

FLYING LINES

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June, 1980 NEWS OF NORTHWEST CONTROL LINE MODEL AVIATION Number 14

NEITHER RAIN, NOR WIND, NOR VOLCANIC ASH...

The 1980 Northwest Regional Controlline Championships proved that it takes more than a measly volcano to stop control-line fliers from having a good time. It also takes more than rain and wind.

Yes, folks, that's what we had this year -- rain, wind, and the region half covered with Mt. St. Helens' soot. Nonetheless, Eugene, Ore., escaped the soot and the contest went on with vigor. A few of the Eastern Washington types were "up to their ash" in St. Helens's problems, and some of the Seattlites were kept away by road closures.

Other entrants, however, came from all over Oregon and the untroubled areas of Washington, plus a large contingent of California fliers and even a couple from Montana and Utah. There were lots of new faces -- a gratifying sign. Entry was down to about 35 persons due to the weather and ash problems, but the contest in some ways was one of the best. One of the biggest prize arrays ever was offered (several engines, large kits, fuel, foam wing cores and many other goodies). Perhaps the only ominous note, in addition to the low entry, was the lack of junior entries. Perhaps area clubs will attack that problem.

Event by event, the 1980 Regionals saw one of the biggest rat race fields ever and some spectacular speeds. Slow rat was a tortoise-hare affair with some Northwest Sport racers entered as tortoises. It looked odd to see the AMA slows passing the NWSR planes every two laps. Goodyear also had a healthy entry, including many entries from this region. NWSR remained stable at about a dozen entries. An unofficial racing event, $\frac{1}{2}$ A mouse, was flown in two classes and drew a good entry. ($\frac{1}{2}$ A combat was canceled due to high winds) The $\frac{1}{2}$ A events featured a whole box full of specialty goodies provided by Chop's Products.

Combat events had another year of low entry, eight in AMA, five in slow combat and only one in FAI, but some excellent matches were flown. Navy carrier had its usual entry level, but the scale events had more than profile for a change. It was good to see Marty Phillips back at the Regionals after two years away. Marty also flew precision aerobatics, which had seven entries over two classes.

Speed events featured a record performance in Formula 40 (a national record, that is), and were dominated by the Californians, as usual.

Not surprisingly, Tim Gillott snuck away with the rat race trophy again, but this time Mike Hazel of Eugene, Ore., gave him a run for his money, using a secret prop provided by Scott Newkirk. What a sight to see those two Sharks howling away at 150 mph plus. Six seconds made the difference in the final as the former national champion turned a 4:47 to win.

Vic Garner of Livermore, Calif., breezed to a win in slow rat with a fast, fast plane. Jeff Hollfelder, Gillott's racing partner, won Goodyear with a 5:58 time. Gillott, of Salinas, Calif., turned a blazing 2:56 prelim but retired from the final without finishing.

John Thompson of Cottage Grove, Ore., took Northwest Sport Race with an 8:28 time, his plane bouncing broken across the finish-line after a last-lap mishap. Vic Garner took second by a single second of time over Gary Buffon of El Cerrito, Calif. Bob Boling of El Cerrito took Class I mouse race and Thompson took Class II.

In the combat events it was Thompson's weekend, as he won both fast and slow combat. In fast, it took two wins over Norm McFadden in the final to come out on top, as Norm went into the final of the double-elimination contest with no losses. John Knoppi was the only entry in FAI.

Loren Howard of Vancouver, Wash., took scale carrier by a wide margin, and Marty Phillips of Kent, Wash., topped profile. In precision aerobatics it was Phillips winning advanced-expert with his old reliable "sting" design, and Rory Tennison of Libby, Mont., winning beginner-intermediate with a Banshee.

In speed, Scott Newkirk of Seattle, Wash., set a national record of 144.75 mph in Formula 40. Fred and Joyce Margarido of Fremont, Calif., without whom the Regionals wouldn't be the Regionals, again did well, winning $\frac{1}{2}$ A, A and D-Jet speed. Frank Hunt of Merced, Calif., won B speed and Doug Hinckley of Pleasant Hill, Calif., won FAI speed.

This Regionals got good coverage in newspapers and on television and a good crowd of spectators when the rain let up. Several event directors were pressed into service at the last minute because of the volcano and other problems but everything went off without a hitch. Particularly pressed was Jeff Shelby, notified on Friday that Orin Humphries -- who had agreed to substitute for

REGIONALS, continued

Bill Skelton as carrier event director (Bill had a family emergency) -- was ashbound. Jeff pitched in and ran carrier alone without a snafu. Similarly, mouse director Bob Kampmann was kept away with an untimely car wreck, but competitors again helped run things. Stunt director Rich Schaper helped out indispensably with the mouse event. Eugene Propspinners shared most other event duties, with Norm McFadden helping in combat. Underlying everything was the yeoman effort of the Astoria-Seaside, Ore., CLAMS, who ran registration and did many odd jobs. It was truly a regional Regional's.

Once again the Regionals was ably directed by Gene Pape, whose work started months ago and was far from over when the competitors went home. Gene has been the man behind the Regionals for several years, after each of which he says he'll never do it again. We'll all have to start working on Gene soon to convince him he really enjoys all those headaches. The 1981 Regionals will be here before we know it!

A highlight of this year's long Regionals weekend, for those of us at Flying Lines, anyway, was the "Happy Birthday Flying Lines" hamburger barbecue at Gene's house after Sunday's events. About 35 people attended to jawbone about the hobby, chow down, sing happy birthday and eat cake, and watch the Indy 500.

Like Gene always says on Thursday or Friday night as the Propspinners are out getting the field ready: "There's just no other contest like it!"

Here are the complete results of the 1980 Northwest Regional Control Line Championships:

<u>PAT RACE (JSC)</u>	<u>HEAT</u>	<u>HEAT</u>	<u>FEATURE</u>	<u>HOME TOWN</u>
1. Tim Gillott	2:20	2:26	4:47	Salinas, Calif.
2. Mike Hazel	2:35	2:29	4:53	Salem, Ore.
3. Vic Garner	2:44	2:33	5:24	Livermore, Calif.
4. Jeff Hollfelder	2:28	2:38	5:26	Castro Valley, Calif.
5. Gary Buffon	3:48	2:43	--	El Cerrito, Calif.
6. Scott Newkirk	6:37	3:01	--	Seattle, Wash.
7. Willie Naemura	42 lps	2:56	--	Eugene, Ore.
8. Ken Burdick	13 lps	3:42	--	Seattle, Wash.
9. Norm McFadden	5:39	DNF	--	Lynnwood, Wash.
10. John Knoppi	8:35	--	--	Seattle, Wash.

HERE'S WHO TO THANK:

The model aviation businesses listed below donated significantly to the success of the Northwest Control-Line Regional Championships by providing prizes. Special recognition should be given to Eugene's Toy and Hobby and Chop's Products, who donated large amounts of merchandise.

We urge all modelers to write these companies and express your thanks. Without them, the Regionals would not be the class contest it is. Their addresses are included.

Eugene's Toy & Hobby, 32 E. 11th, Eugene, Ore. 97401.

Chop's Products, P.O. Box 316, Yardley, PA 19067.

Little Puffer Billy, 405 Valley River Center, Eugene, Ore. 97401.

Hobby Hangar, 1216 S. Jackson, Albany, Ore., 97321.

Carl Goldberg Models, Inc., 4736 W. Chicago Ave., Chicago, Ill., 60651.

Top Flite Models, Inc., 1901 E. Narragansett Ave., Chicago, Ill., 60639.

Cox Hobbies, Inc., 1505 E. Warner Ave., Santa Ana, Calif., 92702.

Model Airplane News, 837 Post Road, Darien, Conn., 06820.

Pica Enterprises, 2657 N.E. 188th St., Miami, Fla. 33180.

America's Hobby Center, 148M West 22nd St., New York, N.Y. 10011.

Hobby Lobby, Rt. 3, Franklin Park Circle, Brentwood, Tenn., 37027.

Sig Manufacturing Co., Rt. 1 Box 1, Montezuma, Iowa, 50171.

St. Clair Model Components, P.O. Box 5626, Eugene, Ore., 97405.

Sullivan Products, Inc., 535 Devisville road, Willow Grove, PA, 19090.

Morrison Repla Tech, 48500 McAnzie Highway, Vida, Ore., 97488.

World Championship Air Races Ltd, 42791 Beauville Park Court, Fremont, Ca

Tower Hobbies, P.O. Box 778, Champaign, Ill., 61820. 94538

Satellite City, P.O. Box 836, Simi, Calif., 93065.

Fox Manufacturing Co., 5305 Towson Ave., Fort Smith, Ark., 72901.

Coverite, 420 Babylon Road, Horsham, PA 19044.

Midwest Products Co., 400 S. Indiana St., Hobart, Ind., 46342.

Shadow Racing, 1100 S.E. 28th St., Ocala, Fla., 32670.

Model Builder, 621 W. 19th St., Costa Mesa, Calif., 92627.

J-Z Products, Inc., 23018 So. Normandie, Bldg. F, Torrance, Calif., 90502.

REGIONALS, continued

SLOW RAT RACE (JSO)

1. Vic Garner	6:16	Livermore, Calif.
2. Gary Buffon	8:03	El Cerrito, Calif.
3. Dick Salter	10:41	Seattle, Wash.
4. Braden Silva	10:48	Richmond, Calif.
5. Rich Schaper	11:10	Kelso, Wash.

GOODYEAR (O)

1. Jeff Hollfelder	3:51	5:58	Castro Valley, Calif.
2. John Thompson	3:40	7:42	Cottage Grove, Ore.
3. Willie Maemura	3:49	10:57	Eugene, Ore.
4. Tim Gillott	2:56	65 laps	Salinas, Calif.
5. Vic Garner	3:55	--	Livermore, Calif.
6. Dave Green	4:52	--	Astoria, Ore.
7. Jim Cameron	5:03	--	Seaside, Ore.
8. Gary Buffon	5:08	--	El Cerrito, Calif.
9. Dick Salter	5:13	--	Seattle, Wash.
10. Ken Burgar	51 laps	--	Foulsbo, Wash.

GOODYEAR (J-S)

1. Doug Hinckley	5:23	--	Pleasant Hill, Calif.
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NORTHWEST SPORT RACE (O)

1. John Thompson	8:28	Cottage Grove, Ore.
2. Vic Garner	9:14	Livermore, Calif.
3. Gary Buffon	9:15	El Cerrito, Calif.
4. Bill Varner	9:53	Astoria, Ore.
5. Dave Green	10:33	Astoria, Ore.
6. Dick Salter	11:57	Seattle, Wash.
7. Jim Cameron	128 laps	Seaside, Ore.
8. Bob Boling	115 laps	El Cerrito, Calif.
9. Rich Schaper	110 laps	Kelso, Wash.
10. Dave Mullens	103 laps	Seattle, Wash.
11. Marty Phillips	76 laps	Kent, Wash.

1/4 A MOUSE RACE CLASS I (unofficial event) (reed valve) (JSO)

1. Bob Boling	2:56	6:11	El Cerrito, Calif.
2. John Thompson	4:01	7:47	Cottage Grove, Ore.
3. Margarido team	2:50	7:59	Fremont, Calif.
4. Dave Mullens	4:05	70 laps	Seattle, Wash.
5. Rod Watson	5:19	--	Warrenton, Ore.
6. Jim Cameron	47 laps	--	Seaside, Ore.
7. Doug Hinckley	46 laps	--	Pleasant Hill, Calif.
8. Niels Madsen	37 laps	--	Astoria, Ore.
9. Dave Green	32 laps	--	Astoria, Ore.

1/4 B MOUSE RACE CLASS II (unofficial event) (unlimited) (JSO)

1. John Thompson	10:24	Cottage Grove, Ore.
2. Dave Green	75 laps	Astoria, Ore.
3. Bob Boling	54 laps	El Cerrito, Calif.

AMA COCIENT (JSO)

1. John Thompson	Cottage Grove, Ore.
2. Norm McFadden	Lynnwood, Wash.
3. Ken Burdick	Seattle, Wash.
Gene Fape	Eugene, Ore.
Bill Varner	Astoria, Ore.
John Knoppi	Seattle, Wash.
Jarl Boles	Salt Lake City, Utah
Bob Kerr	Kensington, Calif.

FAI COMBAT (JSO)

1. John Knoppi	Seattle, Wash.
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SLOW COMBAT

1. John Thompson	Cot. Grv., Ore.
2. Rory Tennison	Libby, Mont.
3. Dick Salter	Seattle, Wash.
Jeff Young	Florence, Ore.
Jarl Boles	Slt. Lk. Cty, Ut'

SCALE NAVY CARRIER (JSO)

1. Loren Howard	225.6	--	Vancouver, Wash.
2. Marty Phillips	112.1	109.4	Kent, Wash.
3. Dick Salter	68.4	69.5	Seattle, Wash.
4. Terry Miller	68.5	--	Salem, Ore.
5. Jim Drury	60	--	Lake Oswego, Ore.
6. Steve Roberson	DITW	LITW	Ashland, Ore.

PROFILE NAVY CARRIER (O)

1. Marty Phillips	208.9	205.8	Kent, Wash.
2. Jim Drury	173.5	172.7	Lake Oswego, Ore.
3. Loren Howard	67.1	120	Vancouver, Wash.
4. Dick Salter	68.1	75.1	Seattle, Wash.

REGIONALS, continued

PRECISION AEROBATICS (Advanced-Expert)

1. Marty Phillips	463	--	Kent, Wash.
2. Rich Porter	441	389	Stayton, Ore.
3. Don McClave	404	--	Portland, Ore.

PRECISION AEROBATICS (Beginner-Intermediate)

1. Rory Tennison	332	--	Libby, Mont.
2. Jeff Young	313	270	Florence, Ore.
3. Terry Miller	269	--	Salem, Ore.
4. Dick Salter	162	--	Seattle, Wash.

D & JET SPEED (combined) (JSO) BEST SPEED

1. Fred & Joyce Margarido	188.8	Fremont, Calif.
2. Frank Hunt	186.45	Merced, Calif.

FORMULA 40 SPEED (JSO)

1. Scott Newkirk	144.75*	Seattle, Wash.
2. Mike Hazel	139.91	Salem, Ore.

*National record.

B SPEED (JSO)

1. Frank Hunt	168.62	Merced, Calif.
2. Mike Hazel	145.14	Salem, Ore.
3. Fred & Joyce Margarido	--	Fremont, Calif.

A SPEED (JSO)

1. Fred & Joyce Margarido	156.73	Fremont, Calif.
2. Frank Hunt	153.19	Merced, Calif.
3. Mike Hazel	--	Salem, Ore.

FAI SPEED (JSO)

1. Doug Hinckley	144.30	Pleasant Hill, Calif.
2. Frank Hunt	--	Merced, Calif.

FA SPEED (JSO)

1. Fred & Joyce Margarido	102.23	Fremont, Calif.
2. Doug Hinckley	97	Pleasant Hill, Calif.

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STUNT, NWSR HIGHLIGHT FIRST YAKIMA CONTEST

By Joe Just

As Rich Schaper noted in a recent issue of FL, it sure was necessary to bring your own shade to the Yakima Valley May 4, as the sun really did its thing and the temperature was in the 90s all day.

We had the following fliers show up for the day. From Yakima, Bob Kautzman and Rick Railston. From Seattle we had Bob Emmett, Don Shultz and Paul Walker, all entered in one or more of the stunt events. Also from "the coast" was Dick Salter, entered in old-time stunt and Northwest Sport Race.

From Oregon was "Professor" Rich Porter, and filling out the entrants were Jay Just and father Joe from Sunnyside. Cops, forgot Dave Gardner from Portland, who doubled as FAMA judge and flier in OTS. (Sorry, Dave).

Not many entrants as meets go, but for our first try, and taking into consideration the economic status of some areas, we were pleased.

For a rundown of events here is a detailed report:

NORTHWEST SPORT RACE

Only three entrants: Jay Just, Dick Salter and Joe Just. Jay entered a Yak-9 with OS .35, the same combination used by Joe. Salter entered a Ringmaster powered by a K&B .35.

Entered as a junior, Jay ran one heat by himself. He made 52 laps but at the pit stop his klutzy pitman (his dad) blew the fuel bulb on refill, so Jay was given first place in junior by this attempt.

Next came a 140-lap feature race between the Just family and Dick



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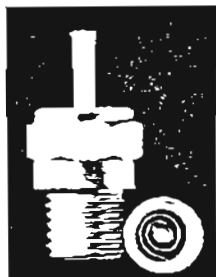
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CHERRY BLOSSOM, continued

Salter. What a ball, and what a fiasco! Jay was the only one who managed to get the required two pit stops in to take first place. Both Joe and Dick overran and managed to complete the required laps long before the second pit stop. It seems that the low humidity and the high heat really fouled up our best planning.

In a consolation 70-lapper to determine second place we once again ran close to 90 laps before the damn things would stop running. Salter's time at the 70-lap point was 6:01, with Just at 6:27. Oh, heck, it sure was fun anyway. The local RC club provided the help in timers, etc., and this event really turned on the RC guys, with several making comments they might like to try this event.

PRECISION AEROBATICS

Beginner-Intermediate (combined)

Bob Kautzman	Dolphin	Fox .35	crash		Dave Gardner judged PAPA classes.
Joe Just	Twister	OS .35	193		
<u>Advanced</u>					
Rich Porter	Ridiculous	TD .049	407	147	
Rick Railston	Stiletto	OS 40FSR	465	470	

Expert

Paul Walker	Black Magic	OS .45FSR	483	473
Bob Emmett	G. Nobler	OS .35	388	429
Don Shultz	Super Chip.	OS .35	447	468

Old-Time Stunt

Dave Gardner	Ringmaster	Fox .35	57	165	Bill Tucker
Dick Salter	Ster. P-51	Fox .35	160	183	judged old-
Joe Just	Ster. P-51	McCoy .35	76	137	time stunt.
Bob Emmett	Barnstormer	Fox .35	196	140	

The stunt events really were well-received by the more than 200 spectators on hand. The wind was gusty at first but settled down to give all a real chance to perform. The local paper was on hand to give us a real nice article in the paper the next day. The meet was sponsored by the Cloverleaf Hobby Shop, the Valley Modelers RC club and CLASS (Control Line Association of Sunnyside). Fantastic hand-made trophies were made for old-time stunt by contest director Bill Tucker, and the Cloverleaf gave away \$175 in gift certificates.

Comments overheard during the contest:

"I can't believe it." (A typical RC response).

"I should have gotten in another 2,500 practice flights this week.

(Rick Railston).

"It's got to be this lousy gas." (Don Shultz).

"...a true 5-foot radius is only available when..." (Rich Porter).

"Anybody got any Sig 10%?" (Shultz).

"Dad, can I fly again -- I need the prizes." (Jay Just).

"What maneuver did you say was next?" (Dick Salter).

"#&%**#&%@!" (Bob Kautzman).

"I don't believe in any fuel without virgin pure castor oil." (Paul Walker).

"Cooooo, wow, golly!" (Most spectators).

"Shultz was right, it is the lousy fuel." (Joe Just).

All kidding aside, I've attended a lot of contests as a spectator in the last few years, but I have never enjoyed one more. The fellowship was really great, the day was perfect for flying, the help and enthusiasm from the RC club was a joy.

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RECORDS FALL AT REGIONALS

Several Northwest competition records tumbled at the Northwest Regional Control Line Championships, which were held exactly a year after Flying Lines started keeping track of competition records. For those who joined us late, FL acknowledges records by sending the current record-holders certificates indicating their accomplishments. Records can be set by any Northwest modeler at any contest. Some documentation is required for out-of-region contests.

The 1980 Regionals not only produced several new regional records but one national record. Scott Newkirk of Seattle, Wash., knocked down the AMA Formula 40 speed record with a 144.75. He actually did it twice, first being clocked at a considerably higher speed, but a check indicated an improper line length and he had to go again. The old Northwest record was 137.88, also held by Newkirk. Mike Hazel also bettered that record at the Regionals.

Other records set at the Regionals were Mike Hazel's 2:29 rat race heat (replacing his old record of 2:35), John Thompson's Class II mouse final race of 10:24 (replacing his old record of 11:39), Thompson's Goodyear feature race of 7:42 (replacing Hazel's 7:53) and Dick Salter's slow rat feature of 10:41 (that's a new record -- the old ones were wiped out by rules changes. Lest we forget, Marty Phillips bettered his profile carrier score, turning a 208.9, replacing a 208.78. Hazel's 4:53 rat final also is a record.

Here are the complete records as of June 1, 1980.

1/2A MOUSE CLASS I	50-lap: 2:48 (Bill Varner)	100-lap: 5:50 (Bill Varner)
1/2A MOUSE CLASS II	75-lap: 3:54 (John Thompson)	200-lap: 10:24 (John Thompson)
GOODYEAR	70-lap: 3:28 (Dave Green)	140-lap: 7:42 (John Thompson)
SLOW RAT	70-lap: --	140-lap: 10:41 (Dick Salter)
RAT RACE	70-lap: 2:29 (Mike Hazel)	140-lap: 4:53 (Mike Hazel)
FAI TEAM RACE	100-lap: --	200-lap: --
NY SPORT RACE	70-lap: 3:53 (John Thompson)	140-lap: 7:40 (John Thompson)
1/2A SPEED: 80.33 mph (Wallace-Young)		JET SPEED: 165.83 mph (Mike Hazel)
A SPEED: 125.82 (Mike Hazel)		FAI SPEED: 88.05 (Anonymous)
B SPEED: 149.67 (Mike Hazel)		FORMULA 40: 144.75 (Scott Newkirk)
D SPEED: --		PROFILE NAVY CARRIER: 208.9 (Marty Phillips)
1/2A PROTC: 71.97 (Jeff Bell)		CLASS I NAVY CARRIER: 266.98 (Terry Miller)
		CLASS II NAVY CARRIER: 319.65 (Orin Humphries)

NORTHWEST COMPETITION STANDINGS UPDATED

The Northwest Regional Control-Line Championships provide considerable grist for our competition standings feature. Nearly every event has new standings.

For those of you who just joined us: FL keeps standings of all control line competition categories, publishing them each time they are updated. The standings below are for contests in 1980. In most events where there are different classes, they are listed separately and combined into "overall" standings. A couple of events, such as scale carrier, stunt and speed, are not broken down because of the large number of classes and low numbers of people. Thus, standings for all classes are lumped together. Standings are scored according to entry in contests, with first place being worth the number of entrants, second one less, etc., through fourth place. Only those placing first through fourth receive points.

Listed with the standings are the number of contests and entries. (When two classes are held on a single day, we call it two contests. Somebody who enters both classes gets points for both, if he places.) Standings are limited to Northwest fliers in Northwest contests.

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STANDINGS, continued

Here are the latest standings:

NORTHWEST SPORT RACE
(6 contests, 61 entries)

1. John Thompson	58
2. Rich Schaper	39
3. Tom Knoppi	14
Dave Green	14
Jim Cameron	14
6. Dan Burdick	12
7. Mike Hazel	11
8. Richard Simpson	10
9. Bill Varner	9
10. Jay Just	4
11. Dick Salter	2
12. Joe Just	1

1/4A MOUSE RACE CLASS I
(2 contests, 16 entries)

1. John Thompson	12
2. Bill Varner	7
3. Dave Mullens	6
Jim Cameron	6
5. Bruce Guenzler	5

1/4A MOUSE RACE CLASS II
(2 contests, 8 entries)

1. John Thompson	8
2. Jim Cameron	4
3. Bruce Guenzler	3
4. Bill Varner	2
Dave Green	2

PRECISION AEROBATICS (comb.)
(7 contests, 24 entries)

1. Rich Porter	9
2. Terry Miller	6
Jeff Young	6
4. Jim Cameron	5
Bob Emmett	5
6. Dick Salter	4
7. Joe Just	3
Paul Walker	3
Marty Phillips	3
10. Rick Railston	2
Don Schultz	2
Dave Gardner	2
13. Bob Kautzman	1
Don McClave	1

AMA COMBAT
(2 contests, 11 entries)

1. John Thompson	9
2. Gene Pape	8
3. Norm McFadden	7
4. Ken Burdick	6
5. Bill Varner	2

1/4A COMBAT (comb.)
(3 contests, 14 entries)

1. Keith Iwanski	8
Jeff Young	8
3. Gene Pape	6
Jim Cameron	6
5. Bill Varner	4
Rich Porter	4
7. John Thompson	2

SPEED (combined)
(7 contests, 18 entries)

1. Mike Hazel	4
Wallace-Young	4
3. John Thompson	3
4. Scott Newkirk	2
Bill Varner	2
5. Jim Cameron	1

SCALE RACE (GOODYEAR)
(2 contests, 15 entries)

1. John Thompson	9
2. Willie Naemura	8
3. Mike Hazel	5
4. Dave Green	4
5. Roger Simpson	3
6. Jim Cameron	2

RAT RACE
(1 contest, 10 entries)

1. Mike Hazel	9
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SLGW RAT RACE
(1 contest, 5 entries)

1. Dick Salter	3
--------------------------	---

OVERALL RACING
(14 contests, 115 entries)

1. John Thompson	87
2. Jim Cameron	40
3. Rich Schaper	39
4. Dave Green	30
5. Mike Hazel	25
6. Bill Varner	18
7. Tom Knoppi	14
8. Dan Burdick	12
9. Richard Simpson	10
10. Willie Naemura	8
Bruce Guenzler	8
12. Dave Mullens	6
13. Dick Salter	5
14. Jay Just	4
15. Roger Simpson	3
16. Joe Just	1

FAI COMBAT
(1 contest, 1 entry)

1. John Knoppi	1
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SLOW COMBAT
(2 contests, 11 entries)

1. John Thompson	11
2. Dick Salter	6
3. Gene Pape	4
4. Bill Varner	3
John Knoppi	3

OVERALL COMBAT
(8 contests, 37 entries)

1. John Thompson	22
2. Gene Pape	18
3. Bill Varner	9
4. Jeff Young	8
Keith Iwanski	8
6. Norm McFadden	7
7. Ken Burdick	6
Dick Salter	6
Jim Cameron	6
10. Rich Porter	4
John Knoppi	4

SCALE CARRIER (combined)
(1 contest, 6 entries)

1. Loren Howard	6
2. Marty Phillips	5
3. Dick Salter	4
4. Terry Miller	3

PROFILE CARRIER
(1 contest, 4 entries)

1. Marty Phillips	4
2. Jim Drury	3
3. Loren Howard	2
4. Dick Salter	1

OVERALL CARRIER
(2 contests, 10 entries)

1. Marty Phillips	9
2. Loren Howard	8
3. Dick Salter	5
4. Terry Miller	3
Jim Drury	3

NEWKIRK PRODUCES SPEED & RACING ENGINE

Scott Newkirk, speed and racing buff from Seattle, Wash., is entering production of a new speed and racing .15 engine. Here is a report on his progress:

It all started out in the days of the early Rossis. They were hard to get working right. When the Cox came out they were much easier to get to come on pipe. So I started checking what made the difference.

Well, the bypasses seemed to be the culprits. And since the Cox had a two-piece case, I decided to play around with them. The first thing I knew I had moved them around to where the bolts holding the case together were being run into.

This is where the bar stock motors came in. I made them with a separate liner just for the bypasses. Now I could move them anywhere. And I did. But also I could try different porting in the sleeve, and I did. I tried two ports, three ports, and four, five and six ports.

The bar stock engine showed a lot of promise, but it worked so well that I kept blowing them up. They let me develop out many weak points that I found when I got an engine working good.

But, going to different ports had changed my original plan. The original plan was to build a one-piece crankcase with modified bypasses for Cox and-or Rossi internal pieces.

Now the engine is totally new. It uses a four-port sleeve, a la K&B 6.5. The transfer ports are totally my own and it sports a 12-mm crank which is available only in the A.D. .15 and they are very hard to come by.

My first production batch of engines will be available in about the middle of June.

OK GANG, LET'S GO AHEAD AND DO IT

All the responses we've received to our poll to date indicate the majority of active competitors are interested in switching to an all-Fox .35 Northwest Sport Race for 1981, along with institution of the new event we've been calling Northwest Slow Rat.

Next month, we will attempt to publish a new set of NWSR rules, with the major (perhaps only) change being the engine requirement. At the same time, we will publish the new event rules. In recent discussions, we have determined it might be best to call the new event something different than NW Slow Rat, to avoid confusion. Instead, we are thinking about calling it "Super Sport Race." The difference would be that the new event would allow the current NWSR engines and relax airplane restrictions. The new NWSR would allow the same airplanes as at present, and only Fox .35 engines.

One other detail. FL has been promised by Luke Fox that he would provide Fox .35 engines at a significant discount. We expect a price somewhere in the neighborhood of \$16, available directly through FL. Now we need to get some idea how many to reserve. Those of you interested in getting a Fox at this discount, please write now and get your name on the list. Send no money--we'll get formal a little later.

The new rules would go into effect with the opening of the 1981 Drizzle Circuit, in December, 1980. We'd like to get the order list finalized by oh, say, August.

HOBBY SHOP DIRECTORY

SEATTLE AREA

INTERLAK HOBBIES -- Control-line and RC supplies, specializing in parts. 1406 N. 80th St., Seattle, WA 98103. (206) 525-6757. Owned by the Reifel family. "If we don't have it, we will get it."

HOBBY HOUSE -- Control-line, free-flight and RC supplies. 10011 Holman Road NW, Seattle, WA Owned by Allyn Johnson (206) 782-1609.

HOBBIES, ETC. -- Specializing in U-control, free-flight and RC. Complete stock of engine parts. 16661 Redmond Way, Dept. FL, Redmond, WA 98052. (206) 883-2611.

PORTLAND AREA

HOBBYLAND -- 20 years serving all model aviation enthusiasts. 4503 N. Interstate Ave., Portland, OR 97217. (503) 287-4090. Owned by Ken Thorstad.

(Hobby Shop Directory listings are presented as a service to area model aviators who want to know where to go for their CL supplies. If your favorite shop isn't listed here, show them your copy of Flying Lines and suggest they sign up. Ad rates listed elsewhere in the newsletter. Support FL advertisers -- they support us.)

AD RATES

Advertisements in Flying Lines cost \$5 per issue for a half page, \$3 per issue for a quarter page, \$10 a year for Hobby Shop Directory listing, and \$1 per five lines of classified ads.

SCHAPER ON STUNT

by rich schaper

Although attendance in stunt was down at this year's Northwest Control Line Regional Championships, the show went on. Cloudy skies with some sunshine provided the fliers with good weather.

Again the FANFA classes continue to draw new fliers into competing. Dick Salter of the Seattle group flew his Sterling mustang in beginner stunt. Dick seemed to be having trouble with his fuel system. Several surprise landings later netted a patched up outboard wing panel.

Rory Tennison from Libby, Mont., flew his Sig Banshee in beginner stunt. Rory commented that he liked the category system now used at PAMPA contests, as did the other fliers. Rory powered his stunter with a K&B .35 with a Sullivan 6-ounce round fuel tank. No pressure was used.

Jeff Young was flying a modified Nobler. Although the basic outline was changed it still had good flying qualities. Power was a stock OS .40 stunt with a Du-Bro muffler. A 10-6W Zinger prop was used for thrust. This was the best-running OS 40 I have heard.

This year saw Marty Phillips making a comeback after a two-year layoff. Marty posted a 463 to take an early lead in advanced stunt. Marty's OS .35-powered "Sting" still looked very good.

Don McClave brought two nice-looking stunters with him. After a 20-year layoff, Don's first official flight netted a score of 404. This was good enough to win the advanced category. A Stiletto 660 was Don's main ship. A Gieseke Nobler was used for a backup.

Don's Stiletto featured an HP .40 set up by Gene Martine. This worked very well and gave lap times of 5.5 to 5.7 seconds. Maybe Don can tell us about himself in a future Flying Lines issue.

Then there was Rich Porter with his big "R." The R stands for Ridiculous, and it fits this plane perfectly. What else could you call a 580-square-inch stunter powered by one Cox TD .049 engine. I'll have to let Rich write about this one as he is the only one who can explain why it flies so well.

The last flier to show his skills was Terry Miller. Terry's new Top Elite tutor looked very nice. Monokote was used for a light-weight finish. A K&B .35 greenhead was used for power. Terry's only official flight was good enough for a 269 score.

Rich Porter put up a second official flight trying to catch Marty Phillips but the wind that had started blowing was too much for the $\frac{3}{4}$ stunter.

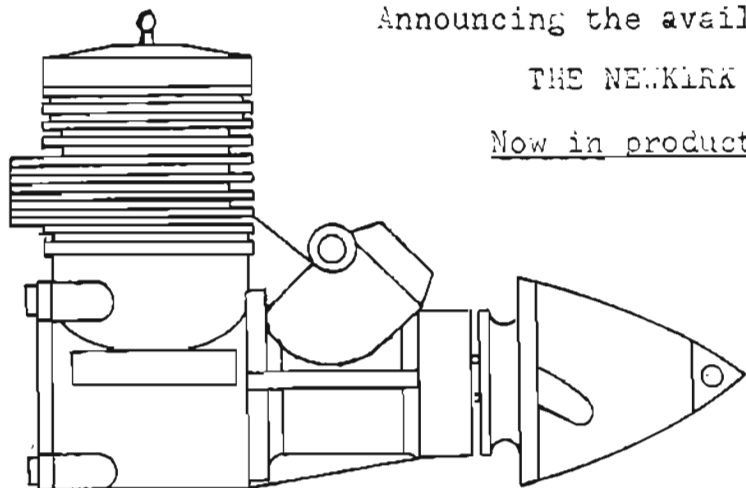
Next column, fuel tanks will be the main subject. How they work and how to build them.

--Rich Schaper, P.O. Box 608, Kelso, Wash., 98626 (206) 425-7399

Announcing the availability of

THE NEWKIRK .15

Now in production



Three versions available:

- **Open exhaust Nitro
- **Open exhaust alcohol
- **Piped exhaust alcohol

Features:

- **ABC piston/liner
- **AAC available
- **12 mm crank
- **Advanced 4-port schnuerle
- **Light weight

Prices:

- Open exhaust ABC \$155
- Open exhaust AAC \$175
- Piped ABC \$190

\$25 will secure an order.
You will receive a notice
two weeks before completion
of engine.

ORDER FROM:

Scott Newkirk
9543 N. Interlake
Seattle, Washington
(206) 522-2231 98103

CLAMS SHOW OFF CONTROL-LINE TO BASEBALL CROWD

One of the biggest promoters of control-line model aviation in the region is the North Coast Control Line Aero-Modelers' Society (CLAMS) of Astoria and Seaside, Ore. One of their recent activities was a flying demonstration before a sports crowd. Here is a report on the event from Jim Cameron:

CLAMS members talked to the athletic directors of Astoria and Seaside high schools to see if it would be possible to put the demonstration on at baseball double-headers. We got the OK from both schools but because of the lack of time we could not do the Astoria one.

We were told that we could have 10 minutes in between the two games to do our stuff. I was put in charge of who was to do what and so I got Bill Varner to be the other flier. The club thought my three-line stunter and a flight on an AMA combat plane would make a good demonstration. As it turned out, Dave Green and Kevin Buzzell were also on hand to help move lines and planes.

So at Seaside High School's ball field May 9, we did it. I started things off with about four minutes of stunts from the AMA pattern and many landings and touch-and-gos. Next, Bill got out and put up a great flight on his AMA fast combat plane.

Everything went very smoothly and I was able to talk to some of the people who watched, all of whom seemed to enjoy it very much. By doing this demonstration we wanted to get two things across: 1. That our planes are not toys and, 2, that anyone wishing to learn more could come to any club member.

EUGENE AUGUST CONTEST WILL FEATURE SPORT COMBAT

The first contest trial of the new Northwest Sport Combat event designed by Gene Fape will be at the Eugene Propspinners' annual Summer Meet, Aug. 25 at Mahlon Sweet Airport in Eugene, Ore.

Sport combat was explained in the May FL. For those who missed that, the event allows entrants to use a single airplane powered by Fox .35. Only sport-type planes that look like real airplanes are allowed. (Flite Streak, Ringmaster, Buster, etc., or your own design.) Planes must be decorated.

Rules allow one airplane only, 5% nitro only, and the following scoring: 1,000 points per cut. Air time = 1 point per second. Kill = same as cut, ends match. First round losers get a second chance. Model unflyable at end of match loses the match.

Other events at the Summer Meet will be rat race, Goodyear, Northwest Sport Race, and AMA combat. It starts with rat at 10 a.m. Fee \$5 for first event, \$2 for each additional event, \$10 maximum. Juniors half price. Trophies and merchandise.

SCOTT NEWKIRK PROPS

**Goodyear **Rat **Team Race

	Glass	Carbon
6.6 x 5.5 Ballard Goodyear	\$4.00	\$6.00
6.6 x 5.5 Willoughby Goodyear	\$4.00	\$6.00
8 x 8 $\frac{1}{4}$ Rat	\$5.50	\$8.00

Team race and custom props available -- send inquiry.

Special dealer discounts available

SCOTT NEWKIRK

9543 N. Interlake
Seattle, Washington
(206) 522-2231 98103

WHERE THE ACTION IS

Below are some contests competitors won't want to miss. Remember, rumor has it there will be no Portland CL Classic or Boeing contests this year, so these are indeed "where it's at" in the near future.

If you know of a contest or informal event not listed here, remind the contest director to send details to FL for inclusion in the next edition. No need to wait until the flyer is done to get the info in. Give us the outline now so people can start planning. FL will also publish flyers free of charge and report results. Fun-fly events can be listed too.

June 15.....ASTORIA, Ore. -- Third annual CLAMbash. $\frac{1}{2}$ A combat (JSO) (unlimited) Northwest Sport Race (JSO), AMA combat (JSO), precision aerobatics (beginner-intermediate and advanced-expert classes), and CL-M scale (see flyer for details). \$4 for first event, \$2.50 each additional. \$150 in merchandise prizes. Contact Dave Green, 200 W. Franklin, Astoria, Ore., 97103, (503) 325-7005.

August 25....EUGENE, Ore. -- Eugene Propspinners annual summer meet. Rat race, Goodyear, Northwest Sport race, Northwest Sport Combat, AMA combat, flown in that order starting at 10 a.m. Fee \$5 for first event, \$2 each additional event up to \$10 maximum. Juniors half price. Trophies and merchandise. Site: Mahlon Sweet Airport. Contest Director GENE PAPE, 4528 Souza St., Eugene, Ore., 97402 (503) 698-1623.

SEND RAFFLE MONEY NOW FOR TOP FLITE TUTOR KIT

There is still time to enter the second Flying Lines raffle. This time the prize is a Top Flite Tutor profile stunt kit, a \$24 value. Proceeds go to support Flying Lines. Remember, it costs us \$10 to print the newsletter issues we send you for \$7, so we need the extra cash.

Cost of tickets is 50 cents per ticket, three for \$1, or seven for \$2.

Fill out the form below, or just scratch the information on something, and send the bucks in. Then sit back and wait for your prize.

Name _____ Telephone _____ Number tickets _____
Address _____ Amount enclosed _____

FLYAWAYS

(Random tips and ribs from the FL workshop floor)

====It was noted with interest that Model Airplane News recently distributed a reader survey, designed to get information about what readers want to read about. Under each category the survey listed the different competitive sectors. Except, under control line, there was a shocking oversight. Combat, which many believe is the most popular UC event, was not listed as an option. Makes you wonder, doesn't it...

====The Northwest will lose one of its most active competitors next fall, when Jim Cameron of Seaside, Ore., goes into the Navy. Always with modeling in mind, Jim enlisted on a delayed-entry program so he could fly through this contest season. He will get some Navy schooling, then go to officer school and finally, you guessed it, try for his pilot's wings. Jim has been flying stunt, sport race, mouse race, half-A combat and lots of sport flights since entering the hobby about five years ago.

====The Seattle Skyraiders have been rebuffed in their attempt to secure a flying site at Magnuson Park, formerly the Sand Point Naval Air Station. Sand Point was the site of some huge contests in years past, but this time the city says no because of noise and safety concerns. However, the city has offered to consider a site at Fort Dent in the Tukwila area to the south.

====The Skyraiders continue to be an active sport club, flying AMA Cub and hand-launch glider fun-flies as well as control line. A "non-contest" for $\frac{1}{2}$ A sport race and novice stunt was held May 11. We will publish results when received.

====Bad News: A persistent rumor at the Regionals was that the Boeing contest, a long tradition, has been canceled this year. The Skyraiders news letter also reports that item. This seems to be confirmed by the fact that FL has received no publicity, in spite of request for flyers, etc., to be published in this issue. The contest had been scheduled for mid-July. It typically featured an open contest for AMA combat, Goodyear, sport race, stunt and carrier, along with a scholarship contest with numerous control-line, free flight and RC events.

====Entry forms are now available for the U.S. National Model Airplane Championships. Write AMA, 815 Fifteenth St., N.W., Washington, D.C., 20005. Site is Wilmington, Ohio.

FLYAWAYS, continued

====We have a letter from Bill Winter indicating he will retire as editor of Model Aviation July 1. We urge all FL readers to write Bill, thanking him for decades of dedication to model aviation (including much involvement in C/L) and for guiding the best of the model mags for the past five years.

AIR MAIL

Dear FL:

Just a note of appreciation for an excellent newsletter. I really look forward to it every month. I'm well aware of the effort that goes into every issue and quite frankly Flying Lines has replaced "Penthouse" as my most eagerly awaited monthly publication.

Much to my surprise I'm actually getting my act together for the world championships on schedule. Having a hell of a time raising money for the pit crew but other than that things are quite reasonable.

Hobbies, Etc., in Redmond, Wash., is sponsoring me with virtually all building materials I need. Duke Fox is supplying engines and I go practice flying as often as I can persuade someone to tangle lines with me.

Anyhow, here is my \$\$ for another year of Flying Lines and a sincere thanks for a fine newsletter.

--Phil Granderson, 12534 North Park Ave. North, Seattle, Wash., 98133

Dear FL:

Heard about Flying Lines in Model Aviation July 1980. Please enroll me for 12 issues, and let me know if back issues are available.

--Herbert Patrick, M.D., 1106 Surrey Road, Philadelphia, PA 19115

(Editor's note: Sorry, Herb, no back issues available, but we will send copies of specific items requested. Welcome aboard.)

Dear FL:

Next year, same weekend in April, the 7th, Great Oregon R/C Exposition will be held. Should be called the Great Oregon Model Exposition -- since we will have free-flight, control line, radio control.

The show is sponsored by clubs and individuals.

As "the" spokesman for control line in the Northwest, perhaps your group would like to take part in the show. Static competition, flying competition, demonstrations, trophies, etc., could all be worked in.

As far as R/C is concerned, the show has done more for generating a real positive goal for quality and pride in the hobby/sport than any other activity in this area.

If you would like to help expand this show into a complete model show in a central location, Corvallis, by and for Northwest modelers, please feel free to contact me. It's not too early to start organizing.

--Jim Trump, DJ's Hobbies, 2025 N.W. Circle Blvd., Corvallis, Ore. 97330

P.S.: Thanks for the great demonstrations. Your guys did an impressive job (at the 1980 exposition).

Editor's response: We'd be glad to help again, especially if it's to expand the show to all modeling aspects. Sounds like a good spot for a Drizzle Circuit contest, eh, Ukies?

WHO'S WHOSE AT THE NEWS

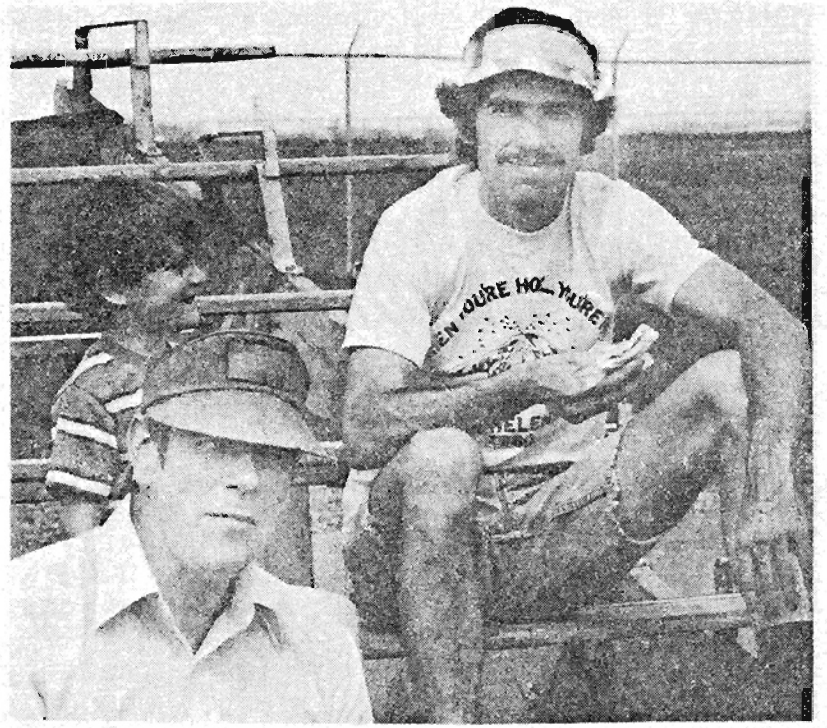
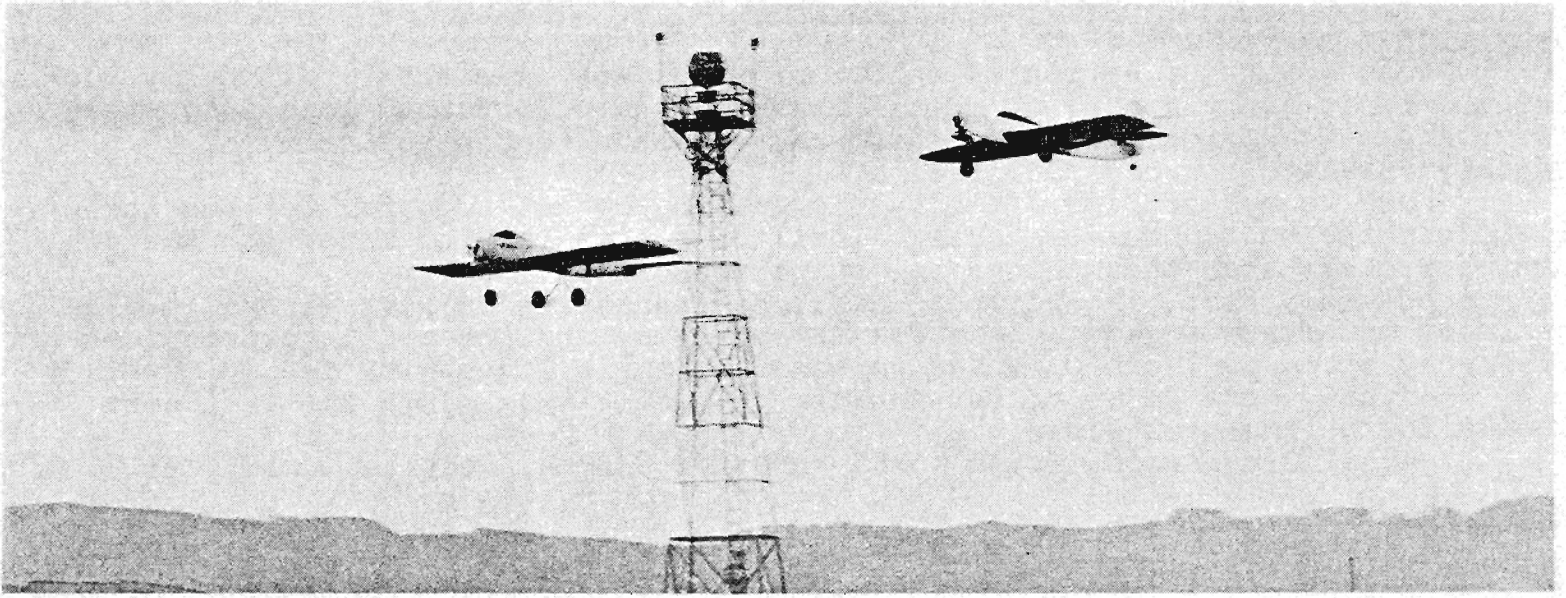
Flying Lines is published monthly by a staff of dedicated volunteers. Please watch your mailing label for your renewal notices, and re-up when the time comes, so we can keep working our fingers to the bone for you. The price is \$7 for 12 monthly issues. Tell your friends about FL.

Here's who's who at FL:

Publisher.....	Mike Hazel	Stunt.....	Rich Schaper	Carrier...	Orin Humphries
Editor.....	John Thompson	Combat....	Buzz Wilson	Speed.....	Mike Hazel
Photo Editor..	Chris Genna	Sport.....	Chris Genna	Facing....	Mike Hazel
		Scale.....	Dave Haught		

DRIZZLE CIRCUIT FUN...Photos, next page

The Northwest Sport Race Drizzle Circuit ended April 13 in Eugene, Ore., with some fun-flying as well as racing. Top: Mike Hazel and Jim Cameron broke out two throttled sport planes for a demonstration of leap-frogging, touch-gos and formation flight. In this photo the planes pass together in low speed, with the airport beacon in the background. Center, left: Gene Pape pits one of the Simpson family racing team's sport racers. Center, right: Rich Schaper, right, and pitman John Clemans between heats. Schaper WAS hot, finishing second overall in the DC. Bottom: Line of sport racers waiting for action. In foreground, Jim Cameron of Seaside, Ore., with his pit gear and Goodyear plane. Background, Paul Wallace and Kenny Reeves get ready for action, along with Schaper-Clemans team.



The North Coast Control-Line Aeromodelers' Society of Astoria & Seaside
present

CLAMBASH '80

Their Third annual A&A-sanctioned AA summer model airplane contest

SUNDAY, JUNE 15, 1980

at John Warren Field in downtown Astoria -- Just West of the hospital

Registration 9 a.m. to 11 a.m.

EVENTS:

- * Half-A Combat (JSO one class -- anything goes) 9:30 a.m. to 10:30 a.m.
- * Northwest Sport Race (JSO) 10:30 a.m. to 1:00 p.m.
- * A&A Combat (JSO) 2:00 p.m. to 4:00 p.m.
- * Precision Aerobatics (Two classes -- Beg./Int. and Adv./Exp.) All Day
- * Introducing CLAM-SCALE
Anything that looks like a full-size airplane -- even profiles -- are legal. Entries static judged for markings, paint scheme, and general outline. (If you've got a really weird one, bring a photo or model box-top. That's it for scale documentation.)

Planes get flight points for realistic take-off and landing and any four of the following maneuvers: Touch and go (grass field, remember) bomb drop accuracy, wing-over, inside loop, inverted flight (two laps) outside loop, horizontal eight, and overhead eight.

Everyone should have a plane or two he can enter in this event. Two planes per entrant allowed. Registration and plane line-up for this event by 10:00 a.m.

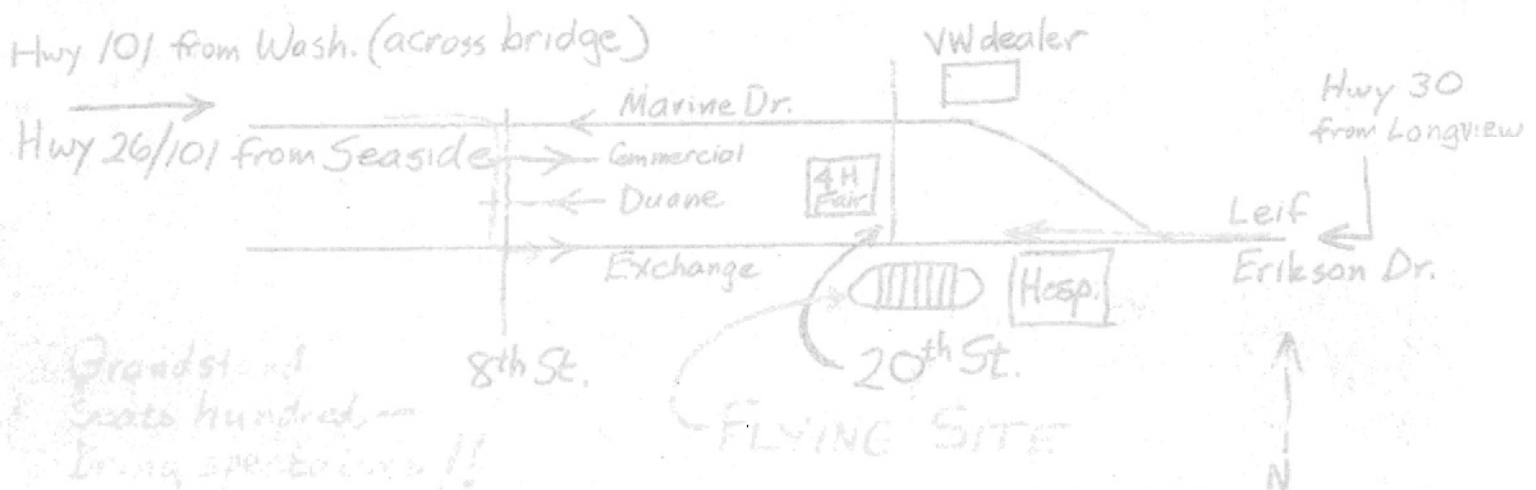
This is probably the only merchandise-award event you'll ever enter where pizzazz counts as much as anything else. (Let's face it, a stock Ringmaster could get full flight points.) Decision of the 3-judge panel is final.

ENTRY FEES:

\$4.00 for first event; \$2.50 each additional event. Spectators free.

ALMOST \$150 IN MERCHANDISE -- PRIZES THROUGH 2nd PLACE IN ALL EVENTS
Engines, kits, etc.

Contest Director: Dave Green 325-7005 200 W. Franklin, Astoria 97103



THE EUGENE PROPSPINNERS PRESENT

THE

SUMMER ANNUAL 1980 MEET

FOR
CONTROL LINE EVENTS &

* AMA RAT RACE

* GOODYEAR

* NW SPORT RACE

* AMA COMBAT

* NW SPORT COMBAT

(NEW EVENT!
RULES BELOW)

———— AUGUST 24, EUGENE, OREGON ————

CONTEST IS AMA SANCTIONED, AMA MEMBERSHIP REQUIRED.

SCHEDULE: Contest begins at 10:00 AM. Events flown in this order: Rat race, Goodyear, NW Sport Race, NW Sport Combat, AMA Fast Combat

ENTRY FEES: \$5 for first event, \$2 for each extra, \$10 max. Juniors ½ price

AWARDS: Trophies thru third place in each event.

CONTEST SITE: Propspinnners flying field, Mahlon Sweet Airport, Eugene, Ore

Contest Director: Gene Pape, 4528 Souza, Eugene, Oregon Phone 689-1623

For more information contact the contest director or Flying Lines newsletter, 1411 Bryant Avenue, Cottage Grove, Oregon 97424.

The NW Sport Combat is a new event, this being the first meet to feature it. The official rules are below:

NORTHWEST SPORT COMBAT

PURPOSE: To provide a combat event where the emphasis is on flying, and not breaking airplanes. The event is intended for Sunday flying sessions so rules may be changed to suit local conditions. When this event is scheduled for a contest, a firm set of rules shall be provided in advance.

MODEL SPECIFICATIONS: Aircraft must be of the sport type, such as the Flite Streak, Ringmaster, Yak-9, etc. Models shall be decorated to resemble full size aircraft. Model need not be from a kit, but must be similar to those described. Models intended for AMA slow combat such as the Mongoose will not be eligible unless modified to resemble full size aircraft. Final decision as to whether a model will be allowed to compete rests with the participants and the contest director.

ENGINES: The only engine allowed is the Fox 35 Stunt

FUEL: The only fuel allowed is sport-stunt type (5% nitro)

LINES: Shall be .018" x 60', of multi strand construction.

STREAMERS: As per AMA rules

SCORING: Cuts equal 1000 points each. Air time equals 1 point per second. Kill equals same as a cut, and also ends the match.

MATCH PROCEDURE: Matches will be flown according to normal AMA practice except that a kill ends the match. The winner will then be determined by the amount of cuts scored up until that time. Note that with cuts counting 1000 points each, air time can only be used to break a tie.

CONTEST PROCEDURE: Contests will be run using the pyramid system which allows first round losers a second chance. Each contestant will be allowed only one model. In the event that a match winner breaks his model during that match, he forfeits his position to the last person he beat who still has a flyable model. This could be the person he just beat, or someone from a previous round.