

FLYING LINES

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EDITOR: JOHN THOMPSON
PUBLISHER: MIKE HAZEL

Aug., 1980 NEWS OF NORTHWEST CONTROL LINE MODEL AVIATION Number 16

JULY FUN WAS IN SEATTLE -- BACK TO EUGENE AUG. 24

The action was in the Seattle area during July, with two contests that brought out the combat and stunt fraternities, along with a small handful of racers as well. Next up on the agenda is a fun-fly Aug. 17 at Carkeek Park in Seattle, sponsored by the Seattle Skyriders. Then comes the annual Eugene Propspinners Summer Meet, a racing-combat bash Aug. 24.

First on the July agenda was the Boeing Hawks Air Fair, July 12-13, which replaced the traditional Boeing Management Association contest. The scholarship contest will be back next year, Boeing types say.

The Air Fair was on the usual Boeing site, and featured AMA, slow and FAI combat, Northwest Sport Race, precision aerobatics and old-time stunt. Entry was on the low side in all events, but there was enough for a contest and the Hawks ran the show in their usual efficient, if relaxed, manner, handing out nice trophies and prizes afterwards.

Top draw was fast combat, which Howard Rush won with the use of only a single airplane. The victorious machine was destroyed in the finale, when it mid-aired with Ken Burdick, runner-up. Rush is from Kirkland, Wash., and Burdick is from Seattle.

Slow combat was won by Dick Salter of Seattle, who continues his charge toward the top of the FL standings in nearly every CL event. Is there a class he won't tackle? Dick McConnell downed Howard Rush in the FAI combat event, bringing smiles all about. It was an air time match, with the Seattle neophyte making his FAI debut by beating past FAI national champion Rush.

Advanced-expert precision aerobatics, which drew five entries, was won by Paul Walker of Kent, Wash., using a beautiful original design called the "Seahawk," powered by OS .40 FSR. Don Anderson of Seattle used a Tutor profile to win beginner-intermediate precision aerobatics in his first contest. OS .35 powered.

Old-time stunt went to Dave Melton of Seattle using a Super Duper Zilch with an ignition-Super Cyclone for power.

The action moved from Kent to Redmond, Wash., two weeks later for the combat championships at Marymoor Park.

This time 11 intrepid souls showed up, and 10 of them flew AMA combat. Bill Varner of Astoria, Ore., was the winner and John Thompson of Cottage Grove, Ore., was second. The Oregon pair were matched in a finale which Varner won after a brief period of furious combat. It was a clean kill.

The contest marked the first appearance since the world championships of Phil Granderson, who flew to third place in Poland earlier in the month. Phil came in fourth at Redmond in the fast event but showed up too late to show his world-class skill in FAI.

Col. Rush vindicated himself in the FAI event, beating Dick (there he is again) Salter. Salter won slow combat, beating Buzz Wilson in the finale.

It will be "make noise and go fast" Aug. 24 in Eugene, when the racers haul out the rats and the combaters fire up the AMA combat specials again. Also on tap are the new sport combat event, Goodyear racing, and Northwest Sport Race. The contest will be at Mahlon Sweet Airport, starting at 10 a.m. Trophies and merchandise prizes are offered to the victorious.

Here are the complete results of the two Seattle area contests:

BOEING HAWKS AIR FAIR, July 12-13, Kent., Wash.

<u>ADVANCED-EXPERT PRECISION AEROBATICS (five entries)</u>	<u>BEST SCORE</u>
1. Paul Walker, Kent, Wash., Seahawk, OS .40 FSR	552½
2. Rick Railston, Yakima, Wash., Stiletto, OS .40FSR	531
3. Don Shultz, Auburn, Wash., Super Chipmunk, OS .35	475½
4. Joe Dill, Spokane, Wash., original, ST .46.	385

BEGINNER-INTERMEDIATE PRECISION AEROBATICS (three entries)

1. Don Anderson, Seattle, Wash., Tutor, OS .35	226½
2. Joe Just, Sunnyside, Wash., Twister, Fox .40.	171
3. Dick Salter, Seattle, Wash., ME 109, OS .35	140

BOEING RESULTS, continued

AMA COMBAT (six entries)

1. Howard Rush, Kirkland, Wash.
2. Ken Burdick, Seattle, Wash.
3. Buzz Wilson, Edmonds, Wash.
4. Dick Salter, Seattle, Wash.

SLOW COMBAT (three entries)

1. Dick Salter, Seattle, Wash.
2. John Thompson, Cottage Grove, Ore.
3. Dick McConnell, Seattle, Wash.

FAI COMBAT (two entries)

1. Dick McConnell, Seattle, Wash.
2. Howard Rush, Kirkland, Wash.

OLD-TIME STUNT (three entries)

1. Dave Helton, Seattle, Wash., Super Duper Zilch, Ign. Super Cyclone . . . 60
2. Jerry Blackburn, Seattle, Wash., Snorky, Brown Jr. 33
3. Dick Salter, Seattle, Wash., Mustang, Fox .35. 15

GREAT NORTHWEST COMBAT CHAMPIONSHIPS, July 27, Redmond, Wash.

AMA COMBAT (10 entries)

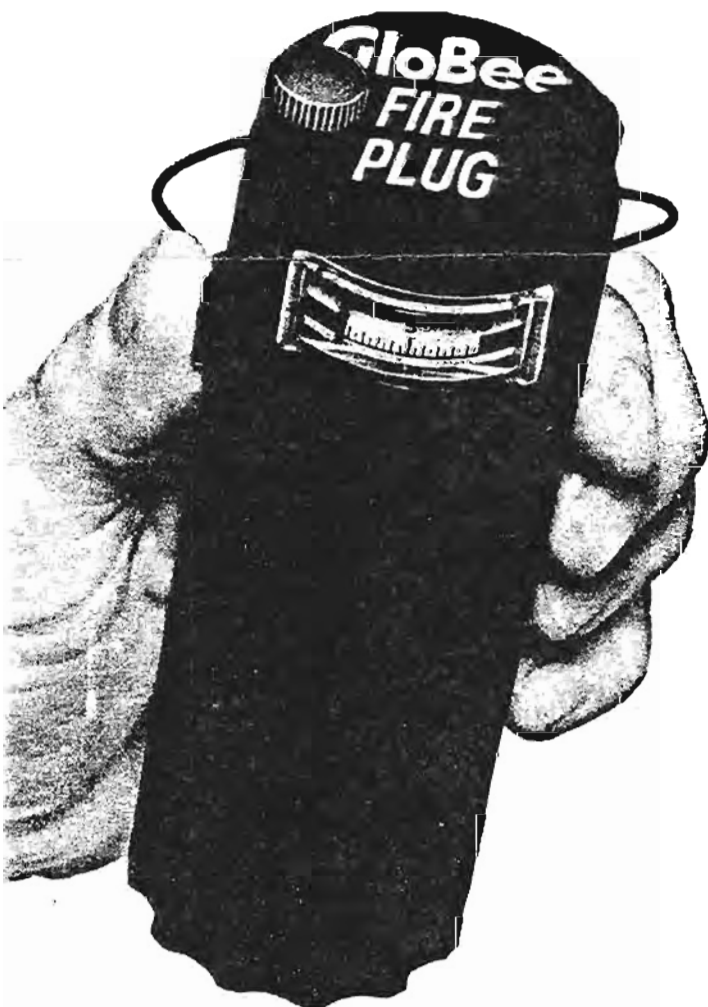
1. Bill Varner, Astoria, Ore.
2. John Thompson, Cottage Grove, Ore.
3. Buzz Wilson, Edmonds, Wash.
4. Phil Granderson, Seattle, Wash.

SLOW COMBAT (four entries)

1. Dick Salter, Seattle, Wash.
2. Buzz Wilson, Edmonds, Wash.
3. Keith Iwanski, Tacoma, Wash.
4. Dick McConnell, Seattle, Wash.

FAI COMBAT (four entries)

1. Howard Rush, Kirkland, Wash.
2. Dick Salter, Seattle, Wash.
3. Bill Varner, Astoria, Ore.
4. Dick McConnell, Seattle, Wash.



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GRANDERSON THIRD AT WORLD CHAMPS

Phil Granderson of Seattle, Wash., placed third in the combat event at the 1980 control-line world championships in Poland in mid-July.

Our sketchy, verbal report of the champs indicates the champion was a member of the Soviet team, and second place went to a Dutch flier. Phil reports that the Russian flier used a superior engine to advantage. Granderson himself used a foam airplane of his own design and Fox .15 schneurle ball-bearing engines provided by the Fox factory.

Phil was joined on the championship team by George Cleveland and Paul Curtis. First reports indicate that Les McDonald of Miami, Fla., was the stunt champion, followed by fellow Americans Bob Hunt and Bill Werwage, continuing the stranglehold of Americans on the precision aerobatics event.

Further news is that a U.S. team placed well in team race. We have no report on the speed competition at press time.

More complete results of the world championships will be provided in a future issue by Tom Knoppi and Phil Granderson, if all goes according to plan.

Remember, you read it first in Flying Lines!

TWO CONTESTS SHAKE UP STANDINGS

The Boeing Hawks Air Fair and the Great Northwest Combat Championships juggled standings of several events and produced a new leader in FAI combat. The contests tightened up races in the fast and slow combat standings as well as in precision aerobatics.

The new FAI combat leader is Howard Rush, who won the Great Northwest Combat Championship FAI event. Dick Salter's win in the same contest moved him into a tie for first in slow combat.

For those who just joined us, FL keeps standings for all competition events. Only Northwest fliers and Northwest contests are counted (AMA-sanctioned contests only). Points are based on placing: First through fourth places are scored, according to the number of entries.

Here are the updated standings for events at July contests, as of Aug. 1:

FAI COMBAT (3 contests, 7 entries)

1. Howard Rush	5
2. Dick McConnell	3
Dick Salter	3
4. Bill Varner	2
5. John Knoppi	1

AMA COMBAT (5 contests, 35 entries)

1. John Thompson	25
2. Bill Varner	20
3. Ken Burdick	17
4. Buzz Wilson	12
5. Gene Pape	8
6. Norm McFadden	7
Phil Granderson	7
8. Howard Rush	6
9. Mike Hazel	5
10. Dick Salter	3

OLD-TIME STUNT (2 contests, 7 entries)

1. Bob Emmett	4
Dick Salter	4
3. Dave Helton	3
4. Dave Gardner	2
Jerry Blackburn	2
6. Joe Just	1

OVERALL AEROBATICS TOP TEN (11 contests, 43 entries)

1. Rich Porter	14
2. Jeff Young	10
3. Terry Miller	9
4. Paul Walker	8
5. Dick Salter	7
6. Rick Railston	5
Jim Cameron	5
Bob Emmett	5
9. Don Shultz	4
Joe Just	4

SLOW COMBAT (4 contests, 18 entries)

1. John Thompson	13
Dick Salter	13
3. Gene Pape	4
4. Bill Varner	3
John Knoppi	3
Buzz Wilson	3
7. Dick McConnell	2
Keith Iwanski	2

OVERALL COMBAT TOP TEN (16 cont., 84 ent.)

1. John Thompson	40
2. Bill Varner	39
3. Dick Salter	19
4. Gene Pape	18
5. Jeff Young	17
Ken Burdick	17
7. Buzz Wilson	15
8. Jim Cameron	14
9. Phil Granderson	14
10. Howard Rush	11

PRECISION AEROBATICS (Including 1/2A) (9 contests, 36 entries)

1. Rich Porter	14
2. Jeff Young	10
3. Terry Miller	9
4. Paul Walker	8
5. Rick Railston	5
Jim Cameron	5
7. Don Shultz	4
8. Joe Just	3
Marty Phillips	3
Don McClave	3
Rich Schaper	3
Don Anderson	3
Dick Salter	3
14. Joe Dill	2
Kevin Buzzell	2
16. Bob Emmett	1
Bob Kautzman	1
John Clemans	1

STANDINGS, continued

NORTHWEST SPORT RACE (8 cont., 74 ent.)

1. John Thompson	71
2. Rich Schaper	39
3. Bill Varner	15
Dan Burdick	15
5. Tom Knoppi	14
Dave Green	14
Jim Cameron	14
8. Mike Hazel	11
Bruce Guenzler	11
10. Richard Simpson	10
11. Phil Granderson	5
12. Jay Just	4
13. Dick Salter	2
14. Joe Just	1
Dick McConnell	1

OVERALL RACING TOP TEN
(16 contests, 128 entries)

1. John Thompson	100
2. Jim Cameron	40
3. Rich Schaper	39
4. Dave Green	30
5. Mike Hazel	25
6. Bill Varner	24
7. Bruce Guenzler	19
8. Dan Burdick	15
9. Tom Knoppi	14
10. Richard Simpson	10

NORTHWEST CONTROL-LINERS ASK FOR HELP -- DUKE FOX SAYS "YES!"

Duke Fox, friend of control-line model aviation, has indicated he will supply as many Fox .35 stunt engines as Northwest modelers order through Flying Lines, at HALF PRICE.

The purpose of this special discount is to help in initiating the new Fox .35-only Northwest Sport Race and Northwest Sport Combat events.

NOTE: This is a one time only, one-shot promotion.

Duke did not specify price, but we gather from brochures he sent with his letter (see Air Mail) that the retail price is \$31.95. That means the price to Flying Lines per engine would be \$16.

Here is what Northwest fliers have to do to take advantage of this special deal:

Send \$17 (which includes \$1 for FL's handling, postage, and if there's any left over, a few cents for the FL fund) to Flying Lines as soon as possible. The order to Duke Fox will be sent off Oct. 1. As soon as the mail arrives at the FL workshop on Oct. 1, a Wednesday, the envelope will be sealed.

Oct. 1 is the ABSOLUTELY FINAL DEADLINE!!! There will be no re-order. Several persons have indicated their desire to be put on our informal list, which is what we have used to guess at the volume we will be dealing with. That is not a formal order. NOW IS THE TIME!

Duke's generosity has its limits, and the bargain is, one order only.

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FOX, continued

Thus, we urge all persons interested to get their orders in now. October is only two months away. The Fox .35 becomes the NWSR engine Dec. 1, 1980, and it already is being used in the new sport combat event.

In fairness to our advertising hobby shops, we add that many shops have Fox .35 engines in stock at reasonable prices. You should check there first before ordering through FL.

If you do decided to order your Fox through FL, fill out the form below and mail it to Flying Lines now, with payment. We will not cash your checks until the order is about to be mailed.

Please send me _____ Fox .35 engines. Enclosed is \$_____ @ \$17 each.

Name _____ Address _____

Telephone Number _____

(Half-price offer not open to dealers. Northwest orders only, please (Oregon, Washington, Idaho, B.C., California.))

8,000 SEE CONTROL-LINE DEMONSTRATION AT AIR FAIR

A widely gathered group of Oregon model airplane fliers, all of the type with strings attached, performed for a crowd estimated at 8,000 at the Creswell Air Fair July 20.

Creswell, a small town south of Eugene, Ore., annually hosts a one-day full-scale air show, replete with aerobatics, parachutists, jets, displays, and the like. They also traditionally have model airplanes.

A scant week before the show, one of FL's editors who also is a member of the Eugene Propspinners, found out that the RC fliers on the schedule had dropped out, leaving a large gap where it said "model airplanes." CL to the rescue!

Within an hour a crew had been gathered to do the half-hour demo, and considerably more planning occurred during the ensuing week. At 9 a.m. Sunday morning, the crew gathered at the Eugene flying field to set needle valves and make sure everything was working. Then off to Creswell.

Things looked like they would get off to a rocky start when the Air Fair officials didn't close the runway (from which we were to fly) to full-scale aircraft until minutes after our demo was to start. Ducking wings of big planes, the Ukies got set up, and when the announcer started his spiel (written for him by FL), Jim Cameron flipped the prop of his throttled stunt plane for the first flight. More nerves. The plane started nicely but tripped on the high grass (another oversight of the air fair) and quit. It refused to start immediately, but Don McClave of Portland, waiting to go up next in an adjacent circle, instantly caught on to what was happening and fired up his beautiful Stiletto for a stunt flight. Cameron, of Seaside, soon had the throttled plane going and the pair did a two-ring stunt show, with Cameron throwing in precise touch-and-go landings on the narrow runway and McClave flying precise maneuvers.

When they came down, the demonstration paused momentarily for a parachute plane to take off (clearing lines by two inches) and up went a sport combat match between Gene Pape of Eugene and Bill Varner of Astoria, Ore. The crowd oohed and ahed its approval as the pair made it look good for the entire flight. By the time Gene glided down, the crew on the ground had a fast combat plane running; Gene grabbed the handle and put up a flight. The duly impressed spectators didn't know the engine was set rich, and after a quick pit stop they were truly dazzled. A big round of applause greeted the fliers as they left the field.

A number of airplanes were displayed for the duration of the air fair in a booth provided in one of the hangars. Many interested persons stopped by to ask questions during the intermissions.

Besides the fliers listed above, the ground crew included Bruce Guenzler of Cottage Grove, Ore., Mike Hazel of Salem, Ore., Andrew McClave, Bill Varner Sr., and John Thompson. Thanks also to Astoria's Dave Green for static display airplanes.

GLO-BEE SERVICE DEPT. FORMED

Twinn-K International, Inc., producer of Glo-Bee Fireplugs and Stingers (batteries and starters) has announced the opening of a service department for repairs and service on all Fireplugs and Stingers.

Customers should send their Glo-Bee products via United Parcel Service to: Twinn-K Inc., GloBee Division, 10296 West Washington St., Indianapolis, Indiana, 46231.

Customers are asked to send a description of the problem they are having.

By the way, Flying Lines has available a limited number of GloBee brochures which explain the uses of the various GloBee plugs and other products, and we also have order forms with current prices listed. Write FL for copies.

TENNISON WINS TUTOR KIT

Rory Tennison of Libby, Mont., budding stunt and combat flier, has been shipped the Top Flite Tutor kit awarded in the second Flying Lines raffle.

Tennison, winner of beginner-intermediate stunt at the Northwest Regional Control-Line Championships (that time using a Sig Banshee) scored again in the drawing held July 21. Lovely 4½-year-old Heather Thompson plucked Tennison's name out of the jar.

Based on the growth of the response to the raffle, we're going to try it again. (FL actually made a few bucks on the Tutor, after just breaking even on the Fox .35.)

This time, we're going to offer a Glo-Bee Fireplug and charger. No modeler should be without one of these, a rechargeable, adjustable output battery with meter that's perfect for competition or sport. See Dirty Dan Rutherford's control-line column in the July Model Builder for comment on the Fireplug.

The drawing will, as usual, be held after the prize is paid for. Proceeds, if any, benefit Flying Lines, a worthy cause! Flying Lines' editor and publisher are not eligible to win.

Fill out the form below and mail it to FL (or just scratch it on the back of your last broken prop blade and mail that). Then, sit back with your battery clip in hand and wait for the battery to arrive.

Name _____ Number of tickets _____

Address _____ Amount enclosed _____

SKYRAIDERS NOTES -- GOOD NEWS AND BAD NEWS

News tidbits from the Seattle Skyraiders indicate they remain very active -- that's the good news. The bad news is that the club has been extremely frustrated in its attempts to get a new flying site in Seattle.

The club asked the City of Seattle for permission to fly at the city park that used to be the Sand Point Naval Air Station, site of some great model meets in the 1960s. Thumbs down. However, the city suggested opening negotiation for a flying site at another site called Fort Dent. Then, the city closed that door with a letter tersely saying that "Model airplaning would be incompatible with the athletic use for which Fort Dent was intended." The city did, however, agree to help in dealing with problems at Carkeek park, the Raiders current site. The problems include hordes of frisbee-flickers and cavemen who drive their dinosaurs across the field, making nasty tracks.

Here is more on the subject from Skyraider Al Johnson, followed by some other notes from Al about Seattle activities.

"The loss of Ft. Dent hurts only from the political aspect. The "decision makers" have passed the modelers from one public agency to a private institution with no success.

The operational area proposed at Dent was super for 1/2A control line, but for 52- and 60-foot lines, well, too close to a link fence for comfort. And unable to allow multi-pilot events!

Again, the politics reek! Actually, we were a few yards out from left-center field of a softball diamond. Noise, you say?? I also queried for the

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SKYRAIDERS, continued

public land at Luter Bay, a fill area between Magnolia and Queen Anne. No, says Mr. Clark, our contact. They propose an "executive golf course," whatever that is, for the site. I reminded him that the pitch and putt concession went belly up two plus years ago. Same old runaround!

Our next step is to request physical improvements at Carkeek. We'll continue to breath in the meantime.

The Aug. 17 events too late for the #16 newsletter? (We'll do our best--ed. 1/2 A Mouse, Class I, modified to 35' lines. Easier to control, as you may recall some of the old currents of air at Carkeek. Also sport combat test event to allow same engine class as 1980 NWSR. Not everyone has a Fox .35 yet. (Even when I sell for \$20.80, which is \$1.60 over my cost.)

Couple of Raiders preparing for carrier. Probably schedule an event for next year if we can meet the deck layout! Logistics for balloon bust was a riot. Didn't figure so many support sticks would break -- and planes continue to fly. Didn't lose a one in that event.

...Ken Burdick conducted a "combat clinic" June 28. Discussed engine "tweaking," state of the art design and construction. Demo flying at Carkeek after clinic.

Phil Granderson was observed at Marymoor, June 29, final "tuning" for Poland? The report came from a customer who is new to control-line flying. He didn't know Granderson, and was mightily impressed with the combat event.

Tom Knoppi was tossing an outdoor hand-launched glider last June 24 with great success. Occurred at the monthly meeting of the Strat-O-Bats, a free-flight club up here...

--Al Johnson, 10011 Holman Road, Seattle, WA 98177

DIRTY DAN COMMENTS ON COMBAT, GOOD YEAR, SPORT RACE, AND ETC.

(Editor's note: It is with pleasure that we present the following commentary by "Dirty" Dan Rutherford, noted Northwest CL flier and CL columnist for Model Builder magazine. Dan's letter is herewith put into an article format because of the wide range of thoughtful remarks contained in it.)

Ya know, I've always had a certain amount of faith in Mike, feeling that John, obviously the more stable of you two, could justify the faith I have in Mike by guiding him down the right path. All seems to be working out fine, even though Mike is still hooked on speed stuff...

Anyway, a few comments, jarred loose by the most recent (July '80) Flying Lines.

First, I want to know whoinhell is Gene Pape? I recall a person of that name being used at several Seattle area contests; we got him to pull test models at meet after meet, as he would invariably lose in the first round and be available for that kind of thing. And as he said, it gave him a chance to mingle with the stars...

Enjoyed Gene's article on the FAWF, and that was just about the noise I made when noticing all of the features ripped directly from my own Plastic Wasty design. Oh, well, I was glad to help the kid along wherever possible and at least Gene's design came out looking as ugly as a PN. Really should have made it larger in area, though...

As far as going to 3.5 cc motors in Badyear, I'm all for it. It would be a nice bonus of current .15 cid motors and models could be competitive with the big brother 3.5 cc models, but even if this scheme did not work out, the change should still be made.

Many engine sizes came about way-back-when, simply due to the fact that there were CL events specifying what are now almost odd sizes to the rest of the modeling world. Odd? Sure, how about .36 cid and .29 cid engines. Not tip back then, totally ignored (almost) today. If it were not for Fox the last few years would have seen no development of .36 engines and in combat we would today be either flying collector's items or using the much more common .40s.

Anyway, we should now be working toward putting certain events more into line with what the rest of the world is doing, taking advantage of developments in various displacement categories. The 3.5 cc is an excellent example.

Mike mentioned the K&B, OPS and ST 3.5 cc engines available, all quite good motors putting out lots of power and doing it reliably, but there are also motors in the 3.5 cc category from HB, Webra, Irvine, HGK, Enya, OS and Picco. These are not sport motors good for a run or two, all are competition motors, although the HB is a bit mild.

Anyway, just looked inside a new OS 3.5 and it is super, could be raced right out of the box. Picco 3.5 is the same way. I am using one in a 1/8 RC car now and it is the most impressive thing I have ever seen. Super strong everything; the only change I made was to install a full-compliment rear bearing. Otherwise it is box-stock and very effective.

In our area at least, Goodyear has gone from a very popular event, probably most most popular racing event we have ever enjoyed here, down to almost

DIRTY DAN, continued

nothing. If you will remember, way back when I predicted that the Rossi and its attendant problems would blow "our" Goodyear event away...and it did.

I don't enjoy being proven right, especially where an event I liked so much is concerned, but do see the definite possibility of Goodyear coming back strong if we go to allowing 3.5 cc motors. Somebody has had a Good Idea. Hope it makes it through to the rule book.

Always hate to see one event split into two, but think you have chosen the best thing for NWSR. At least you are trying to stay ahead of the game on this, as well as talking to as many other racers as possible. Good to see somebody approach a problem with some common sense for a change.

The NWSR rules don't say anything about what you can and cannot do to the Fox .35 engines, however. An oversight?

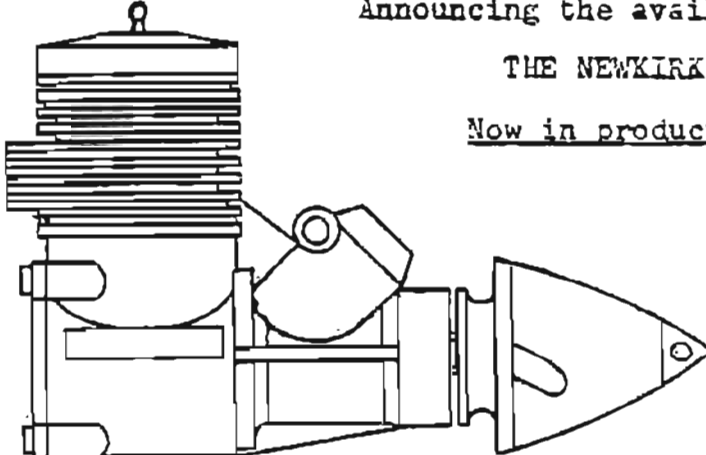
Also, with the Fox engines, it might be a good idea to let everybody in on how to make a really good tank, one that will provide consistent fuel flow from beginning to end. My experience with Fox .35s is limited to a couple of my own stunt models and to helping others with sport models, but I recall that a Fox .35, once it starts to go lean just keeps getting worse and worse, very rarely restarting while still hot. This is of course true of many motors, but the problem seems to be worse here, what with the small case, minimal cooling fin sizes, etc.

In any case, suspect that running low-oil fuel, punched full of nitro, will see some strange results in a motor that operates best when alternating from a four-stroke to a two-stroke condition...would definitely suggest a simple, easily-removed shutoff be used on these "new" NWSR models when practicing or getting needle settings before a race.

Remember back when I suggested a better matching scheme for the NWSR circuit? At least I think it is better! What ya do is race in rounds, three rounds seems about right. The first round is randomly set up, although you can "load" the heats by matching up fast guys against other fast guys, and so on, even in the first round. The first round flies and scores are recorded. The second round is made up using first-round scores, winners all in higher heats, second placers down a bit and so on. The second round is flown, the third again determined by who did what in previous rounds (use the total score). Then the finals are made up using the combined score of the three heat races. The fastest and most consistent get into the "A" final, there also being "B" and "C" and so on finals, enough to get everybody into a finals race.

The system works really well, all entering get to race just as much as the fast guys (something that I see as quite important in an event like NWSR), consistency is emphasized and the quality of the racing goes up. In the first round you might have a few run-away heats but as the scores posted tend to group racers with the set of like abilities, things progressively get tighter through the rounds and the final races are generally real close, tight racing.

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DIRTY DAN, continued

Remember, speed is only relative, four teams that might be only the 16th through 20th fastest could put on an excellent final.

A couple of side benefits can be had here. First, and already mentioned, is the fact that all get to race in an equal number of heats and finals. Equality for all and like that there, but the novices coming out for the first few times do like the system and of course it doesn't hurt the fast racers, as they still get their finals to run in. The system also tends to free up some of the experts' time when the novices really need it the most, like when they are actually racing. The guys in the A and B heats of a round or A and B finals can be there to work with those in lower heats and finals.

Of course there can be a problem but the only one I can visualize is a team of two experienced racers who work together both getting into the same heat or both making the same final, forcing them to work with pick-up pit men or fliers. This might be a serious problem in some of the more sophisticated events, but in NWSR should be no real problem as all the models, tanks and engines are very basic and quite similar. And of course with more commonly used elimination systems we still end up with team members both making a final or matched up in a heat race.

I know it is always hard to accept a "different" system for racing, but I have been racing RC cars under just such a system for the last three years and can tell you it works super and that the most important racers in any group, the new guys just out to give it a try, really like it a lot, as they can pick up racing experience quickly and are not treated as just more fodder for the experienced racers...think about it, if you're interested we should talk more about it. Maybe you would want to try it out at the new events contest?

--Dirty Dan Rutherford, 4705 237th Place S.E., Bothell, WA 98011

(Editor's note: We'd like to hear other readers' comments on Dan's ideas. Also, general opinions about makeup of the 1980-81 Drizzle Circuit? Specifically how to work in the Super Sport event (a regular thing or just an occasional secondary event??))

WHERE THE ACTION IS

Below are the contests known to be upcoming in the Northwest.

Help!! Will somebody please tell us what the plan is for the Bladder Grabber? All we have so far is rumors, but the rumors so far are that it will occur again, possibly in October as usual. To the Bladder Grabber organizers -- FL must have the info by Aug. 24 if it is to be published in the September issue. The October issue may be too late!

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 publish flyers free of charge and report results. Fun-fly events can be listed, too. All events listed here are AMA-sanctioned unless otherwise noted.

August 17....SEATTLE, Wash. -- Seattle Skyraiders non-sanctioned fun fly. $\frac{1}{2}$ A mouse class I (J)(S0) (.012x35" stranded lines), novice stunt (JS0), and Northwest Sport Combat (local rules allow any .36 max plain bearing engine). Entry fee 50 cents per entry, \$1 for all three. Carkeek Park model airport, 9 a.m. start. AMA membership required. Contact (206) 782-1609 for info.

August 24....EUGENE, Ore. -- Eugene Propsp spinners Annual Summer Meet. Rat race, Goodyear, Northwest Sport Race, Northwest Sport Combat (special rules, see FL No. 14), 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 prizes. Site: Mahlon Sweet Airport. Contest Director Gene Pape, 4528 Souza St., Eugene, Ore., 97402 (503) 689-1623.

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FREE ADS -- Every person buying a new subscription or renewing a subscription for a year is entitled to one free classified ad, a \$1 value. Send yours to FL at the address on the cover.

FLIGHT SCHOOL

beginner's tips by john thompson

This is the first installment of a column devoted to the modeling people who are often talked about but seldom talked to, often dazzled by the experts but seldom helped by them, often ordered to stay away from strung out lines but seldom offered the chance to hold the business end of a set.

This is a column for beginners. Rank beginners, first-time builders and fliers, and those with only the basic first crashes under their belts.

But wait! Just because you are a so-called "expert" (which to a beginner is anybody who has built a Ringmaster and can usually fly it without crashing), don't stop reading. Chances are good that the beginners in your area haven't yet picked up on Flying Lines. It will be up to you to either pass on this column and its successors, or to pass on the information contained in it to the beginners.

The first installment, in fact, is written more for the experts than the beginners. You have probably heard and read about the "junior problem" until you are sick of the term. So have I. It's like the weather. Everybody talks about it but nobody does anything about it. The thing you won't read here is "the ultimate and definitive answer to how to solve the junior problem." All I intend to produce is a regular column of hints, tips and ideas for the beginners (both young and adult) in hopes that they'll get to the right people.

It would be futile to suggest that every active modeler rush right out and organize a kids' club, call up all his friends and organize huge 1950's-style flying sessions. But it is possible for each one of us to do something. Everybody will have his or her own way to help bring beginners into the hobby. In this installment, I will mention some things I have done in hopes it gives others some ideas, and perhaps gets them going in their own methods.

I have often admired the efforts of some others in getting new modelers going, particularly those working with youngsters. Some have done that on a large scale. Persons with educational skills, such as Gary Stevens, Rich Porter and Orin Humphries in our region, have organized school clubs and spread the word to many youngsters at once. Some of Orin's boys recently placed well in the AMA postal race, a sort of mail-order mouse race. Dave Green of the CLAMS club has for a long time built sheet-wing 1/2A models as trainers and gotten a whole corps of young fliers going on the coast. Paul Wallace of Cottage Grove, Ore., has brought quite a few youngsters along on 1/2A projects, some of whom are now active competitors. The Seattle Skyraiders have many activities geared to juniors.

I am not a teacher, and I haven't found the time or courage to tackle

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a large group, so I have adopted a system I consider feasible for the average modeler. There's really nothing to it aside from keeping an eye out for interested persons, responding to that interest, and following up what you've started. Oh, yes. It helps if you like to fly airplanes a lot, give up a little of your building time, and have a gift of gabbing about your hobby.

One thing I consider important is to have a plane available for interested beginners to try their hands at flying. I have used a Sterling beginners' kit for my trainer. They have a whole line of sheet-wing .049 trainers, "Beginners Ringmaster," "Beginners' Shoestring," etc. In a future column I will discuss a couple of simple modifications to those kits which make them almost unbreakable.

There are numerous other designs which would work well as trainers. Among them are the Streak Trainer (for .15 engines) and any number of .049 kits such as the Little Wizard and several others. A full-sized plane such as a "Ringmaster" could be used, especially for adult students, if you want to take the risk of destruction. A design for a quick and dirty trainer for .35 called the "Goat" appeared in the latest edition of the MACA (Miniature Aircraft Combat Association) newsletter, along with a good article on how to train beginners.

The purpose of the trainer is to give the beginner or interested spectator a chance to try his hand at flying while his interest still is burning. I like to throw mine in the car every time I go Sunday flying, and I only get it out when there is a potential student.

One important skill you need is how to spot the interested student. You won't spot him or her if you don't look for him. If you give him the "I'm busy" attitude when he comes around, he will go off and ride motorcycles or steal hubcaps and you've lost him. I've also observed that there are two kinds of "interested spectators." One is the kid who once had a plastic plane and thinks he is Eddie Rickenbacker. His main goal is to impress you with what he knows. The other will ask questions -- you'll be able to tell from the questions he is genuinely interested in flying model airplanes. Get your hooks into that one.

Here are some tips on training the student, once you've identified him. First of all, it may take some encouragement on your part for the student to be willing to fly your plane. Many, especially the younger ones, are too polite or shy to indicate a desire to fly.

Once you get him interested, give the student a verbal explanation of how the plane works and how to control it. Be careful to explain such things as what to do if the plane gets too high (let it go over the top and pull it out as it dives) and how to use a gentle arm motion rather than a panic reeling on the lines to give control input (remember, the kid who has only tried flying plastics has never felt a plane respond to his control inputs).

Finally, get the plane started, take the handle yourself and let the student watch you fly from inside the circle. Verbally explain and show how you use gentle movements to make the plane climb and dive; put it into up and down attitudes to show how to pull it out.

Then prepare to hand over the controls.

It is possible to build a dual-handle system without much effort. Just two handles connected to one set of lines, perhaps with extra-long leads on the handles, would do. That system is desirable but not necessary.

One thing that would be wise is to use a handle that can be easily handed over. Don't use an E-2-Just or Magnum-type handle. Use one, such as a Fox or Cox ($\frac{1}{2}$ A) handle that has a bar across the front. I've made my own wood version for $\frac{1}{2}$ A. The bar across the front allows you to hold the handle by the front (since I'm right-handed, I just grab the front with my left hand when I'm ready to transfer the handle) and let the student slip his hand into the regular grip.

Continue controlling the plane for a couple more laps, letting the student get the feel of the control motions. Then gently release the handle. If he's a quick learner he may finish out the flight. If not, it may take several crashes to get the basic fundamentals across. That's why it's wise to have a sturdy plane and a bottle of cyanoacrylate glue ("Hot Stuff," etc.)

Once you've given your student a couple of flights, the real important part -- and for many the most difficult part -- comes. That is keeping the fellow interested until he can build his own plane.

The "expert" should advise the student what he needs to build his own plane (force him to kick the plastic plane habit cold turkey) and what kit would be a good starter. Something like the trainer is best -- easy to build and sturdy.

Then the expert should make himself available to answer questions, give advice, and either visit the student's home or let the student come to the expert's shop (they'll be fascinated with what you think is junk!) during the critical building stages. I've let some youngsters build their whole first planes in my shop with me looking over their shoulders. Remember that

many beginners won't come to you unless you make it clear, by actions and not words, that you are willing to help.

One thing I do feel strongly about -- don't let yourself get conned into building planes for a beginner. You may think you did most of the building on the first one, but make sure it's his plane and he built it. As long as you are willing to do the work, the beginner will let you. Easy come, easy drop out and go ride motorcycles.

With as many competing interests as there are nowadays for both kids and adult beginners, it is important for the experts who want more flying buddies to conscientiously shepherd the beginners through the early stages. When they finally get the feeling of flying their own, hand-built planes, they'll be hooked. But if they suffer too many frustrations before they get to that stage, they may be lost. Remember that some elementary things to you -- such as how to unplug a Hot Stuff tube, and how to make a Z-bend -- are mysteries to beginners.

Regarding the type of plane used as a trainer, it probably doesn't matter. I prefer to use the 1/2A type simply because they are cheap, expendable and easy to build. And, experience shows that anybody who can handle a little one can easily move to the big ones. For adult beginners it may be easier to capture their interest in .35-sized planes but the practice carries with it the risk of losing bigger, costlier, more difficult to build airplanes.

Every expert will have his own way of working with beginners. The main thing is that somebody looks after the people who are begging to get into the hobby if given the proper help.

I sometimes think about the "experts" who got me going around 1960. There was a guy about 35 with a black Nobler -- most beautiful object I'd ever laid eyes on -- and he was the most amazing magician with a model airplane I could imagine. (It doesn't take much more than a lazy-eight to impress a 10-year-old). Then there was that guy and another who flew combat all afternoon with a pair of Ringmasters. Nothing but McCoy redheads and Fox .35s. If it hadn't been for the help of those two guys, and a bigger kid down the street who was a couple of years ahead of me, I'd not be flying today.

The same can be said for the kid who will be looking over your shoulder when you tinker with your amazing model machinery next Sunday. You might keep an eye out for him.

DRIZZLE CIRCUIT COMMENTS WELCOMED

Planning is under way for the 1980-81 Northwest Sport Race Drizzle circuit. Opinions of possible participants as to how it ought to be organized are welcomed by Flying Lines, the sponsor of the region-wide contest circuit.

For those who didn't participate, the DC has in the past two years provided winter time flying activity with a five-contest circuit from December to April. Each contest featured a Northwest Sport Race event, with placing leading to season-ending championship trophies. The emphasis was on lots of flying. Each contest also featured a secondary event. Contests were held in Seattle, Astoria, Eugene,

This year changes may be in order regarding the exact format of the meets. As you may recall, in previous years the sport race has been run in a three-round format, with placing in heats determining who would be in a single feature race.

This year's difference will be that we have a new event to think about and decide how, if at all, it fits into the circuit. Now, as you probably know, Northwest Sport Race is limited to Fox .35 engines and the past sport race engines are now delegated to the Super Sport racing event (rules for both in the July, 1980 FL -- copies available on request).

Here are a couple of options that could be used: We could go with the Fox-powered NWSR as the main event and just run the Super Sport race once as a secondary event. Or, we could run a dual circuit, each time running both events on the same day, plus another secondary event. Presumably under the latter format the number of rounds would be reduced. There are other options, too (see Dan Rutherford's letter elsewhere in the newsletter).

The decision on how to do things should be made by the first of September. We'd gladly accept anybody's opinion on the subject. By the way, some of the possible contest sites now under consideration are Astoria, Portland, Eugene, Seattle, Corvallis and Yakima.

One other idea has been proposed that might add a little color and interest to the NWSR event. Paul Wallace of Cottage Grove, Ore., has proposed that the circuit sponsors pre-register all persons who desire to be given a number and plane name to be used throughout the circuit. As Paul proposes, the number would be based on 1980 placings and the name would be selected by the entrant. Newcomers would be numbered in numerical order. The registration would be optional, but might add a little interest to the planes.

If such a system is designed, FL will begin registering interested persons after the circuit details are ironed out -- assuming anybody is interested, of course.

We're listening...

the COMBAT ZONE

by gene pape

Foam combat models are an idea whose time has finally come. I built my first foam combat plane, a Wooten Vampire, about 1967 and have been fiddling with foam on and off ever since.

The Vampire was a terrible airplane. They built pretty fast for that period of time, but any I ever built always self-destructed after about 10 flights. While Riley had one of these that won more contests (including the Nats twice) than I have in the 20 years I've been flying, I think my experience with them must have been normal since they never were very popular.

Riley Wooten got things going with foam again a few years back with a new series of foam models. There were two fast and one slow version. The fast was the best flying kit model I have ever built. If these kits are still available, they would be a good way to get started building foam.

About this same time, several other foam designs appeared on the West Coast. Among these was my FAWF, which I feel is the best way to go for someone starting out with foam. Plans and instructions are in the April, 1980 issue of Model Aviation.

The reason for the FAWF and other foam models of similar construction being vastly superior for fast combat is the exposed foam leading edge. The foam will grab your opponent's string and break it if you mis with the prop.

The models mentioned to this point take a while to build, contrary to what most people will tell you. Some of them are almost non-rebuildable, which is a problem.

The stage is set for a new series of foam models that will be very quick to build, very durable, rebuildable when crashed, and super high performance.

Pick a design and start building foam now. When the super models arrive, you'll have a head start.

--Gene Pape, 4528 Souza St., Eugene, Ore., 97402

SKELTON STEPS DOWN AS CARRIER REP

Bill Skelton of Warrenton, Ore., announced in the recent issue of the carrier newsletter "Hi-Lo Landings" that he has resigned as Navy Carrier Advisory Committee member from this AMA district. No mention was made of a replacement.

Persons interested should contact Bill, or Homer Smith, the district vice president, for information. Skelton's address is Box 105, Warrenton, Ore., 97146. Homer's is 1417 NW 191st St., Seattle, Wash., 98177.

AIR MAIL

DEAR FL:

I was very pleased to find the Tutor in my mail box this morning. Give that little girl of yours a kiss on the cheek for pulling my name out of the hat...

I'm trying to swing a trip over for the Bladder Grabber and the contest late August in Eugene.

--Rory Tennison, Rt. 4 Box 1755, Libby, Mt., 59923.

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AIR MAIL

DEAR FL:

I understand you have a top notch newsletter focusing on U-control. At the present time I appear to be the only practicing Ukie flier in Albany. As a consequence good information is difficult to come by and I feel I spend much time "reinventing the wheel" as it were. However, I have designed an excellent field tote box based on the popular Rainier 16-ounce bottle cardboard six-pac carrier.

Please find enclosed a check to cover a year's subscription.

--Steve McFarland, 2265 Willamette, Albany, Ore., 97321 (June 30, 1980)

DEAR FL:

This is a great newsletter!

--Steve McFarland, 2265 Willamette, Albany, Ore., 97321 (July 15, 1980)

(Editor's note: Below is a letter from Duke Fox, head of Fox Manufacturing Co., regarding the Fox .35 engine bargain offered FL readers. Also included is Duke's response to our question about whether the McFadden-style regulator would ever be produced for Fox Combat Specials.)

DEAR FL:

I am happy to hear that you have a one-engine sport race event under way, using our Fox .35 stunt engines.

For a one-time only, one-shot promotion, I would send you as many Fox .35 stunts as you want at half price.

Regarding McFadden's regulators, I first saw this work at the Dayton Nationals about four years ago, and Norman offered me manufacturing rights. I must say, however, after analyzing the economics of the project, I concluded that this was not for us, and have not carried through any further.

We wish you all sorts of pleasure in your model flying, and thanks for all the work you have done in our behalf.

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

YOU MAY HAVE NOTICED...

...that FL looks a little peculiar this month. It's in the type. FL's usual typewriter, an elderly Underwood, is in the typewriter hospital undergoing exploratory surgery. Meanwhile, another elderly typewriter is being borrowed for FL.

Anybody out there want to loan, sell cheap or donate an electric typewriter to the cause of Northwest modeling. Free lifetime subscription guaranteed to the donor (newsletter's life, not yours.)

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. Write FL, address on masthead.

WHO'S WHO AT FLYING LINES

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. Flying Lines is your communications link with the rest of the control-line model airplane fliers in the Northwest. The price is \$7 for 12 issues. Tell your friends about FL.

Here's who's who at FL:

Publisher.....	Mike Hazel	Combat....	Buzz Wilson	Carrier...	Orin Humphries
Editor.....	John Thompson		Gene Pape	Speed.....	Mike Hazel
Photo Editor...	Chris Genna	Sport.....	Chris Genna	Racing....	Mike Hazel
Aerobatics.....	Rich Schaper	Beginners.	John Thompson	Scale.....	Dave Naught

HOBBY SHOP DIRECTORY

SEATTLE AREA

INTERLAKE 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 Allya Johnson (206) 782-1809.

HOBBIES, ETC. -- Specializing in U-control, free-flight and RC. Complete stock of engine parts. 16661 Redmond Way, Dept. FL, Redmond, WA 98052. (206) 883-2811.

PORTLAND AREA

HOBBYLAND -- 20 years serving all model aviation enthusiasts. 4503 N. Interstate Ave., Portland, OR 97217. (503) 257-4090. 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.)

Seattle Sky Raiders

The HAVE FUN club

Non-Sanctioned Fun Fly - August 17 1980

1/2 A Mouse class I

J	S	O
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 .012 x 35 multi

Novice stunt

J	S	O
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AND

N.W. SPORT COMBAT

J	S	O
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INAUGURAL OR

(to include any .36 max plain bearing engine)

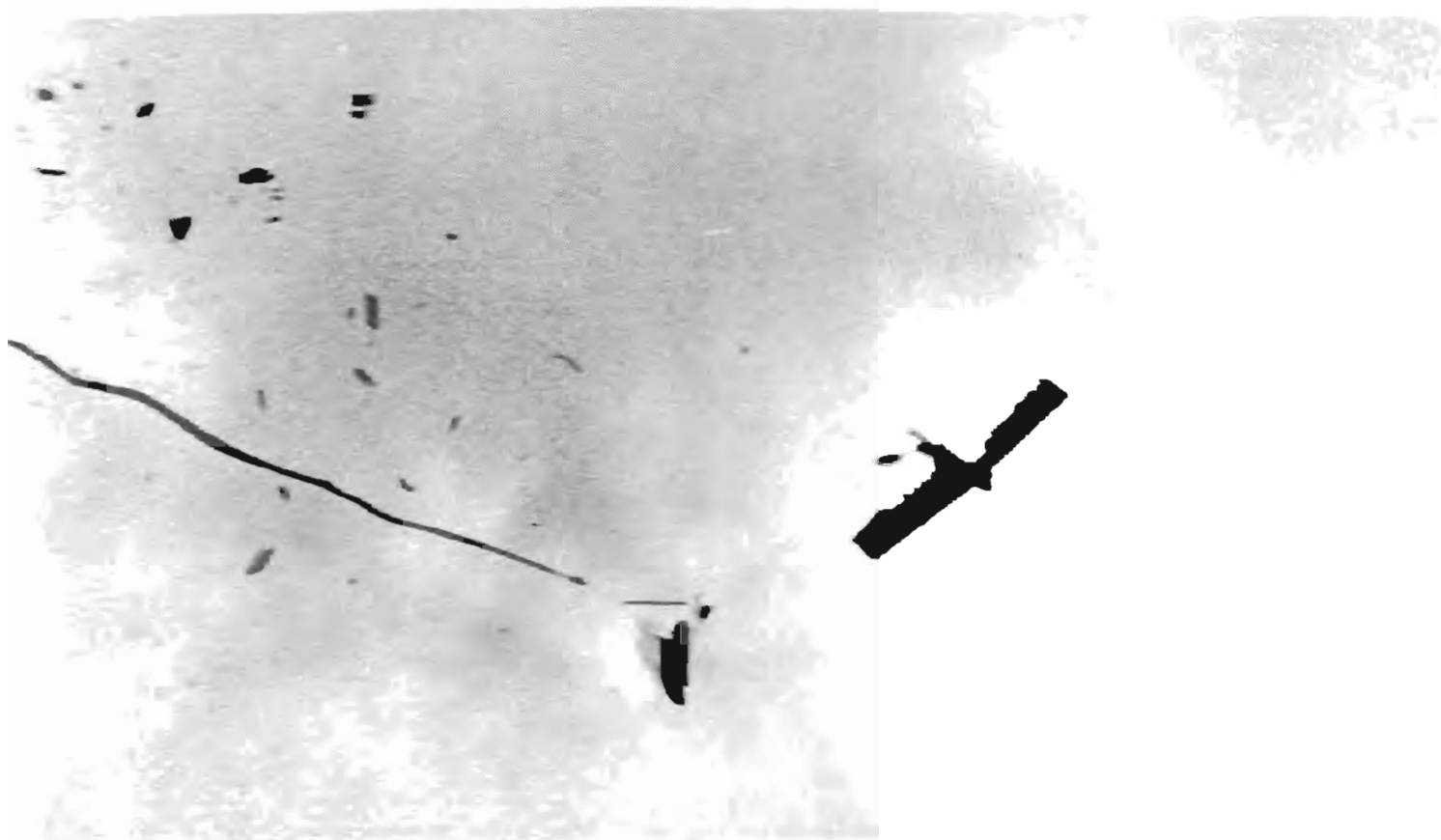
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SOME DAYS ARE LIKE THAT...

Action photos by FL's Chris Genna from the 1980 Northwest Regional Control-Line Championships in Eugene last May show that in competition, sometimes things just go to pieces--literally and figuratively. Top, combat match between Bill Varner and Gene Pape ends in mid-air collision. That's Gene's foamie, mulched nicely by Bill's Fox-powered Lawnmower (lower plane). Bottom right, Tim Gillot of Salinas, Calif., proves that there are bad days for even the world-famous. Gillott's G&H teammate Jeff Hollfelder's Goodyear turned in during a feature race. Bottom left, winning sport race entry finished with a bang, bouncing over the finish line after a line tangle with Vic Garner's cap. That's a piece of Zinger prop stuck in the leading edge of John Thompson's plane.

HERB'S SPEED & RACING PRESENTS
TWO DAYS OF CL SPEED & RACING PLUS COMBAT



WESTERN STATES RACING CHAMPIONSHIPS

EVENTS: ALL AMA & FAI SPEED AND RACING CLASSES
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AUGUST 30 & 31, 1980
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MOUSE RACE CL II (JSO)
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NW SPORT RACE "

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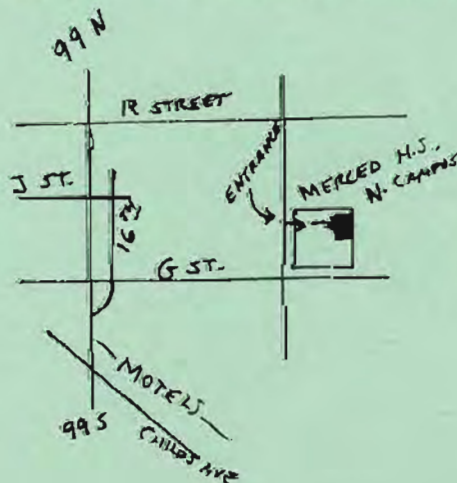
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FLYERS PRESELECT THREE EVENTS EACH.

POINTS: UP TO THREE IN EVENT: 1st PLACE=5 POINTS, 2nd=3 PTS, 3rd=1 PT

FOUR OR MORE: 1st=10 PTS, 2nd=8, 3rd=6, 4th=4, 5th=2

THERE WILL BE A
GET TOGETHER ON
SATURDAY NIGHT!
INFO AT MEET



CONTEST DIRECTOR:

FRANK HUNT III
551 BROOKDALE DRIVE
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FLYING LINES

NEWS

FLASH

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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.