

---

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

---

1073 Windemere Dr. NW, Salem, OR 97304

Editor: Mike Hazel

---

**ISSUE NUMBER 109**

**SEPTEMBER 1993**

**IN THIS END OF SUMMER ISSUE.....**

- \* **CONTEST REPORT: NW SPEED CHAMPIONSHIPS, RICHMOND, BC**
- \* **UPDATED NORTHWEST COMPETITION RECORDS.**
- \* **Oldie but Goodie reprint:  
SKYLARK, Model Airplane News, December 1963**
- \* **STUNT PLANE "FINISHING", by AL RESINGER**
- \* **CONTEST FLYERS FOR ALL UPCOMING MEETS.**
- \* **MORE OF THE USUAL GOOD STUFF!**

**PLEASE CHECK YOUR MAILING LABEL. IF THE NUMBER ON IT MATCHES THE NUMBER AT THE TOP (109), THEN THIS IS YOUR LAST ISSUE! PLEASE RENEW PROMPTLY.**



Greetings, fellow aeromodeling lifeforms!

Judging by the contest flyers in this issues, it would seem that we still have lots of opportunity to get in a bit of competitive type flying before the nice weather heads south. Actually, late summer / early fall is usually some of the best flying weather in our region. So, if you have been spread out under a shade tree this summer, get with it. The contest flyers included cover all the meets that we know of, so we have dispensed with the contest calendar in this issue.

The very next meet coming up, is of course, the RAIDER ROUNDUP. This is our second largest meet in the NW, and I urge everyone to come on out and show your support for this one. Not long ago, there was a rumor circulating that the SPEED events were being cancelled. Not so, the original sanction included it, and some communications regarding the rumor got things cleared up. Some great news for the COMBAT flyers, there are two combat events this year. Please also note that the exact site location has been slightly changed, just around the other side of the field.

In the omissions department, it was brought to my attention that another NW attendee of the AMA Nats was Joe Just. Joe went to take care of Navy Carrier Society duties, and we understand he also managed to place in the Sportsman Carrier event. Good going, Joe.

Well, as Porky would say, "idabee, idabee, idabee, that's all folks!"

## **FLYING LINES MAILBAG**

Dear FLYING LINES,

About a year ago, Frank Boden asked me to write something about the problem of getting event directors. I talked with many people about the problem. Some asked me, "what is involved with being an event director?" This got me thinking. As many of you know, the Regionals is a great place to brainstorm problems. On Sunday night, Tom Strom, Dick Salter, and I talked about it. We came to the conclusion that many events could be run with some simple instructions.

This is where FLYING LINES comes in. We have had articles about all the events, many tricks of building, even plans for airplanes. The one topic we have not covered thoroughly is how to run an event. What might be helpful is an event by event series of articles on how to, what to look for, and problems in running events. This should not cover judging, which would require special skills. It could start with getting a list of competitors from the registration booth and end with giving the scores to the C.D.

The AMA competition regulations do not cover many of the jobs that must be done. We could have a quick reference guide with a check list of what to do and when. The end result of this could be that some of the E.D.'S who have been doing more than their share might get to fly. Wouldn't that be nice!

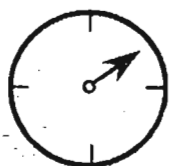
..... Jim Cameron, Portland, Oregon.

(Not a bad idea, Jim. How about some of you contest organizing types give some thought to this, as you have a vested interest if you are interested in lightening your load!)

Dear FLYING LINES,

I heard that in the last issue, you listed several names of people who have not renewed, and that you had included me. Don't you remember that you were going to give me a free renewal if I promised not to attend any Northwest meets?

..... Slackrat Magoo, Central Podunkville, California  
(So I lied! Send us your money, anyway! ...ED)



# Northwest Competition Records

Record performances established between Northwest CL modelers in sanctioned competition

Records in two speed categories were bettered since the last edition. In JET SPEED, Jerry Thomas took the mark up to near supersonic levels. At the AMA Nationals, he turned a good 180.23 time, upping his previous mark by 8 mph. Then at the NW Speed Championships he knocked off an incredible 196+ mph flight, well above the current AMA record of 190. Jerry wasn't able to duplicate later, as it seemed his record flight was done during the edge of a moving front of "good air". As the flying was done in Canada, it would not have been eligible for AMA record anyway, but now we have a NW record that well exceeds the national standard.

Chuck Schuette is pushing the 21 SPEED mark up bit by bit, and did so again at the NW Speed Championships. His new mark of 145.81 is 2 mph higher than his previous record set earlier this year. Congratulations, gentlemen!

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 .....	196.64.....	Jerry Thomas .....	8-8-93 .....	Richmond, BC
FORMULA 40 .....	147.85 .....	Marty Higgs .....	10-25-92 .....	Richmond, BC
21 SPORT SPEED .....	145.81 .....	Chuck Schuette .....	8-7-93 .....	Richmond, BC
FAI SPEED .....	179.75 .....	Chris Sackett .....	9-22-91 .....	Coquiltam, 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 8-30-93

1993 NORTHWEST CONTROL LINE SPEED CHAMPIONSHIPS Richmond BC August 7/8

\*\*\*THOMAS CRANKS OUTSTANDING 197 MPH IN JET\*\*\*

'PARTNER' reporter

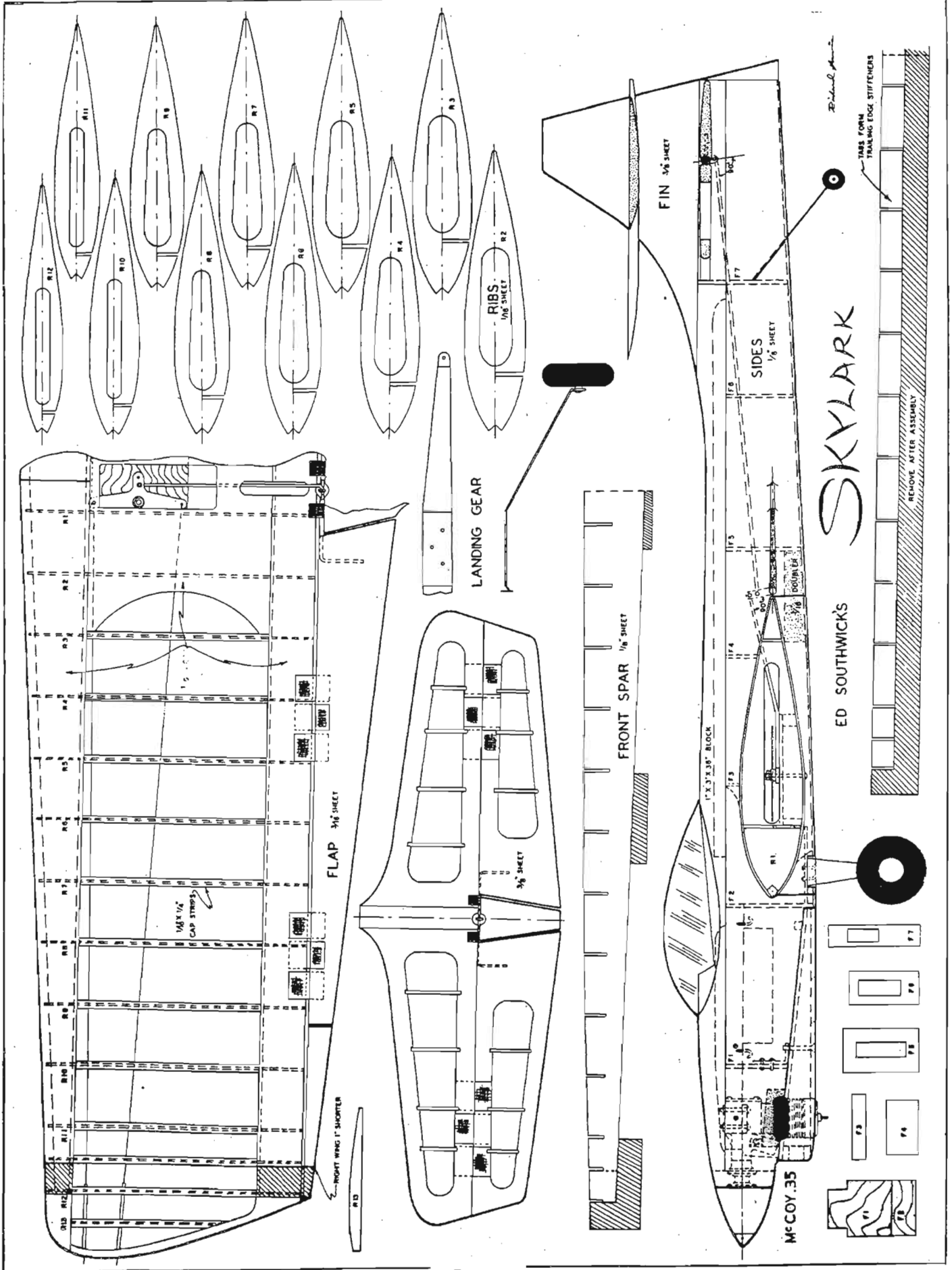
A number of strange things occurred this year to hold the entry to a small level but on the same hand a few great flights were turned in . JERRY THOMAS the old Jet maestro from Puyallup,Wash..... cranked an UNBELIEVABLE 197 MPH IN JET SPEED ! That is as fast as only a handful of guys ever got on the old unlimited fuel !! No, nobody dropped a lap, No, he did'nt add NITRO but yes it was for real as the line pull on that flight was like the old 200 flights we used to make (PARTNER WAS THE BOAT ANCHOR). Later on Jerry flew again and turned 190 MPH flat. What happened was he hit just the 'right air' for his setup that day, he flew at the right moment and then the air went away.JETS can make HUGE jumps in speed when things are just right, and boy JERRY hit it right. THOMAS won the contest easily with that run of course. Chuck SCHUETTE the N/W 21 record holder grabbed 2nd with his 21-S at 146 MPH J-BOLT who has one magic K&B 40 which he has been using for years grabbed third at 149 MPH followed by, and get this,SCOTT NEWKIRK with an all CYCLON FAI model turning 169 MPH. this is by far the best official flight we have seen Scott fly although he dorked the model when trying to land by being way too far behind it.BILL BELL from NEW ZEALAND grabbed sixth with his Cyclon FAI ship at 166.44 MPH and earned the 'IRON MAN' award for most flights !

We had three 21 PROTO entries but the models as yet are untested and did not fly. WARREN spooner came all the way from LAS VEGAS and is a real PROTO enthusiast, his will be flying soon. PARTNER had his there but was too busy running the contest to fly.BOBBOY EINHAUS out of Auburn,WA had a great time flying his 'Vintage' Jet speed job (circa 1958) to speeds of 148MPH to 154 MPH. About time to purchase a Bailey Jet and get up to date eh bob ?? Marty HIGGS who is out of practise had problems with his F-40 model construction and posted only one flight and Ron SALO had only reasonable sucess with his A and B jobs. Mike HAZEL has to get the 'SPEED SUPPORTER' award for 1993 as he drove all the way from Salem OREGON just to fly on Saturday then turn around that evening to be home.

1)	JERRY THOMAS	Puyallup,Washington	JET	196.64 MPH	103.16%	N/W CHAMP.
2)	CHUCK SCHUETTE	Vancouver,Washington	21-S	145.81 MPH	95.65%	
3)	PAUL GIBEAULT	Calgary,Alberta	F-40	149.19 MPH	93.81%	
4)	SCOTT NEWKIRK	Edmonds,Washington	FAI	168.70 MPH	91.52%	
5)	MARTY HIGGS	Vancouver,BC	F-40	143.83 MPH	90.44%	
6)	BILL BELL	Pokeno,New Zealand	FAI	166.44 MPH	90.29%	
7)	MIKE HAZEL	Salem,Oregon	21-S	133.29 MPH	87.63%	
8)	MIKE HAZEL	Salem,Oregon	JET	166.60 MPH	87.31%	
9)	BOB EINHAUS	Auburn,Washington	JET	153.78 MPH	80.50%	
10)	RON SALO	Richmond,BC	A	143.94 MPH	80.29%	
11)	RON SALO	Richmond,BC	B	133.21 MPH	79.33%	
12)	MIKE HAZEL	Salem,Oregon	½A Pr.	64.21 MPH	61.88%	
13)	PAUL GIBEAULT	Calgary,Alberta	FAI	Attempt		
14)	CHRIS SACKETT	Burnaby,BC	21 PROTO	No time		
15)	WARREN SPOONER	Las Vegas,Nevada	21 PROTO	No time		
16)	TOM KNOPPI	Renton,Washington	21 PROTO	No time		

CLASS.TROPHY WINNERS

½A PROFILE : MIKE HAZEL      B : RON SALO      F-40 : PAUL GIBEAULT      21-S : CHUCK SCHUETTE  
A : RON SALO      JET : JERRY THOMAS      FAI : SCOTT NEWKIRK



---

## Stunt Plane Construction

By: Al Resinger  
Finishing

---

Precision Aerobatics is unique in the fact that it is one of the few events that actually gives you points toward a winning score by how your plane is finished. I think that the first time I saw a truly fantastic finish on a model it was on a stunt plane. I knew from that instant that I wanted to be able to build and fly planes just like that. I'm sure that I'm not the only one that has suffered this illness. A warning is in order at this time. If you are a beginner or intermediate flyer forget the blinding finishes until you progress up the skill ladder some. Why spend a great number of hours finishing a stunt plane to a flawless finish and then being afraid to fly it because of all the time you have invested in the finish. Also putting on a great finish is not that difficult but putting on a great finish that doesn't add much weight is. This is the key and it is what most truly expert flyers have learned to do.

All the following applies to whether you are using iron-on coverings, dope, epoxy or some sort of enamel for finishing. Rule #1 is that no matter what kind of paint you use it will not hide sloppy building. Remember all those sanding blocks I got you to make and all that sandpaper you purchased. Use them til you think you can't sand anymore then go out and have a cup of coffee and come back and sand some more.

Try and make the structure that you are going to cover with paint or iron-on flawless. The more you sand the better you get at it and you'll teach yourself some tricks that will help in future efforts. Rule #2 is that paint is heavy and it doesn't take much to make a plane overweight.

For beginners and intermediate flyers I suggest using iron-on

coverings for the flying surfaces, provided that the wing structure is structurally acceptable for this type covering. Iron-ons offer no torsional strength so the strength has to come from the wing structure itself.

Twister, Banshee or Shoestring wings won't work for this covering. The Top Flight Tutor with a sheeted leading edge or the second version of the Ringmaster with sheeted leading edge are acceptable. With the Twister type wing you have to use tissue or fabric with silk or nylon being a good choice. After water shrinking you should give it about 6 to 8 coats of clear butyrate dope thinned 50/50. This will give the wing all the strength it needs and is adequate to fuel proof the structure. Whether using iron-ons or tissue/fabric the fuselage should be painted as the curves and nooks and crannies in the fuselage prevent all but the most skilled applicator to do a really good job with iron-ons on the fuselage. Again I'll stress the fact that you should not be concerned about the looks of the model while you are learning because chances are that the plane will be short lived. This is not the end of this skill and there are those who will continue using this method of finishing throughout their career. Bob Baron had some of the nicest ships I'd seen, done with Monocoat on the wings and tail and painted fuselages.

Let' talk dope finishes as I'm most familiar with these. Always use the same brand of dope from start to finish. If you don't you are just asking for trouble. I use SIG and have for quite a few years and have had great success with it. Don't bother with nitrate for undercoats as some suggest. Just buy Litecoat clear and Supercoat colors. I buy clear and silver in gallons because I use so much of it and as I've said before, buying in bulk saves money. All my planes are silver underneath the final finish colors. This is done for two reasons; 1. Silver shows

every flaw in your structure so you can fix them before putting on your finish color. 2. Silver gives a perfect base for all colors and hides any dark spots if you are using light colors like white for the finish color. For beginners and intermediates who are using dope, go to your local hardware store and buy lacquer thinner to thin your dope. It is much cheaper buying this way than to pay the hobby shop owner \$10 for a quart of the SIG brand. When you get to the higher skill class I suggest that you go to the nearest industrial supply dealer that handles DuPont paints and buy 3608S thinner. This will work perfectly with SIG dope but do not use it if you are using AeroGloss dope. Use only AeroGloss thinner in their dope.

Dope is best applied by spraying if you are going for an all out finish. I've seen a few brushed on finishes that were outstanding but that was many years ago and to really do a good job requires some spraying equipment. A tank type compressor is best although you can get away with one of the diaphragm type if you have a good one and a good spray gun. When I talk about a good spray gun I mean a automotive touch-up gun that will set you back about \$150. Now this is top of the line and I've seen some clones offered in the model mags for about \$40 and they are probably alright. I have a couple of touch-up guns and a couple of air-brushes with different size tips which will give me all the options that I will ever encounter in finishing. One of my touch-up guns has never had anything but clear in it and never will. I also keep a good quantity of the cheapest lacquer thinner I can find around the shop to clean my spraying equipment.

Sand your structure with progressively finer grits of sandpaper until you get to the 400 grit. The balsa should now be smooth as a baby's bum. Brush on 3 coats of 50/50 clear/thinner with about a days drying between coats.

Lightly sand between coats with 320 grit to remove the fuzz and to lower the highs spots raised by the dope application. Cover any open bays with med. weight silkspan that is slightly damp to help pull out the wrinkles. Use clear dope as adhesive. Let dry overnight and brush on a very light coat of 50/50 clear. This will be followed by 6 to 8 coats of the same mix will fill the weave of the tissue and seal all the pores. The wood structure now gets the same type tissue treatment but keep the tissue out of the fillet areas. When overlapping tissue tear the edges rather than cutting them and the edges will lay down much better allowing you to sand the area smooth after just a couple coats of dope. Fillet material is up to the builder with SIG Epoxolite being a favorite with many top flyers. I've had great luck with Model Magic filler although I've herd some people complain about it. I know it is much easier to work with, although it doesn't add strength like the epoxy putties do. Keep sanding between coats with 320 grit until you get that 6 to 8 coats of clear on. Now is time for the filler. Mix 1/3 talcum powder, 1/3 thinner and 1/3 50/50 clear in a good clean container. ( My favorite are old peanut butter jars. ) Keep this stirred up well and brush on two coats on all wood surfaces. ( Omit the open bays of wings and tail surfaces ) Let this dry at least 48 hours after the second coat and then start sanding with 320 grit paper. Sand until you have 95% of the filler off. All we want is that which is still in the grain of the wood and the tissue. Now break out the spraygun and take some of your filler and thin it about 70/30 filler to thinner and spray the entire plane, open bays and all. Let this dry a couple of days and start sanding with 320. Start with the open bays and be very careful especially around the edges where it is very easy to sand through the tissue. I told you this was going to be a lot of work. You

won't be able to use a block on the open bays but you should use one everywhere else. Just keep sanding til you can't stand it any more and quit. You just lose effectiveness if you carry on too long. Use your fingertips to find rough spots and sand away. When you think the whole plane is perfect spray on a light coat of clear and allow to dry overnight. The next step is the most humbling in the finish process. Load your gun with silver and spray on a fairly heavy coat. Your next step will probably be to go out and get drunk. The silver will show every possible flaw and I can guarantee there will be many. Sand most of the silver off the plane while fixing the flaws with Model Magic or in some cases a heavy coat of filler. Sand until you think it's perfect again and spray on another coat of silver. Just keep repeating the previous steps until the plane looks as if it were machined out of a solid billet of aluminum. Spray on a coat of clear to seal the silver down and then proceed with your finish color and trim colors. Spray on just enough to cover and go easier on the bottom than on top where it won't be seen. Let this all dry for a couple of days and add any ink-line treatment or Letreset-type lettering you wish to have. Mix up 2 quarts of clear with 2 quarts of thinner and dust on the first couple of coats. Next spray a couple coats a day on the ship until half the clear is used up. Let the plane sit for a couple of weeks and wet sand with 400 and 600 paper being careful not to go through the clear. Now spray 2 coats a day til the rest of the clear is used up and let the plane sit for a couple of weeks. Wet sand with 600 and 1200 on the open bays until a uniform dull flat finish is achieved. Get out the polishing compound and start bringing up the shine. This last step could take quite a few hours depending on what you are trying to achieve.

#### Tips for using dope.

Never spray at more than 25 psi air pressure.

Add fish-eye killer to all dope being used.

Add Flex-all by Dave Brown Products to keep dope from getting brittle.

Use 3608S DuPont thinner.

Allow adequate time between coats.

Apply dope to fillet areas in very light coats.

Clean fillet areas with prep-sol ( DuPont 3919S Kleen-Sol ) just prior to applying paint.

Never mix brands of dope.

Never wet sand until you are into the final clear-coating process.

Note: I've heard some very bad reports recently by people using Randolph Brand dope. This is usually available at full sized aircraft supply houses and is cheap because it is usually available in bulk quantities. My suggestion would be not to use it until the problems are cleared up.

Epoxy paints are a very good way to obtain a very tough and durable finish. They can also help the builder attain a quite lustrous finish although it can't duplicate the depth that a buffed dope finish can attain. I'm not an expert on this type finish although I did finish the fuselage on my 84 Reno Nationals ship with K & B Superpoxy and the results were quite good. I sealed the wood with the traditional dope tissue method up to the point where I would be putting on filler. Here I switched to K & B primer which was sprayed on in 2 coats with sanding between. Next spray on your color coat in one fairly heavy coat and allow to dry in a dust free area. I used AeroGloss formulae U in a spray can for trim color and it came out great. The plane got 16 out of 20 appearance



points with the high that year being 19 so I was pleased with the results. Consult Ted Fancher's article in Model Aviation for more tips on using this type paint. You might also want to check out the nearest RC Pylon Racer or Pattern flyer as they all seem to excel using this type finish.

This business on finish could go on for about 5 more pages and I would be just scratching the surface. Good finishing takes a lot of good handwork and there is no way to rush it. One of the best ideas I ever saw was for a new builder to get a

couple of sheets of 1/4" balsa and cut them into 12" pieces and then finish one side. On one just clear dope with sanding between coats to end up with a clear coated surface that is perfectly smooth. On one piece use clear and filler with no tissue followed by color. ( Watch the grain start to show through after a short time ). Use tissue on one and completely finish through color. Next do the same but follow the color with clear overcoats. You should get the picture by now and you will be amazed at the differences you will see.



## 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.

AIRPLANE PHOTO GREETING CARDS WRITE TO YOUR FLYING FRIENDS ON GREETING CARDS FEATURING PICTURES OF YOUR OWN AIRPLANES! I WILL PHOTOGRAPH YOUR PLANE AT A CONTEST AND PRODUCE THE GREETING CARDS. \$2.00 PER CARD, 10 CARD MINIMUM. CALL JOHN THOMPSON, (503) 465-1088 FOR INFORMATION.

FOR SALE: ZOOT ZOOMER ANNOUNCES AVAILABILITY OF HIS BRAND NEW FORMULA 40 PROP!!!! IT IS VERY SIMILAR TO THE KELLY DESIGN, MEASURES 7.9 X 7. \$8.00 GLASS, \$10.50 FOR CARBON. MIKE HAZEL, 1073 WINDEMERE DR NW, SALEM, OR 97304

# RAIDER ROUNDUP '93

## Washington State Controline Championships

September 11 and 12th , 1993

Boeing Space Center, Kent, Washington

Sponsored by the Seattle Skyraiders--- AMA Sanction No. 31316

Flying site is on East Side of Space Center, near the Indoor Tennis Courts  
at West Valley Hwy (68 th Ave S) and South 204th St.

### SCHEDULE:

#### SATURDAY, September 11:

9:00 am \* COMBAT: FOX AND 1/2A  
9:00 am NW SPORT RACE  
10:00 am OLD TIME STUNT  
1:00 pm NOSTALGIA STUNT  
10:00 am CARRIER: PROFILE  
CLASS I / II, 15 CARRIER  
11:00 am NW SUPER SPORT RACE  
1:00 pm PDQ CLOWN RACING

#### SUNDAY, September 12:

9:00 am \* COMBAT: AMA FAST \*\*  
9:30 am PRECISION AEROBATICS  
(INT / ADV / EXP)  
10:00 am STATIC JUDGING - SCALE  
11:00 am SCALE: PROFILE / SPORT  
1:00 pm to \* BALLOON BUST:  
3:00 pm Junior / Senior-Open  
3:00 am to 4:00 pm SPEED ALL CLASS  
RELOAD RATIO

**FAMOUS STUNT DESIGNER/FLYER, BOB PALMER,..WILL BE HERE !!!!!  
Ever heard of the Go-Devil, Warrior, Brave, Pow-Wow and Chief ???**

**SATURDAY NIGHT BANQUET AT ANDY'S DINER, 6:00 PM SOCIAL, 7:00 PM DINNER.  
BOB PALMER WILL BE THE DINNER GUEST SPEAKER, WITH QUESTIONS / ANSWERS.  
DINNER SPACE IS LIMITED TO 40 MAXIMUM!!!! RSVP ASAP TO GET A PLACE!!**

1. Registration is from 8:00 am until start of event, or Noon, whichever is earlier.
2. Entry fees: Sr / Open: \$10.00 first event, \$5.00 for each additional, \$25.00 max.  
(U.S. Funds) Jr: \$5.00 first event, \$2.00 for each additional, \$10.00 max
3. AMA or MAAC Membership is required of all participants and mechanics  
AMA membership is available at registration.
4. AMA events are per 1992-93 Rule Book.....KNOW THE RULES !!!!!
5. Northwest Events to be per current NW rules. (Sport Race, Super Sport, Clown)
6. ALL EVENTS TO BE FINISHED BY 4 PM ON SUNDAY
7. Awards presentation will begin at 4:30 pm on Sunday.

\* Combat and Balloon Bust to be flown at O'Brien School at West Valley and S 212th.  
\*\* AMA Combat airplanes must have fuel shutoff and AMA safety wiring.

For information, contact:

Joe Dill, C.D., (206) 631-2367

Rich McConnell, E.D. Combat: (206) 242-7372

# NORTHWEST FIREBALL FALL FLY-IN

OCTOBER 2ND, 1993

Jim Walker Circle at Delta Park

(Take the Delta Park exit off I-5 just S. of the VanCouver, WA  
bridge, N.E. corner of Delta Park)

Portland, Oregon

## SCHEDULE OF EVENTS:

9AM **PROFILE PRECISION AEROBATICS** (profile stunt ships only)  
BEGINNER - straight AMA pattern or as much of it as  
you can  
PAMPA ADVANCED - (301 - 450 points)  
PAMPA EXPERT - (451 - up points)

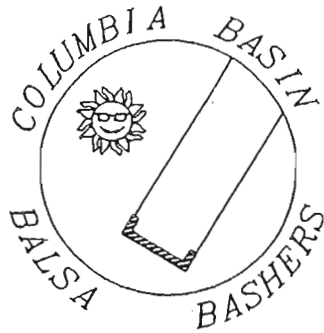
9 AM **BALLOON BUST**

**Price:** \$10.00 for one event, \$15 for both

## PREREGISTRATION REQUESTED:

<b>FIRE BALL FALL FLY-IN PREREGISTRATION</b> (PLEASE NOTE: Current AMA license required)	
NAME _____	
ADDRESS _____	
PHONE _____	AMA # _____
Enclosed is <input type="checkbox"/> \$10 for one event _____	event choice
<input type="checkbox"/> \$15 for both events	
MAIL TO: Wayne Spears, Event Director	
7454 N.Burr	
Portland, OR 97203	

**For information contact:** Wayne Spears (503) 286-1397



COLUMBIA BASIN BALSA BASHERS PRESENT...

DESERT CARRIER BASH IV

OCTOBER 2nd & 3rd 1993

HORN RAPIDS ATHLETIC COMPLEX

Richland, Wa

- Events included will be:
- |               |   |                                 |                    |          |
|---------------|---|---------------------------------|--------------------|----------|
| OCTOBER 2nd   | { | CL I Mouse                      | (JSO)              | 9:00 am  |
|               |   | N.W. Flying Clown               | (JSO)              | 10:30 am |
|               |   | N.W. Super Sport                | (JSO)              | 1:00 pm  |
| OCTOBER 3rd** | { | Carrier Class I & II (combined) |                    |          |
|               |   | Carrier Class .15               |                    |          |
|               |   | Carrier Profile Class           |                    |          |
| OCTOBER 3rd   | { | Old Time Style Stunt (JSO)      | 9:00 am to 4:00 pm |          |
|               |   | (BASHER RULES*)                 |                    |          |

Carrier deck open for practice  
from 9:00 to 4:00 saturday and  
9:00 to 4:00 sunday for  
competition.

Approximately \$800 in merchandice to be given out!  
Trophies to Third Place

CD: Joe Just (509) 837-5983

Sponsor: Columbia Basin Balsa Bashers

Entry fees: \$3.00 per event except Carrier @ \$5.00/plane/event  
(50% paybeck on Carrier fees)

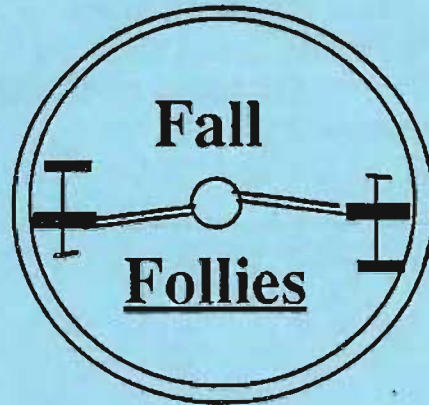
\* OTS - Any OTS eligible plane or any profile flying the OTS  
1952 pattern.

\*\* 6 attempts per plane - enter as many planes as you wish.

Come fly the friendly skies!

The Eugene Prop Spinners  
invite you to the seventh  
annual Prop Spinners ...

A pleasant autumn afternoon of  
control-line competition flying



### The events...

to be flown in this order, starting at 9 a.m.:

## **Precision aerobatics**

In four skill classes:

**BEGINNER** — Using AMA beginner pattern

**INTERMEDIATE** **ADVANCED**

**EXPERT**

## **Old-Time Stunt**

### The details...

**Date: Sunday, Oct. 17, 1993**

**Place: Eugene Airport, Eugene, Ore.**

**Prizes: Trophies through third place**

**Entry fees: \$5 per event**

**Contest Director:**

**Mike Hazel**

**1073 Windemere Dr. N.W., Salem, OR 97304**

*Contest sponsored by the Eugene Prop Spinners*

**Academy of Model Aeronautics membership required**

Ah, fall. The cool breezes. The turning  
of the leaves into a myriad of bright hues,  
the sweet aroma of nitromethane in the air...  
Nitromethane?

Yes, it's time for the fourth annual...

***REALLY RACING!***

**1993**

A complete day of control-line  
model aviation racing, featuring:

**Mouse Race Class I  
Mouse Race Class II  
Northwest Goodyear  
AMA Goodyear  
Slow Rat Race  
Rat Race  
Northwest Sport Race  
Northwest Super Sport Race  
Flying Clown Race**

The details...

**Date: Saturday, Oct. 16, 1993**

**Place: Eugene Airport, Eugene, Ore.**

**Prizes: Trophies through third place**

**Entry fees: \$5 per event, \$25 maximum**

**Contest Director:**

**Mike Hazel**

**1073 Windemere Drive, Salem, OR 97304**

*Contest sponsored by the Eugene Prop Spinners*

**Academy of Model Aeronautics membership required**

# CALIF. STATE CONTROL LINE CHAMPS

Corning Airport  
Corning, Ca.  
Oct. 2&3, 1993

AMA Sanc. 30978

## Saturday Oct.2

PROFILE CARRIER  
CLASS I/II CARRIER  
½a SPEED  
A SPEED  
B SPEED  
D SPEED  
JET  
½a PRO PROTO  
OLD TIME STUNT  
NOSTALGIA STUNT  
Endurance

## Sunday Oct.3

CLASS II MOUSE RACE  
NORTHWEST SPORT RACE  
SLOW RAT RACE  
CLASS I MOUSE RACE(35' .010 lines)  
PRECISION SCALE  
PROFILE SCALE  
STUNT (beg, adv, exp)

The site is the Corning Municipal Airport, Corning, Ca. with three asphalt circles and two grass circles. Carrier and combat over grass.

Snack bar on site-----rest room on site.

Mufflers required for Endurance

Corning is a 2½ hour drive south of Medford, Oregon and a 1½ drive north of Sacramento Calif. right off of I-5. Take the main Corning exit and drive through town on Solano Ave. to Margarite Ave. Turn left onto Margarite and proceed to the Airport, about 1 mile to the end of the road.

Overnite RV/camper parking available, call CD for info.

CD-Don Chandler  
916-824-6999-morns.

No alcoholic beverages or other  
intoxicating materials are allowed  
on the premises.

Bel Air Motel  
916-824-5103

Corning Olive Inn  
916-824-2468

Days Inn  
916-824-2000

Econmy Inn  
916-824-4322

# FLYING LINES

1073 Windemere Dr. NW

Salem, OR 97304

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/O  
295 WEST 38TH AVE  
EUGENE, OR 97405



FIRST CLASS MAIL