

NEWS OF NORTHWEST CONTROL-LINE MODEL AVIATION

1073 Windemere Dr. NW, Salem, OR 97304

Editor: Mike Hazel

JANUARY 1995

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IN THIS FIRST ISSUE OF A BRAND NEW FLYING YEAR.....

- * **ROUND & ROUND, BY JOHN THOMPSON**
- * **ENGINES, ETC., BY PAUL GIBEAULT**
- * **MORE 1995 NATIONALS INFORMATION**
- * **AND A FEW OTHER TIDBITS**

Coming up very soon, is the annual pilgrimage for many Northwest modelers, that being the Northwest Model Exposition. The usual time (Feb 4th & 5th), and the usual place (fairgrounds in Puyallup, Wash.) Ye olde editor won't be making the trip this year, so I will just say hi right now to you.

The contest season is not that far off, so start getting ready if you haven't already! Only a few more weeks and the "Winter building season" will be over.

Northwest clubs are already planning for the big meets. The Northwest Regionals will take place as usual on Memorial day weekend, in Eugene. Craig Bartlett will be the contest director this year. The Seattle Skyraiders are well ahead with their plans for the 1995 Raider Roundup....see letter from Dave Gardner in this issue. And of course, right in the middle we have the Nationals in Tri-Cities. We will start the contest calendar again in the next issue. Contest directors and club leaders are urged to get in their schedules, either firm or tentative, to Flying Lines ASAP.

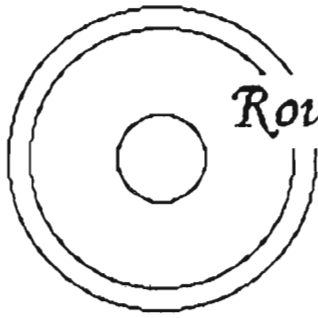
The FL mailbag hasn't received much in awhile. One thing we would like to receive right now is some input regarding this newsletter. Occasionally it is good to do a little self evaluation. If you were putting out this rag, what would you like to include? Please let us know what features you like best, and other things you would like to see. It would also be appropriate to comment on content you feel we could do without. Please give some thought to this, any input would be greatly appreciated.

Have you noticed that the size of the FL issues go up and down? This is due to two factors: 1) Amount of current material to publish, and 2) Finances. This is how the subscription rate works out, not enough for a big issue every time, but adequate to alternate with large issues. The next issue will be a big-un, with contest calendar, Northwest directory of clubs, and lots of other good stuff.

Dave Gardner is heading up the Precision Aerobatics event at the Nationals and is soliciting help. Please see his letter in this issue.

I was recently looking over a new 1995 catalog / brochure from Cox. They have a couple of interesting new additions. The first one is a new engine that they call the "Killer Bee". This engine is targeted for the competitor, and they actually mention "House Race"! The information indicates that this #49 comes already equipped with high compression head, a relieved crankshaft, and fitted tapered piston. The only fly in the ointment that I see is that this engine is equipped with only a plastic backplate, no tank! You will have to supply that, I guess. Also new, are two electric RTF control line planes. Just might have to pick up one of these to play with.

Lots of subscribers are about to run out of Flying Lines issue. As a reminder, see if you are on the list printed elsewhere in this issue, and renew promptly. You don't want to miss out on the next issue, or receive any late. See ya next month!



Round and Round

The Control-Line
modeler at large

By John Thompson

Sunday funnies

Every model airplane club has more members than it has *active* members. Sometimes even the active members operate in relative isolation.

The stunt fliers are at the field on Sunday morning, the combat guys on Saturday afternoon. The racing guys have their contest all by themselves and don't go even watch the carrier activity. And then there are the "sport fliers" who don't seem to take part in any organized activity.

And every club keeps asking the question: How do we get these guys off their landing gear to participate in club activities a little more often.

The answer may be elusive, but we keep searching. Thus, the Eugene Prop Spinners are trying an experiment in 1995 that may offer one possible strategy for getting people involved in more local activities.

It's a 12-month series of fun-fly competitions leading to perpetual trophies in each of four events: Aerobatics, racing, combat, carrier and "I'd Rather Be Flying."

The goal is to get people flying, having fun, and learning about some of the finer points of organized flying. If successful, it might generate a few more regular participants.

The monthly activities will be held at the Prop Spinners' Eugene field. These will be unsanctioned club activities; there are no prizes and nothing counts for Northwest competition standings or records. However, let us say right here in large type: **Our flying friends from out of town are invited!!** And, you can score points toward the perpetual trophies. If you win the trophy, you deserve it.

Note that we've invented a scoring system

designed to reward participation, even if your participation is just to keep a lawn chair from blowing away.

The whole concept is reprinted here for the benefit of other clubs which may be interested in trying some similar scheme for their local activities.

Eugene Prop Spinners 1995 fun-fly schedule and scoring system

Purpose — To provide a regular schedule of club activities based on control-line model aviation competitive events.

Goals — 1) To encourage members to participate in club activities on a regular basis. 2) To prepare interested club members for sanctioned competition.

Activities — A rotating schedule of aerobatics, carrier combat and racing contests. These will be held approximately once a month on Sunday mornings. These will be non-sanctioned events intended primarily for club members, though **out-of-town guests will be welcomed**, provided they are AMA members. Brief seminars on "how to do it" will be provided by club experts as desired by the participating members.

Awards — Perpetual trophies will be awarded the top scorers in each category for the year.

Scoring — The scoring system is designed to encourage participation by club members, whether the activity is within their particular specialty or not.

Competition points: Points will be awarded for each month's activity in the following fashion: First place is worth 10 points, second place 9 points, third place 8 points, fourth place 7 points, fifth place 6 points, sixth place 5 points, seventh place 4 points, eighth place 3 points, ninth place 2 points, 10th and all other places: 1 point.

Participation points: Every club member who shows up and stays for most of the activity at any of the fun-flies will receive 1 participation point. The member may apply those participation points to his/her own interest area at the end of the season. In order to score participation points, a member needs to be present at the site as a contestant, an official, a helper, or merely as an observer and supporter. Competition points break all ties. Participation points may be divided between events any way the flier chooses, so long as he/she actually participated in the events. Out-of-town guests can score points, too.

Example: Let's say Mel is interested in flying only aerobatics. However, he shows up to help at a two racing contests, two combat contests and one carrier contest, thereby scoring 5 participation points, plus the 2 participation points he gets for the two aerobatics contests, for a total of 7 participation points. Mel finishes second in both aerobatics contests, scoring 9 competition points each time. Therefore, his total aerobatics score is 18 competition points + 7 participation points for a total of 25 points. Mel also could have chosen to break up his points between two events in any way he chooses. He could have flown in the carrier contests, and applied 3 of his participation points to carrier and 4 to aerobatics.

Recordkeeping — The activity coordinator will keep track of the scoring. The event director for the day will settle all disputes about results of an individual fun-fly event; his/her decision will be final. The activity coordinator will settle all disputes and questions about the scoring; his decision will be final.

Rules — The AMA rulebook will be followed in all events where it applies; Northwest Regional rules will be used in all events where they apply. The contest procedure may be varied to allow for more flying; for example, more racing heats may be run, or more official flights allowed in carrier or aerobatics.

SCHEDULE

Events usually will be on the second Sunday of the month, except in the case of a conflict with other scheduled Northwest competition events or conflicts with nonmodeling activities at the Eugene flying field. **This schedule is subject to change.** Watch the Prop Spinners Newsletter for updates. On the Saturday before each event, call either John Thompson (503-465-1088) or Mel Marcum (503-344-4104) to confirm.

All events will start at 10 a.m.

Jan. 29 * — Northwest Sport Race in a round-robin format. All fliers will be guaranteed at least three heats of racing. Four planes will be taken to the feature.

Feb. 12 — Handicap Precision Aerobatics. We'll fly the regular pattern. Beginners can fly as many maneuvers from the rulebook as they can. All fliers will be guaranteed at least three official flights. No appearance points. Handicap points: Experts 0, Advanced 25, Intermediate 50, Beginner 100.

March 12 — 3x1 Fun Fly. One plane for three events: Time target, spot landing, hi-low. Simple rules

will be handed out at the February club meeting. Any plane on 60-foot lines that can take off the ground is legal. Points applied toward a special "I'd Rather Be Flying" award.

April 9 — Navy Carrier. We'll use Mel's practice deck; everyone is guaranteed at least three official flights. Profile rules, but any carrier plane is legal.

May 14 — 1/2-A Combat in a triple-elimination format. You keep flying until you've lost three matches.

June 11 — 1/2-A Mouse Race I. Everyone will be guaranteed at least three heats; three to the feature.

July 23 * — Old-Time Stunt. Everyone will be guaranteed at least three official flights. Planes need not be legal for OTS; just fly the OTS pattern!

Aug. 13 — Navy Carrier. Same rules as April 9.

Sept. 10 — 80-mph Combat. Any plane on .018x60 lines is legal, any fuel system, .40 engine max. Triple-elimination format. Only two planes allowed for the contest. Speed limit enforced.

Oct. 17 * — Flying Clown Race. A PDQ Flying Clown, either from kit or scratch, .19 maximum displacement engine, 1-oz. tank. Everyone will be guaranteed at least two 15-minute heats; three to the feature.

Nov. 19 — Handicap Precision Aerobatics. Same rules as Feb. 12.

Dec. 10 — Rain or Shine Roundup. Bring the most unusual or interesting plane you have. Everyone who shows up will have a vote in ranking the planes on the following criteria: Appearance, originality, flying. Flight points will be based on a free-style stunt pattern. Points toward the "I'd Rather Be Flying" award.

* These dates are not the second Sunday of the month because of known conflicts with other events.

While we're on the subject of the Prop Spinners, we'll note that Bob Staley and Morrie Gilbert earned their AMA "All-Weather Flier" patches in 1994. It's harder than you think to make an appearance at the flying field *every month* of the year, weather or no! Congratulations, Morrie and Bob!

How about sending news of your club to *Flying Lines*. Through sharing of information, we all advance in the enjoyment of our hobby.

Discussion of Northwest competition issues, technical tips, questions, etc., are welcomed by the Round & Round column. Write John Thompson at 295 W. 38th Ave., Eugene, OR, or e-mail at 73473.1407@compuserve.com.

ENGINES, ETC.

by Paul Gibeault

1994 World Champs Impressions..

Without a doubt the World Control Line Championships is indeed the "Olympics" of C/L modeling. For most of us, representing our city/state/country is somewhat of an honor. One should never forget that competition is only a matter of degree and dedication. It takes some dedication to compete at the Northwest Regionals. But it takes a whole lot more to compete at the Worlds.

As you know, right off the bat you must be in the top three in your country. You must remember that so is everyone else you're competing against! Only national champions and no less. I never gave thought to the idea that I would be flying against factory paid professionals. No amateur/pro distinction here! (except in the results standings!)

To represent your country is a great honor. But along with this honor is a fantastic amount of pressure. This competition pressure brings out the very best and the very worst in people it seems. As I was glued to the speed and team race circles for the most part, my impressions are mainly from that point of view. Here are some random impressions.....

1) Modelers are becoming older and older. At 37 I am a youngster compared to most. Many competitors have 2 to 3 times the modeling experience that I have. (many at 30 to 40+ years!)

2) What won the USA Nationals this year in FAI speed (and not a bad score, either) would have been good enough for 40th place at the World champs. This is the toughest competition you will ever see!

3) To make the top 10 in speed very nearly requires a professional effort, and certainly a team effort.

4) My 9th placing at 295 KPH (183 mph) was only achieved through a dedicated team effort of several people. The Northwest is most fortunate to have very talented modelers like Will Naemura and Chuck Schuette, who contributed tremendously to the effort. I could never have done it without you guys. Thanks!

5) A World champs is very expensive....Flying models that have several thousands of dollars of development work into them is very stressful. You tend to become paranoid and over protective. Models are kept covered, boxed, and under lock and key when not flown, and very closely guarded.

6) World champs type modelers are "clean freaks". You've never seen such attention to cleanliness. Often engines are dismantled and checked and cleaned between flights!

7) The Soviets have lost their supreme dominance in speed and team race since discovering that marketing their excellent model goods abroad is much more profitable than endless hours of practice. Several teams in speed and team race using Soviet models and engines placed higher than the Soviets themselves! This is a first.

8) This is the first time I've seen speed and team race models fly faster than their pilots. 'In speed, several pilots crashed due to not being able to keep up to their (Russian) models. I felt sorry for the Taipei pilot who crashed a \$2,000 Kostin Model. "The most expensive 10 seconds of his life", quipped Ian Mander from England.

9) Same with the team race models. The first 4 heats resulted in DQs and reflies. The TR jury pleaded over the P.A. for the other pilots to please try and finish a race!

10) There was extreme displeasure over the judging in Stunt, and serious allegations about "fixed" scoring. But it seems this is always the case. Rightly or wrongly, stunt scoring by human judges is one reason we have speed and racing fliers....It's awful hard for the stopwatch to mess up your score!

11) If you allow it to, the World champs is very hard on your ego. The competition is so relentless that it's dreadfully easy to go from "hero" status to has-been in just one flight.

12) Some of the best flyers are also some of the "sourest" people I've ever known. I think what keeps me sane is my attitude. I go to try and do my personal standard, whatever it may be, regardless of what the rest of the World is doing. I don't go to lose, but realistically I'm often outclassed as an individual by the pros and the teams. The choice is (A) stay home, or (B) Go and compete, get well beaten and learn something. I chose the latter.

13) A great deal of the "fun" part of our hobby is notably absent at the World champs, compared to the Regionals. dParts of the World champs atmosphere could be as solemn as a funeral procession. Unless you have a warped sense of fun, I don't recommend you try FAI flying. It's way too much work, time, and money for way too

little flying. It's certainly not for the "faint of heart", nor for the "stingy of pocketbook".

14) Notwithstanding the above, something else must attract people to this fanaticism since attendance was very high. Perhaps the technology? The intense competition? The camaraderie? The international friendships? The exotic location?

Who can say for sure. All I can say, is the most important thing I got out of the World champs was friendships. I renewed old ones and made new ones. I think the Northwest modelers are generally a very good class of people. I am proud to call many of you my friends, and hope to see you all soon. Say, like at a "fun" contest like the Regionals, in perhaps a "fun" event like Mouse Race?

1995 Nationals

Tri-Cities: July 8-16, 1995

Control Line- PAMPA, NCS....

Scale- NASA

Indoor (Kibbie Dome, ID)- NFFS

Vincennes: July 8-16, 1995

Pattern- NSRCA

Pylon- NMPRA

Muncie:

Soaring- LSF/NSS July 29-August 6, 1995

Free Flight, outdoor- NFFS June 26-30, 1995

Helicopter-IRCHA July 8-11, 1995



1995 AMA National Model Airplane Championships to Utilize Multiple Sites!

The 1995 Nats scheduled to be held in the Tri-Cities area of Washington state have been turned into a multiple site event utilizing many of the AMA's special interest groups. The decision to move to this format was based on the unavailability of certain venues that met minimum AMA Nationals criteria for a combined Nats, and the desire to give AMA's membership the best Nationals possible!

The 1995 Nationals will be held in Tri-Cities, Washington; Vincennes, IL and at the AMA's National Flying Site in Muncie, IN. This is a great opportunity for all involved to explore, on a first hand basis the concept of SIGS running the Nationals prior to the 1996 Nats scheduled to be held at the National Flying Site in Muncie.

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1995 Northwest Controline Championships - RAIDER ROUNDUP

Dave Gardner, Contest Director
17210 - 109th Place SE
Renton, WA 98055

AMA 717

(206) 226-9667

FAX: (206) 226-2759

December 26, 1994

FLYING LINES

1073 Windemere Drive NW
Salem, Oregon 97304

Dear Mike,

A couple of items:

1. Here is my 26 bucks to get me through TWO more years of FLYING LINES.
2. An announcement for the 1995 Nats Stunt Events is enclosed, for publication at your earliest convenience.
3. RAIDER ROUNDUP '95 is on the official schedule, of September 16-17, 1995, with Sanction No. 50143. A flyer will be coming out shortly, but the tentative event list is:

Record Ratio Speed - National	Profile Carrier
Record Ratio Speed - Northwest	Carrier I/II
Mouse Race 1	Profile Scale
Flying Clown Race	Sport Scale
Northwest Sport Race	Old Time Stunt
Northwest Super Sport	Classic Stunt
Northwest Goodyear	Beginner/Intermediate Stunt (full pattern)
Balloon Bust	Advanced Stunt
15 Carrier	Expert Stunt

EVENTS WILL ALL BE JSO, with awards to best placing junior flyer in selected events.

ENTRY FEES WILL BE REDUCED OVER THE 1994 FEES! The Skyraiders have evaluated the event entries over the last several years, and will be awarding trophies proportionate with the number of entrants. Our intent is to make this a great and fun year end contest for flyers and workers alike. Winners will have won, and the rest of us will have had a great time trying!

The Skyraiders will have the usual call for help in these areas:

Event Directors:	Stunt	Carrier	Speed
	Racing	Balloon Bust	Scale
Site Setup and Takedown	Stunt Judges		Racing timers/counters
Food / Drink Manager	Carrier Deck arrangements		Prize Solicitation

Thanks for your help on this, Mike.



Dave Gardner

At this point, we are looking for **HELP!**

Specific areas of support needed at this point are:

Specialty Event Directors for Old Time Stunt, Classic Stunt and 1/2A Stunt. This can be one person, or two or three. With the anticipated turnout for Classic, particularly, OTS and Classic will probably be run concurrently, on side-by-side circles, so these two events could be run by one person, keeping them on their toes!

We will also need pit bosses for each of these events. This is an area where OTS and Classic really need two PB's, since this job consists of getting pull tests made and making sure flight orders are maintained. Since 1/2A is another day, with lesser attendance, and lower key, some of the same people from Mondays' events could do this job as well.

Judges are going to be required for all events. Gary McClellan is Head Judge, and is responsible for gathering up his crew, but we'd like to see a few local judges here, to give some national distribution on the judging. The specialty events can be judged by the regular PA Judges, but it would really help if we had at least two additional judges for each of the three specialty events.

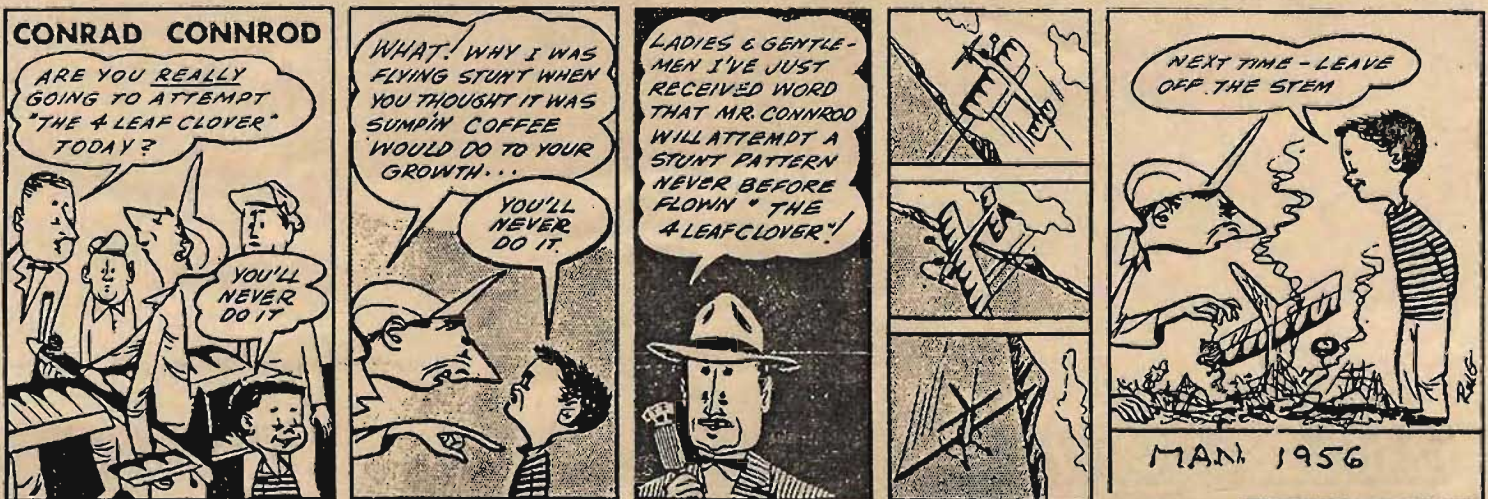
Appearance Judges are separate from the flying judges, and are usually recruited from areas other than stunt flyers, to give an unbiased view of the planes, and not their builders.

Other areas requiring help are the tabulators to help head tabulator Shareen Fancher, and some runners to bring scoresheets from the judges to the tabulators.

Anyone within the scope of Flying Lines readership who would like some direct participation in the AMA Nationals Stunt Events, check the list above. Stunt is a well-run event at the Nationals, due mostly to the efforts of volunteers from all aspects of our flying community. There's no question that it takes a bit of work, a little hassle and some fair coordination, but it's probably the most FUN event going at the Nationals. Anyone interested can get on board by contacting:

Dave Gardner, Event Director
 17210 - 109th Place SE
 Renton, WA 98055

(206) 226-9667
Fax: (206) 226-2759





The Flying Flea Market

Classified advertisements — FREE for FL subscribers

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WANTED: OLD CL SPEED KITS WANTED FOR COLLECTION. ALSO SPEED PANS IN NEW CONDITION. MIKE HAZEL, 1073 WINDEMERE DRIVE NW, SALEM, OREGON 97304

FOR SALE: CUSTOM CONTROL LINE HANDLES, \$40.00. ALSO, LARGE SELECTION OF MODEL MAGAZINES (2500+) FROM 1946 TO PRESENT CALL MARK WAHLSTER, (503) 873-3775.

FOR SALE: MANY BACK ISSUES OF FLYING LINES ARE AVAILABLE, CONTAINING A WEALTH OF TECHNICAL MATERIAL, ALONG WITH SOME NOSTALGIA OF PREVIOUS CONTEST SEASONS. SEND FOR LIST. FLYING LINES, 1073 WINDEMERE DRIVE NW, SALEM, OREGON 97304.

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