari.**

That's it for this month. Keep your lines tight and wear your sunblock.

## HOW I SCARed MY DMAA GOODYEAR Bill Bischoff

They love Sport Goodyear in southern California. In fact, they love it so much they fly two different events. They have an event called SCAR Goodyear, where "SCAR" stands for "Southern California Air Racers". It has been flown for many years, even before DMAA (Dallas) Goodyear came along.

Dallas Goodyear has more restrictive rules than SCAR Goodyear, and the planes are typically slower. Dallas Goodyear is flown in more places than SCAR Goodyear, including the NATS. For these reasons, some of the SoCal racers built planes for the Dallas rules. Others did not want to give up the SCAR event. The natural progression of things was to simply fly both classes, rather than choose one or the other.

While most SCAR Goodyears are not legal for Dallas Goodyear, Dallas Goodyears are perfectly legal for SCAR, allowing contestants to fly two events with the same aircraft. However, with a few simple changes, a Dallas Goodyear can be more competitive against the faster SCAR airplanes.

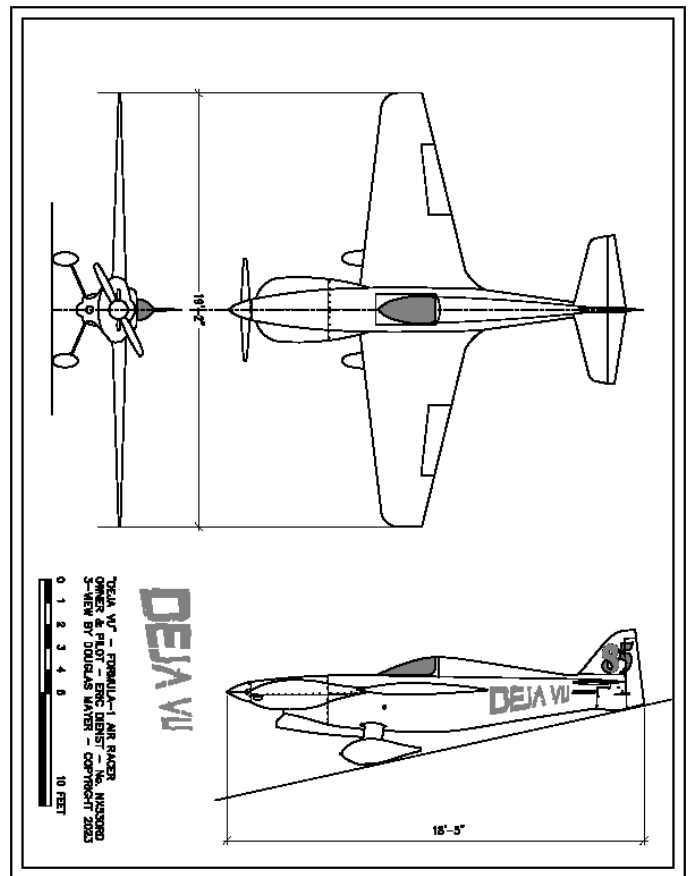
Here's what I did. Starting with a legal DMAA Goodyear, I first changed the lines from .015 stranded to SCAR legal .012 solids. (I bought the lines from Melvin Schuette at MBS Model Supply.) Then, I experimented with larger diameter venturis. My goal was to find the biggest venturi that would still give me more than 50 laps per tank. SCAR Goodyear races are 100 laps instead of 80, so less than 50 laps per tank means an extra pit stop. I found that a letter "M" drilled venturi (.295") gave me 57 laps per tank at about 19 seconds for eight laps. The next size up, letter "N" (.302") was about .4 sec faster, but at only 47 laps per tank.

I flew this setup in SCAR Goodyear this past October. In my first heat, I landed at 98 laps and had to make a second pit. Argh! My great rent-a-mechanic Mike Hazel leaned the needle a smidgen for the next race, and we finished the race with three laps to spare. Mission accomplished. When all was said and done, our 4:38 was good enough to win the event. Thanks, Mike!

### Deja'Vu Article – Part 1 – by Douglas Mayer

You may remember a mention of a new potential Goodyear Subject from my last newsletter article from October of 2023. This September, Bill Bischoff and I dragged our families to the last National Championship Air Races in Reno Nevada. Of course, one of the highlights of the Air Races is getting a chance to visit the pits and see all the planes and pilots up close. Bill and I were intrigued by a potential new subject, Déjà Vu. Bill and I had quite a lengthy conversation with the owner Eric Dienst. Eric told us that the airframe is "Yellowjacket" / Shoestring. This completely re-built plane now has a fully molded Nemesis Fuselage over the original fuselage frame. (The Nemesis mold was purchased from Jon Sharp), the wing is a Shoestring Stockbarger wing, and the tail

empennages? I don't know, Eric had a name for them, but they are of contemporary vintage, no old stuff here. I took some good photos of the plane and borrowed a tape measure to put in the photos for accuracy.



After getting home from the Air Races, I reached out to Eric via email. He was generous enough to send me multiple photographs of Déjà Vu from different angles. I downloaded the photos and imported them into AutoCAD to generate new 3-Views of this awesome airplane. I already had scale drawings of the Stockbarger wing from Ray Cote's #16 Circus Circus Shoestring that I was able to document in San Diego. I also took photos in Reno of the Fin/Rudder and Stabilizer/Elevator empennages with a tape measure. I can scale the photographs to the exact dimensions in AutoCAD with the tape measure in the photos and achieve a super accurate 3-view of the airplane.

For now, step 1 is complete. I have a completed 3-View drawing of DeJaVu. My next step will be to take my own 3-view drawings and generate a new set of plans for a Sport Goodyear model. I expect to have the model airplane plans ready for publication in the next newsletter. And yes, a new DeJa'Vu is on my bucket list for my next Goodyear model.....More to come in 2024.

## HOLIDAY FUEL BOTTLE SALE **Bill Bischoff**

Who doesn't like getting a bottle at Christmas? Available in three sizes, with three different tops to choose from. Bottles are soft polyethylene for easy squeezing. 5 oz is great for mouse; 8 oz is perfect for sport Goodyear; 16 oz is great for Quickie Rat. The "Mouse" top is a straight 5/32" OD brass fill tube with a flanged eyelet to fit over the fill tube on a Cox .049 fuel tank. (The eyelet can be omitted on request.) The "Sport Goodyear" top has a 3/16" OD tube and a fitting to fit 1/8" tank filler tube. The "Quick Fill" top is designed for use with Don's or Brodak rubber quick fills. Any top is available with any size bottle, and all tops fit all bottles. The "Mouse" or "Sport Goodyear" top can be selected for the regular price, but there is a \$2.00 up charge for the "Quick Fill" top.  
**5 oz \$5.00\* / 8 oz \$7.00\* / 16 oz \$9.00\***  
**\* Add \$2.00 for "Quick Fill" top**



**US shipping** :one bottle \$6.00 / two bottles \$7.00 three bottles \$9.00 / More than three, contact me. Outside US, contact me. Specify bottle size and top style when ordering. Paypal preferred. Contact me for other arrangements. Paypal account same as email: [billbischoff@hotmail.com](mailto:billbischoff@hotmail.com). Prices valid through January 31, 2024.

## CONTEST CALENDAR

**NCLRA cannot be held responsible for errors or omissions!**

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

Members can log in to [NCLRA.org](http://NCLRA.org) and submit contest details.

### NORTHEAST DISTRICT

None

### NORTH CENTRAL DISTRICT

None

### NORTHWEST DISTRICT

None

### SOUTHEAST DISTRICT

None

### MIDWEST DISTRICT

None

### SOUTH CENTRAL DISTRICT

None

### SOUTHWEST DISTRICT

None

## 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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[billbisch@hotmail.com](mailto:billbisch@hotmail.com)



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Bottom pull, for sport Goodyear (1 1/4")

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**replacement needle only** **\$6.00**  
fits all Supertigre style spraybars.

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with pinch-off overflow.

**Bellcrank button kit** **\$2.00**  
includes hex buttons, eyelets, screws.

**Shipping:** \$12.00 per order including fuel tanks, bottles or handles.  
\$6.00 per order without fuel tanks, bottles or handles. I accept paypal or personal checks.  
Paypal: [billbisch@hotmail.com](mailto:billbisch@hotmail.com)/ Mail checks to: William Bischoff, 1809  
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