

# FLYING LINES

1411 BRYANT AVENUE  
COTTAGE GROVE, OREGON 97424

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PUBLISHER: MIKE HAZEL

Nov. 1980 NEWS OF NORTHWEST CONTROL LINE MODEL AVIATION Number 19

## BLADDER GRABBER V -- THE BEST OF COMBAT

By Buzz Wilson

(There is one indisputable fact in the world of control line model airplane combat. Some of the best combat competition anywhere occurs at the annual Bladder Grabber in Seattle, where thousands of dollars of stereo equipment are given away by the magnanimous Bob Carver of the Carver Corp. This year was no exception, as \$2,700 worth of equipment was given away and some spectacular matches flown. The big names in this section of the continent were there -- Granderson, Rush, Brasher, Carver, McFadden, Pape, White, Petri and others. Here is the report on the contest from one of the best himself, FL's combat expert, Buzz Wilson.)

The Fifth Annual Bladder Grabber was held Oct. 12, 1980, at Marymoor Park, Redmond, Wash. Nineteen contestants braved the weather to compete for \$2,700 worth of stereo equipment provided by the Carver Corp. Myles Lawrence was the only Southern Californian to enjoy the Seattle rain this year while Northern California was represented by Mike Petri, Rich Brasher, Stanley Youngblood and Neal White. The rest of the entries were from the Northwest.

The best match of the day was provided by Bill Varner and last year's winner, Mike Petri, with Mike winning on air time (one cut apiece, after a full five minutes of combat).

The best mid-air went to Stanley Youngblood and Bob Carver who provided considerable debris for the field cleanup crew. (Editor's note: It was a tear-jerking site to see one of Carver's \$100, Pape-constructed balsa Rotational Stations, each of which ought to be in an art museum, float by in a cloud of tiny balsa bits.)

The first prize went to Howard Rush of Kirkland, Wash., who was undefeated going into the final match against Neal White, who had one loss, previously handed out by Howard.

Howard's day had gone so well that through five combat matches the only equipment he had lost was an Y&O propellor and minor string damage to the leading edge of his foam airplane, as contestant after contestant kept digging their streamers into the leading edge. One suggestion was made that he could eliminate this problem by flying in front of the other plane. Howard said he would think about it.

The final match left a lot to be desired as Howard got a kill on Neal shortly before they both midaired and hit the ground. Bob Carver conceded third prize to Mike Petri.

Our congratulations to Howard Rush for being the first repeat winner of the Bladder Grabber and our sincere thanks to Bob Carver for his contribution to combat fliers in the Northwest.

### Bladder Grabber history:

1976 . . . . . Dan Wetherford  
1977 . . . . . Howard Rush  
1978 . . . . . Richard Brasher  
1979 . . . . . Mike Petri  
1980 . . . . . Howard Rush.

PRIZES FOR THE FIVE YEARS OF THE BLADDER GRABBER PROVIDED BY BOB CARVER OF THE CARVER CORP. HEARTFELT THANKS TO BOB FROM ALL NORTHWEST COMBAT FLIERS!

### BLADDER GRABBER V RESULTS, Oct. 12, 1980

1. Howard Rush, Kirkland, Wash.
2. Neal White, San Leandro, Calif.
3. Mike Petri, Redwood City, Calif.
4. Bob Carver, Snohomish, Wash.
5. Rich Brasher  
Buzz Wilson (Eliminated same round)

### FAI COMBAT, PRECISION AEROBATICS ACCOMPANY BLADDER GRABBER

The Bladder Grabber traditionally is accompanied by a Saturday contest. This year's informal bash included non-sanctioned FAI combat and precision aerobatics contests. Here are the results of those contests:

BLADDER GRABBER, continued

FAI COMBAT (7 entries)

1. Stan Youngblood, Palo Alto, Calif.
2. Howard Kush, Kirkland, Wash.
3. Myles Lawrence, Mission Viejo, Calif.
4. Neal White, San Leandro, Calif.

PRECISION AEROBATICS (8 entries)

ADVANCED-EXPERT

- |   |     |     |     |
|---|-----|-----|-----|
| 1. Paul Walker, Black Magic . . . . .   | 505 | --- | 505 |
| 2. Bob Emmett, Giesecke Nobler. . . . . | 375 | 424 | 424 |
| 3. Max Thue, Giesecke Nobler. . . . .   | 330 | --- | 330 |

BEGINNER-INTERMEDIATE

- |                                       |     |      |      |
|---------------------------------------|-----|------|------|
| 1. T. Webb, Smoothie. . . . .         | 182 | 216  | 216  |
| 2. Mike Bogan, Twister. . . . .       | 167 | ---  | 167  |
| 3. Jim Fuller, Flite Streak . . . . . | 94  | 98.5 | 98.5 |
| 4. Dan Cronyn, Nobler . . . . .       | --- | ---  | ---  |
| Dick McConnell, ? . . . . .           | --- | ---  | ---  |

STUNTATHON '80 -- GOOD TURNOUT FOR INFORMAL STUNT AFFAIR

By Rich Schaper

After three weeks of learning how to fly the stunt pattern again, it was suddenly Saturday, Oct. 18, my last chance to practice before the Portland stunt contest, scheduled for Oct. 19. I spent the entire afternoon at the local (Kelso, Wash.) flying field practicing. Fellow stunt flier John Clemans joined me after a few flights and soon the day was gone.

Saturday night was spent cleaning and giving the "Chipmunk" a much-needed wax job. Finally I was ready for Stuntathon '80, the non-sanctioned stunt day in Portland.

Sunday morning found me leaving Kelso under sunshiny skies. At 9:22 a.m. I arrived at fog city. Don McClave was already there, warming up, although I could barely make out his plane. Don's son Andrew was also busy with practice and soon I found myself flying in the muck. After a few more practice flights all nine contestants were ready for the first round.

As the sun made its appearance, the first round was started. Rich Porter was flying his own design  $\frac{1}{2}$ A Ridiculous. Richard's two flights were plagued with engine problems. Andrew McClave was the youngest contestant I've seen in some time. His performance was quite good for a nine-year-old.

The most unusual stunter was Bill Varner's. Bill's aircraft was a slightly used Voodoo with spider-like landing gear and a tired ST .35 combat engine for power. Bill made several attempts to fly the pattern before the Tigre lost a crankshaft bearing.

Max Thue from Seattle, Wash., was another new face to appear at the stunt circle. Max was flying a new Giesecke Nobler finished with Copper Red Monokote. An Enya .35 supplied plenty of power.

Sport Race terror John Thompson made a surprise debut at the stunt circle flying a very old Nobler powered by a Torpedo .32 engine. I think John should swap the Torp. for one of those Fox .35 sport race engines. Anyhow, it was good to see you out there, John.

Those fliers who flew showed a great interest in having a full blown, for real stunt contest in 1981. Think about it and let me know what you think.

Special thanks go to Don McClave for organizing this contest and also to Dave and Marsha Gardner for volunteering their time to judge and help out in running the contest.

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## STUNTATHON, continued

### STUNTATHON '80 RESULTS

The following scores are without appearance points.

#### PAMPA ADVANCED

1. Rick Railston, Yakima, Wash., 513, M&P Stiletto, OS .40FSR.
2. Rich Schaper, Kelso, Wash., 484, Sig Chipmunk, OS .35.
3. Don McClave, Portland, Ore., 458, 660 Stiletto, OS .40FSR.

#### PAMPA INTERMEDIATE

1. John Clemans, Kelso, Wash.,
2. Rich Porter, Stayton, Ore., 390, Ridiculous, Cox TD .049.
3. Max Thue, Seattle, Wash., 343, Giesecke Nobler, Enya .35.
4. John Thompson, Cottage Grove, Ore., no score, Nobler, torpedo .32.

#### PAMPA BEGINNER

1. Bill Varner, Astoria, Ore., 208, Voodoo, ST .35.
2. Andrew McClave, 56, Giesecke Nobler, Fox .35.

### HOMER SMITH DISCUSSES AMA ISSUES WITH FLYING LINES READERS

(Homer Smith of Seattle, Wash., is a candidate for AMA president. The Academy of Model Aeronautics, as the body that sanctions model competition, insures all model flying, and in general protects the interests of the modeling public, is an organization of vital importance to all model aviators. Smith is the vice president of AMA from the Pacific Northwest. All persons interested in the future of their hobby should carefully study Homer's statement, as well as that of all others running for this extremely important national office.)

Thank you for the opportunity to respond. I was a little surprised to see the (John) Grigg letter in Flying Lines and have been trying to get time to answer. (Homer was invited by FL to make any campaign statement he wished -- Ed.) Obviously I have been busy with my campaign and for better or worse most of the time has been spent working on members outside of Dixtric XI.

First let me explain that John Grigg has been on the council since the beginning of 1979. Most of what he said in his letter to Flying Lines is contained in the long range plan for the Academy that I lead the effort to produce three years ago. I will not bore you by repeating that message because I had a lot to do with its formulation and obviously believe in its content. Let me go on to some details that might be of interest.

Flying sites is the most serious problem we face. The long range plan pointed that out to us two years ago. I was a member of the committee that implemented our current plan but that is only a band-aid. The real solution to the flying site problem requires large amounts of money. It would seem obvious that the main sources of flying sites are government land that we might use and private land that we can buy or lease. In either case if we are to enhance our ability to obtain and keep flying sites we need to lobby with the government and purchase land or leases.

We will never get the money required to undertake a large flying site program from dues money. The members cannot afford it. We need to find other ways to bring in income and to better utilize what we have. Again with the long range plan we began a program to acquire land -- the first for a headquarters building to reduce the annual cost. Our structure (organizationally and financially) is such that growth at the expected rate will sink us in the next few years. We need to prepare by-laws changes that not only plug the holes it contains but also modifies our structure so we can accommodate continued growth and acquiring other sources of income. A reading of the record will convince you that I have been the only member of the council that consistently looks after the business side of the Academy and keeps an eye on the future.

Since I have been asked a number of times I will point out that there was no political in-fighting until Witt took over in 1979. If you will read the Executive Council minutes of the meetings prior to that time you will find that as secretary-treasurer he had little or nothing to contribute or say. No one can do more than speculate why the sudden change occurred in January, 1979. The nominating committee did for Witt what voters in Washington State did to Dixie -- not put him on the ballot. There is little doubt that the internal problems will be non-existent without his presence.

Control line and free-flight activity have diminished some over the past few years. The world is changing rapidly and our ability to adapt to that change and keep Academy growth up is probably our best method of increasing that activity. It would seem that as costs of our hobby increase, especially in the radio control area, many modelers that previously participated in other parts of the hobby might return.

Most of you know but let me bore you with a little history. The most important resource that I bring to the Academy is experience. I have been a manager with the Boeing Co. since the early 60s and have spent much of that time worrying problems for Boeing that the Academy is now facing or will

SMITH, continued

in the next few years, Attendance at Council meetings has been continuous and without interruption since 1973. Besides leading the effort to prepare a long range plan I have been a member of the flying site, by-laws and scholarship committees and chaired the safety committee. In addition I am working as a consultant to the Headquarters Staff to computerize and modernize our accounting system, I wrote the document describing the intended operation of the FAI committees when it became obvious that the committees nor the Executive Council had a clear idea of how they could operate independently and still maintain some semblance of going in the same direction.

I will dedicate myself, if elected, to solving the problems of the Academy. Together we can have flying sites, economical operations and not give half our modeling budget to it. Give me your vote and I will make it count.

--Homer L. Smith, 1417 NW 191st St., Seattle, WA 98177.

(Editor's addendum: We at Flying Lines are doing our best to stay out of AMA politics. We only know of Grigg what we read in the last issue of FL, and in his Model Aviation column. Both candidates, plus the two write-in candidates) have some valid points. We'll let FL readers make their own choices. But we can't help but make one observation. Remember the Regionals? Pick any year. The guy hunched in the rain, holding a stopwatch all day long in the cold wind, helping out a bunch of modelers in a sector of the hobby he doesn't compete in himself...it was Homer Smith. He's a guy who loves the hobby. He talks our language. It's worth thinking about when you make your vote. Oh, and one other thing. If you don't vote, don't let us hear you bellyaching. You'll get exactly what you deserve.)



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# NW COMPETITION STANDINGS

FLYING LINES' COMPILATION OF EVENT PLACINGS BY NORTHWEST  
MODELERS COMPETING IN NORTHWEST REGION CONTESTS

## BLADDER GRABBER TIGHTENS COMBAT STANDINGS

Bladder Grabber V with its 19 entries lifted Howard Rush from eighth to second in the Northwest AMA combat standings and inserted Bob Carver into fifth place in his first contest appearance of the year. Rush scored 19 points and Carver 16. The contest did not produce a new AMA combat leader but tightened the race considerably.

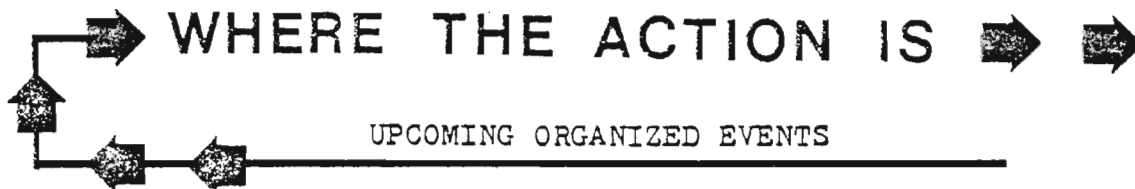
In overall combat, also as a result of BG V, Rush jumped to third place and Carver to eighth.

Combat was the only Northwest event whose standings were juggled this month. Two other contests, one with FAI combat and stunt and the other with stunt, were non-sanctioned.

Flying Lines standings are based on placings in AMA-sanctioned contest in the Pacific Northwest (Oregon, Washington, Idaho and B.C.) by Northwest fliers. First place in any contest is worth the number of entries, second is worth the number of entries minus one, and so forth through fourth place.

Here are the updated standings:

AMA COMBAT TOP 10	POINTS	OVERALL COMBAT (includes 1/2A, AMA, FAI, slow, and sport)
1. John Thompson . . . . .	29	1. John Thompson . . . . . 47
2. Howard Rush . . . . .	25	2. Bill Varner . . . . . 41
3. Bill Varner . . . . .	22	3. Howard Rush . . . . . 30
4. Ken Burdick . . . . .	17	4. Gene Pape . . . . . 24
5. Bob Carver . . . . .	16	5. Dick Salter . . . . . 21
6. Gene Pape . . . . .	13	6. Jeff Young . . . . . 17
7. Buzz Wilson . . . . .	12	Ken Burdick . . . . . 17
8. Norm McFadden . . . . .	10	8. Bob Carver . . . . . 16
9. Phil Granderson . . . . .	7	9. Buzz Wilson . . . . . 15
10. Mike Hazel . . . . .	5	10. Jim Cameron . . . . . 14
		Phil Granderson . . . . . 14



Listed below are the modeling events known to be upcoming in the Northwest at FL's press time.

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 send the information in. Give us the outline now so people can start planning. FL will publish flyers free of charge and report results. All events listed here are AMA-sanctioned unless otherwise noted.

- November 23...EUGENE, Ore. -- Second Annual Flying Lines Benefit Turkey Contest. Grant prize for this contest is a large frozen turkey of the edible variety, to be awarded to the flier with the best combined placing in three events. Northwest Sport Race (max .35 only), Northwest Super Sport Race, Northwest Sport Combat. Also merchandise and certificate prizes. All proceeds from \$10 entry fee for Flying Lines' financial benefit. Contact FL for copies of new-event rules. Site: Mahlon Sweet Airport. NWSR at 10 a.m., followed by NWSS and NWSC. Contest Director Mike Hazel, 1040 Windemere Dr. N.W., Salem, OR (503) 364-8593.
- December 14...PORTLAND, Ore. -- Northwest Sport Race Drizzle Circuit Contest #1. 9 a.m. 1/2A Mouse Race Class I. 10 a.m. 1/2A Mouse Race Class II. 11 a.m. Northwest Sport Race. Northwest Super Sport Race immediately following NWSR. (Be on time -- All events will start on schedule!) Site: Delta Park. Entry fee \$3 for one event, \$2 for each additional. Prizes: merchandise for Mouse, points only for NWSR, NWSS. Contact Flying Lines for details.
- January 11...SEATTLE, Wash. -- Northwest Sport Race Drizzle Circuit Contest #2. 9 a.m. slow combat. 11 a.m. NWSR. NWSS immediately follows NWSR. Site: Carkeek Park. Entry fee, \$2 per event. Trophies. Contact Flying Lines for details.
- February 8...ASTORIA, Ore. -- Northwest Sport Race Drizzle Circuit Contest #3. 9 a.m. 1/2A combat. 11 a.m. NWSR. NWSS immediately follows NWSR. Site: Camp Ailea. Contact Flying Lines for details.

ACTION, continued

- March 8.....YAKIMA, Wash. -- Northwest Sport Race Drizzle Circuit Contest #4.  
9 a.m. precision aerobatics, 2 PAMPA classes. 11 a.m. NWSR,  
followed by NWSS. Site: Valley Mall. Entry fee, \$5. Contact  
Flying Lines for details.
- April 12.....EUGENE, Ore. -- Northwest Sport Race Drizzle Circuit Contest #5.  
9 a.m. Goodyear. 11 a.m. NWSR, followed by NWSS. Site: Mahlon  
Sweet Airport. Entry fee \$3 for one event, \$2 each additional  
event. Merchandise prizes. Circuit-championship trophies awarded.  
Contact Flying Lines for details.

NOW, HERE'S A GUY WHO USES HIS HEAD

During the recent Bladder Grabber weekend in Redmond, Wash., modelers involved with the contest looked up to see, with some amazement, a guy flying a model airplane with his hands in his pockets! Upon closer examination, it was found to be R.F. "Steve" Stevenson, an old-timer in the hobby known mostly for his collection of more than 900 operable model airplane engines. He's been "trying to quit" collecting as long as anyone can remember.

But Steve also is a student of the control-line hobby's history, and that's partly why he had his hands in his pockets. Steve was using a modified football helmet, with a handle on top, to fly the plane. Loops, wingovers, and other stunts. Steve also can fly one plane with each hand, and has been known to fly three at a time, in the style of the late Jim Walker, CL's master promoter and showman.

Recently, we got some correspondence from Steve about Jim Walker. Here's part of it:

...Recently big ideas and things have been started by Frank D. Macy, in Milwaukie, Ore. He is now compiling a history and will soon write a book, "Jim Walker -- Fireball in the Sky." And he also is collecting artifacts and memorabilia from around the nation. Frank will soon assemble his Jim Walker memorial museum in Portland and will be in the Oregon Historical Society for the exhibit space in their new building. He recently received the original RC lawn mower and has just received approval from the Walker family to obtain many rolls of film of Jim Walker (many from the Nats). These are both black and white and color, some silent, some sound. The film is in ownership of some of the relatives and it has been agreed upon to donate the film to this museum effort.

Macy has located the man who took many of the movies himself. He worked for Jim for about four years. He has agreed to edit and narrate where needed. Frank will be ready by next spring to come up to Seattle and put on a program to "spend an evening with Jim Walker."

Bob Florence of the R/C Model Shop in Bellevue, Wash., will rent a large hall somewhere so all the modelers can see the show.

For information about the project, contact Frank D. Macy, 5200 SE Jennings Ave No. 11, Milwaukie, Ore., 97222, (503) 653-7436.

--R.F. Stevenson, 8326 17th Ave. N.W., Seattle, WA 98117.

Steve also provided this list of things he provided to Macy, all Walker products:

- Handmade plywood "U-Reely" handle, found in a Yakima, Wash., hobby shop.
- Fire-Kitten ½A kit, complete, new in box.

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- Firecracker .065 glow standard, new in the box.
- U-Reely "Remoto" electric high-low button for two-speed ignition motors, new in box.

# SCHAPER ON STUNT

by rich schaper

Getting bit by the stunt bug again has been quite refreshing. Last winter (1979-80) I spent most of my time flying Northwest Sport Race in the Drizzle Circuit. Although I finished second at the season's end, I must get back to stunt flying.

Building season is with us Northwest folks and I'd like to take this time to explain how to set up your control system using a 1-to-1 ratio. What we'll be talking about will be the Nobler hookup, the Nobler being a 1-to-1 ratio which is what 95 percent of the stunt fliers use. To set up the 1-to-1 ratio the bellcrank pushrod should be positioned approximately 3/4 inch from the pivot point. From here the pushrod from the flap horn to the elevator horn is connected to the hole that is 1/2 inch from the pivot point on both horns.

The next step is to make bushings for the control horns. Using regular 1/8" of an inch O.D. brass tubing, cut three pieces, each 1/2" in length. You will need to drill out the holes in the control horns with a 1/8" drill. To help align the brass bushings in the control horns, solder No. 4 size flat washers to each side of the control horn. Be sure to center the bushing in the horn. After you're satisfied with your soldering job, wash the flux off with warm soapy water. This will help keep the horns from rusting.

For leadouts there are two ways to go, either solid or cable. I have always used Sullivan C-D leadout cables with good success. Bushings are not needed but maybe preferred by some fliers when using the cable type leadouts.

Solid leadouts (.031) have been used successfully by some of the nation's top stunt pilots. The big drawback here is solids will kink very easily. Real care is needed when transporting a model equipped with solid leadouts. No bushings are required when using the solid type leadouts. Freedom of movement is, on the other hand, a big plus with solids. Also bushing of the bellcrank is unnecessary. After your bends are made, wrap with copper serving wire and solder. Stay Brite silver solder works well for this. Be sure to wrap at least 5/8" before soldering. The cable type leadouts can simply be glued using 5-minute epoxy. That is more than adequate to keep the copper wire used to tie the ends from coming undone.

Next time we'll finish up on the control system and touch on basic soldering. Also I am putting together a multi-part article on stunt tanks.

--Rich Schaper, P.O. Box 608, Kelso, WA 98626.

## BEGINNER WINS FIREPLUG, COMBAT SPECIAL NEXT RAFFLE PRIZE

Rob Hanson of Pleasant Hill, Ore., a beginner who has only been flying model airplanes for a few months, got a big boost in his modeling career by winning the GloBee Fireplug and Charger starting battery in the third FL raffle. Hanson joins previous winners Dave Green (Fox .35) and Rory Tennison (Tutor kit).

Special thanks to Twinn-K, Inc., maker of the Fireplug, for providing the prize in exchange for advertising. Get ready to give thanks to Eugene's Toy & Hobby, which has agreed to help make available the best raffle prize ever for the fourth go-round.

The next prize will be a Fox Combat Special, the high-powered CL .36 that is known far and wide as the best AMA combat engine that is generally available and servicable. It's also good for slow rat, slow combat, and sport use.

Prices for tickets remain the same -- 50 cents per ticket, three for \$1, and seven for \$2. Tickets go into a jar here at FL's headquarters and will be drawn on a date to be announced later by five-year-old Heather Lee Thompson. FL editor and publisher are not eligible to enter the raffle.

Fill out this form and mail in your bucks for the raffle:

Name \_\_\_\_\_ Number tickets \_\_\_\_\_

Address \_\_\_\_\_ Amount enclosed \_\_\_\_\_

## FL INDEXING PROGRAM INITIATED

From time to time we at FL receive requests for back issues, which we are unable to fill because of our frugal practice of printing only enough to satisfy our subscribers. We always respond with the offer to provide photocopies of specific articles upon request.

However, it stands to reason we don't get too many photocopy requests from new subscribers, because they don't know what to ask for.

For that reason, FL is starting an indexing program that will make it possible for new subscribers (and forgetful old ones) to know exactly what was in past issues.

Below is the first installment of the index. It covers issues 1 through 12. We will publish the index for issues 12 through 24 when the second full year is completed. We have broken the listing down into categories. The index only includes our more or less major articles and columns, and doesn't include the little one- or two-paragraph tidbits, the regular records and standings, routine features, or letters.

Here is the key to the index listings:

Issue No., Headline, Topic, Writer\*, Page.

\*All articles not carrying a writer's name are by the editor.

As we said above, copies of any specific article are available on request. Please enclose self-addressed, stamped envelope and 50 cents to cover copying costs.

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### EUGENE'S TOY AND HOBBY

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## HOBBY SHOP DIRECTORY

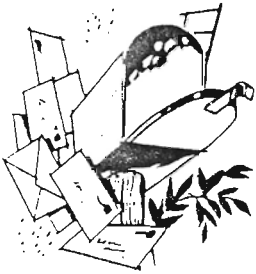
### SEATTLE AREA

HOBBY HOUSE -- Control-line, free flight and RC supplies, 10011 Holman Road N.W., Seattle, WA 98177. (206) 782-1609. Owned by Allyn Johnson.  
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(Hobby Shop Directory listings are presented as a service to area model aviators who want to know where to go for their C- 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 newspaper. Support F- advertisers.)

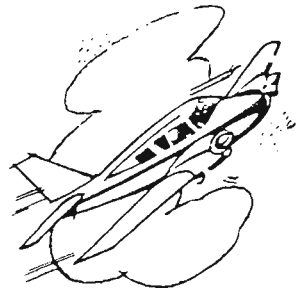
## THE FLYING FLEA MARKET

FOR SALE -- One Sig 72" 2" to 1' scale R/C Piper J-3 kit. List \$51.95 -- \$30. One OS Max .35 W/M, new in box, \$30. Two GloBee Fireplugs with chargers, \$12 each. Add \$2 for mailing. W.L. Skelton, P.O. Box 105, Warrenton, OR 97146. (503) 861-1033.



## AIR MAIL

COMMENTS.....NEWS.....VIEWS  
FROM THE FLYING LINES READER



DEAR FL:

...I am enclosing an article I sent into the Outlook a (Seattle) neighborhood paper in an effort to get a little attention for the space needed to expand our flying fields. Maybe you'd like to use it.

"We are in need of some "input," advice or sympathy. Last April the model airplane club Skyraiders sent a petition with about 150 names to the Parks Department and the mayor requesting flying space for remote control planes and a control line area at Magnuson Park. There is plenty of space and the field just south of the NOAA fence is great for radio control. Models have been flying there for two years.

"NOAA said they had no objection, a neighborhood committee representative told us they would not object. For the control line fliers the Parks Department first OKed circles at the south end of the park, but then turned the whole space over to baseball.

"Both suggested using Fort Dent as a possible facility but later decided not to do so. Marymoor Park in Redmond is the only area, and it's congested; besides which it takes much gasoline to get there.

"We asked for the public land between Elliot Avenue and the water but it is to be made into another golf course.

Modeling is a multi-million dollar business in the United States. In the Seattle area it employs many people that would end up in unemployment if the hobby shops are run out of business, which is happening.

"Those who complain about noise and safety are not seeing model building as an educating tool. Each model takes from 10 to 700 hours to build. These are learning hours, learning construction, and from flat wood and glue and paint, ending up with something beautiful. The young and the older are learning aeronautics, aerodynamics, and tolerance to say nothing of the work put out to earn the money to be able to afford the hobby.

"The regional and state meets for modelers are being driven away because existing flying fields are being closed. Except for a control line area at Carkeek Park (where broken beer bottles and well-aimed frisbees are a constant battle sometimes costing a modeler his plane -- and/or a confrontation), there will be no field.

"My taxes go to public property upkeep the same as those names on the petition sent to the mayor and the Park Department, over which the mayor rules. Why can't we have some say in how our public land is being used. Call the Parks and Recreation Department administrative office at 625-4316. Call your individual city councilmen and women. Their phone numbers are listed on Page 671 of the Seattle Telephone Directory. Tell them how you feel."

--J. Reifel, Skyraiders member, Interlake "obbies, 1406 N. 80th St., Seattle, WA, 98103.

DEAR FL:

I read your article on Model Aviation. Please send the newsletter... I can report Japanese CL activities. The photos are a speed meet at Osaka last month. There 17 contestants were attending. Japanese speed regulations are almost the same as U.S., except line length.

Akeshi Kusumoto turned 324.2 kph on D speed, with an OS .65, mini-pipe.

--Jinichi Furuzaki, Taiyo Sakuradai MS 302, 4-6-26, Toyotamakita Nerimaku, Tokyo, Japan.

### FLASH! FOX ENGINES SHIPPED

Just before going to press FL received word from Fox Manufacturing Co. that the 44 Fox .35 engines to be used in Northwest Sport Race competition had been shipped from the factory in Arkansas. Once again, Fox has helped NW modelers by expediting our order, which had been delayed as new engine parts were being made. By the time you read this, you may have received your engines.

### AD RATES

Advertisements in FL help support the newsletter and the control line hobby. The price is \$5 per issue for a half page ad, \$3 for a quarter page, \$10 per year for a Hobby Shop Directory listing, and \$1 for five lines of classified advertising.

◆◆◆◆◆  
SUPPORT FLYING LINES ADVERTISERS  
THEY SUPPORT CONTROL LINE FLYING  
◆◆◆◆◆



## A RIDICULOUS REPORT

By Rich "Ridiculous" Porter

(EDITOR'S NOTE: A while ago, during a telephone conversation with Rich Porter, he asked what we would like in the way of an article for FL. Well, we finally decided to expose our curiosity. Rich, we said, tell us what makes you tick.

(We asked: Why do you fly clockwise? Why do you put little bitty engines on huge airplanes? Why -- for goodness sakes, why! -- do those planes fly so well? Rich freely agrees with everybody else that his ideas are ridiculous. (He thought up the headline on this article.) Everybody else agrees -- some of us reluctantly -- that those ridiculous planes fly amazingly well.

(Never one to shrink from a challenge, or pass up a chance to talk about model airplanes, Porter accepted our invitation to tell us his secrets. Read on.)

Having begun to feel a little guilty after dumping a pile of previously composed rhetoric on our already overworked but fearless editor, I finally called him up to make amends concerning an overdue report on "Ridiculous." So, using his suggestions as a kind of outline we shall attempt to synthesize a concise little summary of a somewhat different approach to the question of control line precision aerobatics.

It all began near a little house in Silverton, Oregon, on a beautiful sunny day back in the summer of '45 -- strange noisy things that seemed to fall all over the sky. During this same general period there was a park near Salem where there were a large number of people flying miniature aircraft on lines -- some really loud ones seemed to disappear after they were released by their ground crews -- some of them seemed to be attached to long poles and went round and round -- one was really neat the way it flew right off a pond of water and flew around in the air for a while before the engine quit and it came down for a splash, bounce landing right back on the water again. Was that ever something! It was downhill from then on.

Out on the coast during the 10-14 year-old period there were numerous experiences with rubber-powered and glider craft. Compliments of a school bookmobile that had some old copies of Model Airplane News magazines an intense desire developed to own and operate a model engine. A number of friends owned model engines at this time, and we all enjoyed the mysteries they presented. Unfortunately, no one in the Nehalem Bay area community could get an engine to run during this period.

Oh, boy! A genuine Jim Walker "Fire Cracker" .065 with throttle control and a trainer airplane kit for Christmas. Wow!

The basic skill of up and down was learned by simply whipping the airplane around on f-8' of string -- a system I recommend to beginners today with a 4-ounce Ambush (free detailed plans available from the Testor Corp.) -- inverted flight, inside and outside round loops, and figure eights can all be done with the "Ambush" by simply whipping the ship around on three-foot lines -- no engine required.

Getting the .065 to run was an entirely overwhelming problem, however. After months of effort and the destruction of the plug threads in one engine head, it was apparent that our goal of getting the engine to do more than burn prime would surely be attained. It was beginning to become obvious that the needle valve adjustment and fuel line system had a very important influence in keeping the engine running. Sure enough, late one spring evening the engine began running longer, and longer, and finally kept right on running for the full tank! What a fantastic experience! An engine that would actually run! I could hardly stand the excitement of this great accomplishment. This was really it!

The mystique of feeling one's very own flying machine being pulled through the air by a mysterious combination of metal parts that not only hold together (most of the time) but keeps right on running in defiance of common sense (to a beginner at least) surely excites the sense of wonder that has incurably addicted us to our particular interests in control-line flying.

Now the question of precision aerobatics. The media and my own experiences back in the fifties and early sixties created a strong fascination for all kinds of high-performance control-line aircraft. Experiencing the excitement of discovery and invention due to being isolated from direct contact with other modelers during my formative years no doubt had the effect of developing an incurable addiction to explore the unknown.

Virtually indestructable competitive stunt machinery became my area of special interest due to the probably distorted notion that such ships would provide a useful means of attracting people to the hobby who might otherwise be scared away by the traumatic possibility of destroying such a large investment of time, money and ego so easily. The popular media had always loudly proclaimed that fragile stunt machinery was the only way to go. I developed the sometimes very justifiable suspicion that this was either a ploy to restrict precision aerobatics for a chosen few and by all means keep the elements of pure fun out of the event, ignorance of what could actually be done for stunt flying, or a combination of factors that always seems to work against the kind of wholesome variety useful for growth in any event.

In the beginning Jim Walker started things off right by flying clockwise in order to allow engine torque to help on takeoffs. He later changed to counter-clockwise when inside loops were added to the stunt pattern so that the



prop gyroscopic precession force would help keep the airplane banked out for better line tension.

I tried to fly counter-clockwise in the beginning but found that I was continuously having terrible takeoff troubles, especially over the high grass and the short runway systems used in those precarious early years. So, it now seems perfectly clear to me that the only thing control-line fliers do that is worse than flying counter-clockwise with counter-clockwise-running engines is to use (gasp) rudder offset to the outside of the circle in an attempt to hold the airplane out, instead of using out-engine offset, out-line rake offset, and in-rudder offset to hold the airplane out effectively.

Imagine the problems I have when I work at various schools as a substitute teacher after I tell my naive young charges about what the rule book requires a stunter to do for maximum points, and then I tell them that my flying machines can usually fly a rulebook pattern, but that is not the way it's supposed to be done! The very idea of trying to compete with a conventional wing area ship by flying a rule book pattern has got to be ridiculous -- everybody knows it can't be done -- except at least one fringe area fanatic fool who insists that maybe it can be done and, anyway, sure is having lots of fun trying.

In spite of my peculiar interest in literal book pattern birds my main concern as a competitor is to enjoy everybody else's approach to stunt as well as helping others enjoy whatever aspect of they event they find the most interesting. I've finally concluded that control-line precision aerobatics is much too complicated and demanding for one to allow himself to get too serious about any one aspect to the extent that the element of fun is seriously diminished. I appreciate very much the efforts of PAMPA in refining precision aerobatic judging and intend to be as supportive of these efforts as I possibly can while at the same time encouraging the variety and pure exhilaration so important to this greatest of all events.

My present style is to try to fly a pattern that is somewhere between the small book maneuvers and the currently popular "large smooth style" and hope it will pay off in competition. Interestingly, some folks feel my maneuvers are still too small even though they are surely still larger than the book. All this actually makes the game a whole lot more fun than if there were only one rigidly applicable standard and the consequent cookie cutter competition airplane designs to which we would all be restricted. There may be some survivors left among us who can remember the reign of "King George" when the only difference in competition aircraft was the shade of Navy blue used on the Noblers!

All right, so why get ridiculous about the event then you say? Well, once upon a time there was a "junior problem" and some of us poor souls, suffering from delusions of grandeur no doubt, actually thought we could do something to solve it! Would you believe that the original configuration of the Ridiculous (smaller, stronger stab) was the end result of years of research to solve the "junior problem?" By following the principles of low mass, low aspect ratio, and carefully engineered structure (combat designs were obviously pirated here), very bouncable, sturdy designs have resulted, thus solving the earlier mentioned "problem." These machines have proven that they can be very competitive in stunt events and even show promise of taking appearance points through the aesthetic appeal of their structural design which can take a real advantage from the new color transparent plastic covering materials.

Half-A engines were used because of their lower cost and the very high quality across-the-counter samples used to have -- at the moment I can only recommend custom-fitted  $\frac{1}{2}$ A engines in order to insure consistent quality as well as the reported increases in power that should be very useful in hot, high places like Yakima. Fortunately, there is hope for improvement in stock  $\frac{1}{2}$ A mills in the near future. I am presently in total accord with John Thompson's approach in regard to beginners (August, 1980 Flying Lines).

The Ridiculous has been a fortunate experiment in drag reduction that worked. The R seems to have opened up a real Pandora's box of precision aerobatic possibilities. There seems to be a certain minimum limit of power, momentum, drag and sectional density requirements within a useful range of practical predictable performance parameters that can now be quantitatively defined. Unfortunately, "Wild Bill" Netzeband of the Testor Corporation is the only man alive that I know of who can do the job. My ability is limited to trying to falsify his outrageous, but unfortunately sound conclusions. I can offer some rough generalizations based upon my own experiences but that's about it at the moment. When I finally get a ship to talk to me exactly the way I want it to as I almost have in the Ridiculous concept, I will stay with that design as well as try some other uncharted course because of one of the aforementioned addictions.

The idea behind the large bell crank is to gain an absolute maximum mechanical advantage in the control system to minimize the effects of any flex, drag, slop, glitches, etc., that can threaten precise control. If one tries to visualize using an outrageously small bell crank the intuitively arrived-at principles involved should become clear. The full swinging 7½" bellcrank working at a 100-square-inch elevator balanced at 23 percent provides enormous tail power for virtually instantaneous, violent corners. With almost zero bearing play, yet "glass smooth" control movement, the mathematically marginal static pitching stability ship can be literally flown in any desired groove very easily. Control effort with R is hardly more than a matter of simply thinking where the ship should go and it is instantly there without any unnerving delay or stalling tendencies, providing the flying weight is below .04 oz. per square inch and speed is up around 50 mph. in average low-altitude weather conditions. By using a large bell crank springy 60-70' x .008" lines seem to be more manageable in preventing hunting and springly line overshoot on violent corners than with a more normal-sized bell crank. My preference for shorter .012 lines in competition is related to all the above factors as well as the maneuverability advantage of R over conventional ships that seem to provide more precision on the shorter (49.5-57.2'x.012) lines.

The large bell crank provides lots of leverage for pulling the simple V-shaped wire over the silicone fuel line to kill the engine at any desirable instant. The latest AMA rule book requires a stunter to land within one lap from the point where the engine stops to the point of touch down. The fuel shutoff provides the kind of control that enables this to be done easily regardless of weather circumstances. Landings used to be a source of trauma before the shutoff, except in almost dead calm air. No concern now whatsoever about overruns, lean runs, etc., as the engine can be easily killed at will. My present shutoff even helps conserve fuel as the V wire pinch-off is shaped to keep fuel shut off until the excess can be saved for another flight. (For those who didn't know, Rich uses bladder-pressure fuel tanks. --Editor.)

Interestingly, the 23-ounce gross weight R using an excessive 4.5-degree line rake angle in 15-mph winds to help slow down the maneuvers on 52 x .012 lines produces a health enough pull that lots of handle padding is needed to prevent pain from the two-finger handle system.

I have finally confirmed the superiority of the zero shift C.G. wing-mounted fuel tank position in back-to-back flights alternating between the front tank and wing tank positions on R. The smaller stab original version of R required a zero C.G. shift twin bladder system but the addition of the larger stab seemed to eliminate the need for such a fuel system, and I had been using the front tank for all fuel. A small fuel filter on the center line of the engine and directly behind the cylinder acts as a pressure equalizer and is essential for a dead steady engine run when using a 10-12 pound per square inch bladder mounted in a wing tank 10.5" behind the engine spray bar. The front tank is now used for ballast only to bring the C.G. around .4"-.5" ahead of the quarter-chord line of the wing. A little more ballast on very windy days and a little less in calm weather should keep the R in deadly fighting trim.

Because of the close relationship of my efforts to the combat fraternity I had originally composed some nice things that had to be eliminated due to space limitations about our friend Phil Granderson, the world championships, and a special commemorative memorial trophy gift set award, complete with a samurai hari-kari kit, but will have to forego such till another time and sign off for now.

Sure am looking forward to meeting some brave victims next contest season.  
--Rich Porter, 1988 Westown Dr., Stayton, OR 97383

WHO'S WHO AT FLYING LINES

Flying Lines is produced every month by a staff of dedicated volunteers interested in keeping open lines of communication between Northwest model aviators. Flying Lines is totally independent of any organization, depending entirely on subscriptions and advertisements for financial support.

Flying Lines is your link with the rest of the Northwest's control-line modelers. Help keep it alive by spreading the word. The price is \$7 for 12 issues.

Canadian and Mexican subscriptions, \$8. Overseas subscriptions, \$14..

By the way, don't forget to come to the second annual Flying Lines Turkey Contest, Nov. 23 in Eugene, Ore. Proceeds to benefit FL.

Here's the FL staff:

Publisher.....Mike Hazel	Aerobatics.....Rich Schaper	Beginners.....J. Thompson
Editor.....John Thompson		Speed.....Mike Hazel
Photo Editor...Chris Genna	Combat.....Buzz Wilson	Scale.....We're
Racing.....Mike Hazel		taking applications
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# FLYING LINES

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THE 2<sup>ND</sup> ANNUAL

# TURKEY

# TOURNAMENT

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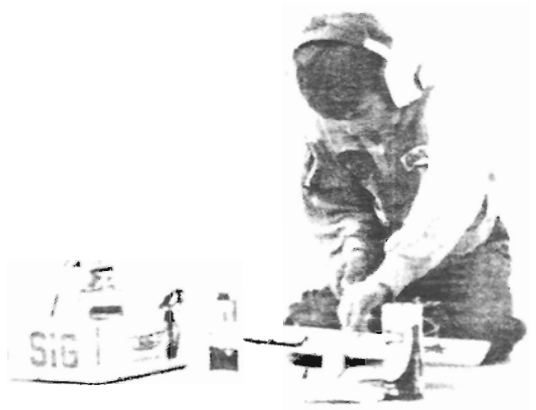
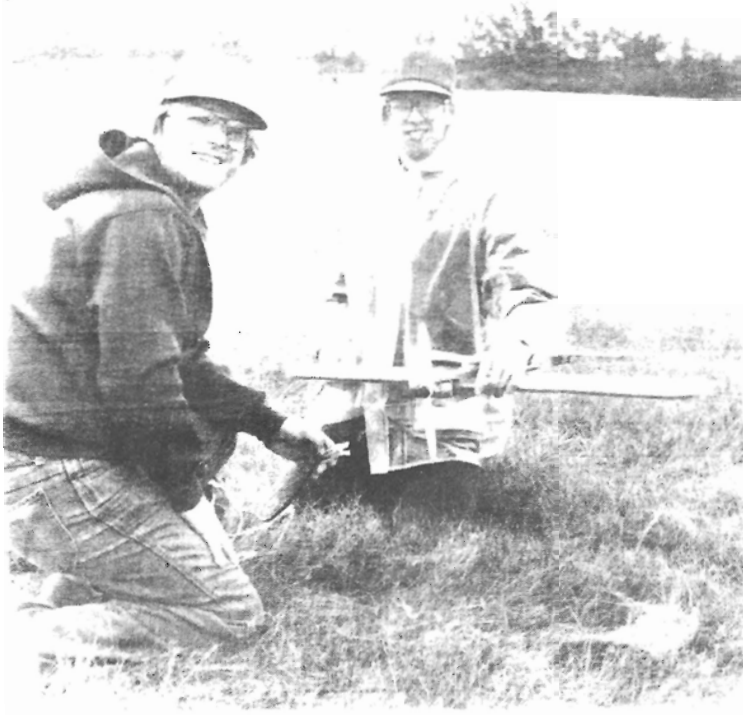
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NWSR STARTS AT 10:00. COME EARLY AND TUNE UP THAT NEW FOX!!!



#### MODELING MISCELLANY

A variety of photos this month from the pile that has been building up in the FL "one of these days" file. Top, left, Cory Tennison of Libby, Mont., at the Canadian National Championships, along with Allen Miller, holding plane. Cory known in these parts as a Regionals competitor. Top right, Dick Humphries of Spokane, Wash., at Canadian Nationals. He placed in stunt and scale. (Orin Humphries photos). Center, Japanese speed competition pics from FL subscriber Jinichi Furuzaki of Tokyo. Left, Hiromitsu Okubayashi, whose A speed plane turned 282.4 kph. Center, ST .15 and OS .65 powered speed ships. Right, OPS- powered D ship, after flipping and running out tank inverted. Bottom left, Ridiculous Rich Porter with array of unique planes. Bottom right, candid of Dr. Fred Underwood of Portland at 1979 CL Classic.