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

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1073 Windemere Dr. NW, Salem, OR 97304

Editor: Mike Hazel

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NOVEMBER / DECEMBER 1999

ISSUE #159

**IN THIS MIL, UH MILLENI, UH, MILUNIMUM?, OH WHAT THE HECK!  
END OF THE THOUSAND YEARS ISSUE.....**

**VOTING RESULTS ON NW GOODYEAR & NW CLOWN RACE & D-BAT,  
PHOTOS, DETAILS ON PAUL GIBEAULT'S NATIONAL MOUSE RACE RECORD,  
ON LINES BY JIM CAMERON, ROUND & ROUND BY JOHN THOMPSON,  
"STUNT SHORTS" BY DAN RUTHERFORD, AND OTHER SELECTED SHORTS.**

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Greetings all! Well, it looks like this issue is coming out just a little late, into the wrong century as a matter of fact. If print & distribution schedule comes out OK, then you should be receiving this on or about January 3rd, 2000.

A committee met recently in Roseburg, to plan and fine tune the 29th annual Northwest CL Regionals. The meet will again happen over the Memorial Day weekend at the end of May, and the site will be the Roseburg airport again. The official contest flyer will be available sometime in January. Start making your plans now.

With that announcement in mind, it would be appropriate to remind everyone to get in the plans of upcoming contests and events to FL. Starting with the next issue, we will resume the contest calendar.

With this issue comes a large number of subscribers who need to do their re-up. Check that issue date on your mailing against the one up above.

As most of you know, Ed McCollough decided to call it quits and not run for A.M.A. District XI VP this year. The winner of the election, as already announced in Model Aviation magazine, is Bruce Nelson, who lives in Spokane. Yours truly will continue on board as an associate vp to relay the control line concerns of our district.

Many of you know that the K&B company was in the process of shutting down, and the future of that long-lived modeling business was in question. The final word according to their own web page is that K&B was purchased by Randy Linsalato, who is the owner-operator of RJL and its marketing arm, MECOA.

K&B will not become part of RJL, but rather will continue under its own identity. The company will also be moving back to South California sometime in the near future.

### IMPORTANT ANNOUNCEMENT

This will be the last issue of Flying Lines in its present format and look. Now don't get excited, we aren't going away, but some personnel changes are underway. Your editor has decided its time for a break, and has persuaded John Thompson to put on the editor's hat. I will continue to work on this newsletter in the role of publisher, and miscellaneous contributor.

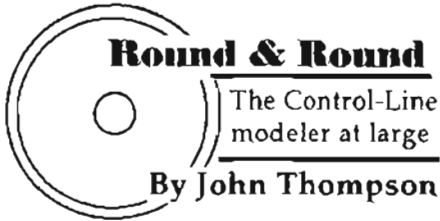
This is exactly the format that Flying Lines operated under previously for several years: JT as the editor, and Mike Hazel doing the publishing duties.

I know that John has some great ideas for freshening up the layout and look for FL. But of course the mission and purpose of FL will remain exactly the same: serve the Northwest CL modelers by circulating vital information, and working as a forum for all to participate in.

We will continue with all of the current columnists and the vital features. By the way, we could use a Carrier event columnist. The pay is cheap, but the fame and glory is absolutely priceless! Contact either one of us if you are interested.

That's it for now. I am looking forward to next year, and seeing everybody at the flying fields about the great Northwest.

-----Mike Hazel-----



Modeling thought for the month:

*"Failure is the opportunity to begin again more intelligently."*

— Ford's Advice (courtesy "Murphy's Law 2000")

## Rules voting, Yes and "maybe"

■ Changes in Clown Race and NW Goodyear rules pass, Dbat rules tie

Hmmm. We wonder what they meant by that.

Yes, after year of development and discussion, the proposed Vintage Diesel Combat rules were submitted to a vote of Northwest control-line fliers via *Flying Lines* ballot.

The result was a tie. No decision. Rematch.

The demographics were interesting: Voting along party lines, U.S. fliers mostly voted yes, and Canadian fliers voted No. Sadly missing from the balloting were the Seattle area combat fliers who have participated in the event in the past few years and assisted in development of the rules proposal. Ballots came from everywhere but the Seattle area.

The result is that we're left without standardized rules for the VDC event — the same result as if the vote had been negative.

We're left with three options:

1. Submitting the proposal to another ballot and hoping for greater participation.
2. Submitting a revised rules proposal.
3. Continuing as we have with no standard rules and fliers left in the situation of having to face varying rules for each contest.

Your NW rules coordinator is open to suggestions. I'll try to carry forward any proposal or course of action that comes to me, provided we can reach some sort of democratic consensus about it. I'm listening ...

As an interesting sidelight, the two Diesel

Combat sub-issues — whether there should be a speed limit and what the speed should be — did reach a pretty strong conclusion. Only the lack of approval of overall rules prevents these two decisions from taking effect.

The question of whether there should be a speed limit was resoundingly answered in the affirmative. And fliers agreed, only slightly less positively, that the speed limit should be 70 mph, with a smaller number favoring 64 mph.

I guess the speed limit vote could be considered advisory in the interim between now and the approval of standard rules.

The issue of allowing cheek cowls in Flying Clown Race was an extremely close vote: The cheek cowls were prohibited by a one-vote margin. This is a change from the current practice, which is guided by the AMA rulebook's unified racing rules. The Clown rules will be revised to include the prohibition.

A revision to the Northwest Goodyear rules, to tighten up the engine rule, was passed unanimously.

As a result, the words "any aircraft version" will replace the words "any version" behind certain engines in the NWG engine list.

In general, balloting was strong, with votes coming in from a good percentage of the active fliers. It's disappointing, however, in a potentially controversial issue such as the dBat rules and the Clown cheek cowls, that there was not a 100% voter turnout.

*Flying Lines* has been coordinating Northwest rules matters through a ballot process for approximately 20 years. The process allows all fliers active in the events to have a say in the rules they fly under. Necessarily, the best rules will result from the greatest number of participants in the process; those who choose not to participate unfortunately pass up an opportunity to have their opinion counted.

The process is open to anyone's participation, so we can bring up any issues for further discussion and voting, but it's sometimes harder to undo something once it's done.

From the selfish standpoint of maintaining regional standings, we'd like to see the dBat issue settled so that the standings reflect a fair head-to-head measure of competition. More importantly, fliers deserve to know what to expect from one contest to the next. I hope the

dBat fliers on both sides of the border will get together in the coming months and hash out a solution to this problem. Two sets of rules benefit nobody.

For background info on the dBat rules development debate, see previous 1999 issues of *Flying Lines*. Back issues are available from the publisher if you don't have them on hand.

## A short history of a super racing event

In a recent correspondence, a Northwest flier remarked that Northwest Super Sport Race was an event he had never understood the point of or cared for.

It caused me to wonder, "How can someone not love the greatest racing event we run in this region, my dear favorite Super Sport?" Then I realized, it's been almost 20 years since Super Sport was created. Anyone who came on the Northwest racing scene in the past 10 years or so might not know the history and the logic behind the creation and early success of the event.

So, here's a little history and, forgive me, an early Valentine for what I consider to be the most fun of all the many racing events ...

In the beginning, there was Northwest Sport Race.

Created in the 1970s, NWSR was intended as an entry level event. Even then, Rat was too fast and hard-pulling, Slow Rat was too technical and difficult, Goodyear was too expensive — conditions that got worse as the 80s advanced — for novice or casual fliers.

The original Northwest Sport Race allowed any plain-bearing, single-bypass .36 engine and required a kit airplane of a common type. No shutoffs fastfills or other trick events. It was designed as an entry level event, designed for an airplane that a casual flier might already have hanging on the shop wall.

By 1980, the standard for NWSR had become kit planes with K&B .35 engines, and the best planes were running close to 100 mph. It made for some great races, but also began to scare away beginners, and the four-up heats had potential for disaster with high speeds and no shutoffs. One or two people began to dominate the competition.

Yet the gap between racing events was huge: If you wanted to move up the scale, you could

either build a tricky, expensive and troublesome Goodyear, or an even trickier, more expensive, hard-pulling Slow Rat.

When the idea struck, it seemed natural: We would drop NWSR back to an entry-level event by requiring only Fox .35. And we'd take the old NWSR engines and put them on slow rat-style airplanes (and by requiring the tank to be outboard and in front of the wing, we'd outlaw the swing-weight carbs and other high-tech doodads that made slow rat difficult). That would let people step up to shutoffs, fast fills and their own airplane designs. We'd have simple, good-flying racers that didn't go too fast or pull too hard.

The idea was quickly embraced by voters through the *Flying Lines* balloting process, and the Northwest banded together with *FL's* aid to buy 45 Fox .35 stunt engines at a discount from Duke Fox himself. That got the NWSR that we know today started.

And all those K&B .35 engines went on home-designed slow rat-style airframes and Northwest Super Sport was born. It was an instant hit.

The event started with the old NWSR planes in the field, but fliers all over the Northwest soon hit the workshop, designing tremendous airplanes during an early development period. Early designs included Mike Hazel's "Cro-Magnon SS," Dave Green's "Minotaur," Dick Peterson's "Artesian," the Hazel's sleek, internal-controls "Killer," John Hall's low-aspect ratio plane and Wayne Drake's ultra-clean i/c design.

Helped by the regular competition of the winter Drizzle Circuit, NWSS teams soon gained consistency and speed, and racing was outstanding. It was common for three-up heats to come down to a few seconds between first and third places, with pilots straining for position and pit crews working to shave fractions of seconds off their best efforts.

A good NWSS airplane goes about 100 mph and is the most comfortable racing plane to fly. It's fast enough to act like a real racer, big enough not to be bothered by winds, purpose-designed so as to avoid the handling problems of kit planes designed for aerobatics, easy to take off and land — but not so fast that any average flier would have trouble handling it.

Even today, nearly 20 years later, the presence of two good NWSS teams is almost guaranteed to produce a spectacular race with lots of hand-shaking and back-slapping afterward.

In the late 1980s, as the out-of-production K&B .35 became scarce, a two-tier engine rule was adopted in a successful effort to make more engines

available. The current rule uses the Texas Quickie Rat engine rule that allows sport .40 engines with a venturi restriction, and retains the old NWSS rule that any plain-bearing .36 can run unrestricted. The two types are about equal in speed.

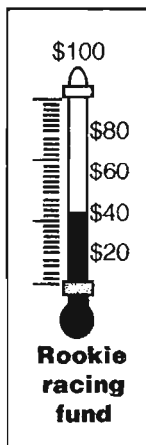
The only thing currently missing is the high number of entries we had in the early years. We're hoping that we can boost the entries once again in the coming year or two with a little promotion of this fine competitive event.

Plans for the Minotaur are available. Some Artesian kits still are on the secondary market and plans are in many workshops. Published slow rat designs such the Bobcat and Nashville Rat can be adapted easily. Even kit planes such as the Ringmaster will work.

All it takes is a K&B .40, a little help from your racing buddies to rig up a fast-fill and shutoff, and for half the price of a typical AMA racing plane you can be tearing up the air in NWSS along with other Northwest competitors. Anyone interested in learning more about the event can contact me or publisher Mike Hazel. We'll be glad to provide lots more info.

**Racing rookie fund grows:** The Northwest Racing Rookie of the Year fund for 2000 is growing. The pot is up to \$40, with the intent of guaranteeing a prize of at least \$100 for the top racing rookie of the coming year. The winner will be determined based on Northwest standings as compiled by *Flying Lines*.

If you haven't yet sent in your contribution to the fund, now's the time. We suggest a donation of \$10 per team member. Send it to me at the address below and I'll put it in the pot for the top rookie of next year. Then get out and help someone in your neighborhood start racing toward the prize. We'd like to see at least six or eight rookie competitors going for the prize next year.



#### Getting to the kids:

The largest number of novice fliers that have come into CL model aviation in the past several years have been brought into the hobby by a small handful of fliers. These dedicated modelers have sacrificed their own flying to bring youngsters along and have done so with great success.

These include Alan Olsen in Hoquiam, Wash,

with his high-school students, Larry Hyder in Madras, Ore., with his church group, Dave Shrum in Roseburg, Ore., with his Umpqua Valley Modelers kids and Mel Lyne and Paul Dranfield in British Columbia with their DBat junior program.

Such groups are where the future of our hobby lies. We all need to be considering finding ways of bringing groups of young fliers into the fold. Dan Rutherford recently pointed out this strategy in comments for *Stunt News*.

"Is there a ready source of new modelers in the many youth groups out there," Dan asks. "Nothing against school-oriented groups, but they are kinda tied to a time line which parallels the school's schedule, and this does not always match up well with modeling. Plus, they seem to have little money to spend on engines and so on, and there is the need to accommodate all students who knock on the door, which means the kid who can afford a Ringmaster and a custom Fox .35, will gladly pay for it, probably won't be allowed to do so.

"Instead, youth groups which are tied to a church seem like a good deal. The adults in charge are surely looking for activities which involve good, clean fun, might not mind kicking in with enough money to do the job right, depending upon the goals of each individual student, and could easily structure the courses to match the length of time required. They are also looking for activities which keep the hands of the kids fully occupied — both in the classroom and at home — while learning mechanical sorts of lessons.

"If anybody has input as to the possibilities, or a success story to tell, sounds like good material for an article. Further, surely there is a way to contact — via mass mailings — churches and other organizations that are involved in getting today's youth so distracted by things like model airplanes that they have no spare time to hang out down at the corner where other temptations await. OK, that would be a job for the AMA to take on. Still, aren't there intriguing possibilities within each of our own communities? Think about it."

Good point! If you have a success story to tell, or advice about getting such a group going, write an article for *Flying Lines*!

Send comments, questions, and topics for discussion to John Thompson, 2456 Quince St., Eugene, OR 97404. E-mail [John4051@aol.com](mailto:John4051@aol.com). World Wide Web: <http://members.aol.com/JohnT4051/NorthwestCL.htm>

## No more funny business with Clown Racers

■ *Minimum-dimension drawings to be used to check planes for authenticity*

The Northwest's popular Flying Clown Race rules require that a "PDQ Flying Clown or faithful replica" be used in competition.

However, the Flying Clown has been produced in a variety of versions by PDQ and a host of later individuals and companies. All of the plans and kit parts are similar, but there is considerable variation in details from version to version. Even PDQ made varying versions, depending, so the folklore goes, on availability of wood stock, etc.

All of the above-mentioned kits and plans are supposed to be legal for Flying Clown Race as meeting the spirit of the "faithful replica" clause.

However, with so many versions flying, it would be easy for a competitor to shave a little here and chop a little there and come up with a plane that did *not* meet the spirit of the rule, but which would be hard to prevent from competing because of the wide variation in the design.

This was illustrated painfully in the pilots' meeting for the 1999 Northwest Regionals, when a couple of planes were challenged by the competitors and there was a difference of opinion about what should be allowed. One of the planes was challenged because it had a cheek cowl, and one had a fuselage that clearly appeared to be considerably modified from any known version.

The decision was made at that time that, during the coming year, a set of drawings would be made against which any plane presented for competition could be checked for legality. (The cheek cowl issue was settled by a ballot; results are in the *Round & Round* column).

Those drawings have been produced and are now available for use by contest directors to settle questions about legality of any Clown Racer.

Development of the drawings involved acquisition of plans from all known kit manufacturers, past and present. We were able to find seven sets of plans and parts drawings from manufacturers including PDQ, Brodak, Smith's Model Products, J&J Sales, Mac Ryan and John Hall. Professional draftsman Mel Lyne then took all those plans and developed a "minimum Clown" drawing.

The various key points on the drawings were

measured, and the dimensions added to the drawings.

The result is that any contest director can take a plane in question, measure any suspicious dimension, check the measurement against the numbers on the minimum-Clown drawing, and determine whether the plane is legal. It will function in the same way as the "go/no-go" drill bit used to measure engine venturis.

The drawings will not be published in *Flying Lines*. Why not?

Because the drawings will be provided to contest directors on a "need to know" basis. They are not intended as construction plans.

In fact, a plane built from these drawings, though possibly technically "legal" in dimensions, would clearly violate the spirit of the "faithful replica" clause of the Clown Race rules. The drawings do not look like any Flying Clown ever built — they simply are a compilation of the variations of the numerous versions. Building a plane from the drawings would defeat the whole purpose of developing the drawings to check for "cheater" airplanes.

How can you be sure that your new Clown will be legal if you can't see the minimum-Clown drawings?

No problem!

If you acquire any legal kit or set of plans — including any of the above-listed versions — and you build it according to the parts and plans included, it will be a legal airplane. No plane built according to the plans or kits we could find would fail the legality test, and for that matter would not be likely to face a challenge. It's only when you begin to modify the plans or parts that you would run into a legality test. That's when the drawings would be pulled out and checked against your plane.

It's hoped that the minimum-Clown drawings will never have to be used. The hope is that they become sort of like the Cold War nuclear deterrent — hidden away but looming in the competitors' subconscious, ready to blast to bits any cheater plane.

Our thanks to the help we received from a number of Northwest people in developing the drawings: Joe Just, Tom Knoppi, Todd Ryan, Kenn Smith, Paul Rice, and especially draftsman Mel Lyne. (I probably left someone out — my apologies!)

Now, Happy Flying with your *legal* Clown racer!

— John Thompson, NW rules coordinator.

## **"New" Old Time Stunt Design**

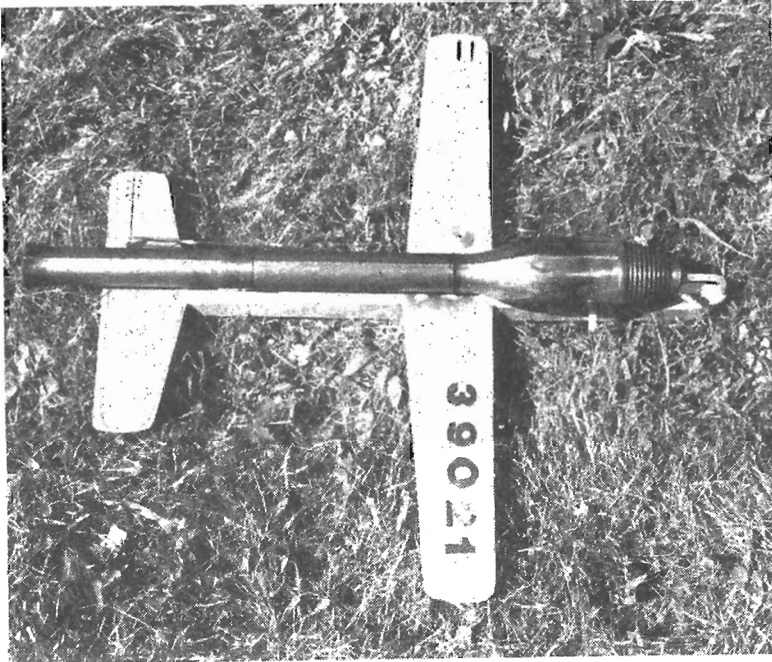
*In a note from Bill Darkow.....*

Thought you might enjoy being the first to break the news and publish plans of a couple of "new" designs for Old Time Stunt.

Jim Johnson of Olympia authenticated them by calling the designer, John "Jack" Ritner in California, then clearing them with PAMPA authorities.

Jim has already built the "Twelve" and has a "Thirteen" under construction. He has a Fox 29 and a Fox 35 in these respectively. Look for them at the field this spring.

*(ed note: Thanks for the scoop, Bill! The "Twelve" plan is included herein)*



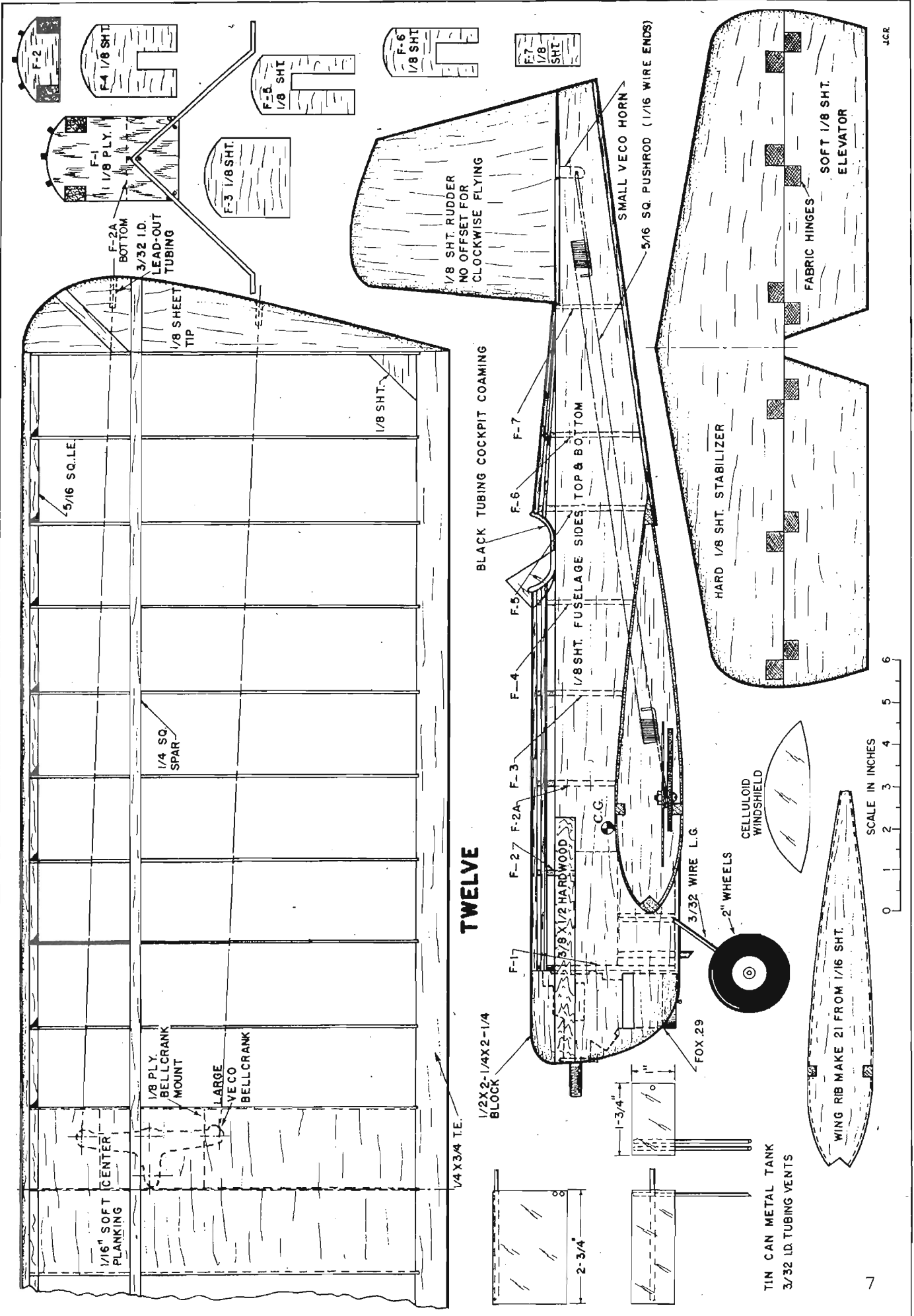
From last summer's WOLF "LUCKY HAND FUN FLY" in Salem.

upper left) Mike Hazel's "Sport Jet Speed" ship. Features all wood construction and stock Dyna-Jet, natch!

above) WOLF president Mark Wahlster's Goodyear racing plane. Cox Conquest .15 powerplant.

bottom) Bill Darkow launches sport racer for unknown pilot. *(sorry! ed.)*

*(John Thompson photos)*



# TWELVE

1/16" SOFT PLANKING

CENTER

1/8 PLY. BELLCRANK MOUNT

LARGE VECO BELLCRANK

5/16 SQ. LE.

1/4 SQ. SPAR

1/8 SHEET TIP

F-2A BOTTOM 3/32 I.D. LEAD-OUT TUBING

F-1 1/8 PLY.

F-2

F-4 1/8 SHT

F-3 1/8 SHT.

F-5 1/8 SHT

F-6 1/8 SHT

F-7 1/8 SHT

1/8 SHT. RUDDER NO OFFSET FOR CLOCKWISE FLYING

SMALL VECO HORN 5/16 SQ. PUSHROD (1/16 WIRE ENDS)

BLACK TUBING COCKPIT COAMING

F-6

F-7

F-5

F-4

F-3

F-2A

F-27

F-17

1/8 SHT. FUSELAGE SIDES TOP & BOTTOM

C.C.G.

3/8 X 1/2 HARDWOOD

3/32 WIRE L.G.

2" WHEELS

CELLULOID WINDSHIELD

FOX 29

1/2 X 2-1/4 X 2-1/4 BLOCK

1-3/4"

TIN CAN METAL TANK 3/32 I.D. TUBING VENTS

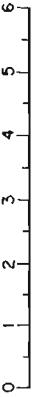
HARD 1/8 SHT. STABILIZER

FABRIC HINGES

SOFT 1/8 SHT. ELEVATOR

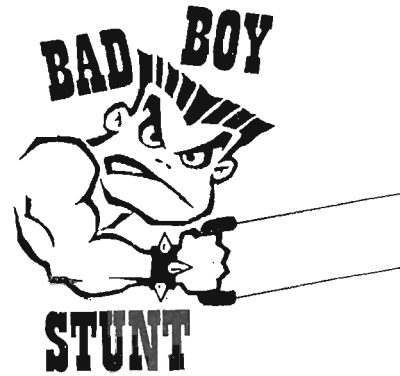
WING RIB MAKE 21 FROM 1/16 SHT.

SCALE IN INCHES



FROM THE PALATIAL AND  
WELL-LIT OFFICE OF:

Dan Rutherford  
4705 237th Place SE  
Bothell, WA 98021-9032  
U.S.A.



STUNT SHORTS: An item of clothing to go with my Stunt Shoes? No! Instead, late news and gossip from the NW Stunt scene.

Chris Cox is again on the Canadian FAI F2B team. This time in the #1 position. Can you say, "Cool, eh?" On the other hand, another NW favorite, Bruce Perry, had engine-run problems, will not be going to France.

Paul Walker qualified for US F2B team. Thus, he's building (yawn) another *Impact*...NOT! As Paul says, "For the next World Championships, I'll have a new B-17. And a back-up B-17!" Carbon-reinforced wing spars have been fabricated and delivered by sub-contractor Carbon R US, Howie Division. End of October bottom wing skins were in place, various bits were to be installed, followed by top sheeting. Will we see the new beast at NW Regionals? I'm counting on it...

SEEN AT FALL FOLLIES: Gary Nelson has re-motored his *Stiletto 660*. Relying heavily on Scott Riese for assistance, he bolted a MACS Products muffler to an O.S. 46 LA, plugged in a 40FP-S venturi with ST NVA, fed it 10% nitro/25% castor/65% methanol fuel, asked it to spin an APC 11.5 - 4 prop. A superb combination, full details will appear in January/February 2000 issue of Stunt News magazine. Need a 46-size engine/muffler setup? For a total outlay of only \$90.00, this one simply cannot be beat.

While it took a good long while for the obvious to sink in, hasn't Scott Riese been on top of the O.S. 40FP-S heap for a couple years?! Note, please, that Scott has been using one of these dog-lifting-his-leg MACS mufflers on the 40FP in his *Gieske Nobler*, yet only Gary was smart enough to adopt the tips and techniques Scott has generated. Hmmmm...

John hammered his ex-McClave *T-Bird*, motor and asphalt survived the experience. Leo Mehl applied clear coats to latest *Grinder*...with a brush! Jeezz, this new Brodak dope really is excellent. No brush marks. Leo also demonstrated the effectiveness of his box-stock Moki 51; beautiful runs, no fiddling. Nils Norling has established a new CL field in Redmond, Oregon. Right next to "Field of Dreams" RC site, it's already in use. Jack claims to be building a new *Impact*. Lunch was great! And not just because it was free! Thanks to Patty-Flipper Hazel, Condiments-By-Hunt.

Bruce Hunt vaulted from PA Beginner at the beginning of 1999 to a very solid 456 at "Fall Follies," placing him right in the thick of PA Advanced for next year. And he did it with a SIG *Banshee*! About 2 1/2" off the nose, O.S. 40FP-S, tongue muffler, profile uni-flo tank. And lots of practice!

The "Fall Follies" featured easily the best flying conditions of the entire year. How good was it? The Hazel/Thompson duo passed out awards. We said, "Outta my way," went right back to flying. Bruce Hunt flew Dirt's *Bad Boy Impact*. Twice! He liked it! Jack Pitcher took the *Bad Boy* for a ride, busted his knuckles on the handle, thought it pulled too much at the bottoms of loops. Gerald Schamp flew Jack's *Centennial*, has not forgotten a single trick. Jack flew Scott's *Cardinal* with Jett/GMA 50 on pipe. More flights went up, I got distracted by cleaning duties.

Buzz Wilson has his new *Oriental* nearly ready to finish. Chris Cox says current trim setup on his *Defiant III* is his best effort yet. Mike Conner, one of our best trim critics, agrees.

MOST-IMPROVED FLIER OF 1999. Hey, hard to argue with Bruce Hunt going from Beginner to Advanced, arriving with a 456 already in hand. But the higher one goes, the more difficult it gets to snag another 5 or 10 or 20 points. With this in mind, we must consider the improvements--both in flying and in equipment--gained by Scott Riese this past year as being equally significant, most certainly worthy of note. And while Bruce managed to win both Beginner and Intermediate PA for the season, Scott went from 11th in Overall Stunt in 1998 to a very solid 2nd place in 1999. While I will only admit this once, had Scott entered just one more OTS event, maybe one more in Classic, plus had he flown at the PAC contest, he could easily have finished in 1st place. Not only that, Scott says wearing an apron and slaving over a hot stove is just as much fun as building! Move over, Mike, next barbecue we put Scott in charge...



**FIRECAT KITS:** I am told the Fireballs put together 25 first-run Firecat kits, put the word on the internet, sold out. In 15 minutes! Kits include virtually everything needed--less only engine and covering--for just \$69.95. This is one nice flying profile, I have actually used one in Classic and PA Advanced with some success, still use it in PAC profile-only contests. Plus the Portland guys say they have solid documentation which makes this design legal for OTS. If so, it's a three-fer, one easily-built, easily-trimmed model which can be put to good use in three events, OTS, Classic Stunt and to the upper levels of PA Advanced. For purity of purpose, and totally nostalgic reasons, I suggest installation of a good Fox 35, even if might treat the front end like a tuning fork, blurring the plug into invisibility. (Consider the Fox Mfg. ABC option, available fitted and ready-to-fly from George Aldrich.) A very strong case can be made for use of an O.S. 25FP-S; less cost, less fiddling, fewer vibes, bullet-proof reliability, better fuel mileage, lots of power.

**TECH TIP:** Keith Varley recently discovered his O.S. 40FP-S was generating less grunt, creating less noise, using less fuel, coming down less pleased (hot, hot, hot!) because the holes in his tongue muffler were being closed up by carbon deposits. Clearing the holes with a drill solved all problems. It appears as if ingestion and subsequent processing of castor oil has slightly different exhaust system effects when comparing Stunt motors to actual, living hoomin beans.

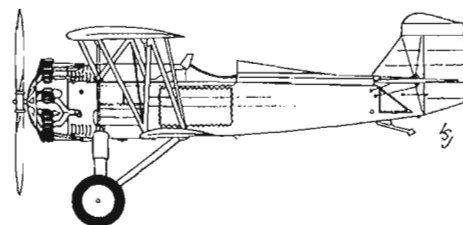
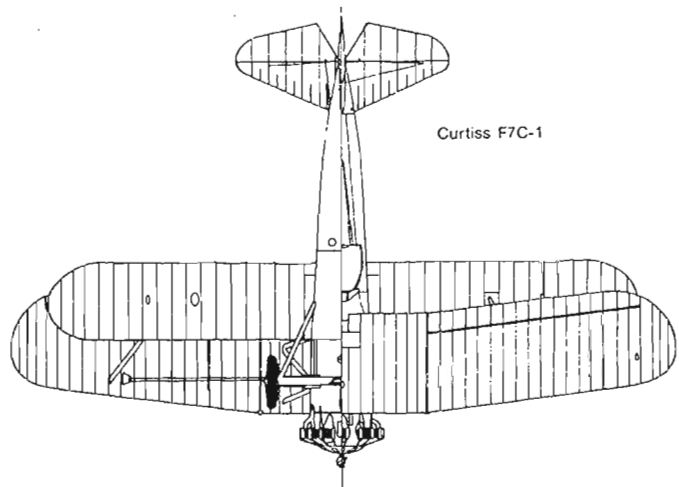
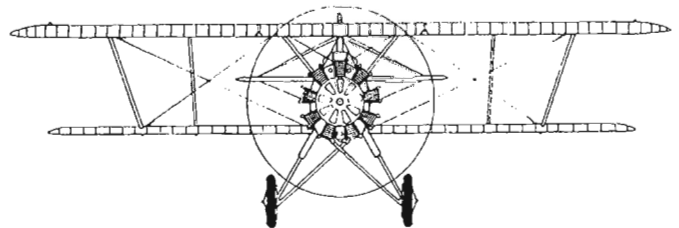
## NEW CARRIER EVENT.....

(from Mike Potter)

I would like to announce a new Carrier event that we are going to try this coming year. We are calling it **GOLDEN AGE PROFILE CARRIER**. Aircraft must be a military bi-plane from the 1930's, all A.M.A. rules apply except that no line sliders will be allowed. We will fly this event at both the Skyraider contests and Tailhook 2000 in Tacoma.

Our goal is to get some of those "used to fly carrier but quit because of line sliders" guys out and into carrier again. Some sources of plans are a Curtiss XF7C-3 SeaHawk available from Model Aviation Plans no. 727, designed by Bill Darkow and John Hall; and a Boeing F-4B-4 from Flying Models, plan no. CF354 designed by DeMarco.

The SeaHawk has the throttle and hook stuff on the plans, but you have to do your own design work for the F4B. This should be a fun event to fly and watch, so we hope it becomes popular.



25 FEET

# HOW THE AMA OPEN CLASS 1 MOUSE RACE RECORD FELL

or

## WHAT ARE FRIENDS FOR ?

By Paul Gibeault

As a number of you may be aware, I recently set a new AMA OPEN CLASS 1 Mouse Race record, at the 1999 AMA NATS. The following is an insight as to how this remarkable performance was achieved & who all were involved.

**THE MODEL:** used was my popular Streaker, however this particular version was one of **BOBBY FOGG'S**, on loan to me at the time ( for comparison / research purposes). It's essentially the same as mine, but has had 2 detail refinements done to it. These are: 1) The tailplane is straight (not V-tailed). 2) The airfoil is a semi-symmetrical section instead of Clark Y. Field testing had shown that when flown with an identical powerplant, **Bobby's** model is .15 sec/lap faster than my standard model. This translates into a free 15 second gain over a 100 lap final.

**THE ENGINE:** used was a stock Cox Venom .049, to which I hand fitted a T.D. piston to after the original piston had failed very early on in the engines life . This particular engine is one belonging to **STEVEN COX**. I set this engine up a number of years earlier for young **Steven**, & even though he's blown it up at least 3 times, every re-build that I've performed has always been as good or better than previous. I have a selection of clean T.D. pistons that I try out for fit & use the one that I think feels the best to me. I don't break-in mouse engines, it's fit & fly. I very carefully assemble the engine from cleaned parts and new gaskets, but nothing more.

**THE FUEL:** used was a formulation supplied to me by **BRUCE DUNCAN**. Although I had my own fuel pre delivered, the winning fuel I blended myself from raw ingredients supplied to me by **SCOTT NEWKIRK**. Fresher fuel is usually better, I think, and certainly no worse.

**THE PROPELLER:** epoxyglass blank was supplied to me by **JOHN McCOLLUM** many years ago. The initial co-ordinates were that used by **VIC GARNER**, but over time I made some minor refinements to the blade shape, thickness, diameter & finish.

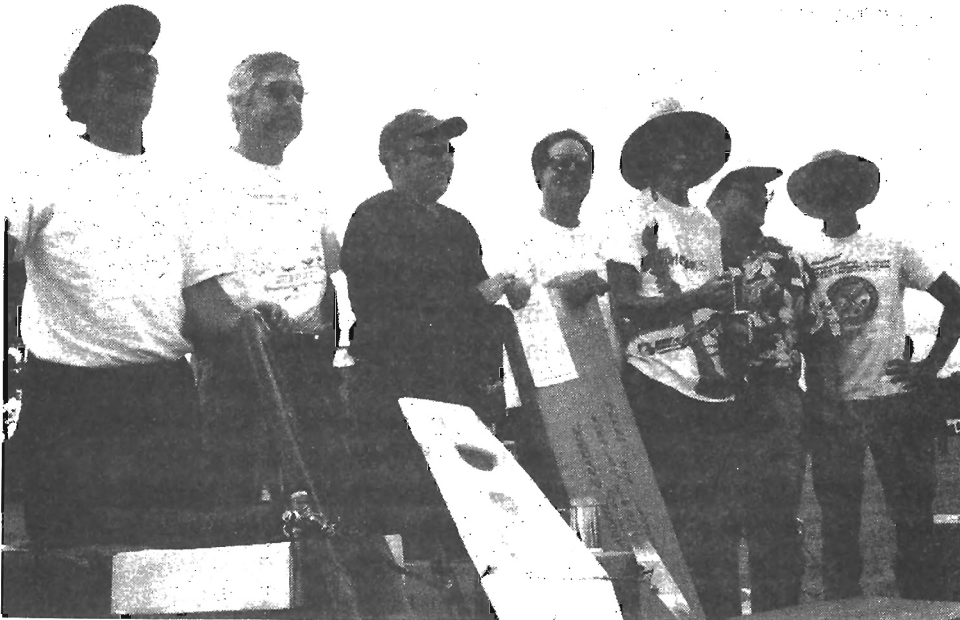
**THE PILOT:** seemed like all he had to do was hang on. But, the reality of Mouse Race is that an experienced pilot that does not make flying errors under pressure is really essential. I selected **TODD RYAN**, who pretty much flew a perfect race. Although it looked easy enough, it is unbelievably easy to mess up a take-off, landing, or have a passing accident with a dead engine. **TODD** must be given full credit for the excellent piloting job he did considering he had NO PRIOR TEST FLIGHT on the model!

**THE PITMAN:** I enjoy pitting the most, because I believe only I can pit my models the fastest. I really enjoy, catching a hot mouse racer on the fly! A review of the finals video tape showed a possible loss of 2 - 3 seconds...but I decided to err on the side of caution / reliability which was a conscious choice that I made at the time. ( hindsight proved it was a good choice)

### OR WAS IT JUST LUCK??

For the final I made several changes, that many would have thought risky for a finals flight. I changed models from that which I used in my heat. After a review of the heat times, I was in 3<sup>rd</sup> at the time (due to slower pits though, not speed). Just scant seconds out of first place. I deliberated for a time, the decision as to weather to carry on with a wonderfully fine running model combo & win...OR....go for broke & make an all out attempt at breaking the AMA national record. Since I've already won the Nats 3 times, I decided to go for broke & put myself & the equipment to the ultimate test.. The deciding factor? I was in America, the land of the free, why wonder what coulda , shoulda, or woulda , happened?????

Analyzing my heats, I was confident that **BRUCE DUNCAN'S** pitting would win the Nats, but I felt I could do faster pit stops. So, I asked Bruce if he would mind me pitting if I could get Todd Ryan to fly for me. Bruce graciously agreed. You normally don't go changing pilots & pitmen for a final especially without some warm-up, do you?? Perhaps it's my speed background showing through, I was going for broke! I then decided to change from my 2:26 nylon prop to a probably faster epoxy glass prop. So, I swapped the engine to the Fogg model, changed to a F/G prop & proceeded to do a run-up in the pit. Run-up ground RPM did not seem unusually strong, but when the tach bumped up past 21,000, I shut it down & changed plugs. My friend **REMY DAWSON**, graciously gave me some old Cox plugs in the blister package. These old plugs I feel may possibly be a bit more reliable or better made than the currently available plugs.. I told **REMY** earlier that I would only use such a plug for a US NATS final, & here I was! I screwed it on & waited for the final. In a moment of defiance, I decided against a test flight despite changing model, plug, prop, pilot & pitman. I believe you're only as good as you are out of the model box, because with enough test flying, anyone should be able to win. All this time, **BRUCE** was in the background pit making sure my stuff was ready, and **RON SALO** ( just back from the speed circle) , was there to get it all on video. The rest as they say, is history. A scintillating **4:22:00** final! Do you know what the best part of the entire effort was?? **FRIENDS**, yes **FRIENDS** ! For without all the above mentioned people who have helped me out, this may not have been possible. In fact, my attendance would not even have been possible, without the help of **WILL NAEMURA**. **WILL** offered me free shared hotel accommodation and transport, while I was at the NATS, a major factor in my decision to attend. I feel privileged to have you all as friends. Let me know if I can return the favour. **Thank you one & all.**



Lineup of "usual suspects" at the June 1999 Bladder Grabber combat meet.

(L to R)  
 5th place, Bill Maywald  
 4th, John Thompson  
 3rd, Mike Willcox  
 2nd, Howard Rush  
 1st, Mark Rudner  
 Sponsor, Bob Carver  
 C.D., Jeffrey Rein

(Gary Harris photo)



Seen at the October Fall Follies in Salem: Scott Riese set up his "living room" by the Stunt circle.

(John Thompson photo)

## ***On Lines by Jim Cameron***

First, I think we must all thank Mike Hazel and John Thompson for the twenty years of service to Flying Lines. I am sure the time they invested in creating this newsletter could have been spent in many other endeavors. I know many models could have been produced in that time. Their families also deserve many thanks, for the time could have been spent with them.

This newsletter is important to our region for many reasons. As John Thompson has stated in his column on many occasions, it's vital to keep the flyers updated on events throughout the year. It's my opinion that a newsletter is even more valuable as an educational tool. I want to know the best way to complete a project and we have many individuals writing for Flying Lines with a lot of experience.

Thanks guys!

### **News Flash**

Firecat kits are now available through Frank Macy. I just saw one of the first kits produced and it looks beautiful. The ribs, tips, fuselage, plywood doublers, bellcrank platform, and tail feathers are all laser cut. This is some very impressive cutting. The milling of the leading and trailing edges is outstanding. The bellcrank platform is 1/8 ply. and has been reinforced with fiberglass for you.

This kit has been loaded with extras. You get many of the things you would expect from a good kit: like lead-out cable; nylon control horn; .062 aluminum landing gear; and a package of mounting hardware. But, in this kit you get more: an Acme all brass fuel tank; a pair of 2.25 inch Sullivan Skylite wheels; and a Fox 3 inch bellcrank. If

that was not enough you even get: a 1/2 oz. bottle of super thin CA glue; a 1/2 oz. bottle of gap filling CA glue and a 2 oz. bottle of accelerator.

These kits are being produced by TCI Hobbies Inc. (J.A. (Andy) Nehring) under agreement with Frank (Fireball) Macy. For information contact Frank at P.O. Box 68132 Portland Or. 97268-0132. The price at this time is \$69.95 plus \$7.50 shipping.

### **Decals**

How do you fuel proof a water slide decal? This is a question I have given some time to in the past. I even ask Frank Macy about this topic. We came to the conclusion that Polyurethane is one way to make sure that the decal will be on the plane for good, but it can yellow the base color. I have used Polyurethane on many types of decals and stickers. The problem is that fuel and many paints will destroy the decal. The Aero Gloss Fuel Proofer works, but it's not permanent. I even had problems when I tried to give a decal a second coat of Fuel Proofer. If anyone has the answer to this question, I would be interested in more information.

### **Epoxy Problem**

John this is for you. In a past column you talked in disgust about stripping epoxy paint. About three years ago I was in the same state. At that time I found a paint stripper that stated "Will strip epoxy". I didn't believe it but tried it. I was glad to find that it worked. What it does is wrinkles the paint. I then used a Popsicle stick to burnish the paint off. The name of the stripper is: "Jasco Premium Paint and Epoxy Remover". It also works great on dope.

You can contact me at 4023 N E Bryce Portland Or 97212.



# The Flying Flea Market

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**FOR SALE:** 2 EA NELSON 15 ABC FIRE, EXC, JUST BACK FROM HENRY NELSON (NEW BEARINGS, ETC) USED FOR FF & COMBAT US 135 OR BOTH FOR 260; 1 EA NELSON 15 ABC FIRE LONGSTACK, C/W SPINNER, EXC, LOW TIME USED FOR GY US \$130; 1 EA NIB IRVINE .15 MK 2 GY/FF VERSION, P/L CHROMED & FITTED BY DYE, FITTED NELSON HEAD, LARGE VENTURI & PRESSURE BACKPLATE US \$150; 1 EA NIB IRVINE .15 MK 2 FOR SPEED, C/W SPINNER, P/L CHROMED AND FITTED BY DYE, 4.9 MM PIPE STINGER US \$185; ALSO MANY EXCELLENT IRVINE .15 PARTS FOR SALE: HEADS, SHIMS, SPINNERS, P/L, VENTURIS, WRITE FOR DETAILS-PRICES; 1 EA ORIGINAL VERSION CYCLON .15S FAI PIPED SPEED ENGINE, MINT COND IN ORIG HANDMADE WOOD BOX W/ PLEXI-GLASS TOP, C/W FACTORY PAN, PROP, SPINNER, SHUT-OFF, TANK, & SPARE PARTS, ALSO C/W DOC PACKAGE FOR COLLECTORS US\$200; 1EA NIB RUSSIAN CYCLON .40 ABC PYLON (RIRE) C/W, GORGEOUS 2-1/4 INCH SPINNER, MINIPIPE, HEADWRENCH US \$275, PAUL GIBEAULT, 54-5380 SMITH DR., RICHMOND, B.C. CANADA V6V 2K8 PHONE: (604) 525-1020 WEEKENDS

**WANTED:** DEBOLT STUNT WAGON KIT (BOTH SIZES) AND PLANS, MADMAN KIT (BOTH SIZES) AND PLANS. SCOTT CRICHTON, 10427 30 DR SE, EVERETT, WA 98208 (425) 379-0494 (EVES)

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**FOR SALE:** NEW IN BOX FOX 15BB \$48, NEW IN BOX FOX .35 \$52. LIMITED QUANTITIES - WE HAVE 3 OZ AND 4 OZ UNIFLOW PROFILE TANKS, THE VERY LAST EVER BUILT BY TAFFINDER AS SPECIAL FAVOR. NOW \$9 EACH. SHIPPING ON ABOVE ITEMS \$3.50. J & J SALES, PO BOX 99, WAITSBURG, WA 99361

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