

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



TO



This motley crew has participated in a NATS or two. They should be easy to identify. See if you know who they are before looking at the answer inside.

INSIDE:

District Reports

Contest Reports

Suppliers/Equipment

Updated Contest Calendar

**Torque Roll Issue #181
October 2025**

PRESIDENT – Bill Bischoff

2026 NATS

It's never too soon to talk about the NATS. The schedule I have requested for racing at the 2026 Nats is as follows. Monday, July 6 will be Mouse and Vintage B Team Race. Tuesday, July 7 is AMA Slow Rat, AMA Goodyear, and Super Sport Goodyear. Like 2025, the Super Sports will be racing along with the AMA Goodyears, but there will be separate awards for each event. Yes, you can enter both! Wednesday, July 8 is Quickie Rat and DMAA Sport Goodyear. Do we want to run Gold, Silver, and Bronze in Sport Goodyear? What does anybody think? Thursday, July 9 will be Clown and Super Slow Rat, and our meeting and pizza party will be Thursday evening. This schedule is not official until it's blessed by AMA, but I don't anticipate any changes at this point.

Speed is supposed to be moving in next door, which should be more convenient for everyone. Perhaps this will boost entries for both groups.

THOSE DAYS ARE GONE

Elsewhere in this newsletter, there is a clipping from an old model magazine. It states that in 1970, the first year Goodyear was flown as an official Nats event, they had 119 entries and had to run a second circle to be able to accommodate that many entrants. Unfortunately, those days are gone. Now, sometimes it's a struggle to gather 6 warm bodies to be able to have a race, even at the NATS. Take this past Nats. Clown Race was the last event. Everyone who wasn't flying clown drove off after Super Slow Rat, leaving just the 5 clown participants. Even a two-up race requires two pilots, two mechanics, and two timers at a minimum, so we didn't get to fly Clown Race. Next year I guess we'll fly Clown Race in the morning so people will stick around for Super Slow Rat. It's a sad fact that it's come down to this.

FORA Junior .15 NEWS

The NCLRA still has Fora Junior 15 engines for Sportsman Goodyear available. From the original order, there are three left for \$150 shipped in the US. We have also been able to obtain nine more engines. The price will be slightly higher, as our cost was slightly higher. They will be \$160 shipped in the US. Please contact me for international shipping costs.

It is my understanding that there are no more of these currently available, and may not be for some time. If you are interested in obtaining one, do it now. Be one of the next three and save \$10. Please email me before sending payment to be sure there are some engines left. You may buy no more than two engines.

By Paypal, please send payment to billbischoff@hotmail.com, and select the "send money to friends and family" option to save NCLRA the fees. By check, make payable to NCLRA, and send to Bill Bischoff, 1809 Melody Ln, Garland TX 75042.

I have learned that Foras have come with different size venturis at different times. The newest batch have 1/8" venturis, whereas all the others that I have seen have venturis with a nominal 4mm bore. We have been conducting most of our tests with a 4mm venturi, and at the NATS, we told people

they could drill their venturis out to 4mm (5/32") diameter if they were smaller. This will be the rule for the rest of 2025, and all of 2026. I will drill the venturi for you if you request it.

For experimenters, we also have 4 Nelson head buttons available for \$5 each. They will **not** be legal for Sport Goodyear.

Cover models

Of course, our cover models are Dave McDonald, Dick Lambert, John Ballard, and Jim Ricketts.

NORTH WEST – Leighton Mangels

September 27th and 28th, was our final chance to go racing this year in the Northwest. It was the annual Fall Follies put on by the Western Oregon Control Line Flyers in Salem Oregon. The good news is that at least for the foreseeable future the flying site in Salem is still available for flying as last year at this time the site, which is on the property of the Salem Airport, could not be reserved for a contest as the plan was to remove the circle to expand a parking lot and the Follies were relocated to our club's field in Portland. However, at present the airport expansion plans are on hold and the circle is still available for control line flying which is a lot more fun than another parking lot. All the racing was scheduled for Saturday which had some of the best weather one could hope for to fly model airplanes. Only Northwest Sport and Super Sport were on the agenda and we finally got started late in the day as the Stunt flyers were out in a large number and we were after them. We had four entries in NW Sport and decided to just do two two up 140 lap finals. In the first Mike Hazel flew for Mark Schluter and I flew for my partner Doug Powers. Actually, we dusted off a long-neglected plane for Doug to enter and it did quite well winning that heat. In the next race Mike flew his entry, pitted by John Thompson, and I flew my plane pitted by Doug Powers. This is perhaps the only time a 140 lap race was run and not one single inflight pass was made. Mike and I had planes of virtually the same speed and the race was won by Mike as he was able to get in the air first so Mike and I went round and round without seeing each other's planes. There was slated to be only two Super Sport planes flown, Mike's and mine, and the day was getting late and shadows long so we just agreed to call it quits. In the end Mike Hazel got first, I got second, and Doug was third. Good times, and now we'll have to wait until next year for the next contest. More details and pictures can be found on Flyinglines.org

Leighton Mangels

MIDWEST – T.J. Vieira

Hello Race Fans!

It has been quite a long time since the Midwest has reported, because, well, the scene has been very quiet here... Too quiet. And, as for myself, I've taken some time off from building

and flying for personal reasons. However, there are faint signs of life brewing here that I am happy to share!

First would be that by some miracle, I have coerced some coworkers into forming a Racing League! I will attach a copy of the email I used to lure these unsuspecting victims and see if our magnificent editor can find a way to sneak it in. We're going to run the DMAA SGY rules, and I've made it open for them to also get family involved. The plan is to introduce them to CL with some 1/2A Skyrays that I have on hand, then let them take around one of my racers to let them get a feel for things. I'll prop them down and back off the needle for training purposes. I'll also have an engine on a stand that they can tinker with to get a feel for prop flipping. Who knows, perhaps Dayton will make a comeback that has been decades in the making!

Who's up for Racing? 🚩

Hi everyone,
We are looking to start up a Control Line Racing League and searching for folks to join in! If you've never seen it before, it's basically mini air racing: fast, loud, and a ton of fun. We'll be using the Sportsman Goodyear rules http://www.dmaa-1902.org/Rules/Sportsman_Goodyear.pdf which keep things simple and beginner friendly. Racing would start in the spring, so you have all winter to build, plot, and scheme your way to victory!

📺 Want a peek at what the action looks like? Here's a video of a race held in Dayton a couple years ago:

<https://youtu.be/WJfPcqNp7W0?si=e0103jnUmsBo-2d>

The big question is: what will you fly?

- Will your team build the Cassutt or its many derivatives, known for their speed and reliability?
 - Or master the DR-90 Nemesis, the ultimate challenge for brave pilots?
 - Maybe you'll chase victory with the sleek and slippery Endeavour, built for pure speed and style.
- Here's the deal:

- Each team has 2 people: a pilot (flies the plane and out maneuvers the competition) and a mechanic (launches the plane, catches it during a pit stop, refuels, and relaunches it back into the race).
- Each race will have three planes in the air at the same time, so expect passes, close calls, and lots of adrenaline!
- The models themselves are easy-to-build "profile" planes, made mostly out of sheet balsa. Many of the "hard" components like landing gear, fuel tanks, wheels, etc. are available to purchase so you don't need to worry about making them yourself! If you want to see what the building plans look like, check out this collection: <https://www.nclra.org/Plans/index>.
- Grab a coworker, or bring your kid, partner, or spouse: this is totally family friendly! If enough of you have your kids come, we could always run a separate "Juniors Cup" as well!
- No experience needed. We'll learn as we go, and the goal is more about fun and racing energy than perfection. I'm happy to lend out tools (you really don't need anything fancy!), open up my shop for your use, or cut "kits" if you'd

like! We could even have group "clinics" throughout the winter for help building if you need it.

Once we've got a few teams signed up, we'll get together to go over the basics, you can check out some planes, and I'll also have planes on hand that you can try flying first before deciding if this is for you.

👉 If this sounds like your kind of fun, just hit reply and I'll add you to the list!
"Fly low, fly fast"

As for me, some time ago I had a member of the CL Flying Facebook group laser cut me a kit for a Firecracker. The same design I flew at the 2022 NATS. My current Firecracker, though quick, had multiple shortcomings that breezy NATS made positively lethal. To rectify those issues would require such significant rework, it's easier just to start over and retire this one to the wall hooks. The balsa he used to cut is quite nice, and everything is there, so I just need to get in gear and go for it! So keep an eye out for a "build log" in future articles.

That's all for now. I hope with the next newsletter I can share some "Good News" if we gain some traction here!

SOUTH EAST – Bob Whitney

I am passing this on from Glen Vansant NASS president.

Nats planning meeting notes:

Men, I attended a Nats planning meeting Thursday night 9/25. Here is a dump of important topics and a few comments.

- **The AMA will be charging late fees again for nationals' entry. They have been lax on this since Covid. You will need to have your entry in 3 weeks before your events are scheduled to fly or you will be charged an extra \$50.00 late fee.**
- **The AMA will only provide trophies to third place for events that have at least 3 entrants. If there are 2 entries then 2 places and 1 entry then 1 place. They will no longer provide 4th place and below trophies no matter the number of contestants.**
- **The next two items go hand in hand.**
 - **The AMA wants to drop low turnout events. There was a very long discussion about this. The SIGS want to be the ones to determine what events will need to be dropped and not the AMA telling us. Bottom line is speed has many events that are very close to the proposed limit. The AMA will review the turn outs over the next 2-3 years and then contact the SIG's about "sun-setting" the low attended events.**
 - **Nationals' entries across the board have also decreased about a 1/3 from 2008 to 2025. 965 to 637 entries**

- So here is my comment. Like I have been saying for several years now, we need to increase our attendance at the nats now more than ever if we want to keep the pure speed events like 1/2A, A, B and D alive at the Nats. We as a SIG can run these as unofficial events but they will not be recognized by the AMA. The way I look at it, is if the AMA forces us to sunset our low attendance events our nationals will be 2 events, 1/2A proto and F2A and that's it. Right now, Perky and Fox are our most entered events and both are unofficial.

So please enter this year's nationals and show the AMA speed is not dead. This is the 100th Nats anniversary year so please plan on entering and participate in the celebration. Nats entry forms should be out early November

- Unfortunately, this year our nationals will be four days and fly Sunday through Wednesday due to the bureaucrats at the AMA. I apologize for this. I tried many times to get this changed to Monday thru Thursday (which my plan when I told them we would go to a four-day schedule) but they dug in and basically told me to shut up and back down. The good news is we will go back to Monday thru Thursday in 2027.
- I will be reconfiguring our daily events in 2026 and moving forward. Since nobody has offered me a different schedule than the two, I showed in our last newsletter, I'm going to pick when we are going to run what events.
- Sorry for being a little preachy but we desperately need more participation flying, helping and in our newsletter or were not going to exist as a discipline of control line and just fade away.

Glen

As you can see, they are having the same problems as racing is having. The last I heard speed and racing will be sharing the racing site with each using one circle.

What happened to the days when we all flew all the events making it a week of racing?? Hanging around the racing circles all week either flying or helping used to be what we did. We need to enjoy this while we still can, as without the Nats as a core, Control Line Racing will be history.

We need to say thanks to Bill Bischoff for keeping things going for us. I wish I had more to say but with Florida down to one stunt contest a year, the KOI, it is bleak. I have a new set of wheels, so hope to see everyone in Muncie in 2026.

On another note, is there any chance of getting BTR moved to later in the week?

Bob Whitney (RAD RACER).

SOUTH CENTRAL – Bill Bischoff

Dallas held a contest over Labor Day weekend. It rained Saturday, enough that all racing was cancelled. Sunday was beautiful; we flew carrier. I am legally prohibited from divulging any details by the Navy Carrier Society, so you should join NCS if you want to know more!



WHO IS THIS MAN?

Congratulations to our old friend Jim Ricketts, who knew that our mystery man is Demetrius "Dee" Washington. Dee was a race pilot who attended many NATS during the 1990s and early 2000s. Dee stopped by the 2025 NATS to visit and exchange racing memories. I hope we will see him again.

GOODYEAR: THEN AND NOW Bill Bischoff

Jim Ricketts sent me some snippets from American Aircraft Modeler magazine about the 1970 Chicago Nats, and Goodyear in particular. In case it's too small to read, it says that it was the first year Goodyear was flown as an official event, and the needed to add a second circle to accommodate all **119** entries. Can you imagine 119 entries? And by the way, at that time you only got one qualifying heat!

I started competing in 1974, and I recognize many of the names. Interestingly, the winning times aren't too different than what we see in Sport Goodyear today. The engine of the day was probably the Supertigre G-15. Within a couple of years, the Rossi 15 would take over.

Scale Racing, better known as Good-year, proved to be extremely popular in its first Nats appearance on the official event schedule. With 119 contestants, the event had to have a second circle added in order to get all the flights in. Open winner **John Burnhart** (Chicago, Ill.) was the top placer with a time of 7 minutes, 36 seconds.

SCALE RACING (GOODYEAR)

Junior-Senior	Time
1. Michael Hainen	8:16
2. Bill Cook	8:18
3. Stephen Wozny	8:21
4. James Hojnacki	8:37
5. Alan Adamisin	9:07
Open	
1. John Barnhart	7:36
2. John Kilsdonk	7:37
3. Gary Fentress	7:40
4. Glenn Lee	7:41
5. John Flinn	7:59

Good Vibrations

Bill Bischoff

I have a Super Slow Rat that seemed to be plagued by vibration during start up or ground running. Once the plane took off, the vibration went away. It has done this with two different engines, leading me to the conclusion that it's airframe related. My supposition is that the airplane has a resonant frequency that matches engine rpm until the engine unloads in the air.

What I probably should do is stiffen up the nose of the airplane with a sturdier cheek cowl and some heavy fiberglass cloth and epoxy. However, like everyone else, I wanted an easy way out, so I tried different brands and sizes of props to find something that would run outside the vibration rpm range.

I usually run the APC first generation 7.8x6 prop, as it is fastest on this plane. Recently, I got my hands on some new old stock Taipan 7x6 and 8x6 props, so I gave them both a try. Neither of these props had any appreciable ground vibration, which was the primary objective. The 8x6 was faster than the 7x6, and as a bonus, the 8x6 was actually faster than the APC! Problem solved.

As always, your results may vary. Just be aware that changing props may be an answer to eliminating unwelcome vibration. When somebody asks you "what's shakin?" tell them "not my airplane!"



**Two Stroke
Model Engine
Tuning & Repair**

Ph: 780-716-2950

Specializing in Cox Engines

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

None

SOUTHWEST DISTRICT

Virgil Wilbur October 11 & 12

Toy's For Tot's December 7-8

Call or Email Doug Mayer for more information.
310-463-0525

Email: Douglasmayer58@gmail.com

Suppliers

BRODAK MANUFACTURING

Everything c/l! 100 Park Ave, Carmichaels PA, 15320
724-966-2726 email flyin@brodak.com

CS ENGINES AMERICA

113 North Chase Ave., Bartlett, IL 60103
G/Z .049/.061 Engines; sales, service & parts. (Bill Hughes)
e-mail williamhughes4@comcast.net 630-736-6036

ELIMINATOR PROPS

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

OO SHIRTS

Custom T-shirts at good prices.
Upload your artwork, or create it on their site.
Fast shipping, good service. <https://www.ooshirts.com>

GOODYEAR PLANS- DOUG MAYER

Douglas Mayer 5010 W. 123rd Place Hawthorne, CA 90250
310-463-0525 cell Email: douglasmayer58@gmail.com

AIRCRAFT SPRUCE AND SPECIALTY

Source for Super Fil filler, spruce sticks and strips, sheet aluminum.
<http://www.aircraftspruce.com>

McMASTER-CARR

Source for hardware and fasteners, metal sheets, rods, and bars,
and tons of stuff that can be repurposed for model use.
<http://www.mcmaster.com>

MECOA

Fox bellcranks, CB Associates spinners in small sizes for Goodyear,
spinner nuts, Cox, Fox, K&B parts. <http://www.mecoa.com>

MIKE GOES FLYING

Magnum and SH engines and parts. <http://www.mikegoesflying.com>

LEE MACHINE SHOP

827 SE 43rd Street Topeka, Kansas 66609 785-266-7714
Sales@LeeMachineShop.com www.LeeMachineShop.com

RITCH'S BREW

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

MBS MODEL SUPPLY

Solid Wire Sets and other C/L needs Contact Melvin Schuette, 5322 NE
Early Ct, Topeka KS 66617 email: mbschuette@cox.net or 785-221-7042.

ZALP ENGINES

Zalp F2C&F2D engines- Bob Whitney 2905 Victoria Pl, apt 3G,
Coconut Creek, FL 33066 f2cracer@aol.com

ZZ Props

Full line of quality Glass & Carbon Fiber props for CL Speed & Racing.
Contact Mike Hazel at: 503-871-1057 24 Hour Phone. Email:
zzclspeed@aol.com

NELSON COMPETITION ENGINES

121 Pebble Creek Lane, Zelienople, PA 16063
Manufacturer of NELSON Racing Engines and parts, Nelson Glow
Plugs, many other specialty engine items. (Henry Nelson) Phone: (724)
538- 5282. e-mail: nelcomp101@gmail.com

MTM RECOGNITION

Trophies and plaques. Supplier for the NATS NCLRA unofficial event
awards. Great service. <http://www.mtmrecognition.com>

OLD MAGAZINE PLANS & MORE ON CD

Tom Wilk, 301 W. Redwing St., Duluth, MN 55803
Phone: 218-724-0928(hm) E-Mail: tawilk36@cpinternet.com

JON FLETCHER

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

BILL's Rent-A-Racer PARTS AND ACCESSORIES

SPECIAL ITEM! new old stock FOX HANDLE \$25.00

These handles are perfect for racing. They can be
set up for 3" or 4" spacing, and are big enough for
your big meathook hands. Steel frame, wood grips,
New but not in packages. Only 2 available.

Tornado 8x6 black plastic props	each	\$2.00
new but out of package (14 available)	dozen	\$20.00

Glenn Lee titanium Goodyear LG & wheels \$25.00

Each strut is 2 3/4" between the bends, 15 degree
forward sweep. Wheels are orange, 1 1/8" diam.
Includes brass hubs. Only 1 set available.

Low drag landing gear for Goodyear complete set with wheels, hubs, aluminum struts and mounting hardware	\$22.00
---	----------------

aluminum struts only (with screws) bent, drilled, tapped, edges not rounded.	\$10.00
--	----------------

wheels only, 1 pr., 1 1/8" dia. urethane	\$7.00
---	---------------

brass hubs and screws only, pair	\$7.00
---	---------------

Fuselage mounted FUEL SHUTOFF bottom pull, specify Goodyear (1 1/4") or Quickie Rat (1 1/2")	\$20.00
---	----------------

Sullivan medium fuel tubing soft silicone, great for shutoffs	\$2.00/ft or \$5.00/ 3 ft
---	--

ASP/ Magnum 15 VENTURI (blue) 1/4" ID, 4mm spraybar, fits 10mm hole	\$10.00 out of stock
---	---------------------------------------

Prop Drill for ASP, Magnum, SH 15 knurled 1/2" aluminum handle	\$5.00 New!
--	------------------------------

ENYA Supertigre style needle assembly	\$16.00
--	----------------

replacement needle only fits all Supertigre style spraybars	\$6.00
---	---------------

1 oz Sport Goodyear fuel tank with pinch-off overflow	\$20.00
---	----------------

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.

\$7.00 per order without fuel tanks, bottles.

I accept paypal or personal checks.

Paypal: billbischoff@hotmail.com/ mail checks to William Bischoff,
1809 Melody Ln, Garland TX 75042. For questions, call (972)
840-2135 or email billbischoff@hotmail.com

Officer's Addresses

President

Bill Bischoff
1809 Melody Ln
Garland, TX 75042
Phone Numbers:
972-840-2135
Email: billbisch@hotmail.com

Vice- President

Les Akre
13336-129st.
Edmonton, Alberta T5L-1J8
Canada
Home: 780-454-5723
Cell(or other): 780-919-2792
E-Mail: scaleracer@hotmail.com

Secretary/Treasurer

Bill Lee
1106 Essie Way
Wylie, TX 75098
Phone Numbers:
H- 903-852-5599
C- 903-288-6029
Email: Bill@WRLee.com

Editor

Les Akre
13336-129st.
Edmonton, Alberta T5L-1J8
Canada
Home: 780-454-5723
Cell (or other): 780-919-2792
E-Mail: scaleracer@hotmail.com

North West Representative

Leighton Mangels
P.O. Box 1367
North Plains Oregon 97133
Phone Numbers:
503-647-5779
Email: leighton@telepo.....

North Central Representative

Paul Gibeault
23 South Park Dr.
Leduc, AB T9E 4W9
Canada
Cell (or other) 780-716-2950
E-mail: pgibeault@shaw.ca

North East Representative

Carl T. Schaefer
539 Hort St.
Westfield, NJ 07090
Phone Numbers:
908 803 7405
Email: earthingbrush2@yahoo.....

Midwest Representative

T.J. Vieira
1116 Park Place,
West Carrollton, OH, 45449
Email schluterdude@gmail.com
Ph. (Cell) 585-410-0366

South West Representative

Douglas Mayer
5010 W 123rd Place
Hawthorne, CA 90250
Phone Numbers:
310-463-0525
Email: Douglasmayer58@gmail.....

South Central Representative

Bill Bischoff
1809 Melody Ln
Garland, TX 75042
Phone Numbers:
972-840-2135
Email: billbisch@hotmail.com

South East Representative

Robert L Whitney
2905 Victoria Pl, apt 3G,
Coconut Creek, FL 33066
Phone Numbers:
321-676-0554
321-726-2017
Email: f2cracer@aol.....

Torque Roll is the official publication of the NCLRA. Published bi-monthly. All submissions are valuable & will be considered for publication subject to editing. Preferred format for publication is as a MS Word document using 10-point Times New Roman font. Any photos should be sent as a separate jpeg file, medium res. Email all as an attachment to Les Akre at the address given on this page.

NCLRA membership information

Basic membership is free. Simply apply on the web site : <http://www.NCLRA.org/> You will get the Torque Roll newsletter electronically every other month. In addition, you will get voting privileges for whenever a vote by the membership is required.

If you would like to receive a paper newsletter

A paper copy subscription is \$10.00 for US and non-US residents. Send payment to the Secretary/Treasurer listed above.

USING PAYPAL-To pay with Paypal, first log in to your Paypal account, then send the paper subscription fee to; Treasurer@NCLRA.org Note that a \$.90 (\$1.10 for foreign membership) surcharge is added for the PayPal charges.