

# FLYING LINES



## NEWS OF NORTHWEST CONTROL-LINE MODEL AVIATION

1073 Windemere Dr. NW, Salem, OR 97304

Editor: Mike Hazel

ISSUE NUMBER 110

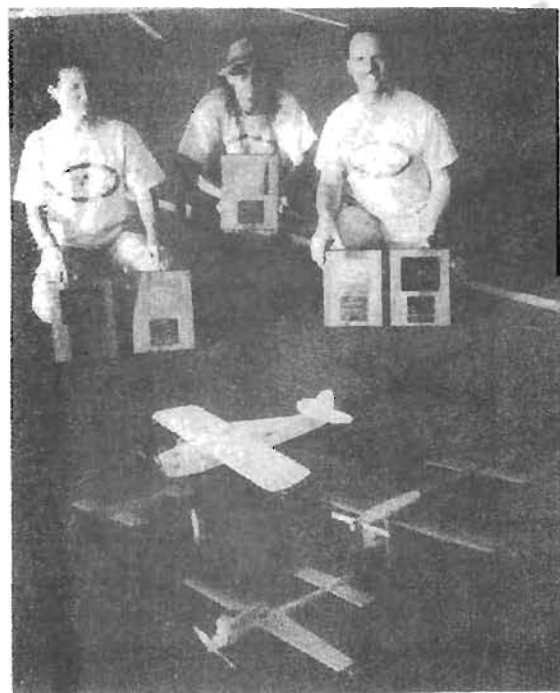
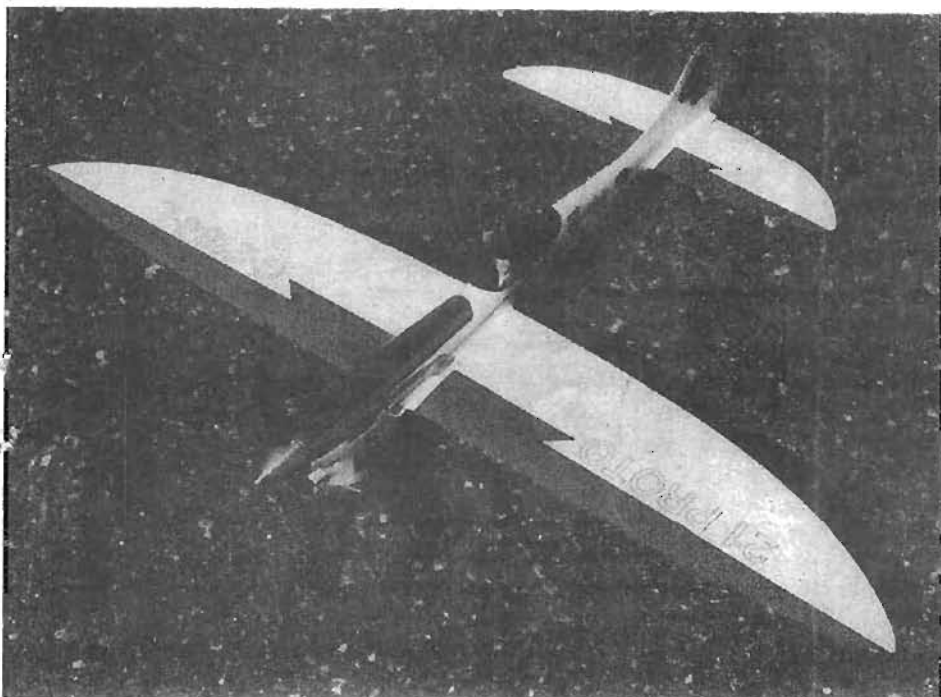
OCTOBER / NOVEMBER 1993

INSIDE THIS FALL ISSUE:

- \* DESERT CARRIER BASH
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- \* REALLY RACING/FALL FOLLIES
- \* SCALE, BY ORIN HUMPHRIES
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- \* UPDATED NW COMPETITION RECORDS
- \* RECORD REVIEW: .15 CARRIER
- \* LOTS MORE REALLY GOOD STUFF

BELOW IS CHRIS SACKETT'S BRAND NEW .21 PROTO SPEED SHIP. CHRIS TOOK A CLASS B PROTO DESIGN FROM THE 60'S, AND REVISED IT SLIGHTLY TO SUIT THE MODERN .21 ENGINE AND THE NEW RULES. THE PLANE SPANS 32 INCHES, AND WEIGHS 24 OUNCES. CHRIS REPORTS THAT THE PLANE FLEW GREAT ON ITS FIRST FLIGHT, WHICH WAS CLOCKED AT 118 MPH. BE LOOKING FOR MORE OF THESE AROUND THE NORTHWEST!!!

JOE RICE FLEW THESE PLANES AT THE '93 NATS IN ILLINOIS, FIVE EVENTS IN ALL. HE COLLECTED SOME BOOTY IN EACH ONE. JOE'S PIT CREW WAS SISTER JULIE, AND DAD, PAUL. GOOD GOING, TEAM!



## COCKPIT CHATTER

notes from the editor

Well, it finally had to happen. After months of slowly and begrudgingly familiarizing myself with the operation of the home computer, it took a dump. Mind you, not that I am at all proficient with the thing (some of the results of my efforts no doubt make that obvious), but I had become accustomed to the word processing features which do make editorial life a bit easier. Virtually everything in the FLYING LINES folders were wiped clean. My boys were quick to point out the virtues of saving stuff on backup discs, oops! The only absolute critical item which could have been a problem, would have been the subscriber list, but I already have a printed copy of that (whew!). If your issue is hand addressed, it means we have not redone the list yet. Anyhoo, FL continues to slowly evolve with occasional little changes. We now have some different programming installed, which should improve some things. FL will most likely never have the slick magazine look as some newsletters, as this editor does not have the inclination to focus lots of energy into that direction. However, do be watching for some layout changes over the next few issues which should enhance the content and readability.

In October, EUGENE TOY & HOBBY celebrated their 60th anniversary. This is a stark contrast to some of the fly by night retail operations of this sort. Congratulations to the Agerters and their staff.

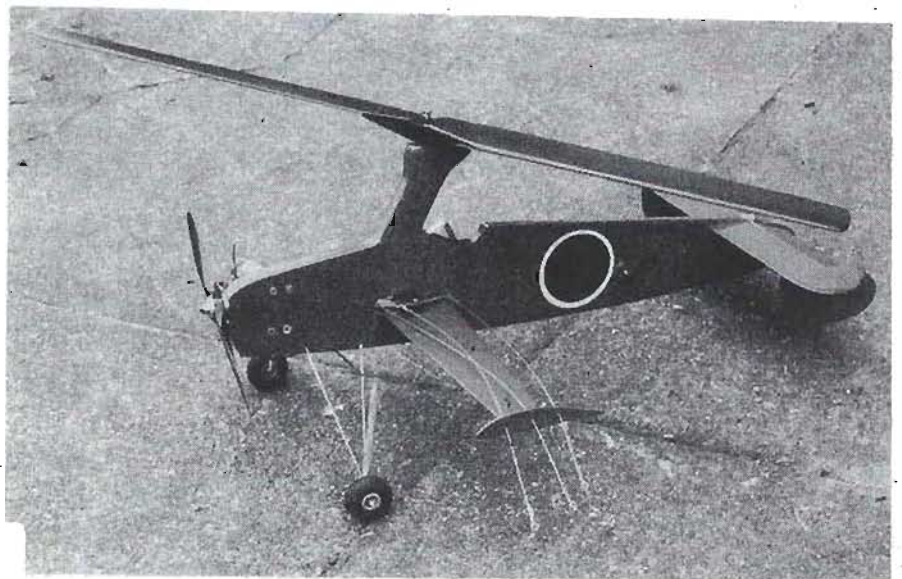
In this issue, John Thompson has written a "primer" on the fine art of contest directing, and on the philosophy of professional contest management. Anyone who is involved with the operation of a contest should thoroughly digest this piece. If it was in my power, I would make articles like this required reading for contest directors (with a written test!) It is our goal to have some more pieces published regarding management of contests and specific competition events. If you have some thoughts on this, let us know.

As some of you know, ye olde editor is involved in making and selling composite propellers. Just recently seen on the marquee at the local video rental store was the listing, "INDECENT PROP". I just wanted to let everyone know that I am not involved with this. I do not manufacture or associate with propellers that may be considered obscene or morally unfit. If you want to see movies like this, well, that's your business. As for me, I only deal with propeller movies that are suitable for the whole family. (hope this clears things up!)



left) Stunt judges at the FALL FOLLIES were Gerald Schamp (L) and John Thompson.

below) Bill Darkow's controversial Profile Carrier Autogyro



NO ROOM FOR THE FLYER IN THIS ISSUE, BUT WE NEED TO MENTION THAT THE AMERICAN JUNIOR AIRCRAFT HISTORICAL SOCIETY IS PUTTING ON THE THIRD ANNUAL MODELERS SWAP MEET ON NOVEMBER 6TH. THE LOCATION IS IN VANCOUVER, WASHINGTON. FOR DETAILS, CALL DON ANDERSON AT (503) 667-2196.

Mike Hazel, Editor  
FLYING LINES  
1073 Windemere Dr. NW  
Salem, OR 97304

Dear Mike,

Congratulations on the establishment of the Western Oregon Control Line Flyers club. Please keep me posted as to their activities - especially any meets they may be planning.

The Fourth Annual Desert Carrier Bash was held at Richland, Washington on October 2nd and 3rd. I'm sure you'll be getting the official results from the CD, Joe Just. It was a great meet with perfect weather and lots of flying. The guys along the coast are missing a treat if they pass this one up. This was my third year and it just keeps getting better.

There was some outstanding flying. The finals in Flying Clown resulted in what Joe called "the greatest Clown race yet." All three racers made 200 or more laps and the total was 688 laps for a 229 average. Todd Ryan set a new record with 256. My son and I were second with 232 - a personal best - and Julie Rice scored 200 even. She turned 235 in the preliminary, but blew a glow plug in the final. Our total is the highest yet turned by a diesel, so the glow vs. diesel rivalry continues.

In .15 Carrier, Terry Mitchell is the new record holder with 201.5 points. He did it with a Rossi .15 in his Kingfisher. Two former record holders, John Hall and Todd Ryan finished second and third. I was way outclassed for a distant fourth.

Joe may "forget" to mention that history was made in Profile Carrier when my autogyro put in the first complete official flight ever in Navy Carrier. I only got in one complete official, but it was good enough for second place behind John Hall in the five-plane event. The autogyro has arrived in Navy Carrier! However, it's going to be a long, rough road before the rules controversy is resolved. In the meantime, I'm going to have a lot of fun! Look for a competitive one at the Regionals.

Model Builder magazine has accepted it for publication, so it should be out sometime early next year.

Sincerely,

*Bill*

**Bill Darkow** - Writer, Designer, Builder & Flyer  
1237 S. Grant St., Tacoma, WA 98405 (206) 272-6395

REALLY RACING / FALL FOLLIES, EUGENE, OREGON  
OCTOBER 16 & 17, 1993

MOUSE RACE I (JR) 3 ENTRIES  
(50 LAP HEAT ONLY)

- 1) JAMES COX 3:22
- 2) STEPHEN COX 3:42
- 3) CHRIS HAZEL 3:52

MOUSE RACE I (OPEN) 3 ENTRIES

- 1) CLEAVER TEAM 5:23
- 2) NITROHOLICS TEAM 6:18
- 3) JIM CAMERON 7:09

MOUSE RACE II 3 ENTRIES

- 1) CLEAVER TEAM 11:35
- 2) JIM CAMERON 13:17
- 3) NITROHOLICS TEAM DQ

NW GOODYEAR 3 ENTRIES

- 1) CLEAVER TEAM 12:10
- 2) MORRIS GILBERT 20:29
- 3) NITROHOLICS TEAM 104 LAPS

FLYING CLOWN RACE

EVENT CANCELLED DUE TO TIME  
CONSTRAINTS.

OLD TIME STUNT NO ENTRIES

P.A. -BEGINNER NO ENTRIES

P.A. -INTERMEDIATE 4 ENTRIES

- 1) GARY HARRIS 377
- 2) TERRY DEAN 349
- 3) JAMES DEAN 330.5
- 4) JIM HOLMACK 304

AMA GOODYEAR NO ENTRIES

AMA SLOW RAT 2 ENTRIES

- 1) NITROHOLICS TEAM 6:58
- 2) CLEAVER TEAM 13:42

AMA RAT RACE 1 ENTRY

- 1) CLEAVER TEAM 7:34

NW SPORT RACE 4 ENTRIES

- 1) NITROHOLICS TEAM 10:16
- 2) CHRIS COX 10:38
- 3) JIM CAMERON 11:37
- 4) MORRIS GILBERT 11:59

NW SUPER SPORT RACE 2 ENTRIES)

- 1) NITROHOLICS TEAM 7:56
- 2) CLEAVER TEAM 9:14

P.A. -ADVANCED 4 ENTRIES

- 1) CHRIS COX 542.5
- 2) JIM CAMERON 507
- 3) ALICE COTTON-ROYER 482
- 4) DAVE ROYER 434

P.A. -EXPERT 2 ENTRIES

- 1) PAUL WALKER 564
- 2) JACK PITCHER 545.5

NW FIREBALL FALL FLY-IN / PORTLAND, OREGON  
OCTOBER 2, 1993

STUNT - BEGINNER 1 ENTRY

- 1) TINA PESENTI 36.7

STUNT -INT. & ADV. 5 ENTRIES

- 1) JOHN THOMPSON 439.7
- 2) ALICE COTTON-ROYER 432
- 3) DAVID ROYER 427.7
- 4) JIM HOLMACK 427

STUNT - EXPERT 3 ENTRIES

- 1) JACK PITCHER 566.7
- 2) GERALD SCHAMP 536.7
- 3) JIM CAMERON 532.7

BALLOON BUST 3 ENTRIES

- 1) JIM CAMERON
- 2) WAYNE SPEARS
- 3) GARY HARRIS

DESERT CARRIER BASH / RICHLAND, WASHINGTON  
OCTOBER 2 & 3, 1993

MOUSE RACE CL. I 5 ENTRIES

- 1) JOE CAMPBELL 7:09.78
- 2) TODD RYAN 7:41.25
- 3) JULIE RICE 44 LAPS

FLYING CLOWN RACE 8 ENTRIES

- 1) TODD RYAN 256 LAPS
- 2) BILL DARKOW 232
- 3) JULIE RICE 200

NW SUPER SPORT RACE 4 ENTRIES

- 1) JOHN HALL 9:59.38
- 2) TODD RYAN 16:59.32
- 3) JOE CAMPBELL 17:50.85

OLD TYME STUNT 4 ENTRIES

- 1) DAVID THOMPSON SCORE N/A
- 2) TODD RYAN " "
- 3) JOE JUST " "

CARRIER I & II COMB. 3 ENTRIES

- 1) TERRY MITCHELL 297.8
- 2) RICK WALLACE 214.3
- 3) JOHN HALL 199.1

PROFILE CARRIER 5 ENTRIES

- 1) JOHN HALL 218.8
- 2) BILL DARKOW 197.0
- 3) TODD RYAN 175.4
- 4) TERRY MITCHELL 96.6

.15 CARRIER 6 ENTRIES

- 1) TERRY MITCHELL 201.1
- 2) TODD RYAN 197.8
- 3) JOHN HALL 193.3
- 4) JOE JUST 169.8



## The Flying Flea Market

Classified advertisements — FREE for FL subscribers

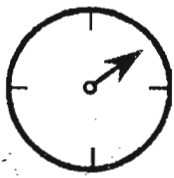
**WANTED:** OLD CL SPEED KITS FOR COLLECTION. LOOKING FOR: CLASS A HELLRAZOR, HARTER'S "DIZZY BOY" & "DIZZY BUG", ELIMINATION MODELS "FIREDART", BERKELEY "SUPER SQUIRT", MAGNA MODEL- ANY SIZE, CLASS B "KANSAS TWISTER", PLUS ANY OTHER SIMILAR KITS FROM 40'S, 50'S, AND 60'S. MIKE HAZEL, 1073 WINDEMERE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

**FOR SALE:** 21 SPORT SPEED PLANE, INCLUDES NOVA-ROSSI ENGINE. INSTALL FUEL SYSTEM, AND YOU ARE READY TO FLY. ASKING \$225.00. FOR MORE DETAILS PLEASE CALL MIKE HAZEL (503) 364-8593 (BEFORE 8 PM)

**AIRPLANE PHOTO GREETING CARDS!** WRITE TO YOUR FLYING FRIENDS ON GREETING CARDS FEATURING PICTURES OF YOUR OWN AIRPLANES! FOR INFORMATION, CONTACT JOHN THOMPSON (503) 465-1088.

**WANTED:** SUPER TIGRE X-15 F.I. CONTACT: BRUCE DUNCAN, PO BOX 58037 STN. L, VANCOUVER, B.C. CANADA V6P 6C5

**WANTED:** NEW McCOY .35 REDHEAD CONTACT: JOHN THOMPSON, 295 W. 38TH AVE., EUGENE, OR 97405



# Northwest Competition Records

Record performances established between Northwest CL modelers in sanctioned competition

A FEW NEW RECORDS SINCE THE LAST REPORT: CHUCK SCHUETTE CONTINUES TO CHIP AWAY AT THE .21 SPEED MARK. HIS NEW MARK OF JUST UNDER 148 IS A COUPLE OF MORE MPH, THIS BEING DONE AT THE RAIDER ROUNDUP IN KENT. TWO MORE RECORDS WERE SET AT THE DESERT CARRIER BASH IN RICHLAND. TODD RYAN UPPED THE FLYING CLOWN RACE STANDARD TO 256 LAPS, TAKING THE RECORD AWAY FROM JOE RICE. AND IN .15 CARRIER, TODD LOST HIS RECORD TO TERRY MITCHELL. TERRY'S PERFORMANCE OF 201.1 IS THE FIRST OFFICIAL FLIGHT IN THE NW TO BREAK THE 200 POINT BARRIER. AT THE REALLY RACING MEET IN EUGENE, THE TEAM OF JEFF AND DAVE CLEAVER BLEW JOE RICE'S MOUSE I RECORD AWAY. THE CLEAVER TEAM'S NEW STANDARD OF 5:23 IS OVER HALF A MINUTE FASTER. CONGRATULATIONS, GUYS!

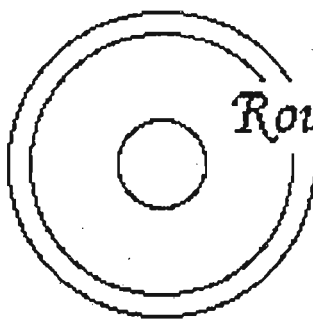
1/2 A SPEED	90.38	BRUCE DUNCAN	5-29-93	EUGENE, OREGON
A SPEED	151.07	CHUCK SCHUETTE	5-24-92	EUGENE, OREGON
B SPEED	156.87	RON SALO	5-29-93	EUGENE, OREGON
D SPEED	172.34	LOREN HOWARD	5-24-92	EUGENE, OREGON
JET SPEED	196.64	JERRY THOMAS	8-8-93	RICHMOND, B.C.
FORMULA 40 SPEED	147.85	MARTY HIGGS	10-25-92	RICHMOND, B.C.
21 SPORT SPEED	147.97	CHUCK SCHUETTE	9-12-93	KENT, WASHINGTON
FAI SPEED	179.75	CHRIS SACKETT	9-22-91	COQUITLAM, B.C.
1/2 A PROFILE PROTO	84.04	JEFF CLEAVER	5-24-92	EUGENE, OREGON
21 PROTO SPEED	-----	-----	-----	-----

MOUSE RACE I -50 LAP	2:43	JOE RICE	10-3-92	RICHLAND, WASH.
MOUSE RACE I -100 LAP	5:23	CLEAVER/CLEAVER	10-16-93	EUGENE, OREGON
MOUSE RACE II -75 LAP	3:40	DAVE GREEN	5-24-86	EUGENE, OREGON
MOUSE RACE II -200 LAP	10:04	HAZEL/THOMPSON	9-19-87	KENT, WASHINGTON
AMA SCALE RACE -70 LAP	3:25	MARTY HIGGS	7-20-89	RICHLAND, WASH.
AMA SCALE RACE -140 LAP	9:02	CLARENCE BULL	5-24-86	EUGENE, OREGON
NW GOODYEAR -70 LAP	4:12	JOE RICE	5-30-93	EUGENE, OREGON
NW GOODYEAR -140 LAP	8:41	JOE RICE	5-30-93	EUGENE, OREGON
SLOW RAT RACE -70 LAP	3:10	HAZEL/THOMPSON	5-30-93	EUGENE, OREGON
SLOW RAT RACE -140 LAP	6:38	HAZEL/THOMPSON	10-17-92	EUGENE, OREGON

AMA RAT RACE -70 LAP	2:40	DICK SALTER	7-22-86	RICHMOND, B.C.
AMA RAT RACE -140 LAP	5:46	DICK SALTER	7-22-86	RICHMOND, B.C.
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, B.C.
NW SPORT RACE -140 LAP	8:50	MEL LYNE	7-11-92	BURNABY, B.C.
NW SUPER SPORT -70 LAP	3:14	DAVE GREEN	4-13-86	PORTLAND, OREGON
NW SUPER SPORT -140 LAP	7:03	DAVE GREEN	3-8-87	PORTLAND, OREGON
FLYING CLOWN RACE, LAPS: 256		TODD RYAN	10-2-93	RICHLAND, WASH.

CLASS I CARRIER	318.30	ROY BEERS	9-13-86	KENT, WASHINGTON
CLASS II CARRIER	330.25	ORIN HUMPHRIES	9-19-87	KENT, WASHINGTON
PROFILE CARRIER	240.11	BOB PARKER	9-17-88	KENT, WASHINGTON
.15 CARRIER	201.10	TERRY MITCHELL	10-3-93	RICHLAND, WASH.

AMA ENDURANCE	18:37	WESLEY MULLENS	8-15-87	KENT, WASHINGTON
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## Round and Round

The Control-Line  
modeler at large

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By John Thompson

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# The Compleat Contest Director

### Contests.

We all like to attend 'em.

There's the anticipation for weeks and months ahead as we ponder what events we'll fly, what planes we'll use, what old friends we'll visit with, and so forth. There's acquiring the necessities: Plugs, props, fuel. Then the shop work the week before the contest, checking out all the planes and gear, repacking the flight boxes, etc. Making motel reservations. Packing the car on the morning before the trip, the long drive and, finally, arrival at the field.

When we as competitors put that much effort into a contest, we expect, when we get there, to be involved in a competently organized, well scheduled, tightly officiated and smoothly run contest. However, when we invite fliers from other areas to our own home fields for competition, do we provide the kind of contest that we as competitors expect when we go elsewhere? And, a more basic question: Do we work at our home contests to make sure the contestants get the kind of competition they deserve?

Several times recently, it has been suggested that *Flying Lines* provide a series of articles on how to organize a contest and to serve as event directors. OK, you asked for it! The Round & Round column will open the forum for this series of articles — and will be available to readers to respond with comments of their own on the topic.

We'll start out with a general discussion of overall contest management, and in later installments, which may involve other contributors, will discuss how to serve as event directors for individual activities such as racing, speed, stunt, carrier, scale and combat. Anyone who has thoughts on those specific events is invited to send them in right away to the address at the bottom of the column, so they

can be considered for the upcoming columns in the series.

At times the Northwest Regional Control Line Championships will be referred to. This is not because the Regionals is organized in the only possible way, but because it has, over the years, become recognized as a model of one way to operate a large contest efficiently. One bit of support for this notion is not evident to the casual competitor: The Regionals is put on by a much smaller organization that it would appear. It comes off smoothly most years not because it's big, or the club is big, but because its organizers have learned through long experience that there is a right way to do things, and every effort is made to do things that way. Ninety percent of makes the Regionals successful takes place before the contestants arrive. The last 10 percent — actually running the events — is the fun part. Beforehand comes the work that assures that the contest will be fun for all.

The guidelines below are for a large contest, and obviously would be scaled down as appropriate for smaller events.

### THE THANKFUL JOB — CONTEST DIRECTOR

The subhead indicates one of my conclusions after having served as a C.D. an uncounted number of times. It's not a thankless job. I've never acted as contest director in a contest large or small at which I didn't hear sincere thanks from the competitors. Having a flier willing to take on the C.D.'s responsibilities makes everyone thankful. The thankless jobs are those of the event directors who work hard all day during the contest and have to put up with the eccentric and sometimes troublesome nature of model airplane competitors.

Here's a tip for contest directors: It's the

easiest job on the field. You don't have to really DO anything. All you have to do is make sure everything GETS DONE by your various event directors and their crews. Then you hand out the trophies, and everybody shakes your hand and says, "Good job!"

Getting your event directors and crews to do their job correctly, then, is the secret to directing a contest. How do we go about it?

I find it helpful to start out with a motto that helps guide all of our actions: The contest is for the competitors; the primary goal of contest officials is to provide service to the competitors. All other activities and concerns are secondary.

First comes advance planning.

Most contests are annual affairs. That means that most of the planning is theoretically carried over from previous years. But whether it is a traditional contest or a new one, if you start planning the details a month or two in advance, you've already lost your chance to put on a really top-notch contest.

The essential details of the contest should be decided before the contest season starts. That means that before the competitors start building planes, planning their contest-attendance calendar, and making room reservations, your contest's publicity should already be appearing in *Model Aviation's* contest calendar, in *Flying Lines* and in club newsletters.

Make sure to coordinate with other contest organizers to make sure that conflicts are avoided. In our region, that means checking with the neighboring country, because it's common to have conflicts between contest dates in the U.S. and British Columbia which rob competitors. In addition, sometimes the AMA contest coordinator will allow two contests on the same date because they involve different events, but we should avoid such conflicts, again, because they can rob competitors from one another. The *Flying Lines* calendar is an excellent way to avoid conflicts — get your notices in early!

It's important that annual contests have some sense of stability in the events that are offered, so that competitors can include your contest in their season plans and be able to count on flying in their favorite events when the contest comes.

Once the date, events and schedule are set, the contest director's next chore is to make sure there are competent event directors for each category. In large contests, there can be more than one E.D. for the category, so that they can trade off and perhaps do some of their own flying.

Selection of E.D. personnel can't be left until

the week before the contest. It must be done well in advance so that the E.D. can plan his own activity schedule around it and make whatever necessary preparation.

How do you get good E.D.s? Unfortunately, the most reliable method is the good old, time-honored method known as the arm twist. You do NOT find contest workers by just saying at a club meeting or in a newsletter, "does anybody want to be in charge of ...?" The contest director needs to identify experts in each event and contact them early to seek their help. Over time, develop a cadre of event directors in each category, so you don't have to call on the same workers each year.

Sometimes finding E.D.s for a particular event can be a problem but it is not an excuse for dropping an event that competitors expect to compete in from year to year. It just means we have to work harder to find an E.D.

It's also important for the contest director to familiarize himself with all of the competitive events that will be on the schedule. It's impossible for a C.D. to properly supervise a contest if he's never looked at the rulebook, or watched a heat, or examined the equipment that's in use. If you plan to C.D. a contest, spend some time observing one!

Now that we've got a schedule and good E.D.s, we're halfway home to the contest.

Publicity is essential to a successful contest. The contest director should appoint somebody to handle this job if he doesn't himself, and then, as with all jobs, follow through to make sure it's done correctly.

Here's one way it can be organized, based on the Regionals model. Using *The List*, the Northwest's mailing resource, the flyer and a press release are mailed at least four months in advance to the modeling press — magazine columnists, club and special interest newsletters, etc. This lead time is necessary to make magazine deadlines. About two months before the contest, a flyer is mailed to every potential competitor, again using *The List*. Of course, the contest already is listed in the *Flying Lines* calendar and in the *Model Aviation* contest calendar.

The flyer should include all the details: Schedule of events (including times), entry fees, site location, any special rules or field conditions, contest director's address and phone number, etc. Put some thought into the flyer; contestants will expect the contest to occur as advertised.

Finally, the contest director needs to make sure that all the paperwork, equipment and supplies are prepared in advance: Entry forms, judging sheets, contest-supplied fuel, stopwatches, pull



scales, etc. Don't let your E.D.s show up and not be able to provide them with what they need to do their jobs.

Most clubs have a routine for field preparation, but the contest director needs to make sure that somebody is in charge of getting things ready for the competitors. There should be some advance planning of what events will be flown on each circle.

Also to be considered far in advance is the issue of awards: Trophies, trophies and merchandise, or merchandise only? And, is the entry fee commensurate with the type of awards? Competitors don't mind paying a reasonable fee if there are nice awards, but can become a bit disillusioned if there is a high fee and a very poorly planned awards offering. Awards are not the point of competition, but they indicate the attitude of the organizers toward the competitors — and that can be important for the future of the contest!

The Northwest Regionals takes place each year with the following chairmanships filled and functioning; it could be a checklist for any major contest: Trophies, field preparation, field marshall, publicity, registration, racing, combat, scale, stunt, carrier, balloon bust, speed.

Now the day of the contest has arrived, and presumably all the advance work is done.

Here's a good idea tried at the Regionals this year with great success: Before the contest gets under way — at the Regionals it was at 11 a.m. Friday — hold a meeting of the event directors.

The first topic should be the general philosophy of the contest: What is Job One? At the Regionals, the point was loud and clear: Offer the contestants the best possible contest — run it according to the rules and according to the standards that the contestants would expect anywhere in the country. All other concerns are secondary. In practice, that means that if a mishap in a racing heat calls for a re-fly, we have a re-fly, whether or not we're running behind schedule. The contestants came to race, so we're not going to say, "Well, we have to go to the banquet so we don't have time for your re-fly." Also at the meeting should be discussed any special field rules, any anticipated logistical conflicts, and general policies. Prepare an agenda in advance and also let the E.D.s raise any issues.

Once the contest begins, the contest director should circulate around the field and be available to consult with all event directors. I feel it is important that somebody other than the C.D. handle registration. The contest director should not be

bound to the registration table. Once competition begins, he should be making a regular circuit around the field asking the E.D.s how things are going and whether they need anything.

A contest director at a major contest who never shows up at certain venues is not doing his most important job, which is overseeing the contest. The risk of staying at the registration table, or at one event venue, is of making competitors in the other events feel unwanted. It's not very pleasant for a contestant, for example, to prepare his racing equipment and make a long trip, only to be given the impression that he's just a nuisance to the stunt fliers who organized the contest — but gladly took his entry fee.

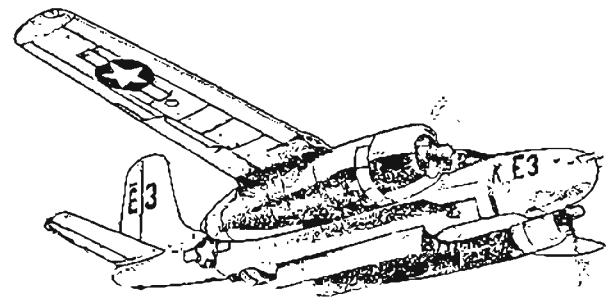
Also on contest day, particularly early in the day, some site control is necessary. If there are neighbors, some starting time may need to be posted so that fliers don't wake up nearby residents at dawn. Secondly, there should be some guidelines about practice. The contest director should not allow one category's fliers to horn in on a circle designated for another use, particularly if circles are marked for specific uses.

The contest director should make himself available to mediate any disputes that may come up, once again with the competitor's interests at first priority — as opposed to issues of schedule or logistics. Remember that the schedule and logistics aren't the fault of the competitor. The final authority for all disputes is the AMA rulebook. In the case of regional events, make sure to have a copy of the rules for those events on hand. Official Northwest rules for all of our regional events are available from the author at the address below. If the C.D. is unsure how to settle a dispute after examining the rulebook in consultation with the E.D., he may want to consult with an on-site expert in the event who is not involved in the particular competition.

If you get to the trophy celebration and everyone has smiles on their faces, you've done a good job. Have fun handing out the trophies and make sure to thank the workers. I guarantee it — if you've done your job well, the competitors will give you a rewarding ovation!

Comments on directing contests, running individual events, and any other contribution for the general edification of Northwest control-line fliers is invited. Write John Thompson, 295 W. 38th Ave., Eugene, OR 97405.

## PREPARATIONS by Orin Humphries



There are some old products and some new ones you should know about, if not already. They make filling dings, making fillets, and such, much easier.

Finishing a small aircraft with dope can lead to some frustrating problems. That "stuff" called Aero Gloss makes its own fillets at random, whenever two airplane components join at an appreciable angle, like the wing and body. During the drying the surface film on the stuff (note how I don't like to call it paint?) shrinks and draws the body of material away from the plane. There is a very weak bond, not much at all, between the film and the base coats at this point. The irregular fillets thus formed spoil a project.

Micro balloons came along maybe twenty years ago. They come in two varieties, white (glass) and brown (phenolic). It looks like powder to the eye, but under a low power microscope they are tiny, thin walled bubbles, balloons. As such they have a very low density, making them ideal for low weight fillers. You mix them with a binder, usually 20 minute to 2 hour epoxy making your own filler. Today you can buy at least two brands of ready mixed filler like this. SIG made the first one, called Epoxolite, and now Goldberg markets Epoxy Plus. Goldberg's uses glass balloons and SIG uses phenolic. Both are what we call wet mixes. Let's talk about that.

Doing it yourself went like this. You mix the epoxy and add a pinch of balloons. You used white when the filler was to be counted on for structural strength or brown when that didn't matter. You stirred it in and added another pinch of balloons. This was repeated until the mix was like stiff cake icing. Toward the end you would notice that while stirring, the material lost its shine. Letting it sit a moment, the shine would return. There was enough balloons in the mix when the time for the shine to come back exceeded 30 seconds by the clock. A little more would make for a lighter filler, and stopping at the 30 second time reference made for a wet mix for better strength.

Both SIG and Goldberg have chosen to sell a wet mix in case you need strength. You can always add more balloons to these before you stir the parts A and B together if you need lightness. You can't take them out if you wanted to make it stronger, so that's why they chose as they did.

How does this help the paint fillet forming thing? Using epoxy or polyester resin for the base of this mix would form a slick surfaced fillet. Paint would still pull away from them. One of the reasons for the balloons is to make a micro rough surface. Once it has cured you sand off the outer layer which leaves a surface having microscopic bubble shaped holes in it. The paint seeps into these and locks together with the fillet as it dries, like pieces in a picture puzzle. The paint film cannot pull away from the fillet as it dries. One fellow I shared this with many years ago didn't hear this last part and put a slick coat of epoxy over the fillet. He was displeased to see uneven paint fillets formed after he painted it. Again, the surface has to have micro pockets exposed to lock with the paint film.

How do you apply this to the small aircraft? First, vacuum up the dust from sanding. Get some rubbing alcohol and pour a little out in the lid or small vessel. Have it sitting right next to your work. I like to use an artist's paint spatula about the size of a finger. Cut off a line of filler and lay it on the joint. It will not want to stick to the dry wood, preferring the spatula. Pat it into place with a small screwdriver. Now comes the smoothing. Dip the spatula or your finger into the alcohol and shake it once to remove the excess. Smooth the filler with the wet instrument. The alcohol makes it a dream to work with and actually slows the set up time slightly. Good luck trying to smooth the dry filler!

The home made material is temperature sensitive. It will set up, but it will not cure out to sanding condition if the temperature in your workshop is 68 F or cooler. After five days it will reach proper sanding condition if the temp. has been 72F or better. You can tell when it is not ready yet by the fact that it gums up your sand paper. You can push the time with gentle heat, not above 85 F, I would guess. Goldberg got around this time factor by using a very fast setting epoxy, probably three to five minute material. You can't start with that while making your own for there isn't time to mix, spread, and smooth. Since theirs comes with the balloons already stirred in, all you have to do is stir the two parts together and go to work. Don't make more than a golf ball sized batch at a time or it will set up before you can get it all on. You need to baby sit it a few minutes to hold its shape against gravity. Smooth it with an alcohol wetted item as it hardens.

Goldberg also makes a light weight filler of another type, called Balsa Magic. It comes in white or balsa color. This stuff is great!!!! It is super light and makes large fills without apparent shrinkage. You can mix water color with it to be invisible under thin top coats of colored paint. You can mix a little water with it to make a quick filler coat. Be sure and sand it with 600 paper as your last paper grade. If you are going to put polyester resin over this you will have to use extra catalyst. Try a test piece.

These two Goldberg products have taken many hours off model prep time, leaving the time available for other tasks. I don't work for Goldberg, so by all means try these products.

One last product that is largely overlooked by modelers is marketed by SIG, called Celastic. It has many uses, such as scuff pads for wing tips, wing/body or tail/body joint reinforcement, fuel tank cradles, etc. It comes in two weights, thick and thin, and you use it by dipping a piece in thinner. This softens it and makes it like cloth. It will thus mold to compound curves very well. It hardens as it dries. When dry, sand it with 240 grit. It will have a rough surface, but it fills well and takes many common model paints. Balsa Magic would make an ideal filler for it.

Call me anytime or write for assistance. 19805 48th Ave. W., #A101, Lynnwood WA 98036-5583

## NW Competition Standings

Flying Lines' compilation of event placings by Northwest modelers competing in Northwest region contests

### OVERALL CARRIER (11 CONTESTS, 74 ENTRIES)

1)	JOHN HALL .....	50
2)	RICK WALLACE .....	16
	BILL DARKOW .....	16
4)	JOE RICE (SR) .....	13
5)	TODD RYAN (SR) .....	12
6)	LLOYD MAROHL .....	11
7)	TOM STROM .....	9
8)	KEVIN MAGNUSON (SR) .....	8
	TERRY MILLER .....	8
10)	RICH McCONNELL .....	7
	ROY BEERS .....	7
	LOREN HOWARD .....	7
	TERRY MITCHELL .....	7

### 15 CARRIER (3 CONTESTS, 22 ENTRIES)

1)	JOHN HALL .....	15
2)	JOE RICE (SR).....	13
3)	TODD RYAN (SR).....	12
4)	LLOYD MAROHL .....	11
5)	BILL DARKOW .....	9

### PROFILE CARRIER (3 CONTESTS, 19 ENTRIES)

1)	JOHN HALL .....	17
2)	TOM STROM .....	9
3)	RICH McCONNELL .....	7
4)	JOE JUST .....	6
5)	KEVIN MAGNUSON (SR) .....	5

**OVERALL SPEED (17 CONTESTS, 76 ENTRIES)**

1)	CHUCK SCHUETTE	32
2)	JERRY THOMAS	17
3)	BOB SPAHR	15
4)	JOE RICE (SR)	9
5)	TODD RYAN (SR)	8
6)	MIKE HAZEL	7
7)	SCOTT NEWKIRK	6
8)	JEFF CLEAVER	4
9)	RON SALO	3
	MARTY HIGGS	3

**NW SPORT RACE (5 CONTESTS, 30 ENTRIES)**

1)	JOE RICE (SR)	15
2)	CHRIS COX	14
3)	TODD RYAN (SR)	9
4)	MEL LYNE	8
5)	BILL FISHER	7

**NW SUPER SPORT RACE (4 CONTESTS, 19 ENTRIES)**

1)	TODD RYAN (SR)	12
2)	DAVE CLEAVER	6
3)	RICH McCONNELL	4
4)	JEFF CLEAVER	3
	GARY HARRIS	3

**FLYING CLOWN RACE (3 CONTESTS, 19 ENTRIES)**

1)	TODD RYAN (SR)	16
2)	JOE RICE (SR)	11
3)	BILL FISHER	7
4)	JOHN HALL	6
5)	JIM CLEAVER	5

**OVERALL RACING (24 CONTESTS, 131 ENTRIES)**

1)	TODD RYAN (SR)	49
2)	JOE RICE (SR)	46
3)	BILL FISHER	14
	CHRIS COX	14
5)	RICH McCONNELL	13
6)	NITROHOLICS TEAM	11
7)	KEVIN MAGNUSON (SR)	10
8)	DAVE CLEAVER	9
	BRUCE DUNCAN	9
10)	JIM CLEAVER	8
	MEL LYNE	8

**BALLOON BUST (5 CONTESTS, 27 ENTRIES)**

1)	RICH McCONNELL	24
2)	MEL LYNE	10
3)	TODD RYAN (SR)	9
4)	DAVE CLEAVER	8
	TROY LYNE	8

**OLD TIME STUNT(6 CONTESTS, 27 ENTRIES)**

1)	BOB EMMETT	18
2)	DON McCLAVE	11
3)	RICH McCONNELL	9
4)	AL RESINGER	7
5)	DAVID THOMPSON	6

**NOSTALGIA STUNT (3 CONTESTS, 24 ENTRIES)**

1)	DON McCLAVE	24
2)	JACK PITCHER	18
3)	BOB EMMETT	10
4)	GARY NELSON	7
5)	LEE UBERBACHER	6

**PRECISION AEROBATICS (12 CONTESTS, 65 ENTRIES)**

1)	CHRIS COX	35
2)	BOB PARKER	33.5
3)	JIM CAMERON	28.5
4)	PAUL WALKER	15
5)	AL RESINGER	13

**OVERALL STUNT (21 CONTESTS, 116 ENTRIES)**

1)	DON McCLAVE	42.5
2)	BOB EMMETT	35.5
3)	CHRIS COX	35
4)	BOB PARKER	33.5
5)	JIM CAMERON	28.5
	JACK PITCHER	28.5
7)	AL RESINGER	20
8)	PAUL WALKER	15
9)	MONTY STIMMELL	14
10)	RICH McCONNELL	13

**OVERALL SCALE (5 CONTESTS, 12 ENTRIES)**

1)	BILL DARKOW	3
2)	BOB PARKER	2
3)	NICK STRATIS	1
	TERRY MITCHELL	1

**1/2 A COMBAT (3 CONTESTS, 16 ENTRIES)**

1)	TOM STROM	11
2)	JEFF REIN	10
3)	BRIAN RICHMOND	6
	DICK SALTER	6
5)	ROBERT SMITH	4

FOX COMBAT (3 CONTESTS, 18 ENTRIES)

1)	RICH McCONNELL	11
2)	GARY HARRIS	10
3)	JEFF REIN	9
4)	DAVE BURDICK (JR)	8
5)	DAVE THOMPSON	4
	TIM STROM (JR)	4

FAST COMBAT (3 CONTEST, 54 ENTRIES)

1)	JEFF REIN	46
2)	DICK SALTER	13
3)	TOM STROM	11
4)	CORINA BYERLEY	5
	GARY HARRIS	5

OVERALL COMBAT (12 CONTESTS, 113 ENTRIES)

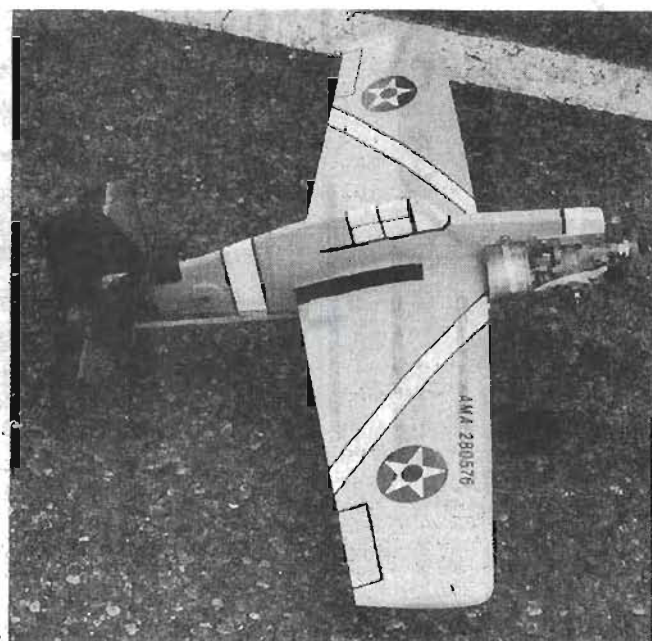
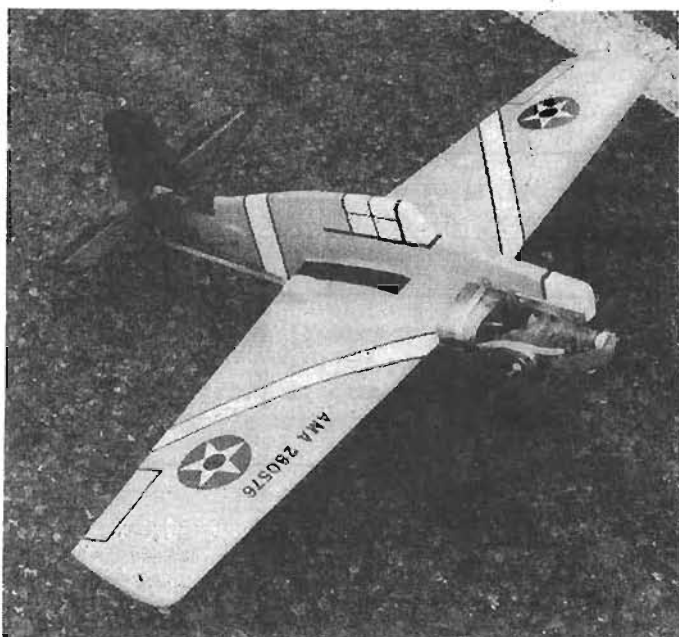
1)	JEFF REIN	71
2)	DICK SALTER	23
3)	TOM STROM	22
4)	RICH McCONNELL	15
	GARY HARRIS	15
6)	MEL LYNE	12
7)	TROY LYNE (JR)	11
8)	CHRIS COX	10
9)	RICK MEADOWS	9
	DAVE THOMPSON	9



## RECORD REVIEW

DETAILS OF NW RECORD PERFORMANCES

ALTHOUGH TODD RYAN JUST LOST HIS .15 CARRIER RECORD, DETAILS OF THIS FORMER RECORD STILL DESERVE ATTENTION. THE PERFORMANCE WAS DONE AT THE '93 NW REGIONALS IN EUGENE. THE DESIGN IS THE WILDCAT, WHICH WAS BUILT FROM PLANS. CONVENTIONAL CONSTRUCTION WITH Balsa, PLYWOOD, AND MAPLE WAS USED THROUGHOUT, AND WITH SILKSPAN/DOPE FINISH. THE 'VITAL STATISTICS': WINGSPAN OF 30 INCHES WITH 180 SQUARE INCHES, TAIL 11 INCHES SPAN AND 33 INCHES OF AREA, AND FUSELAGE LENGTH OF 20 INCHES. THE CONTROL SYSTEM FEATURED A HOMEMADE THREE LINE BELLCRANK, WITH A BRODAK HANDLE ON THE OTHER END. THE ENGINE USED WAS A RJL CONQUEST .15, FED WITH SIG 35% NITRO FUEL FROM A 2 OUNCE UNIFLOW TANK. A FOX STANDARD GLOW PLUG WAS USED, AND THE PROP WAS AN APC 7X6.



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