

NEWS OF NORTHWEST CONTROL-LINE MODEL AVIATION

1073 Windemere Dr. NW, Salem, OR 97304

Editor: Mike Hazel

MARCH 1993

ISSUE #105

IN THIS "IT'S NEARLY SPRING-TIME" ISSUE.....

- * NW MODEL EXPO, by Steve Scott
- * ROUND & ROUND, by John Thompson
- * ACRYLIC LACQUER, by Windy Urtnowski
- * Updated CONTEST CALENDAR
- * More Good Stuff!

Cockpit Chatter



Notes from the
editor's desk
By Mike Hazel

Greetings CL fans! Welcome to this "midnite before Spring" issue. Hey, did some of you see double when reading the last issue? Our FL print shop must have been asleep at the press, as several pages repeated throughout the issue. I don't know if every copy was like that, but several that the editor inspected had him doing the double-take. Oh, well,

In our December issue, it was mentioned that MODEL AVIATION actually went for four months without an RC-oriented cover photo. Imagine our surprise when they went on for six months with no RC stuff on the cover! Quite a stretch for a multi-interest magazine, and a well appreciated respite from the usual.

We just received the entry forms/info packet for the AMA Nationals. It appears that there is a new event on the CL schedule. It is listed as "Profile Character". It would appear to be a typo for a Carrier event. Hmmm, however there are some characters usually about the carrier circle, heh, heh. (hey, lighten up! I fly Carrier, too!)

We hear that stunt legend, Bob Palmer, will be at the Raider Roundup in September to award the perpetual Nostalgia Stunt trophy for the season. This award will be given to the high point winner, based on results from the following meets: NW Regionals, Stunt-A-Thon, and the Raider Roundup. A number of the NW aerobatics community have made contributions so as to make it possible for Mr. Palmer to make this presentation.

We have a rules question in regards to our beloved NW SPORT RACE event. As many of you know, Fox has recently made available some new parts for the Fox 35 Stunt engine. These consist of a new backplate, and a new cylinder head assembly. Usage of these parts is said to make the engine run smoother, as when used in a stunt plane set-up. Whether or not these different parts increase or improve the engine's performance as it concerns racing is not widely known. Ok racers, let's hear from you whether or not using these replacements is an issue for sport racing.

In this issue is our new revised zoot-looking contest calendar. It is fairly complete at this point. There are some other notes regarding the season schedule you should be made aware of. As noted, the Bladder Grabber is still (as usual) not confirmed. Also, the Columbia Basin Balsa Bashers have not finalized their schedule for later in the year. They usually have a meet in August, and a big one in October. The Pacific Aeromodelers Club in Vancouver, B.C. have a very extensive activity schedule for the season. All but one of the dates involve non-sanctioned club contests, but all are welcome to participate. Events include NW Sport Race, and several club events, such as .15 Sport Race, Super-Slow Combat (80 MPH), and Novacclone events. The dates are: April 18, May 2, June 6, September 26, and October 10th. The events vary in the meets. For information you can contact Chris Cox (604) 596-7635.

Gerald Schamp is proposing a special stunt event for the Sig Twister. The concept is for participants to use a basically similar airframe with which to compete with. The proposed rules call for 1) maximum engine size is .40 2) no appearance points 3) stock airfoil wing, slight increase in span allowed to maximum of 500 squares 4) Increase to 100 sq. inches for stab/elevator OK 5) Any mods to fuselage OK 6) Fixed landing gear. There would also be recognition of the best stock Twister, and the best modified Twister. If you are interested, contact Gerald Schamp, 3860 Lancaster Drive, Eugene, OR 97404

A reminder to all you subscribers to watch the issue numbers on your mailing label. If the issue number matches the number on the label, then this is the last issue, and you are due to renew. Also, please remember that your subscription is for nine issues, and not necessarily for an exact year. There seems to be confusion on that sometimes, as someone will remember subscribing at a contest, and believe that renewal will come exactly one year later. Taint necessarily so! Please get your renewals in, and twist your flying buddies arms if they aren't subscribing.

Hey, let's get flying!!!!!!

The following report on the NW MODEL EXPOSITION in Puyallup is excerpted from the SKYWRITER, Steve Scott, editor.

NORTHWEST MODEL EXPO

Control Line Plays Big Part in Super Show on Super Saturday/Sunday

A week and a half after the worst storm to hit the northwest in thirty years, the weather at this year's Model Exposition, held January 30 and 31 in Puyallup, was almost a dream. The fog and clouds burned off by Saturday noon to leave clear blue skies, temps pushing the 60's and no wind. After fighting prior Expos with snow, sub-freezing temperatures or just the usual dose of our blustery, wet northwest winter weather, this year's Expo was a welcome relief.

A record may have been set with 24 control line planes put on display. Bill Darkow simply 'emptied his basement'! Thanks to all who showed the public how well control line activity is supported here in the Pacific Northwest. I don't recall any SFA reps coming upstairs to pay us a visit. AMA did. So did Mike Pratt (Mr. Magnum) from Sig. Jim Cameron asked Mike what engines they're recommending for the Magnum these days. Mike indicated the SuperTigre .51's set up on a conventional tongue muffler are doing very well. Thanks to the folks at Sig for their continued support for our end of the hobby.

The Skyraiders had their usual club booth, the show team booth and, of course, at least four control line flying demos during the two day show. Al Brands, Jim Cameron, Bill Darkow, Joe Dill, Dave Gardner, John Hall, Darrell Harvin, John Leidle, Rich McConnell, Terry Mitchell, Bob and Shawn Parker, Randy Schultz, Steve Scott, Nick Stratis, Lee Uberbacher and Paul Walker all spent time in the booth handing out leaflets and chatting with the crowds. Also seen at the Expo were Pete Bergstrom, Dave Bushell, Larry Jordanger, Don McClave, Jack Pitcher, Randy Powell and Alan Resinger.

The show team attracted the usual crowds with their expert piloting and well-choreographed sport combat matches. A permanent stage structure was erected in the middle of the grandstand field this year and effectively killed the R/C electric plane demos, leaving just us and the 'choppers. Rich McConnell, Jim Cameron, Bill Darkow, John Hall and Darrell Harvin provided the bulk of the flying and pitting chores. Tom Strom rejoined the club during the show and went up against Rich McConnell in a good, but very deliberate combat match.

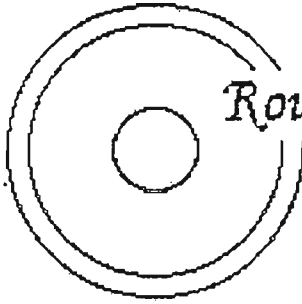
Your editor invited all who could make it up to his house Saturday evening for pizza and refreshment. Jim Cameron, Darrell Harvin, Jack Pitcher, John and Irma Hall and some out-of-town guest all gathered for something more substantial than elephant ears. Darrell was scheduled to ship out Monday with the Nimitz to relieve the Kitty Hawk in the Gulf and was anxious to sample a last bit of civilian delights. This gang did manage to shame your editor into slapping an engine onto one of his Flight Streaks and bring it down Sunday. Yep, I finally got a handle in my hand and put up a solo flight after many, many months.

AWARDS

U-CONTROL 1ST went to Paul Walker's 1988 *Atlantis*—a very pretty airplane that Paul says has never flown in competition. Paul also brought his Walker cup and his World Champ trophies (at our insistence) for public display. Paul powers *Atlantis* with a piped side exhaust OS 40 FSR. **U-CONTROL 2ND** was Joe Dill's very well finished DeBolt Stuntwagon with an OS 40 stunt. **U-CONTROL 3RD** was Bill Darkow's silk and dope finished Fox 35 powered Nobler. **U-CONTROL SCALE 1ST** found Bob Parker's name next to his very well done Howard Mr. Mulligan with an OS 25 FP for power. **U-CONTROL SCALE 2ND** was awarded to Darrell Rupnow's profile SNJ-4 with a rear exhaust Taipan 15 (this was a year of small sized scale projects)! **U-CONTROL SCALE 3RD** went to Shawn Parker's profile Grumman F6 Hellcat which had a K&B 5.8.



"D'yer like that blue
for my next airplane?"



Round and Round

The Control-Line
modeler at large

By John Thompson

Paul Agerter (1928-1993)

Northwest control-line fliers lost one of their best friends on Feb. 16 with the death of Paul Agerter of Eugene, owner of Eugene Toy & Hobby.

Agerter, 64, who died of heart failure, was known to fliers who regularly attend the Northwest Regional Control-Line Championships as the genial host of the huge hobby shop truck that's always on the site.

He had been semiretired in recent years from active management of the store, which now is managed by his two sons, Mark and Alan.

Paul Agerter began working in his father's hobby shop in Eugene in 1950 and was involved continuously since then. Under his management, ET&H was known as one of the top control-line hobby shops in the West, and for a time it did an active mail order business through its advertising in *Flying Lines*.

ET&H has been a major sponsor of the Regionals and several other Northwest contests. Under Paul's direction, the store made contest and club activity prizes available, helped pay for commemorative T-shirts, offered Eugene Prop Spinners members in-store discounts and contributed in many other ways.

Paul was a life member of the Prop Spinners, as well as of the National Model Railroad Association and the Eugene R/C Aeronauts. His other hobbies included golf, fishing, gardening and travel.

He was born March 25, 1928, in Kansas, and moved to Eugene with his family in 1933. He attended local schools and the University of Oregon.

He served in the U.S. Army, working in counterintelligence as part of the occupational forces in Japan. He was married to Joan Herbranson on Sept. 10, 1949.

He was recalled to the Army to serve in Korea

in 1950, and joined his father's business, the Magazine Exchange, on his return — he later renamed it to Eugene Toy & Hobby.

He was named Oregon Retailer of the Year in 1981-82 by the Oregon Retail Council, and was named Eugene Retailer of the Year in 1981 by the Eugene Chamber of Commerce. He was active in a number of local organizations.

The 1993 Northwest Regionals has been renamed The Paul Agerter Memorial Northwest Regional Control-Line Championships. Plans are being made for some special recognition of the Paul Agerter at the Memorial Day Weekend contest.

And, by the way, Mark and Alan Agerter have pledged that the traditional Regionals hobby shop truck — always one of the highlights of Paul Agerter's year — will live on. It'll be at the site this year as usual!

[=====

And now a few tidbits...

The Regionals was the first contest in the world to preserve the AMA fast combat event by requiring flyaway shutoffs. Now, the idea is catching on. Miniature Aircraft Combat Association President Chuck Cline reports that shutoffs will be required this year for AMA combat at all contests in Detroit, Cleveland, Cincinnati and Dayton, by agreement of the fliers.

[=====

As we all know, flying control-line model airplanes is part detective work. We know that whatever we need to build and support our planes is out there somewhere, but where?

Well, a fellow named Don Edberg has published the ultimate model airplane reference book, a document that will be as essential to the model shop as a X-acto knife or a glow plug wrench.

"F.Y.I. — Model Flight," subtitled "The sourcebook for everything for flying models" is not a catalog. It is a complete listing of all model aviation products from adhesives to Z-benders. One of the key aspects is that it includes the small cottage industry manufacturers as well as the big companies. That's particularly important to us because that's where the CL products are concentrated.

Check it out:

Part I is a product information directory by subject, listing names and phone numbers of companies selling the products, somewhat like the phone book's Yellow Pages.

Part II is an alphabetical listing of companies, with names, addresses, phone numbers and a brief product listing.

Part III includes model product data tables, which includes (for our purposes) a complete listing of available control-line aircraft and engines. (Of course, there are all the RC companies, too).

Part IV is a complete listing of U.S. model airplane clubs by city and state.

Part V is a list of U.S. hobby shops by city and state.

The whole book is computerized and the author plans regular updates. In fact, he offers a gift certificate for 40 percent off to anyone who is first to mention a new product to him.

Trust me, you don't want to be without this

book (this is NOT a paid endorsement!). Send \$19.95 to Dynamic Modeling, FYIMF Order Dept., 4922 Rochelle Ave., Irvine, CA 92714. Clubs or groups of individuals can order four books for \$79.80 and get a fifth one free.

[=====

One more publication of note. Actually, it's two publications. Gleason Enterprises has produced two directories of model aircraft plans.

One is called "Published Nonscale Model Plan Sources" and the other is "The Gold Book of Model Plans from the Golden Age of Aero Modeling."

These are produced by Dick Gleason, a modeler since the 1930s and a retired general aviation mechanic.

Send \$6 to Gleason Enterprises, 1106 -10th Drive S.E., Austin, MN 55912.

[=====

And, another reminder, don't forget to send in postcards with your name, address and phone number if you are interested in being listed on the new Northwest list of fliers who are willing to provide overnight accommodations for visiting fliers. Send to John Thompson, 295 W. 38th Ave., Eugene, OR 97405. Note that this is a new address.

Got something to contribute to Northwest CL fliers' general knowledge? How 'bout sending a topic idea to Round & Round, via the address in the previous paragraph.



The Flying Flea Market

Classified advertisements — FREE for FL subscribers

WANTED: STERLING NAVION KIT
JOHN THOMPSON, 295 W. 38TH AVE
EUGENE, OR 97405

FOR SALE: IRVINE .15 STANDARD,
NEW IN BOX, \$110.00, MIKE HAZEL
1073 WINDEMERE DRIVE NW, SALEM
OREGON 97304

FOR SALE: CLASS "B" PINK LADY
SPEED PLANE RTF, INCLUDES TWO
COMPLETE K&B 4.9 ENGINES WITH
EXTRA PARTS, PIPES, PLUS PROPS,
TAKE-OFF DOLLY, FLYING WIRE AND
HANDLE, ALL FOR \$425.00
"THE MOVE" FORMULA 40 SPEED
PLANE, WITH K&B 6.5, RTF \$150.00
GREG BEERS, 312 W. HAWTHORNE ST.
BATTLEGROUNDS, WA 98064

WANTED: LOOKING FOR FOLLOWING
KITS: GUILLOWS REACTOR, KENHI
WILDCAT, PANTHER AND COUGAR,
1ST VERSION VECO THUNDERBIRD,
JETCO SABRE STUNT, A.J. AIRCRAFT
FIRECAT, STERLING NAVION. WILL
TRADE OR PURCHASE FOR THE ABOVE
KITS. BRUCE DUNCAN, PO BOX 58037,
STN L., VANCOUVER, BC V6P 6C5,
PHONE 604-855-7295, FAX 604-855-
7285

FOR SALE: FOX COMBAT SPECIAL
MK VI, NEW IN BOX \$95.00
O.S. 46 VR-DF, NEW, W/ SHADEL PIN,
BROWN DISK, BROWN SPINNER, \$200
RON MCBURNETT 503-363-7180

Acrylic Lacquer

- by Windy -

In the 39 years that I've been involved in Model Aviation, I've seen a lot of dope finish substitutes come and go. Almost every substitute finish originated from someone's desire to avoid the labor of sanding and buffing dope. I guess at heart we're all a bit lazy.

The biggest problems I've seen are things done experimentally, then sold to the world as "proven" before they were really proven. Remember polyurethane? Ask Lou Dudka about "Bowser". Remember epoxy and playing cards? Ask Simo or any of the other pilots who fell for that trick. Remember Imron? Ask Richie Tower and Windy. Hot stuff and glass cloth finishes did not exactly fill the front row at the NATS, did they? What's the point, here? We are all looking for an easier finish, but rush to judgement before things are proven. Experiments and proven technology are two different things.

What's different here is that I actually use the technology I write about. THAT'S IMPORTANT! You won't see me write about something and then show up at the NATS with something else!

I've used acrylic lacquer since 1968 and it certainly is PROVEN TECHNOLOGY...I won't use your ships for guinea pigs. Some of my ships used Imron clear. SIG dope clear, or acrylic clear, but they all used acrylic colors or a combination of Sig dope and acrylic. Most were front row finishes; most stood the test of time well. All but a few were within the weight limits we all accept for finishes. Two won the Concours award and one was awarded twenty appearance points.

Here are some tips for a front row finish of your own:

NEVER use any product that requires hardener or mixing of parts A & B unless you're a highly skilled painter and have a proper respirator. These products tend to be heavy or toxic-or both! If you're not a pro painter, stick to lacquer and dope.

NEVER expect paint to hide a rough surface. The surface must be perfect BEFORE any dope is applied. This is covered in great detail in the PSP FINISHING VIDEOS. Check these out for a complete seminar on proven finishing methods. You don't read much about finishing in magazines lately, and these videos will fill in the gap.

Acrylic LACQUER is not the same as Acrylic ENAMEL. USE ACRYLIC LACQUER ONLY!!!!

Buy your acrylic from any body shop supply house. They can also supply thinner, sandpaper, flex-all, fisheye killer, tape and SIKKENS M-600 cleaner. A trip there is worthwhile and probably will save you some money if you buy in quantity. REMEMBER, IT MUST BE ACRYLIC LACQUER!!!

Dupont, Inmont, Ditzler, etc. are all compatible brands with Sig dope. NEVER use any Aero Gloss products-they are not compatible or mixable with anything but Aero Gloss. Ask Billy Suarez about Aero Gloss products if you intend to use anything they make. He is an expert on their products.

Use only Dupont 3608-s Thinner unless you're a professional painter and have a complete working knowledge of 'hot' and 'cool' blends of thinners.

NEVER paint in high humidity, NEVER use excessive retarder. NEVER spray over 25 P.S.I. NEVER use a full size spray gun-use a 4 or a touch-up gun only.

Always add Flex-All (Dave Brown Products) and fish eye killer (Dupont) to any dope, acrylic or combination finish.

Acrylic covers about 3 times better than dope, so use minimum amounts when painting. If you add a raw pigment to acrylic or dope, 8 oz. will spray a full size ship easily. Without extra pigment, you'll need a lot more paint (and weight).

NEVER use old paint-buy fresh paint for each ship. NEVER leave the gun empty-leave paint or

thinner in the gun at all times.

You can mix Sig and acrylic lacquer or spray them over and under each other.

When peeling off masking tape from trim jobs done with lacquer or dope, WAIT at least 24 hours for the paint to harden and the tape edge will come off clean. Use a credit card to scrape (shave) down paint edge.

A typical finish would be 3-5 coats of dope on fully sanded wood. Dust sand, just the fuzz, and cover with 00 tissue and dope. 3-5 coats of filler and 3-5 coats of talc/dope filler, sanded every other coat should be enough to build up a SUBSTRATE. With out a proper substrate you'll add unnecessary weight with colored paint. A proper substrate is an absolute must to keep weight to a minimum.

A coat of Sig silver sprayed on NOW will reveal all your errors. Correct and re-spray with silver until it meets your personal standards of excellence. I've re-sprayed and fixed silver up to ten times on my NATS ships like the Red Baron. NEVER USE ACRYLIC FOR THIS STEP__SIG SILVER ONLY ON THIS PHASE!!!!

I paint trim first, then backmask the trim and paint the major color. In other words, no part of the ship gets painted twice. EXTRA PIGMENT HERE WILL DRASTICALLY REDUCE THE QUANTITY OF COLOR PAINT NEEDED (AND THEREFORE THE WEIGHT).

After inklines, letraset, decals, etc., I mix acrylic clear with Dupont 3608-s thinner. A quart of clear and a quart and a half of thinner will be more than enough. Put two thirds of it on the top to save more weight. The finishes on the "Griffon", "Sidewinder" and the yellow "92 Cardinal" each weighed 7 oz. after curing and buffing. More than ten is unacceptable and may require that you register it as a Buick! Stay away from the Buick dealership-7 oz. can get you maximum points.

Acrylic lacquer clear can be buffed in 48 hours. 1200 sandpaper and Sikkens M-600 will knock down all the high spots and any orange peel. The entire ship must be flat and dull before you buff. GORHAM'S Silver Polish will allow you to buff out the ship with minimum effort. If you're a true craftsman, you will stand back and smile when you see what you've created. DUPONT FINAL SHINE will add the final touch at appearance judging. Always protect all finishes with carnauba-based car wax.

If you've found out that you have a Buick on your hands, get 400 wet/dry sandpaper and Sikkens M600 and get as much paint off of the bottom of the ship as you can until you break through to the color. Re-buff after sanding the 400 areas with 1200. If you're BUICK is still too heavy, do the same thing to the top. If you're too heavy, go on a diet!

Acrylics are a proven part of this hobby; they are not experimental. You can use them with confidence-but don't overpaint. Let your competition decoupage! Of course, if you need more information, give me a call and I'll try to help. The FINISHING VIDEOS will be the best help. And when you become a master finisher, you can pass the information on to others. Let's all have beautiful ships and share the joy of creating artwork. The judges may not let you win the NATS; but they can never take away the satisfaction that comes from creating a work of art.

When I look back at the beautiful ships of the past, I know I've been lucky to have seen most of them in person. It's like the privilege of seeing the MONA LISA-they can never take that away from you. BEAUTY IS BEAUTY__ALWAYS! ARTWORK WILL ENDURE__ALWAYS!

Bob Hunt wrote long ago that this was a dead event, and in a way I agree with him. I don't think that our children's generation will follow in our footsteps because their childhoods are different. In twenty years there won't be 1000 stunt pilots but there will be some who will carry on the tradition of beautiful stunt ships like we have now. Until then, let's enjoy the camaraderie and the appreciation of beauty we all share. As long as Stunt endures, we'll be a unique group of craftsmen and a very special group of friends. - WINDY -

The Paul Agerter Memorial...

Northwest Regionals '93

The West's *biggest* control-line model aviation event

May 28, 29, 30, 1993 — Eugene Airport — Eugene, Oregon

Control-line model aviation action at its best

With 39 events and 120 trophies, the 22nd annual Northwest Regional Control-line Championships provides the largest selection of control-line competition events and awards available in a single contest outside the U.S. National Model Airplane Championships.

You can compete in these great championship events:

- AEROBATICS _ 4 PAMPA classes, Old-Time Stunt and Nostalgia stunt!
- DIVE BOMBING AND STRAFING _ A popular "fun fly" event.
- COMBAT _ AMA, Slow, 1/2-A, Fox .35 (Shutoffs required in AMA Combat).
- NAVY CARRIER _ Profile, Class I, Class II and .15 carrier!
- RACING _ Mouse I&II, Rat, Slow Rat, Goodyear, NW Goodyear, NW Sport and NW Super Sport
- SCALE _ AMA Precision, AMA Sport Scale and Profile Scale!
- SPEED _ 1/2-A, 1/2-A Proto, A, B, D, FAI, Jet, Formula 40 and .21 sport speed.
- JUNIOR EVENTS _ NWSR, NW Goodyear, Class I Mouse, Balloon Bust, 1/2-A Proto Speed

Enjoy one of the world's finest control-line flying sites

Three asphalt circles, four grass circles ... Ample parking
Camping space ... Rest rooms ... On-field hobby shop ... On-field food concessions
WITHIN WALKING DISTANCE: Restaurant ... Airline terminal ... Rental cars
EASY DRIVE TO city of Eugene, motels, restaurants, cultural events
TROPHIES ... MERCHANDISE PRIZES ... GRAND CHAMPIONSHIP TROPHIES
SATURDAY NIGHT BANQUET WITH AN AVIATION PROGRAM!!!
And much, much more...

FOR INFORMATION, CONTACT:

Contest Director John Thompson, 295 W. 38th Ave., Eugene, OR 97405
(503) 465-1088

The 1993 Northwest Regional Control-line Championships is dedicated to the memory of Paul Agerter (1928-1993), owner of Eugene Toy & Hobby since 1950, and a lifelong supporter of control-line model aviation, the Eugene Prop Spinners, the Northwest Regionals.

SCHEDULE OF EVENTS

FRIDAY

Speed (all classes) Noon-5
Carrier (all classes) Noon-5

SATURDAY

Prof./Sport Scale 8:30 a.m.
Rat Race 9 a.m.
Old-Time Stunt 9 a.m.
Carrier (all classes) 9-5
Speed (all classes) 10-5
Fox .35 Combat 10 a.m.
Mouse Race I (Jr.) 10 a.m.
Mouse Race I (S-O) 10:30 a.m.
Mouse Race II 12:30 p.m.
Nostalgia Stunt 12:30 p.m.
Slow Combat 1 p.m.
Goodyear Race 2 p.m.
Slow Rat Race 4 p.m.

SUNDAY

Prec. Aerobatics 8:30-4:30
Speed (all classes) 8:30-4:30
Precision Scale 8:30 a.m.
Dive Bomb./Strafing 9-4:30
1/2-A Combat 9 a.m.
NW Goodyear (Jr) 9 a.m.
NW Goodyear (S-O) 9:30 a.m.
NW Sport Race (Jr) 11 a.m.
NW Sport Race (S-O) Noon
AMA Combat Noon
NW Super Sport Race 2:30 p.m.

SCHEDULE NOTES

- * Registration is open Friday from noon-5 p.m., Saturday and Sunday 8 a.m. to noon. Early entry encouraged.
- * Precision, Old-Time and Nostalgia aerobatics entrants check at registration for meeting info.
- * Precision Scale entries will be judged on Saturday...check at registration for time.
- * Awards will be presented on Sunday immediately after 5 p.m.

RULES INFORMATION

- * AMA events, including Dive Bombing, are per 1992-93 rule book. Know the rules!
- * *NW Sport Race*: Stock Fox .35 stunt, stock profile kits or accurate copy of kits, 1-wheel (2") landing gear OK, no shutoff, no fastfill, suction feed, no hot glove. *NW Super Sport Race*: Single-bypass front-intake .40 with .315" venturi, AMA Slow Rat plane specs with outboard suction tank. Lines for both events are .018x60 braided. *Northwest Goodyear*: restricted to specific engines. Write contest director for full rules.
- * *COMBAT* _ All events flown double-elimination. **AMA COMBAT — FLYAWAY SHUTOFFS REQUIRED...Shutoffs subject to ground test: any flyaway in which shutoff fails to work will result in disqualification.** *Fox .35 combat* — Stock Fox .35, any plane/fuel system, two planes max per contestant, 30-sec starting period, .018"x60' lines, AMA fast scoring.
- * *Old-Time Stunt, Nostalgia Stunt, .15 carrier* _ Write contest director for rules.
- * All events over asphalt except Combat, Balloon Bust, carrier, beginner-intermediate stunt.
- * *Navy carrier* — Mufflers mandatory in .15 class, optional in Profile/I/II. No tuned pipes, Magic mufflers OK.
- * **Safety thongs** required in all events.

OTHER INFORMATION

- * AMA or MAAC membership required for all participants, including mechanics. AMA membership available at registration.
- * Only participants and officials allowed in flying areas. All others must stay outside roped-off or restricted areas.
- * Absolutely no alcoholic beverages on flying field during meet hours.
- * *Awards* _ Trophies and merchandise through third place in each event and age grouping, and first- through third-place grand championship trophies.
- * Overnight camping is available on or near site. Rest rooms, restaurant, etc., are nearby. A concession truck and hobby shop truck will be on site most of each day.
- * Advance registration by mail requested for Saturday night banquet. Forms available from C.D.

FOR INFORMATION AND SPECIAL RULES, CONTACT:

John Thompson, 295 W. 38th Ave., Eugene, OR 97405 (503) 465-1088

NORTHWEST CL CONTEST CALENDAR

THE FOLLOWING LISTING IS A SUMMARY OF ALL AMA AND MAAC SANCTIONED CONTESTS IN THE NW REGION AS OF 3-10-93. FOR FURTHER DETAILS REGARDING ANY OF THESE MEETS, CONTACT THE INDIVIDUAL INDICATED. CLUBS AND CONTEST DIRECTORS ARE ENCOURAGED TO CONTACT FLYING LINES AS EARLY AS POSSIBLE WITH THEIR SCHEDULING PLANS.

MARCH 20, RICHLAND, WASHINGTON

EVENTS: NW FLYING CLOWN RACE, NW SPORT RACE. SITE: HORN RAPIDS ATHLETIC COMPLEX. CONTACT: PAUL RICE, RT 3, BOX 8642, RICHLAND, WA 99352, (509) 627-3142. SPONSOR: COLUMBIA BASIN Balsa BASHERS

APRIL 10, RICHLAND, WASHINGTON

EVENTS: NW SUPER SPORT RACE, NW SPORT RACE. SITE: HORN RAPIDS ATHLETIC COMPLEX. CONTACT: PAUL RICE, RT 3, BOX 8642, RICHLAND, WA 99352, (509) 627-3142. SPONSOR: COLUMBIA BASIN Balsa BASHERS

MAY 1 & 2, RICHLAND, WASHINGTON

SPRING TUNE-UP

EVENTS: NW SUPER SPORT RACE, CLASS I MOUSE RACE, NW FLYING CLOWN RACE, NW GOODYEAR, OLD TIME STUNT, CLASS I CARRIER, CLASS II CARRIER, .15 CARRIER, PROFILE CARRIER, 1/2 A SPEED, 1/2 A PROFILE PROTO SPEED, A SPEED, B SPEED, D SPEED, JET SPEED, FAI SPEED, .21 SPORT SPEED, FORMULA 40 SPEED. SITE: COLUMBIA POINT MARINA PARK. CONTACT: PAUL RICE, RT 3, BOX 8642, RICHLAND, WA 99352 (509) 627-3142. SPONSOR: COLUMBIA BASIN Balsa BASHERS

MAY 9, KENT, WASHINGTON

EVENTS: FORMULA 40 SPEED, 21 SPORT SPEED, 21 PROTO SPEED. SITE: BOEING SPACE CENTER. CONTACT: TOM KNOPPI, 19007 120TH AVE SE, RENTON WA 98058 (206) 228-9502

MAY 28 & 29 & 30, EUGENE, OREGON

NORTHWEST REGIONALS 1993

EVENTS: PRECISION AEROBATICS (4 PAMPA CLASSES), OLD TIME STUNT, NOSTALGIA STUNT, DIVE BOMB & STRAFING, AMA FAST COMBAT, SLOW COMBAT, 1/2 A COMBAT, FOX 35 COMBAT, PROFILE CARRIER, .15 CARRIER, CLASS I CARRIER, CLASS II CARRIER, CLASS I MOUSE RACE, CLASS II MOUSE RACE, RAT RACE, SLOW RAT RACE, SCALE RACE, NW

GOODYEAR, NW SPORT RACE, NW SUPER SPORT RACE, AMA PRECISION SCALE, PROFILE SCALE, AMA SPORT SCALE, 1/2 A SPEED, 1/2 A PROFILE PROTO SPEED, A SPEED, B SPEED, D SPEED, JET SPEED, FAI SPEED, .21 SPORT SPEED, FORMULA 40 SPEED. (UNOFFICIAL EVENT: 21 PROTO SPEED) SITE: EUGENE AIRPORT. CONTACT: JOHN THOMPSON, 295 W. 38TH AVE., EUGENE, OR 97405 (503) 465-1088. SPONSOR: EUGENE PROPSPINNERS

JUNE 12 & 13, KENT, WASHINGTON

STUNT-A-THON

EVENTS: PRECISION AEROBATICS (PAMPA CLASSES), OLD TIME STUNT, NOSTALGIA STUNT. SITE: BOEING SPACE CENTER (EAST PARKING LOT). CONTACT: DAVE GARDNER, 17210 109TH PL SE, RENTON, WA 98055 (206) 226-9667, SPONSOR: SEATTLE SKY-RAIDERS.

JUNE 26 & 27, COQUITLAM, B.C.

V.G.M.C. INTERNATS

EVENTS: CLASS I MOUSE RACE, NW GOODYEAR, .15 CARRIER, PROFILE CARRIER, CLASS I CARRIER, CLASS II CARRIER, 1/2 A SPEED, 1/2 A PROFILE PROTO SPEED, A SPEED, B SPEED, D SPEED, JET SPEED, FAI SPEED, FORMULA 40 SPEED, .21 SPORT SPEED, .21 PROTO SPEED. SITE: COQUITLAM PARK. CONTACT: BRUCE DUNCAN, PO BOX 58037, STN L., VANCOUVER B.C. CANADA V6P 6C5 (604) 855-7295. SPONSOR: VANCOUVER GAS MODEL CLUB

JULY ????????, SEATTLE AREA

BLADDER GRABBER

EVENT: AMA FAST COMBAT
DETAILS TO BE ANNOUNCED.....

JULY 10, BURNABY, BRITISH COLUMBIA

EVENTS: PRECISION AEROBATICS, OLD TIME STUNT, JUNIOR STUNT, P.A.C. NOVACLONE STUNT, P.A.C. NOVACLONE BALLOON BUST & BOMB DROP, .15 SPORT RACE, NW SPORT RACE. SITE: BURNABY LAKE SPORTS COMPLEX. CONTACT: CHRIS COX (604)596-7635 SPONSOR: PACIFIC AEROMODELERS CLUB.

JULY 17-25, LAWRENCEVILLE, ILLINOIS

1993 AMA NATIONALS

AUGUST 6 & 7, COQUITLAM, B.C.

NORTHWEST SPEED CHAMPIONSHIPS

EVENTS: 1/2 A SPEED, 1/2 A PROFILE PROTO SPEED, A SPEED, B SPEED, D SPEED, JET SPEED, FAI SPEED, FORMULA 40 SPEED, .21 SPORT SPEED, .21 PROTO SPEED. SITE: COQUITLAM PARK. CONTACT: CHRIS SACKETT, PO BOX 82294, BURNABY, B.C. CANADA V5C 5P7 (604) 299-4500 SPONSOR: BC ACES

SEPTEMBER 11 & 12, KENT, WASH.

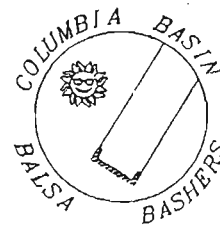
RAIDER ROUND-UP

EVENTS: PRECISION AEROBATICS (PAMPA CLASSES), NOSTALGIA STUNT, OLD TIME STUNT, NW SPORT RACE, NW SUPER SPORT RACE, NW FLYING CLOWN RACE, BALLOON BUST, RECORD RATIO SPEED, PROFILE CARRIER, .15 CARRIER, CLASS I & II CARRIER COMBINED, PROFILE SCALE, SPORT SCALE. SITE: BOEING SPACE CENTER. CONTACT: DAVE GARDNER, 17210 109TH PL SE, RENTON, WA 98055 (206) 226-9667, OR, JOE DILL, 22533 152ND AVE SE, KENT, WA 98042 (206) 631-2367 SPONSOR: SEATTLE SKYRAIDERS.

OCTOBER 16 & 17, EUGENE, OREGON

REALLY RACING & FALL FOLLIES

EVENTS: CLASS I MOUSE RACE, CLASS II MOUSE RACE, SCALE RACE, NW GOODYEAR RAT RACE, SLOW RAT RACE, NW SPORT RACE, NW SUPER SPORT RACE, PRECISION AEROBATICS (PAMPA CLASSES), OLD TIME STUNT. SITE: EUGENE AIRPORT, CONTACT: MIKE HAZEL, 1073 WINDEMERE DRIVE NW, SALEM, OR 97304 (503) 364-8593 SPONSOR: EUGENE PROPSPINNERS



COLUMBIA BASIN BALSAs BASHERS PRESENT.

CBBB SPRING OPENER

MARCH 20th 1993

HORN RAPIDS ATHLETIC COMPLEX

Richland, Wa

Events included will be: N.W. Flying Clown (JSO) 10:00 am
N.W. Sport (JSO) 1:00 pm

Trophies to Third Place
CD: Paul Rice (509) 627-3142
Sponsor: Columbia Basin Balsa Bashers
Entry fees: \$3.00/event

Come fly the friendly skies!



"I thought you said to take the inside position!"

FLYING LINES

1073 Windemere Dr. NW
MARIETTA, OR 97304

PM



FLYING LINES is produced by a dedicated staff of volunteers interested in keeping lines of communication open between Northwest region control line modelers. FLYING LINES is independent of any organization, and depends upon the financial support of its base of subscribers.

FLYING LINES is published nine times per year. Subscription rate for USA is \$14.50, and \$18.00 for Canadian subscriptions. Check or money order may be made payable to FLYING LINES. U.S. funds, please.

RUSH TO:

~~JOHN THOMPSON~~
~~112 S. W. 1st Ave~~
~~SEASIDE, OR 97138~~
0/0

295 W. 38TH AVE
EUGENE, OR 97405

FIRST CLASS MAIL