



---

**NEWS OF NORTHWEST CONTROL-LINE MODEL AVIATION**

---

1073 Windemere Dr. NW, Salem, OR 97304

Editor: Mike Hazel

---

**JUNE 1998**

**ISSUE #107**

In this Eve of Summer issue.....

- \* **UPDATED CONTEST CALENDAR**
- \* **NW REGIONALS REPORT** by John Thompson
- \* **CONTEST RESULTS: MAY 1&2, RICHLAND, WA**
- \* **CL CONTEST BOARD FINAL VOTE RESULTS**
- \* **CL SCALE**, by Orin Humphries
- \* **CARRIER**, by Joe Just
- \* **UPDATED NW COMPETITION RECORDS**
- \* **NASHVILLE RAT IV, (SLOW RAT PLAN)**
- \* **REGIONALS PHOTOS**, by Frank Boden
- \* **AND LOTS OF OTHER WONDERFUL THINGS**

Despite the occasional rain, it was still a great Regionals. Complete results are listed herein. Some of ye olde editor's observations included a general upswing in various racing events. We actually had some rat racers show up this year with some depth of competition. How about that Carrier entry? Thirty-nine altogether, with the top draw being the 15 event, and also the most hotly contested with a narrow spread among top placers. It has been a long time since the fast combat event has seen 8 entries. There was a general upsurge in the other combat events as well. This had to be the year of the multi-engine stunter, we had one twin, as well as Paul Walker's show-stopping B-17. We had good press coverage, including a nice color photo and article in the local rag. Below is the ad that Eugene Toy & Hobby had in the paper helping to promote the contest. Thank you!

The Regionals photos in this issue come courtesy of Frank Boden. Thank you for your effort in taking and preparing these, Frank.

After a bit of arm-twisting, Paul Gibeault has consented to rejoin the staff of FLYING LINES. He will be writing a column on engines, and associated stuff. He is looking for topics, so please send your questions c/o FL.

Several subscriptions run out with this issue. Please check your mailing label. If the issue number is circled, it's time to send in your renewal.


With some contests behind us now, look for the return of the Competition points standings in the next issue.

**MEMORIAL DAY WEEKEND MAY 29 & 30:  
THE PAUL AGERTER MEMORIAL  
NORTHWEST REGIONALS '93  
MODEL AIRPLANE CONTEST**



**WHERE:** THE EUGENE AIRPORT  
**WHEN:** SATURDAY — 8:30-5:00,  
SUNDAY — 8:30-3:00  
**WHAT:** THE 22ND ANNUAL MEET  
FEATURES WORLD-CLASS  
FLIERS IN 39 EVENTS. THE  
LARGEST OF ITS KIND IN THE  
U.S. OUTSIDE THE NATIONALS.

4404-33M28



THIS YEAR'S CONTEST IS DEDICATED TO THE MEMORY OF PAUL AGERTER, OWNER OF EUGENE TOY & HOBBY AND A LIFE-LONG SUPPORTER OF CONTROL-LINE MODEL AVIATION, THE EUGENE PROP SPINNERS AND THE NORTHWEST REGIONALS.

**EUGENE TOY AND HOBBY**  
on 11th between Oak and Willamette  
32 E. 11th St. 344-2117

# NORTHWEST CL CONTEST CALENDAR

THE FOLLOWING LISTING IS A SUMMARY OF ALL AMA AND MAAC SANCTIONED CONTESTS IN THE NW REGION AS OF 6-1-93 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.

**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

**JUNE 26 & 27, SNOHOMISH, WASH.**

BLADDER GRABBER 1993

EVENT: AMA FAST COMBAT  
SITE: HARVEY FIELD  
CONTACT: DAN RUTHERFORD, 4705 237TH PL SE, BOTHELL, WA 98021  
(206) 481-5760, FAX (206) 487-1735

**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

**AUGUST 21, RICHLAND, WASH.**

EVENTS: 1/2 A COMBAT, BALLOON BUST  
SITE: HANFORD SCHOOL. CONTACT: PAUL RICE, RT 3, BOX 8642, RICHLAND, WA 99352 (509) 627-3142. SPONSOR: COLUMBIA BASIN BALSA BASHERS.

**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 2 & 3, RICHLAND, WASH.**

DESERT CARRIER BASH

EVENTS: ALL CARRIER CLASSES, PLUS RACING & OLD TIME STUNT (DETAILS TO BE ANNOUNCED). SITE: HORN RAPIDS ATHLETIC COMPLEX. CONTACT: PAUL RICE, RT 3, BOX 8642, RICHLAND, WA 99352 (509) 627-3142  
SPONSOR: COLUMBIA BASIN BALSA BASHERS

**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, FLYING CLOWN 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

# Northwest Regionals '93

Model airplane fliers can have a good time in any kind of weather, and the the 22nd annual Northwest Regional Controline Championships proved it. There all kinds of weather, and 79 competitors and their entourages had a good time participating in the 40 separate events over a two-and-a-half-day period.

The 1993 contest, held at Eugene Airport, Eugene, Ore., over Memorial Day Weekend, May 28-30, was dedicated to the memory of Paul Ageter, the longtime owner of Eugene Toy & Hobby. The ETH truck was there as usual, with Mark Agerter, Paul's son, in charge.

Conditions for the contest were rain showers on Friday, hot and mostly sunny on Saturday, and rain on Sunday. All events were held as scheduled, with the 79 individuals making 230 event entries. There were no accidents or protests. News coverage was received in the daily paper, four local television stations and at least one radio station.

A total of 123 trophies, including three grand championship trophies, were handed out and all contestants also received merchandise prizes. In addition, top junior David Burdick received a prize. Approximately 120 people attended the Saturday night banquet, at which speakers were CL Precision Aerobatics World Champion Paul Walker and World War II P-38 Ace Larry Blumer.

Grand Champion of the contest was speed flier Bill Nusz of Beaver creek, Ohio. Second Grand Champion was Paul Gibeault of Calgary, Alberta and Third Grand Champion was Mike MacCarthy of Glen Ellen, Calif.

A highlight of the contest was Paul Walker's flying of his new four-engine B-17 semi-scale airplane in expert Precision Aerobatics, which drew a crowd and some news coverage — as well as first place.

The results:

## Fox .35 Combat — 9 entries

1. Jeff Rein, Bothell, Wash.
2. David Burdick, Seattle, Wash.
3. Richard McConnell, Seattle, Wash.
- 4 (tie). Robert Smith, Tacoma, Wash., and Gary Harris, Portland, Ore.

## Slow Combat — 7 entries

1. Gary Byerley, Tacoma, Wash.
2. Jeff Rein
3. Ken Bird, Edmonton, Alberta
4. Dick Salter, Seattle, Wash.

## 1/2-A Combat — 7 entries

1. Tom Strom, Seattle, Wash.
2. Bryan Tond, Gig Harbor, Wash.
3. Jeff Rein
4. Robert Smith.

## AMA Fast Combat — 8 entries

1. Tom Strom
2. Dick Salter
3. Jeff Rein
4. Corina Byerley, Spanaway, Wash.

## Dive Bombing and Strafing (Junior) — 1

## entry

1. Tim Strom — High-speed only, no total score.

## Dive Bombing and Strafing (Senior-Open) — 9 entries

1. Richard McConnell — 599.04 points
2. Dave Cleaver, Moses Lake, Wash. — 206.4
3. Todd Ryan, Pasco, Wash. — 157.72
4. Richard Scherer, Battle Ground, Wash. — 0

## Class I Navy Carrier — 10 entries

1. Rick Wallace, Sequim, Wash. — 282.5 points
2. John Hall, Tacoma, Wash. — 233.3
3. Terry Miller, Roseburg, Ore. — 203.2
4. Roy Beers, Ariel, Wash. — 179.6

## Class II Navy Carrier — 7 entries

1. Loren Howard, Vancouver, Wash. — 295.7 points
2. Rick Wallace — 213.3
3. John Hall — 188.2
4. Don Chandler, Corning, Calif. (51112) — 48.5

## Profile Navy Carrier — 10 entries

1. John Hall — 235.9 points
2. Tom Strom — 212.66
3. Don Chandler — 190.4
4. Richard McConnell — 154.4

## .15 Navy Carrier — 12 entries

1. Todd Ryan — 199.4 points
2. Lloyd Marohl, Tacoma, Wash. — 196.53
3. Joe Rice, Richland, Wash. — 192.7
4. John Hall — 192.5

## Nostalgia Stunt — 9 entries

1. Don McClave, Portland, Ore. — 479.5 points
2. Gordon Delaney, Kaysville, Utah — 477.5
3. Jack Pitcher, Gresham, Ore. — 457.5
4. Bob Emmett, Renton, Wash. — 435.9

## Old-Time Stunt — 7 entries

1. Don McClave — 312 points
2. Bob Emmett — 259
3. Bob Hazle, Loomis, Calif. — 225
4. Monty Stimmel, Spokane, Wash. — 220

## Precision Aerobatics (Beginner pattern) — 3 entries

1. Jim Holmack, Vancouver, Wash. — 218 points
2. Terry Mitchell, Auburn, Wash. — 210.5
3. James Dean, Klamath Falls, Ore. — 205

## Precision Aerobatics (Intermediate) 9 entries

1. Dave Royer, Portland, Ore. — 412.5 points
2. Monty Stimmel — 399
3. Nigel Mallinson, Gilroy, Calif. — 397
4. Bruce Perry, Edmonton, Alberta — 396.5

## Precision Aerobatics (Advanced) 7 entries

1. Bob Parker, Renton, Wash. — 450.5
2. Jim Cameron, Portland, Ore. — 444.5
3. Chris Cox, Delta, B.C. — 435.5
4. Bob Hazle — 424

## Precision Aerobatics (Expert) — 4 entries

1. Paul Walker, Kent, Wash. — 543
2. Brett Buck, Sunnyvale, Calif. — 511
3. Gordon Delaney — 488
4. Jack Pitcher — 410

Rat Race — 5 entries

1. Mike MacCarthy, Glen Ellen, Calif. — 6:16
2. Gary Buffon, El Cerrito, Calif. — 7:25
3. Paul Gibeault, Calgary, Alberta — 3:21.5 heat
4. Jeff Cleaver, Port Ludlow, Wash. — 4:26.3 heat

Slow Rat Race — 6 entries

1. Nitroholics Racing Team (Mike Hazel), Salem, Ore. — 6:57

2. Mike MacCarthy — 7:41
3. Gary Buffon — DNF
4. Richard McConnell — 4:04.6 heat

Scale Race (Goodyear) 6 entries

1. Roy Andrassy, Calgary, Alberta — 7:03.4
2. Joe Rice — 10:21.5
3. Phantom Racing Team (Michael Hawk/Nigel Mallinson) — 13:44.5
4. Gary Buffon — 4:49 heat

Class I Mouse Race (Junior) — 3 entries

1. David Diaz, El Cerrito, Calif. (new member) — 5:58.5

2. Tim Strom — 7:55
3. Julie Rice, Richland, Wash. — 9:32.69

Class I Mouse Race (Senior-Open) — 12

entries

1. Paul Gibeault — 5:38.2
2. Gary Buffon — 6:01
3. Todd Ryan — 6:23.7
4. Phantom Racing Team — 6:50.7

Class II Mouse Race — 6 entries

1. Paul Gibeault — 10:47.2
2. Ron Salo, Richmond, B.C. — 11:26.6
3. Bob Boling, Richmond, Calif. — 11:35.6
4. Dave Cleaver, 107 laps

Northwest Sport Race (Junior) — 2 entries

1. David Diaz — 10:22
2. Tim Strom — 11:37

Northwest Sport Race (Senior-Open) — 10

entries

1. Roger McInyre, Novato, Calif. — 8:51
2. Mike MacCarthy — 10:00
3. Joe Rice — 10:05
4. Chris Cox — No Time

Northwest Super Sport Race — 9 entries

1. Mike MacCarthy — 8:36
2. Phantom Racing Team — 9:01
3. Todd Ryan — 11:02
4. Dave Cleaver — 5:14 heat

Northwest Goodyear (Junior) — 2 entries

1. David Burdick — 13:06
2. Tim Strom — DNF

Northwest Goodyear (Senior-Open) — 4

entries

1. Joe Rice — 8:41
2. Richard McConnell — 9:55
3. Mike MacCarthy — 10:24
4. Jeff Cleaver — DNF heat

Precision Scale — 2 entries

1. Tom Moore, Pleasant Hill, Calif. — 317 points
2. Don Chandler — 225

Sport Scale — 3 entries

1. Fred Cronenwett, Canoga Park, Calif. — 152.2 points

2. Edward Shunk, Los Alamos, N.M. — 131.2
3. Don Chandler — 70.95

Profile Scale — 3 entries

1. Fred Cronenwett — 179.8 points
2. Tom Moore — 119.25
3. Bill Darkow, Tacoma, Wash. — 106.9

1/2-A Profile Proto Speed (Junior) — 2 entries

1. Chris Hazel, Salem, Ore. — 69.52 mph
2. David Burdick — attempt

1/2-A Profile Proto Speed (Senior-Open) — 3 entries

1. Bill Nusz, Beavercreek, Ohio — 92.89 mph
2. Jeff Cleaver — 81.82
3. Todd Ryan — attempt

1/2-A Speed — 3 entries

1. Bill Nusz — 128.71 mph
2. Bruce Duncan, Vancouver, B.C. — 90.38

A Speed — 5 entries

1. Jerry Rocha, Napa, Calif. — 159.65 mph
2. Bob Spahr, Brush Prairie, Wash. — 130.86
3. Chuck Schuette, Vancouver, Wash. — 122.65
4. Joe Rice — attempt

B Speed — 3 entries

1. Ron Salo — 156.87 mph

D Speed — 5 entries

1. Bill Nusz — 183.98 mph
2. Glen Dye, Draper, Utah — 181.93
3. Lynn Morris, Dixon, Calif. — 175.37
4. Bob Spahr — 152.61

Jet Speed (3 entries)

1. Bill Nusz — 184.92 mph (AMA record application forwarded separately)

2. Jerry Thomas — 172.84
3. Jim Rhoades, Salt Lake City, Utah — 160.79

Formula 40 Speed — 7 entries

1. Bill Nusz — 151.26 mph
2. Paul Gibeault — 150.82
3. Glen Dye — 140.35
4. Joe Rice — 130.29

FAI Speed — 3 entries

1. Paul Gibeault — 146.3 mph
2. Bob Spahr — 141.72
3. Roy Andrassy — 135.78

.21 Sport Speed — 6 entries

1. Chuck Schuette — 141.45 mph
2. Lynn Morris — 138.51
3. Todd Ryan — 121.74
4. Joe Rice — 119.55

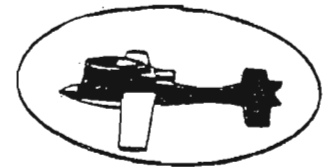
## Regionals '93 Prize Donors

Nick Arpino — Darp speed pans  
 Astro Flight Inc. — Video, discount certificates  
 Brodak's Distributing — Three-line bellcrank and handle  
 Dick Byron — Discount certificates  
 CB-Tatone Inc. — Spinners  
 Coverite — Discount certificates  
 Cox Hobbies — Discount certificates  
 Dremel — Cordless Mini-Mite tool  
 Eastern Tool & Supply — Wire-bending tool  
 Eugene Prop Spinners — various prizes.  
 Eugene Toy & Hobby — Various products and financial support  
 Flite Line — Discount certificates  
 Flying Lines — Subscriptions  
 Fourmost Products — Miscellaneous products  
 Fox Manufacturing — Fox .35 stunt engine

Golden State Models — Kits  
 Harding Productions — Instructional video  
 Hobby Lobby — Catalogs, discount certificates  
 Hobby Pox — Discount certificates  
 J&Z Products — Discount certificates  
 Leizure Electronics — Discount certificate  
 Model Builder — Subscriptions  
 Northeast Screen Graphics — Decals, discount certificates  
 Pacer Technology — Zap adhesives  
 RJI Industries — Discount certificates  
 Romco Manufacturing — Tru-Turn spinner, adapter  
 Dan Rutherford — ARF CO2 plane  
 Satellite City — Discount certificates  
 Sig Manufacturing Co. — Miscellaneous products  
 Tower Hobbies — Catalogs, discount certificates  
 Windsor Propeller Co. — Props, filters, discount certificates  
 ZZ Prop — Propellers



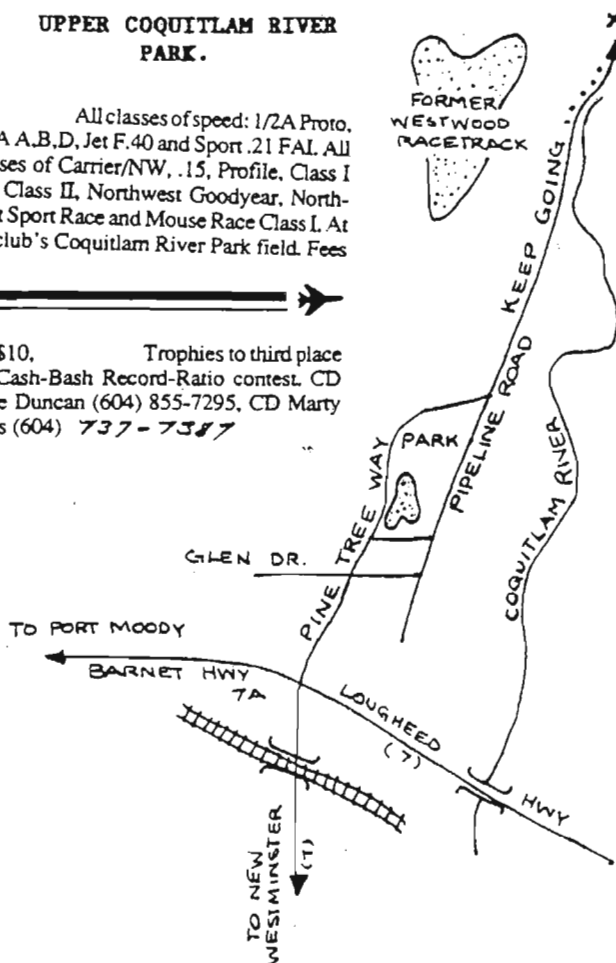
# V.G.M.C. Internationals Control-line



### UPPER COQUITLAM RIVER PARK.

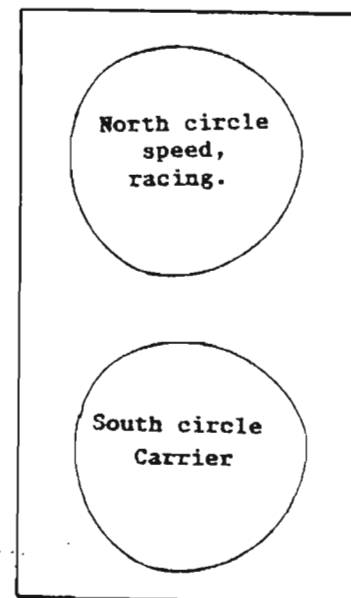
All classes of speed: 1/2A Proto, 1/2A A.B.D., Jet F.40 and Sport .21 FAL. All classes of Carrier/NW, .15, Profile, Class I and Class II, Northwest Goodyear, Northwest Sport Race and Mouse Race Class I. At the club's Coquitlam River Park field. Fees

Can \$10. Trophies to third place and Cash-Bash Record-Ratio contest. CD Bruce Duncan (604) 855-7295, CD Marty Higgs (604) 737-7387



## Model Meet

# June 26,27 1993.



P  
I  
T  
T  
I  
N  
G  
  
A  
R  
E  
A

# CONTEST REPORT: MAY Balsa BASH, MAY 1 & 2, RICHLAND, WASHINGTON

## MOUSE RACE CLASS I (7 ENTRIES)

|    |                      |         |
|----|----------------------|---------|
| 1) | PAUL GIBEAUT         | 6:44.75 |
| 2) | JOE RICE             | 7:20.78 |
| 3) | BRUCE DUNCAN         | 7:38.91 |
| 4) | KEVIN MAGNUSON HEAT- | 3:12.00 |

## NORTHWEST GOODYEAR (4 ENTRIES)

|    |                      |          |
|----|----------------------|----------|
| 1) | JOE RICE             | 9:07.53  |
| 2) | JEFF CLEAVER         | 15:12.75 |
| 3) | TODD RYAN            | 35 LAPS  |
| 4) | KEVIN MAGNUSON HEAT- | 5 LAPS   |

## NW FLYING CLOWN (7 ENTRIES)

|    |                     |          |
|----|---------------------|----------|
| 1) | JOE RICE            | 238 LAPS |
| 2) | TODD RYAN           | 226 LAPS |
| 3) | JIM CLEAVER         | 144 LAPS |
| 4) | RICK MAGNUSON HEAT- | 190 LAPS |

## NW SUPER SPORT RACE(4 ENTRIES)

|                 |                |          |
|-----------------|----------------|----------|
| HEAT TIMES ONLY |                |          |
| 1)              | TODD RYAN      | 4:11.53  |
| 2)              | JIM CLEAVER    | 4:19.94  |
| 3)              | KEVIN MAGNUSON | 13:00.12 |
| 4)              | JOE RICE       | 12 LAPS  |

## 1/2 A PROFILE PROTO (2 ENTRIES)

|    |              |       |
|----|--------------|-------|
| 1) | JEFF CLEAVER | 82.12 |
| 2) | TODD RYAN    | 59.70 |

## FAI SPEED (1 ENTRY)

|    |               |        |
|----|---------------|--------|
| 1) | PAUL GIBEAULT | 173.00 |
|----|---------------|--------|

## PROFILE CARRIER (7 ENTRIES)

|    |                |        |
|----|----------------|--------|
| 1) | JOHN HALL      | 231.50 |
| 2) | JOE JUST       | 192.94 |
| 3) | KEVIN MAGNUSON | 180.77 |
| 4) | BILL DARKOW    | 161.04 |

## CARRIER CLASS I & II (3 ENTRIES)

|    |                |        |
|----|----------------|--------|
| 1) | KEVIN MAGNUSON | 194.87 |
| 2) | BILL DARKOW    | 175.52 |
| 3) | JOHN HALL      | 168.04 |

## OLD TIME STUNT (2 ENTRIES)

|    |                |     |
|----|----------------|-----|
| 1) | DAVID THOMPSON | 271 |
| 2) | JOE JUST       | 191 |

## 21 SPORT SPEED (3 ENTRIES)

|    |                |        |
|----|----------------|--------|
| 1) | CHUCK SCHUETTE | 143.48 |
| 2) | TODD RYAN      | 118.53 |
| 3) | JOE RICE       | 115.26 |

## FORMULA 40 SPEED (1 ENTRY)

|    |          |      |
|----|----------|------|
| 1) | JOE RICE | ATT. |
|----|----------|------|

## .15 CARRIER (6 ENTRIES)

|    |                |        |
|----|----------------|--------|
| 1) | JOHN HALL      | 188.43 |
| 2) | BILL DARKOW    | 184.12 |
| 3) | ORIN HUMPHRIES | 182.25 |
| 4) | JOE RICE       | 161.74 |



## The Flying Flea Market

Classified advertisements — FREE for FL subscribers

WANTED: OLD CL SPEED KITS FOR COLLECTION. LOOKING FOR: CLASS A HELLRAZOR, HARTER'S "DIZZY BOY" AND "DIZZY BUG", ELIMINATION MODELS "FIREDART" (JET), BERKELEY "SUPER SQUIRT", MAGNA MODEL-ANY SIZE, SPEEDMASTER PRODUCTS "KANSAS TWISTER", CLASS B; PLUS ANY OTHER SIMILAR KITS FROM 40'S, 50'S, & 60'S. MIKE HAZEL, 1073 WINDEMERE DR. NW, SALEM, OREGON 97304

FOR SALE: BACK ISSUES OF FLYING LINES. MOST ISSUES STILL AVAILABLE, SEND FOR A LISTING. COMPLETE YOUR FL LIBRARY.

FL SUBSCRIBERS, THIS SPACE IS FOR YOU! SELL, SWAP, WANTS, ETC., ETC. WHEN PLACING YOUR AD, INDICATE HOW MANY ISSUES YOU WOULD LIKE YOUR AD TO RUN. CHANGE AT ANY TIME. REMEMBER, ONE MODELER'S JUNK IS ANOTHER ONE'S TREASURE.

| Control Line Contest<br>Board Final Vote<br>Y = Yes<br>N = No<br>P = Passed<br>F = Failed |                                                                        | George Higgins<br>No. Pembroke, MA | Joe Ortiz<br>Jackson Hts, NY | Laird Jackson<br>Philadelphia, PA | Wayne Foster<br>Advance, NC | Dave Hemsraught<br>Monks Cor., SC | C. Roberts<br>Lexington, KY | Larry Dzialk<br>Stevens Pt., WI | Bill Bischoff<br>Dallas, TX | Michael Tallman<br>Wichita, KS | Vic Garner<br>Livermore, CA | John Thompson<br>Cottage Grove, OR | Result<br>of<br>Vote<br>and<br>Tally |
|-------------------------------------------------------------------------------------------|------------------------------------------------------------------------|------------------------------------|------------------------------|-----------------------------------|-----------------------------|-----------------------------------|-----------------------------|---------------------------------|-----------------------------|--------------------------------|-----------------------------|------------------------------------|--------------------------------------|
|                                                                                           |                                                                        | I                                  | II                           | III                               | IV                          | V                                 | VI                          | VII                             | VIII                        | IX                             | X                           | XI                                 |                                      |
| CL 94-2:                                                                                  | General, safety thongs required, all events.                           | -                                  | Y                            | N                                 | N                           | N                                 | Y                           | N                               | N                           | N                              | Y                           | Y                                  | F                                    |
| CL 94-4:                                                                                  | Events 301-310, records may be set at class A events.                  | -                                  | Y                            | Y                                 | Y                           | Y                                 | Y                           | Y                               | Y                           | Y                              | Y                           | Y                                  | P                                    |
| CL 94-7:                                                                                  | Events 322, 326, delete starting requirement.                          | -                                  | Y                            | Y                                 | Y                           | Y                                 | Y                           | Y                               | Y                           | Y                              | N                           | N                                  | P                                    |
| CL 94-8:                                                                                  | Events 311-317, redefines entrant's responsibilities.                  | -                                  | Y                            | Y                                 | Y                           | Y                                 | Y                           | Y                               | Y                           | Y                              | Y                           | Y                                  | P                                    |
| CL 94-9:                                                                                  | General, defines thong attachment and testing.                         | -                                  | Y                            | Y                                 | Y                           | Y                                 | Y                           | Y                               | Y                           | Y                              | Y                           | N                                  | P                                    |
| CL 94-12:                                                                                 | Event 330, remove Supplemental status.                                 | -                                  | Y                            | Y                                 | Y                           | Y                                 | Y                           | Y                               | Y                           | Y                              | N                           | Y                                  | P                                    |
| CL 94-13:                                                                                 | Events 305, 306, 1/2A Profile, make 306 Official, combine 305 and 306. | -                                  | Y                            | Y                                 | Y                           | Y                                 | Y                           | Y                               | Y                           | Y                              | Y                           | Y                                  | P                                    |
| CL 94-14:                                                                                 | General, rewrite of 5.3 through 5.3.4.                                 | -                                  | Y                            | Y                                 | Y                           | Y                                 | Y                           | N                               | Y                           | N                              | -                           | Y                                  | P                                    |
| CL 94-17:                                                                                 | Events 322, 326, replace item 7.                                       | -                                  | Y                            | Y                                 | Y                           | Y                                 | Y                           | Y                               | Y                           | Y                              | Y                           | N                                  | P                                    |
| CL 94-18:                                                                                 | Event 311, new specifications for engines larger than .2135 cu. in.    | -                                  | N                            | Y                                 | Y                           | Y                                 | Y                           | N                               | Y                           | Y                              | N                           | Y                                  | P                                    |
| CL 94-21:                                                                                 | Event 313, 315, delete "currently produced" from 2.1.                  | -                                  | Y                            | Y                                 | Y                           | Y                                 | Y                           | Y                               | Y                           | Y                              | Y                           | Y                                  | P                                    |
| CL 94-22:                                                                                 | Events 313-316, change max weight to 1 pound.                          | -                                  | Y                            | Y                                 | Y                           | Y                                 | Y                           | Y                               | Y                           | Y                              | Y                           | Y                                  | P                                    |
| CL 94-28:                                                                                 | Add new event "80 MPH Combat".                                         | -                                  | Y                            | N                                 | N                           | N                                 | N                           | Y                               | N                           | N                              | Y                           | N                                  | F                                    |
| CL 94-30:                                                                                 | Event 330, change line chart engine size to 0.0000 - 0.0154 cu. in.    | -                                  | Y                            | Y                                 | Y                           | Y                                 | Y                           | Y                               | Y                           | Y                              | Y                           | Y                                  | P                                    |
| CL 94-31:                                                                                 | Event 328, item 4, new text for streamer requirements.                 | -                                  | Y                            | N                                 | Y                           | Y                                 | Y                           | Y                               | N                           | Y                              | Y                           | Y                                  | P                                    |
| CL 94-33:                                                                                 | Event 328, item 3.2, restraining cable text change.                    | -                                  | Y                            | Y                                 | Y                           | Y                                 | Y                           | Y                               | Y                           | Y                              | Y                           | Y                                  | P                                    |

## FLYING LINES MAILBAG

DEAR FLYING LINES READERS,

I am conducting pull tests of control line components such as line connectors and line termination methods. Please send me a few of your spare line connectors-- all kinds and sizes, a few feet of single strand and multi-strand-- all diameters.

This project is to re-qualify AMA's guidelines. These tests are being done in a world class materials testing laboratory. Thanks for your help.

.....Orin Humphries, 19805 48th Ave W., Lyninwood, WA 98036

(Ok, fellow wire-fliers, let's give Orin a hand with this important project, send along some sample wires and ends,.....ED)

Dear Flying Lines,

I was not able to make the Regionals this year, but had I, the grand championship award would be going back to my hometown. I fly most all of the racing events, but when I saw that Flying Clown Race was not on the racing schedule, I did not want to waste my time just cleaning up in the other events. My pit crew and entourage, and especially myself, have spent a considerable amount of time and effort selecting my Flying Clown outfit. I was greatly looking forward to showing off my floppy shoes, baggy pants, and squirting lapel flower. My big red nose is an exact match for my hair color. We are also training a monkey to hand the pitman a fuel bottle, but he keeps taking sips out it, and so far have spent a couple of hundred bucks at the vet. We might have to give up on the little ape, and keep concentrating on improving piloting skills while riding the unicycle. I will have to attend another one of your meets sometime, and look forward to beating you all, especially the Canadians.

.....Slackrat Magoo, Central Podunkville, California.

(Uh, yeh, can't wait to see you in the racing circle,.....ED)



In the last issue of FLYING LINES, Joe Just had written a piece explaining why he would disallow Autogyros in the Profile Carrier event. Bill Darkow filed a formal protest in Richland, and he received a reply from the CL contest board chairman just before the NW Regionals. Following is a partial reprint of the letter from the chairman of the CLCB. In the interest of space, only the portion which cites the facts and final conclusions is included.

...As it is my responsibility to determine whether the specific model in question can legally compete in Profile Carrier, I must examine the wing area rule for intent. When the Profile Carrier event was introduced, it was meant as an entry level event. The model and engine restrictions were meant to create a model which was large enough to fly well and have a lower top speed that novices could comfortably handle. A minimum 300 sq. in. wing area meant a large model, compared to the "scale" class models which usually had only half that much area. The 300 sq. in. size was basically arbitrary.

Mr. Darkow's autogiro is very similar in size to current Profile Carrier models (27" length, 40 oz. weight). In this instance I find no reason to disallow this model due to size constraints.

It is also necessary to discuss the issue of leadout guide placement. Page 44, par 4.3 states that the lines shall emerge from the model within the fore-and aft range of the wing root chord. Mr. Darkow's model utilizes a fixed position leadout guide with the lines emerging within one inch aft of the center of gravity. On a fixed wing aircraft, this would be well within the allowable range, so this is not an issue.

To summarize, I feel that the existing Carrier rules do not specifically prohibit autogyros from entering. Furthermore, it is not my objective to completely redefine the rules for Carrier or any other event. I feel that while Mr. Darkow's model cannot be judged by the rules exactly as they are written, the general size and configuration are appropriate for a Profile class model.

As Chairman of the Control Line Contest Board, it is my determination that Mr. William Darkow should be allowed to enter his profile Kayaba Ka-1 autogiro in AMA Profile Carrier, event 321, until such time as any conflicting or contrary rules are approved by the CLCB.

I would also like to offer some comments regarding contest procedures for this model. It is my feeling that since the model is timed for high speed from a standing start, adding energy to the model on launch should be prohibited. Just as with fixed wing models, there should be no pushing the model, nor should the rotor be "spun up" by hand. Using engine power to spin the rotor prior to takeoff should be permitted.

As for scale bonus points, it is my opinion that since the rotor assembly takes the place of the wing, the rotor should have the size, shape and number of blades appropriate for the prototype being depicted. However, I acknowledge that awarding of bonus points in Profile Carrier is purely a judgement call by an official, and as such is irrefutable."

Respectfully submitted,

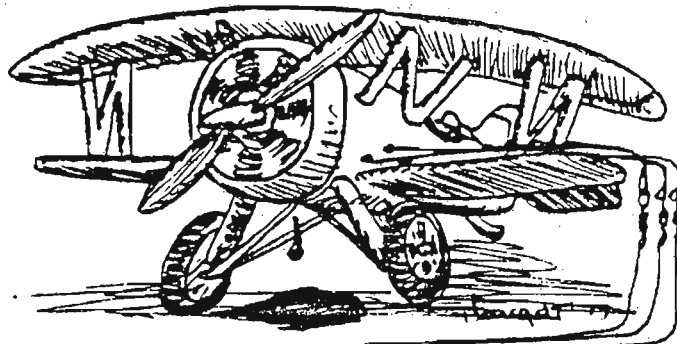
*Bill Bischoff*

Bill Bischoff  
Chairman, CLCB

CONTROL LINE

SCALE

by orin humphries



### SPRAYING AND EQUIPMENT

In regard to last month's column, here is a note on using SIG Retarder with K&B epoxy. If the volume of SIG Retarder you want to use is going to be more than the volume of mixed parts A & B, then the reducer you cut the paint with must be 50/50 Retarder and K&B Thinner. Retarder may be used up to 1:1 with mixed paint for brush mark elimination or orange peel reduction, but I recommend your reducer be 9:1 Retarder: thinner in this case.

Thinking about this column and last month's first installment on the subject of painting scale models, I found there was much basic ground to be covered before it would be the time to get into detailing. Let's talk about equipment and your situation this month.

I have bought and used everything that is available to modelers in this country over the years. The bottom line is, I wish I'd had the chance to try the Miller Spray Equipment at the start. Doing so would have saved me a bunch of bucks and a whole lot of time. These days I value time above all else (after family matters). Tower lists the complete set for \$120, and I'm sure it is in some other catalogues. You need the whole set, i.e., both size jars and nozzles, the large metal spray gun, the pump, etc. You would then perhaps need only one other item, a good air brush if: (1) you will be doing camouflage jobs or, (2) plastic models. One exception: if you live in an apartment where quietness is required, you should get the Badger 180-1 compressor as it is phenomenally quiet, and then all the rest of the small items from the Miller set.

You see, air brushes were built for small items; not flying models. I tried to use a Paasche' air brush, top of the line, to paint my T-34. It put out a paint strip as wide as my finger, and it looked even when wet. When dry, though, it was streaked. I guesstimate it may have taken 30+ coats to get an even appearance when dry. Air brushes are for very small detail. There were two solutions. Either use the Badger el cheapo spray jars with their external mix design or get the larger metal "detail gun" you see in the catalogues. The cruder the spray jar outfit, the bigger the paint fan, and the more even the job when dry. Even the cheap spray jar will leave a bit of a streaked look, but four coats looks even. I just sprayed my CORSAIR's repairs with the Miller jar, and by spraying successive coats crosswise to the previous, four coats did it. I believe the Badger or Miller detail guns would have done it in two, maybe three. (I had loaned my detail gun out.)

There are two kinds of sprayers. "External mix" means the mixing of the air stream and the paint takes place outside of the equipment, between the sprayer and the project. This is the typical cheap spray jar. It has a pipe going down into a jar and there's a nipple on top of the pipe. The air comes out of the handle, sucks the paint up out of the nipple, and they mix on the way to the plane. "Internal mix" means the air and paint come together before anything gets out of the equipment, as in the Badger and Miller detail guns, i.e., like a professional spray gun. Expensive air brushes are internal mixers. The best control of the paint fan comes from internal mix types. The detail guns take more air than some of the smallest compressors can furnish.

There is another pair of terms in spray equipment. "Continuous bleed" means the compressor has no relief valve and the sprayer used with it has to have a hole in it to let the air out when you're not actually spraying. You make it spray by covering the bleed hole with your thumb. I can't remember the term for the other style, but look for the words, "relief valve", on the box or in the poop sheet that comes with it. You cannot use a non-bleed sprayer on a continuous bleed compressor!

You can spray using the pressure cans. Read the label to see if that brand harms the ozone. Using pressure cans is expensive, and I would recommend it only if you intend not to spray anything else for the next five years. Why invest in hardware if you're not going to use it? You must take pains to prevent the can's being able to tip over when in use. The gas that comes out (if it is freon) was manufactured for use in refrigeration equipment and so it contains a lubricant. If the can falls over, the lube will get into the sprayer and you will lube your unfinished paint job on the spot. It will look awful, but it won't rust! No, you can't just set it upright again. Nice try. You must put the can up on something making it the highest point in the system and spray into a waste basket with the gun at the lowest point until the lube clears. You WILL know it when it does. I did my A-26 with cans in the late 60's. As you spray, the can gets very cold and the pressure drops off. I countered this by lashing the can to a brick and putting it in a bucket of water not over 100F. Higher temperatures will blow you up! The water kept the can warm enough for a long time, but I had to have a second bucket standing by half way through. No, you cannot pump up a car tire and use it. That lasts about 15 seconds.

Ventilation is a problem in many cases. I live in an apartment, and even a house can present problems for your marriage with the aromas modeling generates. The thing everybody tries is to close the door to the hobby room, open a window, and put a big fan in the bottom part of it. Doesn't work too well, does it? I worked out a system like they use in high tech operating rooms, a uniflow ventilation pattern. You see, with the closed door w/fan in window arrangement, the fan blows air out of the room, lowering the pressure a teeny bit. Outside air then comes in the top of the window to replace it. It smells in there, and the overall wind pattern around your house/apartment usually causes some of the odor laden air in the room to get to other parts of the house where it goes out some other opening. The uniflow scheme works much better, but nothing is perfect. In this system, you open a window on the far side of the house. This is your air intake. You leave the door to your paint room open,, forming a giant duct to move the air in only one direction in the house. The fan is in the window to pull air past the model, picking up vapors on the way by. This is important: you must put something up to block the space above the fan so air can't come in that window. You have thus established a uni-directional air flow pattern. It comes in one end, picks up the vapors at the last moment, and then it's out the hobby room window. The closer the model is to the window, the better, like directly in front of it. If you are using epoxy paint, don't turn the heat down in the house as you ventilate. If you do, you will be pulling cold air (in the cool part of the year) past your epoxy which will not set up below 70F worth beans, and it will thus have more time to pick up dust. Pull warm air past it.

In summary, flying models can't be painted with expensive air brushes which were designed for small, intricate work. The Miller gear will do you fine except for trimming the edges of camouflage, then you use the air brush. The Badger 180-1 is the quietest compressor I've used.

### COME TO A CARRIER MEET PREPARED.....

OK, your equipment is ready, you have practiced and you are ready to give serious competition a try. You have checked everything out and you're off to the big meet. You pay your entry fee and get your plane to the carrier circle and then it begins.....The event director, of course, has to have the mandatory pilots meeting, and then your plane is inspected for its eligibility to compete, and following are just a few things you may have forgotten or overlooked.

### LINE CLIPS.....

You are only allowed two clips per line! You can not use more to lengthen or shorten a line to give you equal up and down throw. And more likely, you didn't cut your throttle line for that particular model and one clip per end doesn't quite make it, so, you added another or two shorter clips. Nope!!! No can do!!!! You will be asked to remove the offending clip, and there you are trying to find a piece of flying line just the right length. This can be a real problem, particularly if you try to buy one at any meet other than Eugene. Next, you have the correct number of clips, but they are of the kelux/kelar barbell type, with the sliding clip holder. Once again, you will find that you can not use these for Carrier. You must use the "clam shell" type of line connector, and I'll bet you won't find any of them easily available either, especially if you need more than one size.

### THREE-VIEWS.....

You must be able to prove that the airplane that you have entered is eligible for Carrier flying. Sure, everybody knows that a Mustang is eligible, but if you don't have a three view and documentation that it actually is eligible, you technically cannot fly! Also, make sure that your three view matches your plane, or vice versa. Some event directors can be really strict about this. If you are flying Class I or II your plane must be within certain % limitations. Be prepared to prove it with the three views. Just because you entered a plane at one meet and got full scale credit, don't expect it follow that you will get it elsewhere. Be sure everything is correct wherever you compete.

### MARKINGS.....

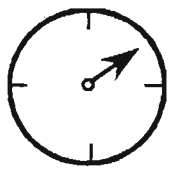
You must show national markings on the plane's wing of the nation using that particular airplane. Examples: Corsair, U.S. bars & star; Spearfish, Great Britain Roundell, etc. etc. I have been to many Carrier meets where this is often overlooked. Don't wait for a hard nosed event director to call you on this one. This is a tough penalty for such an easy application.

### PROFILE SCALE POINTS.....

Just because your plane got the full ten points at a previous meet, don't assume you will always be awarded the ten points everywhere because the rules state several interpretive points. Namely, "in the judge's opinion", and even more strangely, "closely resembles"! I have seen a number of Profile planes, usually scratch built profiles that didn't get the extra scale points because the judge did not think in his opinion the plane closely resemble the three views. And guess what, even if you protest, and the c.d. agrees with you, he can not change the ruling on this one because it is the judge's opinion only that counts here. Each of us can try to push this ruling to the limit, but don't cry if it happens to you, just grin and bear it.

### LANDING POINTS.....

You are sixty feet from the deck at the landing. The event director is usually the judge of your landing. Don't be surprised if your view is slightly different than his. What you think might have been a good landing looks much different from next to the deck, and there is no room here for argument either. Accept his judgement. This is the toughest part of the Carrier flight to judge as it happens so fast and so many things can go wrong in a split second that you are either "safe" or "out", it's that quick. Be a sport. Let the decision stand. At the 92 Nats, I was the landing judge in the .15 Carrier event. A gentleman had his hook touch the ramp area on his landing and lost landing points on the best flight of the day. He was upset, but kept it to himself when I told him about it. He tried harder on the next flight but did not have as good a flight as his first, and missed first place by 0.1 points. At the awards he took the second place trophy and said, "you were closer than I was". Some day I hope to be able to be as good a competitor as he is, I doubt I'll ever be as good a sportsman as he is. Could you be?



# Northwest Competition Records

Record performances established between Northwest CL modelers in sanctioned competition

We had a great number of NW records that were upped in May, most of them set at the NW Regionals in Eugene. During the first weekend, the Columbia Basin Balsa Bashers hosted their big two day do, where Chuck Schuette upped his own .21 Speed mark from 139 to 143. Joe Rice took the NW Goodyear event final race into single digit minute figures, a good 9:08. Records in all categories fell at the Regionals. In 1/2 A Speed, Bruce Duncan edged up to 90 (yes Bruce, we know you can go lots faster!). Ron Salo bumped his class B record from 138 way up to 156. The record books were wide open in Jet, as the standard fuel formula had changed. Jerry Thomas set the new mark with a not to shabby 172. Over in the racing circle, Joe Rice was cleaning everybody's clock in NW Goodyear. He already held both 70 and 140 laps best times, but managed to take 17 seconds off the prelim mark, and nearly half a minute off the feature. It should also be noted that Richard McConnell had also beaten the previous prelim record---right on Joe's tail. Also in the racing circle, the team of Hazel/Thompson shaved off 4 seconds in the prelim Slow Rat Race event, for a 3:10 mark. Last, and certainly not least, Todd Ryan took the .15 Carrier record away from John Hall. Todd scored 199.40 in this very hotly contested event. Who will be the first to top 200 points? Congratulations to you all !!!!!!!!!!!!!!!!

|                         |        |                |          |               |
|-------------------------|--------|----------------|----------|---------------|
| 1/2 A SPEED .....       | 90.38  | Bruce Duncan   | 5-29-93  | Eugene, OR    |
| A SPEED.....            | 151.07 | Chuck Schuette | 5-24-92  | Eugene, OR    |
| B SPEED.....            | 156.87 | Ron Salo       | 5-29-93  | Eugene, OR    |
| D SPEED.....            | 172.34 | Loren Howard   | 5-24-92  | Eugene, OR    |
| JET SPEED .....         | 172.84 | Jerry Thomas   | 5-29-93  | Eugene, OR    |
| FORMULA 40 .....        | 147.85 | Marty Higgs    | 10-25-92 | Richmond, BC  |
| .21 SPORT SPEED .....   | 143.48 | Chuck Schuette | 5-1-93   | Richland, WA  |
| FAI SPEED .....         | 179.75 | Chris Sackett  | 9-22-91  | Coquitlam, BC |
| 1/2 A PROTO SPEED ..... | 84.04  | Jeff Cleaver   | 5-24-92  | Eugene, OR    |
| .21 PROTO SPEED .....   | ---    | ---            | ---      | ---           |

|                                              |       |                   |          |                 |
|----------------------------------------------|-------|-------------------|----------|-----------------|
| MOUSE RACE I - 50 LAP.....                   | 2:43  | Joe Rice          | 10-3-92  | Richland, WA    |
| MOUSE RACE I - 100 LAP .....                 | 5:59  | Joe Rice          | 5-23-92  | Eugene, OR      |
| MOUSE RACE II - 75 LAP .....                 | 3:40  | Dave Green        | 5-24-86  | Eugene, OR      |
| MOUSE RACE II - 200 LAP .....                | 10:04 | Hazel / Thompson  | 9-19-87  | Kent, WA        |
| AMA SCALE RACE - 70 LAP .....                | 3:25  | Marty Higgs       | 7-20-89  | Richland, WA    |
| AMA SCALE RACE - 140 LAP .....               | 9:02  | Clarence Bull     | 5-24-86  | Eugene, OR      |
| NW GOODYEAR - 70 LAP .....                   | 4:12  | Joe Rice          | 5-30-93  | Eugene, OR      |
| NW GOODYEAR - 140 LAP .....                  | 8:41  | Joe Rice          | 5-30-93  | Eugene, OR      |
| SLOW RAT RACE - 70 LAP .....                 | 3:10  | Hazel / Thompson  | 5-30-93  | Eugene, OR      |
| SLOW RAT RACE - 140 LAP .....                | 6:38  | Hazel / Thompson  | 10-17-92 | Eugene, OR      |
| AMA RAT RACE - 70 LAP .....                  | 2:40  | Dick Salter       | 7-22-86  | Richmond, BC    |
| AMA RAT RACE - 140 LAP .....                 | 5:46  | Dick Salter       | 7-22-86  | Richmond, BC    |
| FAI TEAM RACE - 100 LAP .....                | 3:36  | Knoppi / McCollum | 6-84     | Shanghai, China |
| FAI TEAM RACE - 200 LAP .....                | 7:40  | Knoppi / McCollum | 6-84     | Shanghai, China |
| NW SPORT RACE - 70 LAP .....                 | 4:00  | Bruce Duncan      | 5-12-87  | Richmond, BC    |
| NW SPORT RACE - 140 LAP .....                | 8:50  | Mel Lyne          | 7-11-92  | Burnaby, BC     |
| NW SUPER SPORT - 70 LAP .....                | 3:14  | Dave Green        | 4-13-86  | Portland, OR    |
| NW SUPER SPORT - 140 LAP .....               | 7:03  | Dave Green        | 3-8-87   | Portland, OR    |
| FLYING CLOWN RACE (15 MINUTE) 244 laps ..... |       | Joe Rice          | 5-2-92   | Richland, WA    |

|                        |        |                |         |            |
|------------------------|--------|----------------|---------|------------|
| CLASS I CARRIER .....  | 318.30 | Roy Beers      | 9-13-86 | Kent, WA   |
| CLASS II CARRIER ..... | 330.25 | Orin Humphries | 9-19-87 | Kent, WA   |
| PROFILE CARRIER .....  | 240.11 | Bob Parker     | 9-17-88 | Kent, WA   |
| .15 CARRIER .....      | 199.40 | Todd Ryan      | 5-29-93 | Eugene, OR |

|                     |       |                |         |          |
|---------------------|-------|----------------|---------|----------|
| AMA ENDURANCE ..... | 18:37 | Wesley Mullens | 8-15-87 | Kent, WA |
|---------------------|-------|----------------|---------|----------|

records as of 6-1-93



# Triple-Elimination Model Airplane Combat Tournament

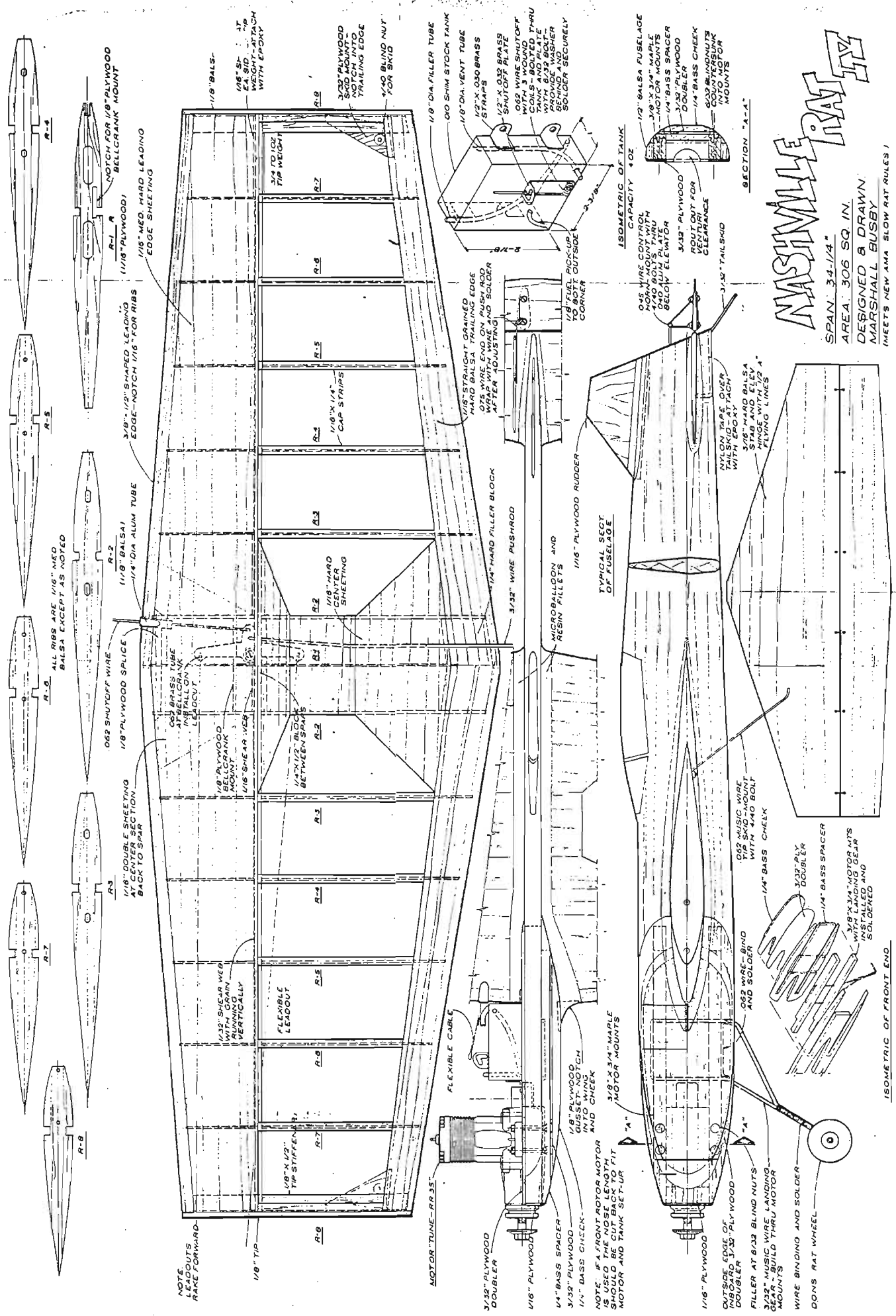
June 26-27, 1993

Harvey Field, Snohomish, Washington

Entry fee is \$10. AMA membership is required and is available when you enter the contest. Flying begins at 9:00 a.m. There will be no flying at the field before Saturday, and not before 8:30 on Saturday.

It is illegal (big fines) to carry fuel on airplanes. Ship fuel by UPS to Norm McFadden, 14625 42nd Ave. W., Lynnwood, WA 98037. Allow two weeks for UPS to get it to Norm.

For further information call Norm at (206) 745-1314 or Dan Rutherford at (206) 481-5760.  
We strongly recommend that models flown in the Bladder Grabber be equipped with fuel shut-offs.



**NASHVILLE RAT**  
 SPAN: 34-1/4"  
 AREA: 306 SQ. IN.  
 DESIGNED & DRAWN:  
 MARSHALL BUSBY  
 MEETS NEW AMA SLOW RAT RULES!

NOTE: LEADOUTS RAKE FORWARD

NOTE: IF A FRONT ROTOR MOTOR IS USED THE NOSE LENGTH OF THE MOTOR AND TANK SET-UP

ISOMETRIC OF FRONT END



## JUST A FEW OF THE WINNERS AT THE NW REGIONALS

top left: Paul Gibeault captured 2nd place in the grand championship category.  
top center: David Burdick took home plenty of booty, was top Junior competitor.  
top right: V.G.M.C. Prexy: Bruce Duncan, participated in speed and racing events.

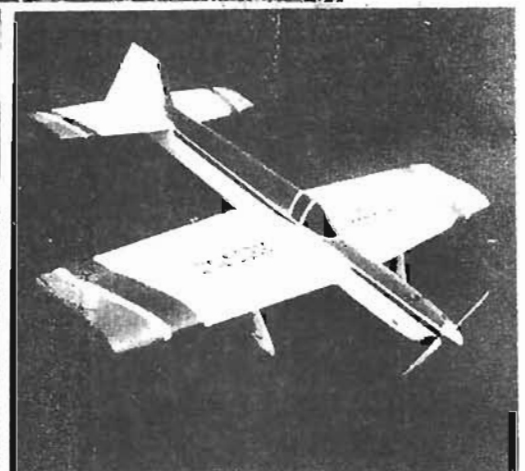
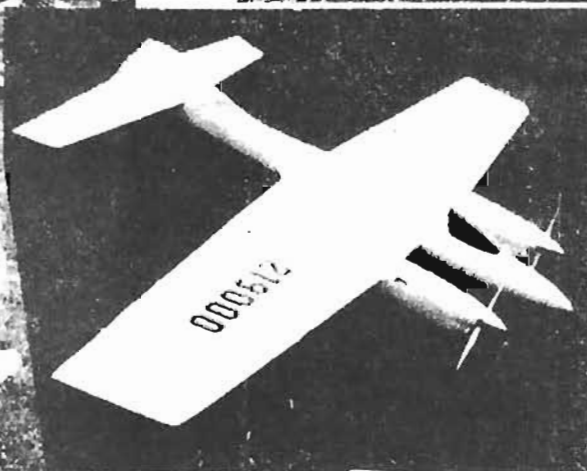
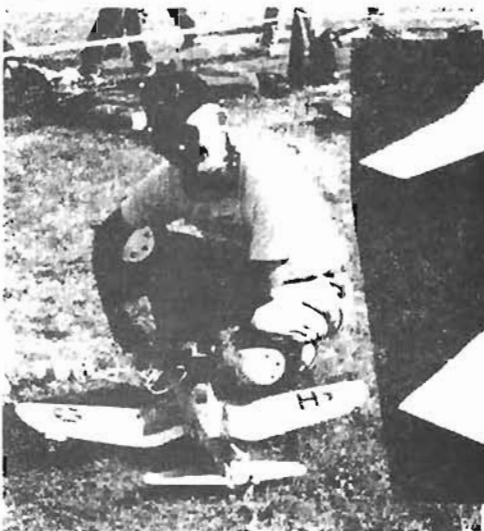
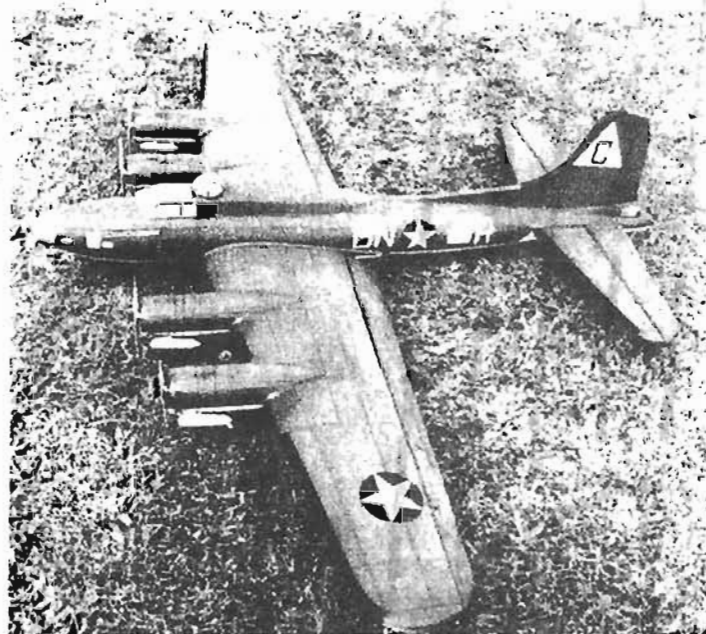
bottom left: Roy Andrassy won AMA Goodyear, piloted other winning entries, too.  
bottom center: Chris Cox picks up his Aerobatics award, hey! not a subscriber!!!!  
bottom right: Jeff Rein placed in every Combat event, CD John Thompson on right.







top left: Richard McConnell was the top "balloon" destroyer, also took places in combat and racing events.  
 center left: Gary Byerley won slow combat event, was caught in the pus here inspecting enemy Von Boden's plane.  
 center right: Sensation of the contest was Paul Walker's winning semi-scale B-17 aerobatics entry  
 bottom left: Orin Humphries with his "Humper's Hawk".  
 bottom center: Another radio-engine stunter! This twin belongs to Gordon DeKaney.  
 bottom right: Sorry! Don't have the owner's name of this "Mikata 0" aerobatics entry.



# FLYING LINES

1073 Windemere Dr NW  
Salem, OR 97304  
993



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 O/G  
~~1234567890~~  
~~ABCDEFGHIJKLMN~~  
~~OPQRSTUVWXYZ~~

295 W. 38TH AV  
EUGENE, OR 97405

FIRST CLASS MAIL