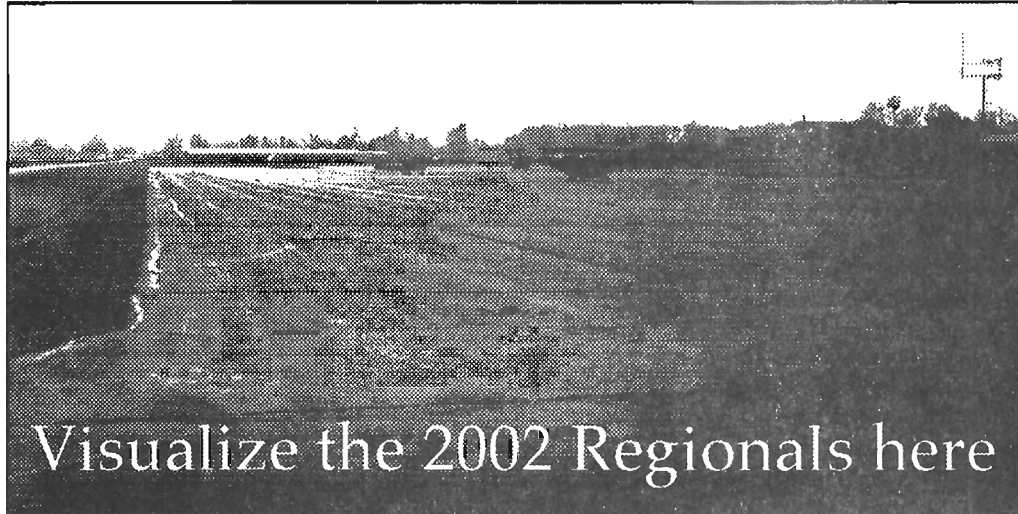


Flying Lines

2456 Quince St., Eugene, OR 97404 JohnT4051@aol.com Editor: John Thompson/Publisher: Mike Hazel



The Albany, Ore., municipal airport offers room for at least four asphalt circles, plus grass areas at each end. Negotiations are under way for its use in 2002. *FL photo*

purpose of conducting the Regionals.

- Recruiting a major work force for physical site setup.
- Organizing a new registration crew.
- Arranging advance financing.
- And all the usual Regionals work leading up to the contest and during the contest: Publicity, event officiating, concessions, vendors, etc.!

■ Hopes raised for 31st annual running of the West's biggest meet

Albania in 2002: An on-site inspection of the Albany, Ore., airport in November led to a stepping up of planning for a 2002 Northwest Regionals, as the site appears to meet the needs of a major contest in much the same way as the Roseburg site that has been enjoyed the past several years.

The Albany airport appears to have room for at least four asphalt circles, plus two to four grass circles, two hangars that may be available for the contest, office space, parking, camping area, and the usual amenities: nearby motels and restaurants, etc. And there is a strong advocate in the community for the model meet and a generally welcoming attitude among municipal officials.

After the inspection, the 2002 planning effort swung into high gear. Among the items to be done:

- Negotiations with officials to confirm availability of the site.
- Moving of equipment now stored in Roseburg.
- Chartering a new AMA club with the sole

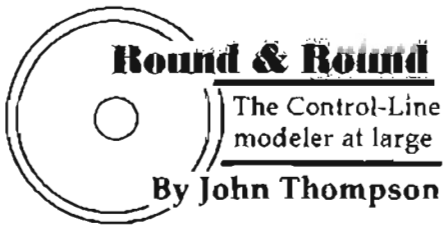
purpose of conducting the Regionals.

As you can see, there is much yet to be done. Your help will be needed.

Everyone is invited to participate as they can in the new Regionals club or as a support worker in any of the above-mentioned tasks. Contact *Flying Lines* to offer your help. And watch this space for news updates!

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Modeling thought for the month:

"A complex system that works is invariably found to have evolved from a simple system that works."

— John Gall, *Systemantics*

They will speak for you ...

A minor political upheaval in the Academy of Model Aeronautics has resulted in a major change in the structure of the contest board system that makes and maintains the rules that we all fly under in the AMA-governed events.

What happened ...

From the Beginning of Time, national control-line rules have been made by the Control Line Contest Board, made up of single representatives from each of the 11 AMA districts. Members were appointed by the district vice president.

There's a complex procedure of proposals, votes, cross-proposals and more votes, occurring in a three-year cycle that results in the publication of AMA rulebooks. All the details are published occasionally in *Model Aviation* magazine.

The Executive Council (the 11 district vice presidents) has decided to split the Control Line Contest Board into five separate boards, one each for Combat, Racing, Precision Aerobatics, Speed and Navy Carrier (there already is a separate board for Scale).

So, as of Jan. 1, the CLCB we have known and loved (or hated) is disbanded, and replaced by the above five separate boards.

... and what it means to you:

That means that our district vice president, Bruce Nelson of Spokane, Wash., must now appoint five members for the new boards. He is looking for suggestions and nominations.

If you are interested in serving on one of these boards, or in suggesting someone else to do so, you can contact Bruce directly, or you can contact his CL associate vice president, Mike Hazel, who will forward ideas and recommendations as well. Contact information for both is listed in *Model Aviation*.

Over the long term, if you are interested in the future of your favorite event(s), you will need to be aware who your representative is on each board, and make sure you express your feelings to them about current and proposed rules. The contest boards are listed each month in the back of *Model Aviation* magazine.

What about Northwest rules?

Northwest CL rules are developed and maintained by a different process, but they are affected by AMA rules, so don't think that if you only fly local events you are not interested in the activities of the AMA boards. The Northwest rules are written so as to leave all matters not specific to the Northwest to the AMA rulebook. Thus, for example, the AMA's unified racing rules (governing such things as circle etiquette, etc.) apply to Northwest Sport Race, etc.

For those just joining us, the Northwest rules process is coordinated by *Flying Lines*, and is slightly more democratic than the AMA process. Proposals for new or revised rules are submitted to *FL*, published, and voted on by ballot published in *FL*. Rules are published in *FL* once a year. All the files are kept in the *FL* office, and copies of the rules can be obtained from *FL* at any time.

These are the rules used in qualifying events for a place in the *FL* standings and records. They also provide a standardized guide for contests across the region.

Ancient History ...

Since discussion of an Albany Regionals began, at least a couple of longtime modelers have dated themselves by revealing that they remember flying at contests at the Albany Airport in the 1960s!

If you have memories of the contests put on there by the Willamette Modelers, your experiences might be interesting to those of us who have never flown there.

Everybody who drives up and down Interstate 5 knows where the airport is — you can't miss it on the east side of the freeway as you pass through Albany.

Some issue we should publish a reminiscence of great flying fields past and present. Might be fun to recall Carkeek Park, Camp Rilea, Sand Point, etc. What's your favorite old site?

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

Where the action is!

Coming events in Northwest Control-Line model aviation

Jan. 1, 2002

Poler Bear Fun Fly, 10 a.m., Delta park, Portland, Ore. Bring expendable airplanes. The contest is to take the outboard wing off your plane by hitting a steel pole near the circle. Scoring based on pre-crash flight, crash, and post-crash flight. Cash prizes through third place. Bring your own garbage bag! Info: Mark Hansen, (503) 234-1971, 3585 S.E. Franklin, Portland, OR 97202, or e-mail at FastCombat@aol.com

Feb. 3-4

Northwest Model Expo, 9 a.m.-5 p.m., Western Washington Fairgrounds, Puyallup, Wash. E-mail info@nwmodelexpo.com, or check the Web site, www.nwmodelexpo.com

May 4-5

Big Money Nostalgia Diesel Combat Contest, Arlington, Wash. Site: Take Exit #206 Smokey Point from Interstate 5 and go East 1 mile on 172nd St. Turn left on 51st Ave at the light and the site is on the left. Park on the grass. Standard Northwest Nostalgia Diesel Combat Rules. Five rounds plus finals. \$20 entry. \$1,000 prize money. Camping and motels close by. For further information contact Mel Lyne, e-mail: mlyne@sea-to-sky.net Telephone: (604) 898-5581.

May 24-25-26

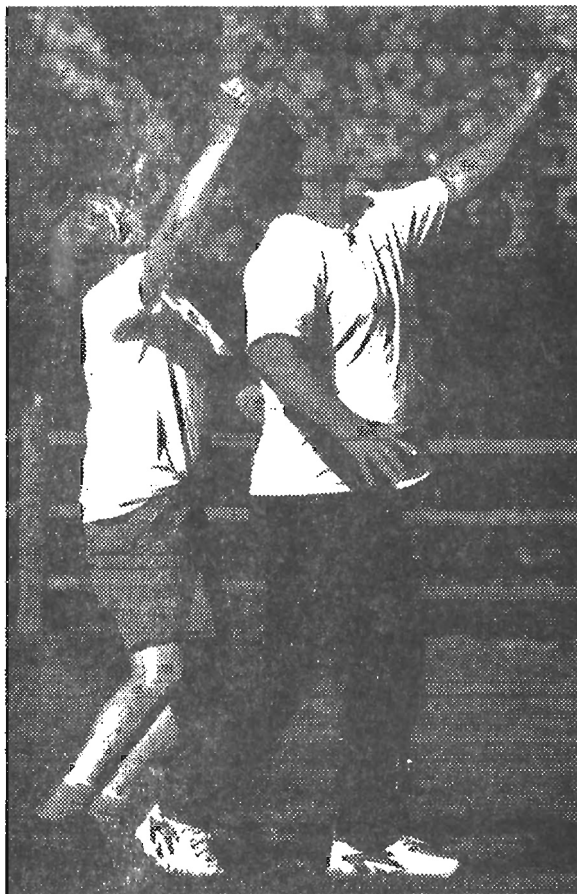
Northwest Control-Line Regionals, Albany Municipal Airport, Albany, Ore. All details tentative. For info, contact *Flying Lines*.

Your contest date, 2002 ???

It's not too early to get your 2002 contests listed in the "Where the Action Is" calendar. Send the information to *Flying Lines* and facilitate coordination of the schedule across the region. We work better when we work together!

Make your airplane
stick out!

Get some nifty *Flying Lines* stickers to decorate your plane or flight box. Send a \$2 donation to cover the cost, and we'll send you a bunch.



Paul Dranfield (left) and Bob Smith battle it out in Tee Dee 1/2-A Combat in Scappoose, Ore., in the September Barnstormer contest. FL photo

Have your say!

Flying Lines is your publication. If you've got something to say to Northwest CL fliers, here's your forum to express your views, pass on technical tips, historical notes, etc.

The *Air Mail* column is open to anyone with something to say. We'll publish pretty much anything that's contributed, so long as it's suitable for family readership and does not contain personal attacks.

You can mail it to the *Flying Lines* cover address, but electronic submissions are preferred. If you send your comments by e-mail, be sure to indicate that they are intended for publication. Attach photos if you like; digital photos are preferred; please keep the file size small.

Technical and competition articles are welcomed!

The e-mail address is JohnT4051@aol.com

The Flying Flea Market

Classified advertisements — FREE for *FL* subscribers

HAPPY HOLIDAYS to all *Flying Lines* readers from Eugene Toy & Hobby. May Santa bring you all the kits and engines you want and may your lines never go slack!! Eugene Toy & Hobby, (541) 344-2117, www.eugenetoyandhobby.com.

WANTED: Looking for .15, .19 or .29 glow engine, rear intake, side or rear exhaust. Dick Kulaas, 815 Yakima St., Wenatchee, WA 98801.

BRODAK KITS FOR SALE: Pathfinder list \$80, now \$64; Cardinal list \$80, now \$64; Oriental list \$76, now \$60. Please add \$6 S&H. J & J Sales, P.O. Box 99, Waitsburg, WA 99361. Phone (509) 337-6489. E-mail ukeyman@altavista.net

FOR SALE: 2 Ea. Nelson 15 ABC FIRE, Exc., just back from Henry Nelson (new bearings, etc.) Used for FF and combat, U.S. \$135 or both for \$260; 1 Ea. Nelson 15 ABC FIRE longstack, C/W spinner, exc., low time used for GY, U.S. \$130; 1 Ea. NIB Irvine .15 MK 2 GY/FF Version, P/L chromed & fitted by Dye, fitted Nelson head, large venturi & pressure backplate, U.S. \$150; 1 Ea. NIB Irvine .15 MK 2 or speed, C/W spinner, P/L chromed and fitted by Dye, 4.9mm pipe stinger, U.S. \$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/ plexiglass top, C/W factory pan, prop, spinner, shutoff, tank & spare parts, also C/W Doc package for collectors, U.S. \$200; 1 ea. NIB Russian Cyclon .40 ABC pylon (RIRE) C/W, gorgeous 2-1/4-inch spinner, minipipe, head wrench, U.S. \$275. Paul Gibeault, 54-5380 Smith Drive, Richmond, B.C. Canada V6V 2K8, phone (604) 526 3386.

WANTED: K&B 4.9 engines and parts. Also early version of Veco Tom Tom kit. Craig Bartlett, (541) 745-2025.

AEROBATICS INTEREST GROUP: Right now — as in **TODAY** — is the very best time to join **PAMPA!** Your \$25.00 will see a full year's worth of the world's best CL-specific magazine (at 100-plus pages we no longer call it a newsletter!) dropped in your mailbox. Send check or money order to: Shareen Fancher, 158 Flying Cloud Isle, Foster City, CA 94404.

FOR SALE: Vintage original model airplane plans circa: 30's to 70's. Rubber-FF-UC-RC-CO2-Jetex. Send #10 SASE for list to: Jerry Campbell, 2355 SE 43rd, Portland, OR 97215-3713, phone 503-233-2194.

NEEDED: Seattle area fliers are training several enthusiastic new combat fliers, and they need used fast combat engines to help get them started. If you have usable Fox Combat Special MK II, IV, VI or VII engines, or Stels combat engines you'll part with, contact Tom Strom at TStrom@aol.com, phone (206) 246-4258.

WANTED: Fox .35X and .36X parts. Also SuperTigre .35 parts. Chuck Matheny, (360) 659-0155.

COMBAT INTEREST GROUP: Miniature Aircraft Combat Association offers national newsletter with technical articles, organizes national events, keeps national combat standings, and much more. Send \$15 dues to MACA, c/o Gene Berry, 4610 89th St., Lubbock, TX 79424.

NAVY CARRIER INTEREST GROUP: Navy Carrier Society offers newsletter with technical articles, organizes national events, keeps national standings and more. Contact NCS, c/o Bill Bischoff, 2609 Harris, Garland, TX 75041. Online: President Bill Calkins at clflyer@tbcnet.com.

RACING INTEREST GROUP: National Control Line Racing Association offers newsletter with technical articles, organizes national events, keeps national standings and more. Contact NCLRA, c/o Dave McDonald, P.O. Box 384, Daleville, IN 47334. Online: <http://members.aol.com/DMcD143>

HELP WANTED: Northwest Regionals 2002 field setup, registration, event judges, general assistance before, during and after the contest. Contact the *FL* editor to volunteer.

YOUR AD HERE: Remember, classified ads are free to *Flying Lines* subscribers. Send yours in today for publication in the next edition.

The story of Clarence Bull and his models

(EDITOR'S NOTE: Clarence Bull was an well-known long-time control-line model flier, as well as a prominent free-flighter and an expert in antique models. Many of us CL fliers knew Clarence in recent years as the man behind BY&O Props. FL recently asked one of Clarence's free-flight colleagues to report on Clarence and the unfortunate events surrounding his collection after his death last year.)

By Bob Stalick

I first met Clarence Bull in the late 1960s when he began showing up at our free-flight contests here in the Albany area. Clarence lived in Eugene at the time, was married to Gloria and had two young boys, Hank and Kenny. Clarence worked as a salesperson for several different truss manufacturers and traveled the Northwest on a regular basis. He was a strong competitor and built immaculate models.

There are many Clarence stories that have been told over the years, and I would like to share a couple of them with you so that you can get a flavor of the man. These stories are true and they are indicative of his legendary status among the free-flight community.

Clarence as an expert ignition engine man:

The location was the SAM (Society of Antique Modelers) Champs, which that year were held in Taft, Calif. Clarence had been having some real difficulties getting his Super Cyclone started. The ignition system wasn't working correctly or something. As was usually the case, when he was having difficulties, the air around him became blue with words usually heard only by enlisted men. This case was no exception. The more recalcitrant the engine remained, the more blue the air became.

About that time, a couple of fellow modelers were standing not too far away. One, who knew Clarence and knew his ability to use four-letter words in unique and creative ways, suggested to the other, who did not know Clarence at all, that they needed to walk over to where he was attempting to start this reluctant engine to "find out how an expert starts engines." As they got closer, it was apparent that the engine was not going to start. The one modeler said to the other, "I want-

ed you to hear what an expert in starting ignition engines has to say to get one of these beasts running."

Clarence as the anxious free-flighter:

At one of our free flight contests, Clarence had come out to the field with a brand-new Civy Boy powered by an old Atwood Wasp. The model had not been trimmed out, but it was a beauty — in typical Clarence style. Clarence worked on that model for most of the day. When it would climb out correctly, the transition to glide would be bad and it would stall all the way to the ground. When it would glide correctly, the climb would be crummy. You get the idea. Nothing seemed to work. Then, after one particularly violent crash, the model lay on the ground in several pieces — the engine with firewall attached flew off in one direction, the Tatone timer in another and so on. Clarence looked at the model with rage and began to stomp the ship into the dirt. Just a few little pieces were left when he realized that he had not located the timer. He stopped abruptly then began searching for the timer, which he never found.

While all of this violence was being rendered upon the poor Civy Boy, fellow modeler, Al Grell, was nearby, and noting that the Tatone timer had flown well beyond the model, he snatched it up as Clarence was stomping the balsa pieces into the ground. Clarence never found the timer, but at the following contest, Al presented him with his timer, neatly inserted into the heel of an old shoe.

So, for those of you who knew Clarence, you can insert your favorite story about him in place of mine. There are many, many such stories and they are all worth retelling.

Well, to put all of this into context, I had mentioned earlier that Clarence was a traveling salesman, and during his travels, he tended to go to the local restaurants for breakfast, lunch and dinner. Being a gregarious sort, he would engage the locals in conversation and gradually the talk would get around to model airplane engines. Sometimes, he would find that his breakfast companion was an old model flier who "still had some of those engines in a box somewhere." Score one for Clarence, as he would invariably end up with these gems. Subsequently, he would bring them to a club meeting and show them off to all of us who have only seen a Kondor Kopper King in pictures.

The Clarence Bull collection grew and grew. The engines were displayed in very nice glass cases which were in the family room of his home in Eugene. After awhile, Clarence retired from his traveling salesman job and did what he always wanted to do. He went into business for himself, as BY&O Props. Clarence bought the old shop equipment for the Y&O (Yates and Orwick) prop manufacturing business, hauled it to Eugene from Arizona, where it was found, and went about getting the business going. To do so, he decided to set up shop in Harrisburg, Ore., about a 20-minute drive from his Eugene home. He bought an old hamburger restaurant right on the main highway and proceeded to convert it to a prop shop. Soon, he was underway manufacturing and selling. He moved his office from the Eugene home to the shop. He moved his extensive engine collection to the shop, and he moved many of his trophies, including the shoe with the timer in the heel, to the shop along with some models and other goodies.

The BY&O business was good. In fact, Clarence could not keep up with the demand. Frequently, he would hire some local folks to help him with the manufacturing process, but they were either not competent, not dependable or not exacting enough to suit him. When all was said and done, Clarence did practically all of the work on the props, and he did a great deal of it by hand. The BY&O props were a labor of love.

I have also been told that his wife, Gloria, was not enamored with his business. First of all, he was almost never home, and secondly, the business was not making money. He sold his props for too little and had too much of himself invested in them.

Then, tragedy struck. Gloria was killed in a traffic accident in September, 1998. The accident was totally the fault of the other party, and her death was instantaneous. This event had a profound effect on Clarence and the two boys, for it was Gloria who supplied the "glue" that held this family together.

Shortly after her death, Clarence decided to sell his home in Eugene and move to Harrisburg. He found a nice, smaller home close to the shop and set about moving in. However, no sooner did he move in, but he suffered a small stroke in August 1999, which slowed him down a bit. He was hospitalized for a few days, but he was able to attend a free-flight contest and put in some official flights later that month.

After his stroke, Clarence made several attempts to sell the BY&O Props business, as the workload became too much for him. Finally, in October 1999, Brodak Manufacturing Co. came through and purchased the equipment and all of the remaining stock. The whole works was sent to Pennsylvania, and the shop was closed down. Clarence was no longer making props, but his deal with Brodak was that he would go to major contests and act as a salesman for them.

It was obvious to us who knew Clarence that something was still not quite right with him physically. He seemed to tire easily. Then, in early June, he was admitted to the hospital in Eugene and passed away on June 7, 2000.

His home in Harrisburg and the Prop Shop building became the property of his son, Hank, who moved into the house. The Prop Shop building was empty except for the items in his office, which included the entire collection of about 300 new or near new ignition engines. Hank was unemployed but had developed some skills in computer aided drafting, had purchased some excellent equipment and was intending to start a drafting business out of the Harrisburg home.

In early 2001, Hank called me and asked if I could help him sort out the engines, kits and other modeling items so that they could be prepared for sale. Fellow club member Ron McBurnett and I went to Harrisburg on two different occasions in early 2001 and sorted out a number of the engines, which were still in the locked cabinets in the Prop Shop. We priced them as best we could and boxed them up for sale. We also went through the kits and completed models and priced them as well. During these two visits, we had a chance to look over most of Clarence's model stuff and saw that not only were the engines of significant value, but that he had a lot of other items typical of the pack rat modeler that many of us are.

Hank Bull took many of the items to a special sale that the Willamette Modelers Club had set up for him (and others) in late February 2001 at Tangent School. Hank sold a lot of stuff, but he also took a lot back with him to Harrisburg. Ron and I suggested that he consider lowering the price of the unsold items, organize the remainder of the items, call us when he was done, and we would come down again and help him so that he could take the stuff to the next sale, scheduled for Sept. 8.

In late June, I received a frantic late-night

phone call from Hank. He was anxious about many things and carried on at some length in an almost paranoid fashion. After about 30 minutes of ranting, I told him to call me back early the next week during the day, and we could talk about his problems then. I did e-mail him to confirm our conversation, but I never heard from him again.

Then, in mid-August, I received a phone call from one of our club members in Springfield to tell me that Hank Bull had committed suicide on June 25, 2001. The obituary item had just appeared in the Eugene paper (over six weeks after his death). Apparently, the coroner had just released the information. There was a small funeral, which was attended by Kenny Bull and a few friends.

After finding out about Hank's death, I set about attempting to locate the attorney who was in charge of Clarence's estate. After several phone calls and a couple of wrong turns, I located him and urged him to lock up the house and the Prop Shop. After a couple of weeks, he called me and we met in Harrisburg at the house. At the meeting were the attorney, the deputy sheriff who had found Hank's body, and a locksmith. We entered the home and found a mess. The place had not been cleaned since Hank had moved in a year earlier, so there were boxes and papers all over the place. The kits from the sale were still stacked in the hallway, the computer was still running. No items appeared to be stolen from the house, but a new white Chevrolet van was missing from the driveway. The locksmith changed all of the locks and the keys were given to the attorney for safekeeping.

Then, we went to the Prop Shop. As we entered, it was apparent that it had been entered by someone who had a key or who could pick the simple door lock. When we got to the office, the cabinets were empty, but they, too, had been unlocked and the locks placed nearby. Whoever got to the engines had a key! The Prop Shop, now empty of nearly anything valuable, was also rekeyed and locked by the locksmith.

During this period of time, several modelers reported seeing people at hobby shops or model events who said they had some ignition engines for sale. Although none of these people were ever found, a hobby and crafts dealer was located and he had bought some of the engines from a person who claimed he was Kenny Bull. This dealer was subsequently the source of the returned engines, most if not all of which had belonged to Clarence

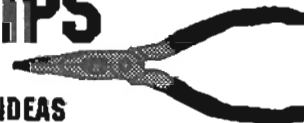
Bull. The person who claimed to be Kenny Bull was a person who Kenny apparently knew.

So, many of the engines have been located, although about 200 of the nicer and newer ones are gone. These located engines, Clarence's model airplane kits, and nearly all of his models are for sale. The proceeds of the sale will go to settle Clarence's estate and to pay some back bills that Hank owed. All of the free flight models have been sold, including the huge 7-foot wingspan Gool, which is went to a museum in McMinnville.

The engines, kits and remaining models are for sale for very competitive prices and anyone interested in obtaining a list of them can do so by sending a self addressed and stamped business envelope to Bob Stalick, 5066 N.W. Piccadilly Circle, Albany, OR 97321. It is also available via email. My email address is freeflyer@aol.com.

I am sure there is much more to this sad story about Clarence Bull, but I know that all of what I have said in this article is what I know to be true.

SHOP TIPS



CLEVER BUILDING IDEAS FROM FLYING LINES READERS

Soft touch: Do not put a blanket on your workbench to protect your new stunt plane while you work on it. You will never get the cat off the bench.

— Buzz Wilson

K2r Spot-Lifter: The other day I dropped a spot of fuel onto a set of plans. I let it sit for many days, and then I thought I would try some K2r Spot-Lifter on the fuel. It worked great. There was no sign of the fuel on the plans at all.

I have known about K2r for many years. I had heard of people degreasing areas of a plane. But this surprised me as to how fast and easy it worked on paper.

— Jim Cameron

Epoxy-mixing: Plastic lids from tennis ball cans, or similar, are great for mixing glue. Twist the lid to pop the dried glue off and reuse the lid.

— John Thompson

Do you have your own favorite new tool or technique? Send it to Flying Lines for publication in Shop Tips.

The Real 'Dirt'

Some tight lines from the bad boy of CL flying, "Dirty Dan" Rutherford

Promotion of Control-Line:

While there are all sorts of approaches to take in generating more interest in control-line flying, I am thoroughly convinced that there are none more effective than going after those who used to fly with us years ago, quit for various reasons and may now be in line for the Retread Treatment. You are welcome to disagree. However, before getting so fired up that you put your views in this newsletter, please look over entrant lists for contests of recent years, especially those offering the three classes of Stunt.

I was reminded of the retread approach via Jim Booker and Ted Gritzmacher. It was a pleasant surprise to hear from Jim a year ago. He was getting back into CL and more than mildly miffed that his 1/2A FF record of 14 years standing had finally been broken. The stunner was that when getting together with Jim and Ted at the 2001 Puyallup show, Ted told me he had been trying for years to locate Jim.

No way! Jim and I had worked together trying to save Model Racing Products. We had stayed in contact with each other. I have a selection of his recent business cards. A couple months prior to Jim's call he and I had run into each other at least twice while buying dead chicken parts. He was literally a phone call or a short drive away. No problem.

No offense to Ted, but *Flying Lines* has a FREE advertising service and from what I can see a near-saturation level subscription list. One ad, two or three lines, a couple of phone calls and two great CL boosters could have been brought together literally years in advance of the actual event. Who are you looking for, what are the chances that person can be found via this newsletter?

(While it may have escaped the notice of Stunt and Combat guys, "Book" is indeed back in a serious way, flying F2A (FAI Speed), even competing in the 2001 Team Trials for this event.)

Retread Recruitment:

Having just finished reviewing PAMPA membership and a listing of active stunt fliers, it is obvious to me that while we may enjoy envisioning dozens of youngsters attending our contests,

what we are successful at actually doing is erasing the "ex-" designation from ex-CL fliers. How do we further this most successful of all promotional efforts?

Even the brain-dead amongst us can take a few moments to think of at least a dozen people who used to fly CL and have become inactive for any number of reasons. I submit to you that the chances of one or two being receptive to taking a serious look at CL are monstrously greater than giving every single youngster in the largest local middle school or high school three flying demonstrations, complete flying instruction, four kits, two engines, a case of fuel, two more eyebrow rings, one tongue stud and a five-year AMA membership/*Model Aviation* subscription.

With a list at hand, seems to me that there are three methods to use in alerting the target audience that the Northwest CL scene is not only still here, in many ways it's better than ever and we're having a great time. One, call Mike Hazel, asking him to print an extra 12 copies of the next three issues of *Flying Lines*. Pay him whatever he asks to cover printing and mailing expenses, sending them to you in bulk. Label the issues — don't forget to put your own return address on them as a heads-up to the recipient — spend the crummy four bucks postage, get 'em mailed off. Follow up with a phone call. Simple.

Or, should we gain Mike's approval, maybe a standard cost-per-candidate schedule could be posted in *FL*. Individually we come up with mailing lists, multiply the number of newsletters to be mailed times the number of issues each of us deems worthy of the effort, send money and list to Mike. While he would have to come up with the numbers, I just don't see how such an effort can be regarded as expensive. It would be cheaper than driving one way to an out-of-town flying demonstration.

For what it's worth, I favor the roll-your-own approach. Mike and John both have been doing the heavy lifting for many years when it comes to communication within our modeling community. Maybe the rest of us ought pitch in with special projects.

(Yes, I am well aware that we could gift one-year subscriptions to selected individuals. And maybe that's a good idea. In my view, if we can't set the hook with three issues spread over four or five months it's time to move on. Generate another list and go through the process again.)

The third approach involves casting the net a bit wider, albeit still within the general modeling community. We'll take pity on Mike Hazel this time around, suggesting that when each issue of *Flying Lines* hits your doorstep the first thing you should do after seeing if your name is in print within is to carefully separate the pages, shoot multiple copies down at Kinko's, reassemble into extra copies. Toss 'em in the car. Next time you visit a hobby shop get permission to place them on the counter.

While admittedly a shotgun approach, we are still targeting modelers. A bonus — a big bonus, actually — is that many, many more times a month than you would believe these shop owners get asked about CL activity. Yes, right before sale of an ARF RC model, I know, I know. Still, if there is a source of CL-related information and contacts lying on the counter, I can assure you it will frequently be used as a reference.

I think it important to loop back to the beginning of this article. Our ranks are full of retreats. Think what a coup it would be to bring back to the fold the likes of a Don McClave, Nils Norling, Keith Varley, Jack Pitcher, Emil Kovac, Pat Johnston or another Bruce Hunt.

Introduce yourself!

Do we, as a matter of course, take a proactive approach when drop-ins show up at our contests? The answer, in many cases, is yes we do. We're a friendly group of people. But I'm convinced that we can do better.

I think back to the 2001 Really Racing/Fall Follies contest in Salem, Oregon. I don't know how or why, but all Stunt-related contests at this venue seem to draw potential retreats along with a number of "just-looking" folk. I do see people introduce themselves to those who are unfamiliar but obviously have an interest. I just don't think I see such take place often enough, as overtly as I would think ought to be the case.

Well, this is a personal preference sort of thing, preaching about what to do and how to do it — especially from a social animal such as myself — might not be well taken. I do think the subject is worth thinking about, especially remem-

bering the first law of sales being "Pick the low-hanging fruit first!" and that anyone who has taken the time, made the effort to actually be at a CL contest is easy pickin', might well be the next Nils Norling, down the road a few months dragging some of his friends along with him to our contests, even staging an annual contest on his own, creating a flying field ditto.

On second or third thought, maybe we don't extend ourselves as much as we should. And if I am going to beat up on anybody about this, self-flagellation seems more appropriate. It was early morning at the Roundup. Quite frankly, I was busy with friends, making a new friend in Pete Peterson. And of course it was only days after the atrocities committed in New York and Washington, D.C. A couple of unfamiliar people were leaving the registration area, heading toward a rather substandard Combat circle. Strangers they may have been but, ahem, they did have that sorta scruffy look so common to contest modelers. I nodded and said, "Hi!" They responded in kind and moved off. Poor effort on my part. As part of the Northwest CL community, I was host, they were guests. My responsibility, not theirs, to stick out a hand, make introductions, show 'em around, make sure they were made welcome. And, in this case, to apologize for the sad, sad Combat site ...

Turned out to be Paul Vallins and Peter Tribe, Brits both, the latter name ringing a bell in the deep and foggy recesses of my mind. I'm betting that Peter and I have some friends in common, experiences to share. Yet I was at the Stunt circle all weekend, he at the Combat circle, not one word spoken between us during those two days. Or since. That's simply not right.

No conclusion to draw here, no summation will be forthcoming. It is, however, important to think about the reception(s) we extend to those drawn to our contests for whatever reason.

Silicone-tubing rubber bands:

There is sometimes the temptation to use rubber bands on our models. Especially to retain fuel tanks on profile models. Don't do it! Instead of rubber bands, fabricate a long-lasting and fuel-proof strip from silicone fuel line. Make a loop in one end, tie off with wrapping wire or a zip tie. Test fit for length, tie off a loop in other end. The resulting piece will be strong and reliable, even in installations that have a tuned-pipe header in the immediate vicinity.

Dirty Dan can be contacted via Flying Lines.

Northwest Aeroliners

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The First Annual **Poler Bear**

Fun fly

To be held January 1, 2002

At

East Delta Park in Portland, Oregon

Okay, here is how this "fun fly" is going to work: Bring your least favorite flyable planes, to the "Poler Bear," pay your 10 bucks entry, get a fellow modeler to hand launch your plane, and sometime during the flight, smack that outside wing into a steel pole!

The Rules are simple:

1. Pre-crash flight will be scored between 20 and 40 points.
2. The actual crash will be scored between 20 and 40 points.
3. The post-crash flight will be scored between 20 and 40 points.
4. Points will be totaled for each competitor, over the entire contest, and each plane may be repaired and crashed more than once.
5. Multiple entries are allowed when accompanied by separate entry fees.
6. Prize money will be awarded to the top three competitors, and all entry fees above the cost of the sanction, will be returned as follows: First place 1/2, Second place 1/3 and Third place 1/6.
7. Flying to begin promptly at 10:00 a.m. and to end at 2:30 p.m.
8. B.Y.O.G.B. Bring your own garbage bag and carry off all of your debris.
9. There will be a post-contest swap meet at the Delta Park Burger King. No swapping of equipment between 10:00 a.m and 2:30 p.m.
10. Our judges will be Leo Mehl and Jim Cameron, if you are unsure how to take the wing off of an airplane. Leo will be giving a pre-contest clinic (or just ask Paul Walker).
11. Each plane will be subjected to complete safety inspection and 25-pound pull test prior to each flight.
12. This is an AMA sanctioned event (number 02-0040) and AMA membership is required.

Any Further questions? Feel free to ask the Contest Director: Mark Hansen by phone at (503) 234-1971, via post at 3585 S.E. Franklin, Portland, OR 97202-1828, or by e-mail at FastCombat@aol.com.

NORTHWEST CARRIER NEWS

LINE SAFETY

This last flying season has produced two injuries that should not have happened. When line tension goes slack there is some kind of instinct that takes over and you immediately want to grab the lines to get that important line tension back. WRONG move! When or if the model does suddenly get the tension back it's going to do it with quite a jerk and you are holding some very thin steel lines. This is going to end with your little finger(s) getting cut. Hopefully this is not too serious, but it can be. It can result in injuries that require months of rehab and still leave permanent scars and damage. So resist that urge to grab those lines, just step(run like hell) back and hope for the best. It's much less painful to build a new model and it might be cheaper too!

RAIDER ROUND-UP SEPT 2001

Carrier at this years Round-up was looking like a Shawn vs Mike event, but we did get some competition in the afternoon. Chris Gomez came over and flew 15 class for the first time. He had some of the typical teething problems but did manage to get an official flite in and on the deck too. I flew my TBF Avenger but the wind was a problem at the time of my flight and I felt lucky to just get out with a whole airplane. Shawn did a little better with his Sniper and had me beat until Peter showed up in the afternoon. Then sometime after noon a guy wanders over from the combat circle and introduces himself. "Hi I'm Peter Tribe from England, I'm here visiting my friend in Tacoma." It seems that Peter currently flies combat and carrier in England and was flying his friends combat planes. Somehow he talked Shawn into letting him borrow his Sniper and competing. Ya, you guessed it, he beat us both! Of course you have to understand it was calm when he flew and we had to fly in that gale force wind in the morning! Peter said a blind person could hit a deck that size and with that many ropes. In England the decks are about 5 feet wide and have only 4 ropes compared to our 8 foot wide 10 rope super carriers.

John Hall showed up to fly his Curtis Sea Hawk against my Boeing F4B4. The Boeing came out on top but John gave it a good run for the money. I hope to see some more Golden Age Bipes next year for this event. It's a lot of fun and those colorful paint schemes sure look better than all those Navy blue paint jobs we are so use to seeing in carrier. The rules are simple, the same as AMA Profile except the line slider is not allowed.

In Profile it was my MO-1 vs Shawn's MO-1. Both have reverse turning K&B 4.9s, about the only difference is Shawn's is a little lighter and faster on the high end and mine is a little heavier and slower on the slow flight end. Speed rules so Shawn took home the Gold (this time!)

I flew my AM-1 Mauler in class I-II but the engine quit on final approach so the score was low but with no competition I got 1st place. Come on guys give me some competition. I keep getting all these trophies and points for flying against myself and that's no fun!

On the back side of this news letter I have included everything you ever wanted to know about the OS-4 series carburetor. This carburetor is about the best and most popular carb used in carrier class I and profile for the past 20 or so years. I am using them with great success on my profile and class I models and highly recommend them.

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OPERATING INSTRUCTIONS FOR THE O.S. TYPE 4BK, 4D, 5B CARBURETTORS

Three adjustable controls are provided on this carburettor:

- The Needle Valve: For adjusting the mixture strength when the throttle is fully open.
- The Mixture Control Valve (Mixture Control Screw): For adjusting the mixture strength at part-throttle and idling speeds, to obtain steady idling and smooth acceleration to medium speeds. The Mixture Control Valve has been factory set for the approximate best result. First, run the engine as received, and re-adjust the Mixture Control Valve only when necessary.
- The Throttle Stop Screw: For setting the position where the carburettor rotor is closed.

PROVISIONAL SETTING

Open the Needle-Valve according to the engine instruction leaflet.

ADJUSTING THE CARBURETTOR

- 1) Set the throttle very slightly open from the idle position (See Fig. 1) and start the engine in the usual way. It is preferable to have the throttle only slightly open, to avoid unnecessarily high revolutions when the engine starts.
- 2) Now open the throttle fully and gradually close the Needle-Valve until the engine is running at its maximum speed.*

*Warnings:

- (a) Do not close the Needle-Valve to too "lean" a setting, as this will cause overheating which may result in internal damage and reduced engine life. Set the Needle-Valve approximately $\frac{1}{4}$ to $\frac{1}{2}$ turn open (i.e. "rich") from the peak r.p.m. setting, even though this will slightly reduce r.p.m. on the ground.
 - (b) Make sure that the engine is fully "run-in" before operating it continuously at full power. (See engine instruction leaflet.)
- 3) Having set the Needle-Valve as described above, close the throttle. The engine should idle steadily and continuously. (If it stops immediately, first try turning the Throttle Stop Screw clockwise a few degrees to raise the idling speed a little.)
 - (a) If, however, the engine idles unevenly and smokes a good deal when the throttle is re-opened, before picking up speed, it is probable that the idling mixture is too rich. In this case it will be necessary to turn the Mixture Control Valve clockwise 30 to 60 degrees.
 - (b) Alternatively, if the Mixture Control Valve is set too lean, the engine may stop when the throttle is closed, or it may idle for a few moments, then speed up very slightly before coming to a stop. Re-opening the throttle under these conditions will usually result in the engine cutting out abruptly, without smoking. Corrective action is to turn the Mixture Control Valve about 30 to 60 degrees counter-clockwise.

Mixture Control Valve adjustment is not unduly critical, but do not turn it more than 30 - 60 degrees at a time. Carry out adjustments progressively and patiently, remembering the symptoms of rich and lean running, quoted above, until the engine responds quickly and positively to the throttle.

Do not alter the Needle Valve setting while adjusting the Mixture Control Valve.

Warning: For safety reasons, it is advisable to stop the engine before carrying out adjustments to the Mixture Control Valve or Throttle Stop Screw.

Note: Once the correct carburettor settings have been established, it should be unnecessary to alter them. Such slight Needle-Valve readjustments as may be required to compensate for variations in atmospheric conditions will not normally affect the other two controls. Slight readjustments may be necessary for optimum performance if different types of fuel, glowplugs or propellers are used.

REALIGNMENT OF MIXTURE CONTROL VALVE

In the course of making carburettor adjustments, it is just possible that the Mixture Control Valve may be inadvertently screwed in or out too far and thereby moved beyond its effective adjustment range.

Its basic setting can be reestablished as follows:

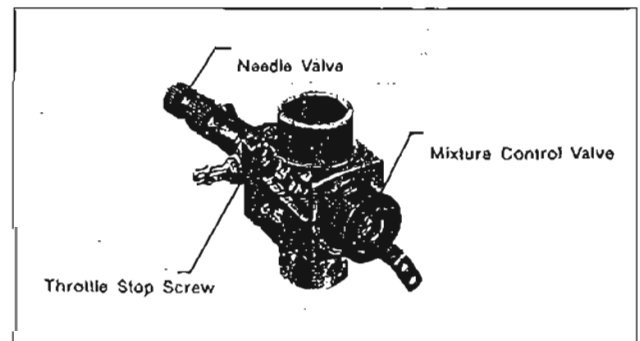
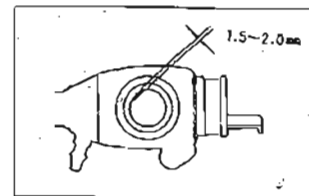
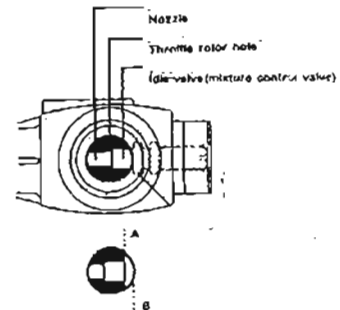
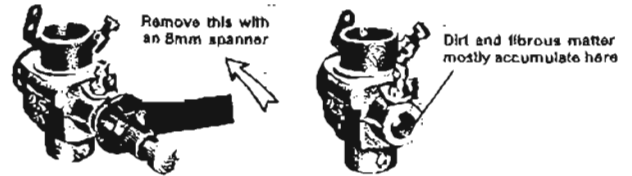
The basic (factory) setting is as shown in the main sketch, i.e. with the shoulder portion 'A' exactly at a tangent to the throttle rotor hole.

To return the Mixture Control Valve to its original position, first screw in the Mixture Control Valve, while looking into the rotor hole. Then gradually unscrew the Mixture Control Valve until 'A' is precisely tangential to the rotor hole (i.e. so that 'A' and 'B' are superimposed) as in the main sketch.

CARBURETTOR CLEANLINESS

The correct functioning of the carburettor depends on its small fuel orifices remaining clear. The minute particles of foreign matter that are present in any fuel can easily partially obstruct these orifices and upset mixture strength so that engine performance becomes erratic and unreliable.

It is recommended that fuel is passed through a filter when the tank is filled and that a good in-line filter is installed between the fuel tank and carburettor and, furthermore, that this filter is frequently cleaned to remove dirt and lint that accumulates on the filter screen. Finally, occasionally remove the needle-valve holder from the carburettor as shown in Photo (2) and extract any remaining foreign matter that may have lodged in the location shown in Photo (3).



By Jim Cameron

On Lines

Control Systems

I am very fussy about my control systems. You could say that I'm neurotic about the subject. The reason for this is because over the years I have had a few leadout failures. So, I thought some of you could learn from my failures.

The first failure was on a Carl Goldberg Buster. It took place during a Northwest Sport Race about 20 years ago. In my own defense it was the first .35-sized plane that I had ever built. The problem was caused by the combination of a Perfect brand metal bellcrank and the Perfect leadouts. In this case the leadouts started to cut through the bellcrank. After time (many hundred flights) the bellcrank cut through the cable. Lesson learned: Don't use Perfect metal bellcranks.

Enter the Sig nylon bellcrank. The year was 1978, and this time I thought everything was done right. I was building a Sig Twister with the nylon bellcrank. The leadouts were the .027 in. cable that came in the kit. I had even hand-wrapped the cable ends with copper wire instead of crimping (this was the way the experts of the time did it). This time the failure took place after only about 30 flights. This cable is made of only seven strands and should not (in my opinion) be used in an application that bends it in a tight radius. Lesson learned: Don't use .027 in. cable for leadouts.

Solid leadouts also have downfalls. My next failure took place while building a 1/2-A mouse racer. I was bending the music wire leadout and the wire just broke. I must have tried to bend the wire around too sharp a radius. Every size of music wire has a minimum radius that you can safely bend around. I even had a music wire leadout rust. When I went into the Navy, I left my Goodyear in the basement of our house. It's cool but dry. After a few years I noted one of the leadout eyes had rusted through.

So, what is one to do?

First, I don't use a metal bellcrank unless I am putting it into a three-line model (a topic for another time). Sig has a good nylon bellcrank that I have used for years. If you are building a

larger model, get one of the big ones that Windy Urtnowski sells. I use Sullivan brand leadout cable, because it has far more strands than other cables. The C-D size is for .35 engines or larger. The next step is to bush the cable from the bellcrank.

Paul Walker puts eyelets at both ends of his cable and bolts the eyelet to the bellcrank. Something I have done is to form a teardrop out of brass tubing and then run the tubing through the bellcrank. The cable is then fed through the tubing. I think you get the idea. The cable should not ride on the bellcrank.

When using cable leadouts, *never solder the ends*. Solder may wick up the cable and create a hard spot. The cable will fail at that point because it can no longer flex. The best option is to hand-wrap the cable ends with copper wire and then coat them with epoxy glue (see the AMA rule book for more info.)

Solid leadouts are another option. First, when forming the leadouts I either use a pair of round-nose pliers or I bend the wire around a wooden dowel. In this way you make sure not to bend the wire around too tight a radius. I would still use the nylon bellcrank. When I use solid leadouts, I like to place a thin coat of grease over the wire to prevent rust.

I start by bending a teardrop shape in the wire (this should be about 3 inches long). I then slide the teardrop over the bellcrank and place a 3/4-inch piece of brass tubing over the ends of the teardrop. The ends are then bent over to lock the tubing on the teardrop. I then take a long piece of wire, which will be the leadout and bend the end over (about 1/16 inch). Now, slide the other end of the leadout down the tubing. When the leadout is pulled through the tubing, the 1/16-inch of wire will lock the leadout to the teardrop. Now solder the tubing in place. The other end can be made in the same manner. A similar method is shown in the AMA rulebook.

Jim Cameron solicits your technical tips for discussion in this column. Send to 4023 N. E. Bryce, Portland, OR 97212, or e-mail at: iflycontrolline@hotmail.com

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Combat Cornucopia

Combat news and views by Mel Lyne

"Combat, Lies, and Videotape"

(or "how to fly combat in heavy rain")

Quite a while back, on an extremely wet Sunday in July, a group of fanatically dedicated (read "deranged") combat fliers assembled at Pitt Meadows Airport in British Columbia to do friendly battle in less than perfect weather. The monsoon conditions varied throughout the day from a very heavy wet drizzle to torrential rain. But at least it was warm.

Paul and Mel arrived first and did some soggy testing. Then Rick showed up, followed by Mike, Frank, Greg and Bruce. We were gonna fly some combat no matter how hard it rained! The problem was how to keep the streamers together. The usual stuff turned to mush in seconds.

Someone produced a large bird's nest of videotape, retrieved from a nearby ditch. So we proceeded to tie 20-foot lengths of it to the planes. The results were rewarding and spectacular! In the first match it became apparent that leading edge cuts were not possible, but a prop cut sounded loud and clear like a gunshot. A really sharp "snap." The cut pieces immediately stuck to the attacking plane, aiding in site clean-up. (No bits on the ground). Even in heavy rain, the black videotape was quite easy to see. The tape was just tied directly to the plane with no string required.

Numerous classic matches were flown with lots of cuts. Paul, with his air force of PAW diesels, took on all the Fox .15 glows very effectively. Very little carnage was created due to the fact that everyone was flying at about the same speed (around 70mph), the ground was very soft (swampy), and there was no wind, just lots of water.

Test flying holding umbrellas proved effective. Next time in heavy rain, combat whilst holding umbrellas will have to be tried.

The only disadvantage to tying the videotape directly to the plane is that in order to get the "kill," your opponent has no option but to disassemble your plane in a midair collision. String may still be useful. At present, we are searching for colored videotape to make it easier to keep

score. Red has apparently been spotted on kids' videocassettes.

Only once did the videotape wrap around a motor and slow it down. Greedy Greg digested 8 feet in one go, and his engine slowed somewhat. But Mel climbed up and down through a length of videotape with numerous "snapping" sounds as the chunks came off, and the motor never missed a beat.

Using videotape in dry conditions doesn't seem to be a good idea however. It gets spread all over the field, and tends to melt onto the hot engine parts. Prop-wraps tend to happen also. The rain seems to add just the right amount of lubrication for "crisp" cutting.

Bruce was heard to comment, "I've flown in wet conditions, but nothing as wet as this." In retrospect, next time donning wet suits would seem to be a good idea.

And buckets of fun was had by all.

Send your combat questions and comments to Mel Lyne in care of Flying Lines.

Flyaways

Random tips and ribs from
the FL workshop floor

WAM-O! Want to attend another "Regionals"? The Western Associated Modelers, the California CL organization of long standing, is searching for a site to hold a major contest sometime in late summer or early fall of 2002. Watch the contest calendars for details.

Great newsletter: Racing is alive and well in Southern California, and the Southern California Air Racers organization puts out a dandy newsletter. To get it, send \$10 dues to Doug Mayer, 1727 Penmar Ave. #2, Venice, CA 92091.

Albany Air Show: CL fliers did a nice show at the 2001 Albany Airshow, helping pave the way for a possible 2002 Regionals at that airport. We have insider info that the 2002 Albany Airshow will be held Aug. 17-18.

KK lives: Kustom Kraftsmanship no longer publishes a paper catalog. Get the latest product list at www.kumstomk—modelairplanes.com.

FLYING LINES

2456 Quince St.
Eugene, OR 97404

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Contributions for publication are welcomed. Any material submitted to the editor which is not for publication should be indicated as such. Duplication of contents is permissible, provided source is acknowledged.

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