

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



TO



It is with sadness we remember David Braun, who passed away on July 30, 2026. See Doug Mayers Tribute article.

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**Torque Roll Issue #187
October 2026**

PRESIDENT – Bill Bischoff

I'm not sure exactly what to say about this because I don't know many of the details myself, but here goes. The AMA recently held a zoom meeting on the topic of the NATS, and invited all the different NATS Event Directors to participate. I was unavailable so I asked former NCLRA President Melvin Schuette to sit in for me. Apparently, a topic was what to do with low-entry events. I don't know what this could mean, but I suppose the worst-case scenario would be to drop events that don't have some minimum number of contestants entered. This gets my attention, because for the last couple of years CL racing has had the least event entries of any category at the Nats. This would lead me to think that we would probably first in line to start losing events. I understand that they are also seeking to reduce the overall length of the NATS, so that tracks with the idea of them eliminating some existing events.

Breaking AMA News

I was recently part to another zoom meeting, chaired by Dave Lindley. **Apparently, AMA has already signed an agreement to sell all of their property in Muncie**, to an entity who seems to want to build a data center. The details of the transaction are protected by a non-disclosure agreement, so they are a secret to everyone except the AMA Executive Council. Things such as environmental impact studies, zoning variances and approval by the city of Muncie are all that stand in the way of the transaction being completed. By their own admission, AMA has absolutely **no plan yet as for what will happen going forward after the sale**. They have stated that the 2027 Nats will still happen as planned.

If this doesn't seem right to you, please make your displeasure known to your AMA district VP and the AMA Executive Director. Please remember that the AMA staff are not responsible for this, so don't take it out on them. They could be losing their jobs, which makes losing a flying site rather trivial by comparison. Also realize that the fact that they want to build a data center is not up for debate, except perhaps by the residents of Muncie.

I certainly hope that I will know more about this by the next newsletter, but let me say for now that if you've never entered the NATS before, or have considered going back again some day, start planning on going next year, while you still can.

As some of you may have noticed, I contribute a lot of articles to Torque Roll. Many of the questions that I am asked have been covered in the newsletter at one

time or another. To make information easier to find, we will soon have a comprehensive index of Torque Roll available on the NCLRA website. Mike and Claudia Pugh, along with Bill Lee, are working on this, and what I have seen so far is much better than I could've hoped for.

I would like to take this opportunity to point out that I have a new email address. It is now **billbisch1961@gmail.com**. This is already reflected in the newsletter and on the NCLRA roster.

NORTH CENTRAL – Paul Gibeault

Well, with no contests since the Nats, I'm going to dig into my photo library collection & see what's there. But first, a couple of sale items.

FOR SALE:

US\$100 + post. Bob Fogg built Shuriken powered Class II mouse racer / speed model. This model is fitted for a Shuriken .05/.06 side exhaust engine. Comes with special mechanical fast fill & fueller bottle + lines (.010" X 42" Mouse) and (.012" X 47" AMA 1/2A speed). Ad is **for model only**.



Here's a cell phone RPM App "RPM Gauge" as seen in the speed circle. It may have use for racing models.



I really appreciated this button from Fred Cronenwett, just in case I happen to forget why I'm here...



One of the recorded F2A speed runs from the app.

For sale:

One Globee Fireplug + extra battery, \$40 plus post.





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Penetrating Oils Compared

Machinist's Workshop magazine actually tested penetrates for break out torque on rusted nuts. Significant results! They arranged a subjective test of all the popular penetrates with the control being the torque required to remove the nut from a "scientifically rusted" environment.

Penetrating oil	Average load
None	516 pounds
WD-40	238 pounds
PB Blaster	214 pounds
Liquid Wrench	127 pounds
Kano Kroil	106 pounds
ATF-Acetone mix...	53 pounds

The ATF-Acetone mix was a "home brew" mix of 50 - 50 automatic transmission fluid and acetone.

Note: The "home brew" was better than any commercial product in this one particular test. A local machinist group mixed up a batch and all now use it with equally good results. Note also that "Liquid Wrench" is about as good as "Kroil" for about 20% of the price.

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'Til next time, over and out – Paul

MIDWEST – T.J. Vieira

I'd like to take a moment to look at the state of our sport, and offer a possible idea to help out.

Obviously, it is not well. This extends beyond racing to Speed, Stunt, Scale, Navy Carrier, Combat, and even just general sport flying. Many of us are doing what we can to keep things alive, with varying levels of success. Here in Dayton, we have two active club members, and an occasional third that pops in from time to time. It leaves me to wonder; how many more are in a state such as this? We recently held our annual Cold Cash Speed Bash, and attendance was a total of 5 contestants and two timers. Every single person participating in this contest was old enough to be my father (I'm 42 at the time of writing). Not to say that some very impressive speeds weren't attained though! We even had a gentleman from Columbus come out to remind the RC club on the other side of



Overheard in the Gibeault works shop. "I think she's dead Jim". But according to the dial gauge...Les Akre says... "maybe not! "

the park what “real” jets sound like with a sport- and fast- jet.

What can we do? Across the park, the RC club had a positively delightful turn out for just a Sunday’s worth of flying and hanging out, I’d guess at least two dozen cars. Why on a given evening is it so tough to get people out racing (much less flying)?

The answers are varied, and many go for low hanging fruit such as video games, attention spans, etc. etc. etc. I grew up with video games; I have the attention span of a goldfish... It’s a minor miracle this is actually getting written, as in case you haven’t noticed, things have been VERY quiet in the Midwest as far as the racing scene.

There was one glaring thing in my mind: only two of their aircraft were powered by IC.

So, it was at our speed meet that got me thinking about what could be done to lower the barrier of entry to racing as low as possible. If any of you have been following the speed circles, you’ll notice their Perk-E event. It’s actually a slick setup; I’d encourage you to go check out NASS for the rules and even pick up a kit from Dave Rigotti. The wheels started turning, what is keeping racing from going “E”?

I know nothing of electrics... I need people to spec out power systems for even well-established stunt designs and take me through the math of it, so I don’t “burn it to the ground”. Been there and done that with RC Helicopters two decades ago, I don’t want to do that again. So, by talking with Dave, he started to gather some data for me. And, you know what? This looks doable! One of the biggest hurdles was “something needs to happen in the pits”. So, simplest solution is a battery change. Then, we start looking at other things. Should it be a spec class? Should it be an open class like Vintage B or AMA Goodyear? Let’s start simply. Spec class. Great, what planes? What design philosophy? I got it, Goodyear! The original spec class.

But aircraft size. It’s a large jump from something the size of a Perk-E to a typical 1/8 scale racer. Bigger airframes need bigger power systems and batteries, along with more materials. Again, this is supposed to be lowering the requirements of entry. The larger size also allows for more secret sauce, which we are trying to avoid. Yes, there is always room, but occasionally the smaller you go you reach diminishing returns quicker.

So, with that, I would like to announce that I have slightly more than a concept of a ruleset! The planes will be 1/10 scale. That’s slightly smaller than our current aircraft, but just barely larger than the Perk-E’s. In fact, scaling is quite easy, it’s 80%! If you have current 1/8 scale full size plans, you take them into a FedEx and make a copy at 80%, or if your plans live only digitally, software such as Inkscape make scaling VERY easy.

Currently, work on the first two prototypes has begun: I am reworking my Nemesis design, along with building a “proper” Cassutt to see what happens with speeds and battery capacities. I hope by the next Torque Roll to have the details ironed out. But all the hardware and plans are sitting on my bench as I type this. So, with ugly prototypes in hand, it should be plenty to get this figured out.

Why “E” power? Well, simply due to taking an honest step back and seeing where the industry is going and what we have to play with. While DMAA SGY is a positively awesome class, for someone thinking “Hey, ya know what, I wanna go racing!” they are instantly hit with availability of engines and needing to come to one of us for an engine. I don’t have a whole bunch of spares, do you? Also, many don’t really have the desire to deal with the inherent mess that nitro brings along. So, “E” power is the solution. Along with lowering the level of entry, I envision being able to offer up a “go racing in a box” setup. We’ll see how well I can do that and still be able to keep costs down. Plus, to the best of my knowledge, this will be the first codified electric racing class which is always exciting: something new! Not another rehashed idea to try and bring people in.

So, will it work? No idea. Could it be a colossal waste of time and energy? That’s a very real possibility. But, please reach out to me if this interests you!

Oh! And the name: Sport Good-E-Year, has a ring to it, doesn’t it?

SOUTH CENTRAL – Bill Bischoff

RACING RESULTS Dallas TX Sept 5, 2026
Saturday was oppressively hot and humid, with very little cloud cover to provide any relief. The thermometer in my car said 105 degrees (although the official temperature was only 100 degrees). Everyone took frequent breaks for shade and rehydration. Mouse was first, then Sport Goodyear. By the time Sport Goodyear was done, all parties

involved were ready to call it a day. I couldn't even stand out in the sun any longer just to roll up my lines. Thanks to Kelly Hite for helping me get packed up. Our other two scheduled events, Super Slow Rat and Quickie Rat, had three entries each but only one pit man, so it was not a difficult decision to drop them. Thanks to our timers/ helpers Claudia, Mike, and Howell Pugh, and Tom Walker.

Mouse 1

1)Patrick Hempel	2:30.07
2)Bill Lee	2:32.15
3)Mike Greb	2:34.78
4)Kelly Hite	2:42.87
5)Melvin Schuette	9 laps

Sportsman Goodyear

1)Bill Lee	4:01.80
2)Kelly Hite	4:03.69
3)Mike Greb	4:08.12
4)Bill Bischoff	4:16.37
5)Patrick Hempel	4:18.68
6)Melvin Schuette	4:46.10

RACING RESULTS Dallas, TX Oct. 4, 2026

After a 74-day dry spell, the second longest in Dallas history, we finally got some much needed rain this past weekend. The only problem was it came right before, and during our fall speed and racing contest! It was Ok for a while Friday afternoon and the speed guys got some sport jet flights in, but Saturday was a washout. Sunday morning we got to do some test flying when the rain would stop for a while, and the speed guys got in some AMA jet flights. Around noon, we decided it was good enough to fly some Sport Goodyear. We had enough warm bodies to have three sets of two-up heats without having to juggle traditional teams, which made things a bit easier.

Richard Kucejko came over from Alabama to race with us, as he has done many times. He's been having some health issues of late, so we haven't seen him for the last year. During that time, I refinished his favorite Plum Crazy Sport Goodyear, and while I was at it, I retrofitted it with a new Fora Jr. 15. It was bench run this spring, and test flown a couple of times to make sure the engine was happy.

Richard had no prior experience with the engine, so Sunday morning we flew a few tanks so he could get

familiarized with it. This must have worked, because on its first actual race, Richard got a one flip start and a one flip pit. His 4:09 was only good enough for fourth place, but I don't think he could have been happier, after not getting to race for a whole year.

As the results show, Bill Lee spanked everybody with a 3:56 heat, and followed it up with a 3:54 to prove it wasn't a fluke. Mike Greb answered with a 3:57.

That's some good racing!

Thanks to everybody who stuck it out so we could eventually have a race, and to everybody who timed and counted when they weren't flying. At least it wasn't hot!

Sportsman Goodyear

80 laps

1)Bill Lee	3:56.31	3:54.68
2)Mike Greb	4:06.04	3:57.80
3)Patrick Hempel	4:25.43	4:03.78
4)Richard Kucejko	4:09.49	pass
5) Bill Bischoff	4:13.12	4:23.03
6)Kelly Hite	4:35.01	pass

ENGINE FOR SALE

SH 15 engine, set up for Dallas Sport Goodyear. \$100.00

It has the legal venturi and needle assembly, and the head clamp has been turned down as allowed by the rules. It has only a couple of minutes of bench running. Also included are the stock muffler, carb, and blue anodized spinner nut, as well as some extra head shims, still in their packages. Comes in original box with SH stickers, but no instructions. Ready to install.



Price does not include shipping. US shipping is \$10. Please contact me for international shipping costs. By Paypal, please send payment to: billbisch@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

Dave Braun Tribute

by Doug Mayer

It is with a sad heart that we learned of Dave Braun's passing. I have known Dave for 30 years, and it is fair to say that he was probably SCAR's most dedicated supporter. I'll share my personal experience with Dave, but first, I'd like to share a remembrance that we received from his son, Mike Braun.

David Braun, 84, of Southern California, passed away on July 30, 2026.

David was a lifelong model engine collector whose passion for engines, airplanes, racing, and mechanical craftsmanship began at a very young age and continued throughout his entire life. He was a longtime member of both the **Model Engine Collectors Association (MECA)** and the **Academy of Model Aeronautics (AMA)**, organizations that connected him with many of the people who shared his lifelong passion for the hobby. Long before collecting became the focus of his hobby, David was an avid control-line airplane flyer and competitive racer. He was exceptionally fast, and his reputation often preceded him. I can remember going to control-line races with my dad when I was very young. He would unpack his airplanes, and before long, other competitors would start packing theirs up because they knew Dad had arrived. He was that fast.

He competed throughout Southern California and eventually competed at the World Championships in China in 1994, where he finished **7th overall**. Back home, he spent countless weekends racing control-line airplanes and later enjoyed racing his street stock at Corona Raceway and Orange Show Raceway. Racing was simply in his blood.

And, if you ask me, Dad wasn't always afraid to interpret the rules a little creatively. *Wink, wink*. But that's a story for another day.

David was also one of those rare people who seemed capable of making almost anything. He was, without a doubt, one of the smartest men I have ever known. Ironically, he never owned a cell phone and never learned how to use a computer. He didn't need them. Give him a piece of wood or a piece of metal and some time, and he could make just about anything you could imagine.

His love of engines and racing had a tremendous influence on me. My own love for racing and for the hobby industry came directly from my dad. Many of the interests that have shaped my life can be traced back to the time I spent alongside him at races, working with engines, and simply being around the hobbies he loved. But as much as David loved engines, airplanes, and racing, **his family was always the most important thing in his life**. He loved spending time with his

family, particularly during the holidays, when he enjoyed having everyone together. He is survived by his son, Mike; daughter-in-law, Kristian; grandsons, Chad and Jakob; and great-grandchildren, Liam, Ace, Grace, and Xavier.

David's toughness was legendary as well. Over the years, he battled colon cancer, lost his left foot to diabetes, and later fought bone cancer in his jaw. Yet through it all, he continued living independently and doing things his own way.

I used to joke that Dad was like a cockroach and a box of Twinkies—he was going to be the last thing left after the apocalypse.

In many ways, it seemed true.

David Braun lived 84 years doing things his way. He built things, raced things, collected things, competed, taught, argued, laughed, and most importantly, loved his family. He leaves behind a lifetime of memories, but also the people he inspired and the hobbies he helped pass down to the next generation.

For those in the model engine community who knew David, he will be remembered not simply as a collector, but as one of those characters who made the hobby what it is—a knowledgeable, talented, competitive, and sometimes mischievous guy who genuinely loved engines.

He will be deeply missed by his family, his friends, and the many people he met throughout a lifetime in the hobby.

And Dad, wherever you are, I hope there are plenty of engines to collect and a race track waiting for you.

Until we meet again.

Ron Duly:

Just heard that Dave Braun passed away this past weekend. A good friend for over 50+ years. If it had wires on it, he would fly it. He flew everything from FAI T/R to 1/2A Multi Engine Profile Scale. He was one of the originators of the 1/2A Scale event. He built and sold custom C/L handles for Racing. Speed and Scale events. We lost a great friend of Racing.

Dave Hull:

Dave was a lifelong friend. I think I was in 6th grade when I met him—he was going to buy an O&R engine from a buddy of mine. Life took us separate ways, but we connected again at Whittier Narrows, racing planes and lawn chairs.

Dave had a penchant for making oddities that caused you to think. That list is enormously long, but he relayed the problems that he ran into building a Flettner rotor wing plane. He had built a supersized version of the Roy Clough design, but it ran into some problems. So, we decided to try another one, but not

supersized this time. After a few serious bugs were worked out--it flew. (I will try to find and attach a picture of Dave flying it.) Since that project ultimately was successful, he decided we should build and test a Clough-designed Venusian Scout. That was harder. But ultimately DID leave the ground. We never got to the UFO or the Blowbug. We did fly his backwards-built McCoy. He had an entire collection of McCoy multi-cylinder engines that were odd and fun. Dave made literal mountains of wooden toys for kids. Trains and walking grasshoppers and wigglefish. So many memories. I miss you, my friend.

Dave Dawson:

I remember when I met him it was at a race, and I had built his super slow kit, not knowing he designed it. He asked me how I liked the model and I told him, it's a good plane but I thought it was over built. That's when he said he designed it and had a not so happy face. On another note, I designed a mouse 1 racer that was just a wing with single wheel gear. I have to admit it was a pain to take it off. It kept nosing over on launch. I asked Dave if he wanted to give it a try and he said "yes", "there was nothing he couldn't fly". Well after numerous attempts he finally looked at me and said, "I thought there wasn't anything I couldn't fly, but I couldn't fly this thing!" lol.

Douglas Mayer:

Dave was one of the first SCAR Members that I met when I first started racing in Los Angeles. I first started to come to Los Angeles in the mid 90's when I was living in San Francisco. At that time, there were 6 or 7 established teams, and some serious participation. Dave and Jed Kusik were a serious team and Dave was the pilot. They were definitely one of the teams to beat. Since I was always a pilot, I'm sure I've raced thousands of laps with Dave in the circle. Always a gentleman, Dave would never block you or get in your way, or get upset with anybody. I would tend to be talkative in the circle, and Dave was pretty quiet unless something catastrophic happened, at which point, we would get some sort of reaction. I was young (mid 30's) and when I won, I would whoop and holler. When Dave and Jed won, they just took it in stride. I guess being world championship team race members humbles you, so when you win YET another local race at Whittier Narrows, you just chalk it up and keep moving on. The thing I most remember from the 90's was Dave and Jed flying Clown Race. They always used an old team race diesel motor, and would just kick everyone's ass. They would get more than 50 laps on a tank, and would always break the 300 lap mark. As always, Dave was just as cool as a cucumber.



This photo of Dave and Jed has to be the most important to me. I can't think of a more appropriate photo of Dave than this one of he and Jed in their prime of team race. At Whittier Narrows! Of course Dave has his favorite baseball hat! (Dave always wore his US TEAM RACE baseball hat for over 20 years) And Jed has his cowboy hat! (and Jed always had a cowboy hat!) It doesn't get any better than this! Cheers Dave, RIP – GODSPEED.

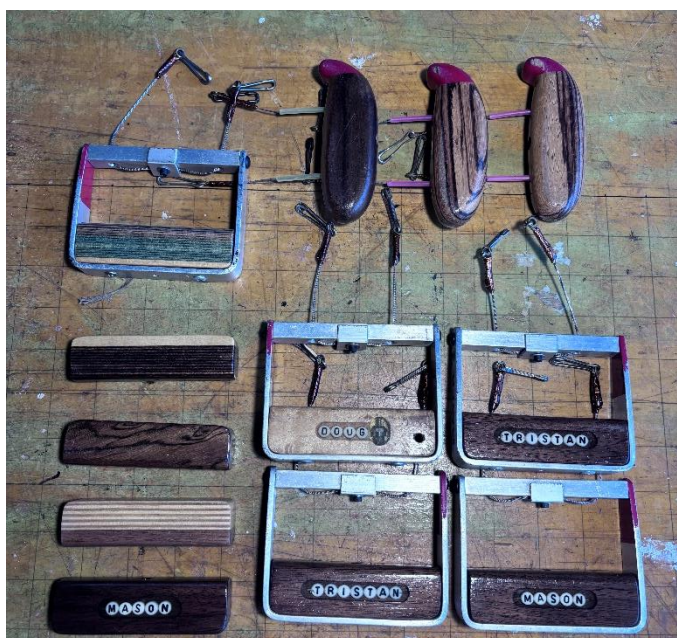
In the late 90's and early 2000's Dave and Jed were winding down their participation in team race, and they started to focus on local AMA and sport race events. I remember asking Dave about quitting team race, and he laughed and said, "Doug, I've done so many races, and traveled so much, and I feel like I already accomplished everything that I set out to do. Besides, I'm getting old and its nice to slow down a bit". I could tell, Dave was right in his comfort zone, doing what HE wanted to do. Also, about this time, Jed was getting his kids to come out and race and Dave and Jed turned most of their energy to help the kids get involved.

I remember one road trip that I volunteered to drive from Los Angeles to Tucson Arizona for a Cabin Fever weekend race. I drove, and Dave Braun and Dale Long both rode shotgun with me. What a silly crew of guys that was. "Dirty D", Dale Long was nonstop cigarettes and Beer, and Dave was Diabetic, so he didn't even drink. I had my own idiosyncrasies, (Dirty "D" called me "Beach People") but needless to say, we were 3 polar opposites, yet we all got along

just fine. Dave was telling stories about building mobile trailers in a day or two, (The kind you see for construction trailers). I think his best story was telling us how he made a deal with Brodak to produce his “Super Fly” Fox racer. Dave was very proud of that. As other people have noted, Dave like oddities, and he told us about his “Flying STOP SIGN” 1/2A airplane and some other exploits.

Outside of the circle, Dave was a true craftsman. He built beautiful wooden toys for children, and he made the best racing handles. I have a collection of them. The best part is that he made custom handles with little beads with my kids names in them. Dave was always very supportive of me when I started to bring my little kids out to race at the circle.

In the later years after Jed moved to Texas, Dave lost his foot and leg below the knee to diabetes. It never slowed him down. He wore a prosthetic leg and sneaker and just kept chugging along. He came to every race and set up his tent and tables of engines, and old kits for sale. Visiting Dave at his mini-flea market was like a step back in time. He would show you really old kits, or sets of drawings. He would pick up some old motor and hand it to you and say, “Do you know what this is?” (Of course, I had no idea what motor it was). This would give Dave great glee and he would give you a bit of history. The whole tent and flea market seemed like a lot of work to me, but we all knew that it was Dave’s passion as a collector to show and tell his goods.



Just some of the Control Handles that Dave made for my me and my kids over the years.



He even inlaid their names.

Dave was one of SCAR’s all time supporters. He came to EVERY Race, and in between selling his motors and kits, he would help to time every race. I’ve sat and timed and chatted with Dave for thousands of laps on the outside of the circle. Every time I wrote an article for the last 6 years, I’d say thanks to Dave and others for timing. I asked Dave once, “Do you see that I always say thank you for timing? And he said, “No, I don’t have a computer”. We both laughed, and I said, well, OK, “Thanks for timing!”. One of my best memories hanging out with Dave was from a few years ago. We were sitting in the shade of the big pine tree timing Mouse Race at Toy’s for Tot’s. The race was Bill Bischoff, Mike Hazel, and Dave Callas. There was a point where everybody was behind the others, and all bunched up, and the center of the circle just looked like a big mess. Dave looked at me and said, “Check this out, the 3 biggest guys this weekend are racing the smallest planes out here. He really captured the moment with his dry wit humor. His never ending support on and off the circle will be truly missed by all that knew him. I feel there will be a void at the next contest without Dave’s tent full of motors and his smiling face. Cheers my friend, RIP.



Dave Timing one of Jed Kusik’s entries at a Whittier Narrows Contest.

Jed Kusik: I called Jed the other day and had a nice long conversation with him. I asked him if he wanted to share some words, and he gave me permission to paraphrase him. These are his words as best as I can do:

Boy do I miss Him. I'm still grieving every day. Dave was my best friend and the best pilot that I ever had. Over the years, I had 29 pilots, and nobody was as dedicated or reliable as Dave. He was always there. He never missed a practice or failed to show up and help. He was generous. He would give you anything if you asked. I started Team Race in the 70's and had a bunch of different pilots. I started racing with Dave in the 80's and then we were a team for 15 years. I went to 6 world championships, and 2 of them with Dave. We went to England and had to fly in the rain. We had to go out and buy some braided lines that they only sell in England, so your lines don't stick together in the rain. We were a real team. Dave helped with all the building and equipment. I would build the wings and glass them, and then give Dave the finished wings. He would finish the plane with the carbon fiber fuselage and motor and tank and finish the planes and get them ready to fly. I did most of the props. I built the molds and laid up the props and then finished them. I also gave Dave a mold, and he would lay up the props, but then give them back to me to finish. Team race was a lot of work. We practiced every weekend, we tested props, timed them, catalogued them, and kept track of them. Then at a race, we would look at the flying conditions and determine which prop we wanted to use that day. It was lots of work and Dave was always reliable.

Before we were team race partners, we used to race against each other in AMA events. Back then, there were contests at Whittier, the Basin, San Diego, Escondido, and all over the place.

Ed: Jed and Dave ended up flying AMA and SCAR events at Whittier after their team race years for many more years to come until Jed moved to Texas.

The Toys for Tots – December 05&6, 2026. We also want to thank everyone for their generosity to bring new unwrapped toys for the kids. We hope to see you in December. Keep your lines tight and wear your sunblock.

BUILD A BETTER CLOWN RACER

By Bill Bischoff

I built my first and only Clown Racer in 2018, and have flown it in just 6 or 7 races. In that time, I have also had to repair it multiple times. I realize that as an event, Clown is past its peak in interest, but for those

who are still clowning around, allow me to pass on some suggestions.

When I built mine originally, I replaced the balsa wing spars with spruce. It's a very simple change to make while building the wing. My outboard wing leading edge has been broken twice, but there has never been any issues with the spars. On a new build, I would certainly also replace the leading edge with spruce. Since I can't do that on my built airplane, I spliced a spruce leading edge onto the outboard side of the wing as shown in the photo. I located the splice so the center section sheeting could help strengthen the joint.



Having a simple balsa slab profile, the Clown racer is susceptible to breaking the fuselage behind the wing. I have had this happen several times. Simply CA gluing it back together will probably get you through the contest, but a more permanent fix should be made. My first "permanent" repair consisted of patches of 6 oz. glass cloth on both sides of the fuselage. It turned out looking good, but fractured the first time the pitman caught the outboard wing with his leg on a catch. This time I didn't want to do all the cosmetic work, so I glued the fracture back together, and reinforced the fuselage with two strips of 4" x .014" thick carbon fiber. I cut the slots with an exacto knife, and widened them by sliding a strip of sandpaper through the slot a few times. I wanted the slots wide enough so that the carbon fiber strips slid in easily, but snug enough that thin CA glue wouldn't just dribble straight through. Once glued, a few scrapes with a razor blade trimmed down any protruding carbon, then the repair got a



wipe of thin CA and a light sanding. I have yet to fly after making this repair, but I'm ever hopeful. As can be seen in the wing photo, I also made a new landing gear from 1/8" music wire, instead of using the stock 3/32" gear. The 3/32" gear seems too flimsy for "firm" racing landings. The new landing gear straddles the fuselage, and is removeable for repair, replacement, or transport. It also makes sanding and finishing the model easier. A leftover scrap of 3/8" square spruce from the replacement leading edge is installed into the top of the fuselage for the top mounting screws to thread into. A small notch can be filed into the fuselage to let the landing gear sit flush, or a "humped" landing gear scrap can be used. My clown is now airworthy again, and will race in our Fall Finale if there are any other entries.

LESTER HAURY'S "LIMITLESS"

Bill Bischoff

Check out Lester Haury's newest Sport Goodyear model, "Limitless". The distinctive wing shape is the same as on the models of "Miss Min", just as is the case with the full size racers.

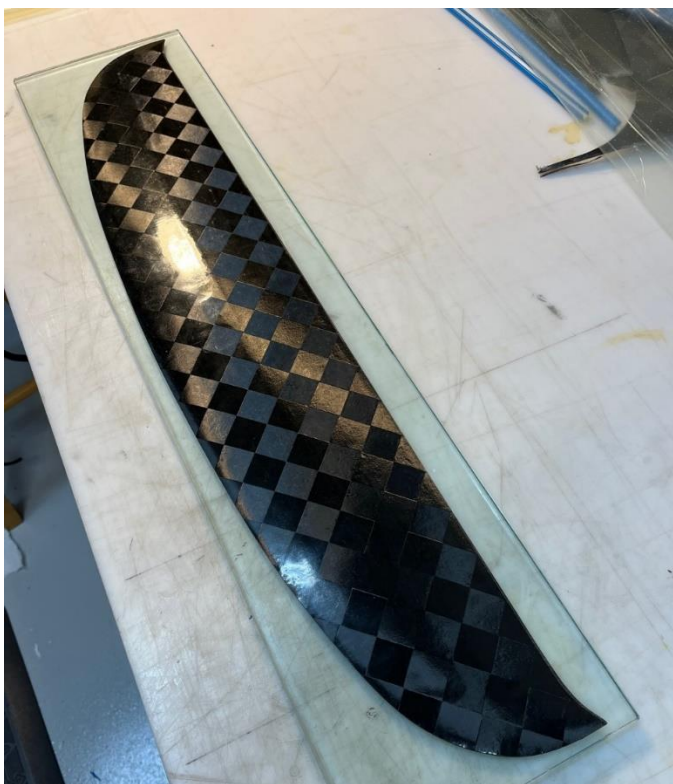
Lester has the necessary equipment and computer skills to produce CNC carved wings, and has been experimenting with different structural designs and

airfoils for improved strength, performance, and weight savings, and also for improved production processes. Several intermediate versions of the wing were made before the wing shown in the photos was produced. The perimeter of the wing was cut from poplar from the home improvement store. Note the extra wood in the outboard leading edge and wing tip, providing additional strength as well as tip weight. Also note the hard points for the bellcrank mount and leadout guide mount. The pink foam making up the majority of the wing is insulation foam, also from the home improvement store.



On this model, the wing is covered in carbon cloth and vacuum bagged. It has a 4% thick symmetrical airfoil. That is less than 1/4" thick! The stab and elevator also have a 4% section, and a full length integral Kevlar hinge. The fuselage is primarily balsa, and it is covered with vacuum bagged carbon veil. The white base is 2 component urethane from a spray can, and all the trim is KlassKote epoxy. Flying weight (with a spinner nut instead of the full spinner) is 18.25 oz. I believe it is probably the best flying Goodyear model I have ever flown. Since the leading edge is rather

sharp, I was expecting some nasty stall characteristics on landing, but it has none.



Current speeds are "in the pack", but we have been having consistency issues with the engine run. We chased fuel tank issues for a while, but now we've noticed that the cheap Chinese N3 glow plugs have been burning or melting through the seals. Hard to get a steady run that way! A fresh K&B 1L seemed to be the cure.

Unfortunately, Limitless did not get to make its contest debut at the upcoming Dallas Fall Finale. Due to rain, we did not get to race until Sunday, when Lester was unavailable. Watch out next year!



Lester Haury's new Limitless.

SHOESTRING #24

By Bill Bischoff

This Shoestring is hanging in the Frontiers of Flight Museum at Love Field, in Dallas, Texas. It was built and first raced in 1972. It was originally named "No Big Thing", and was painted all red with white numbers. It also raced in 1973, then did not race for many years. It reappeared in 1987 as "Woodstock" and raced through 1990. During this period the yellow and red paint scheme appeared. In 1991 it changed owners and became "Spud Runner", racing under that name through 1995, then again in 1999. It appears that it did not race after 1999. In 2013 it was sold to an owner in Dallas, Texas.

Unfortunately, there was no sign, placard, or display in the museum to provide any information about this plane, nor is there anything about it on the museum's web site.



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.

NORTHWEST DISTRICT

None

NORTH CENTRAL DISTRICT

None

NORTHEAST DISTRICT

None

MIDWEST DISTRICT

None

SOUTHEAST DISTRICT

None

SOUTH CENTRAL DISTRICT

None

SOUTHWEST DISTRICT

**The Toys for Tots – December 5&6, 2026
Whittier Narrows recreation area. See back page
of this issue for flyer.**



**Another photo of Alex Tuponov's very light (16.5oz.)
Fora .15 Jr. powered Shoestring "No Strings
Attached".**

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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Officer's Addresses

President

Bill Bischoff
1809 Melody Ln
Garland, TX 75042
Phone Numbers:
972-836-2698
Email: billbisch1961@gmail.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:
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

V
A
C
A
N
T

South Central Representative

Bill Bischoff
1809 Melody Ln
Garland, TX 75042
Phone Numbers:
972-836-2698
Email: billbisch1961@gmail.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....

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