

# **FLYING LINES**

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1073 Windemere Drive NW, Salem, Oregon 97304

Editor: Mike Hazel    zzclspeed@aol.com

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And welcome to our last issue of the year 2004. Notice something different? Yes, this issue went on a diet. We wanted to squeeze out one more issue this year, and doing an abbreviated version was the only way to get it done, considering all the usual hoop-la that takes place during the holiday season. And while I am thinking of it, the editor and all of the FL staff wish you the best during the holidays.

There are two significant areas of interest in this issue..... number one is the return of the "Where the Action Is" feature. Quite frankly, I was surprised to see so much planning for the following year get under way so early. But that's a nice surprise! As noted, some of the scheduled events are tentative on the details, so be sure to check in each issue for updates. And as always, we encourage the contest directors and club leaders to get their information into FL Hq soon as possible, even if tentative. We can also include your contest flyers in an issue, please contact editor for details on that.

And number two..... quite a flurry of interest in NW Sport Race, primarily as a result of John Thompson's previous recent articles on the subject. In this issue, Dan Rutherford checks in on the subject, having some ideas on conceptual changes for the event. We also have bits and pieces from others regarding NWSR, read on.....

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## **Northwest CL Regionals Update**

The principals of the NW Regionals Management Association met recently to work on details and decisions in regard to the 2005 version of this traditional contest. Here are a few miscellaneous notes: Airport officials and tenants have been contacted, and all is well with again using the facility. Registration operations will move out of the large hangar, and into another area.

There will not be a Saturday nite pizza

feed, as before. The swap meet that has been held for the past two years is uncertain at this time.

The events and schedule will be very similar to last year, but there are a couple of possible revisions that are still up in the air. You can keep updated by checking in on the NW Regionals website. (See "Where the Action Is")

And one thing that never changes, is the need for help to put this thing on. If you aren't already doing your part, please consider taking a turn in giving some of your time and efforts to help out.

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With the year 2005 comes a new A.M.A. rule book for competition. Be sure to request your copy from A.M.A. Hq when they become available. (which is generally late!) The rules can also be accessed over the A.M.A website, which is supposed to be kept up to date, including any safety or emergency revisions.

Also of note, the competition rules process is returning again to the two year cycle, back from the three year cycle that was adopted sometime in the 1990's.

## **This is the last issue for the following:** ***(Time to Re-Up!)***

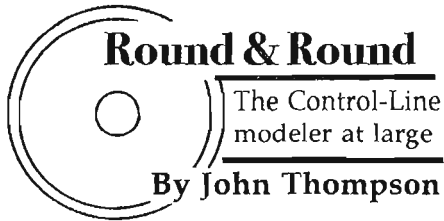
Bruce Hunt, Jim Booker, Bruce Hunt, Floyd Carter, Paul Gibeault, Bruce Hunt, Richard Lee, Bruce Hunt, Will Naemura, Bruce Hunt, Chuck Schuette, Rory Tennison, oh, and Bruce Hunt.

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Modeling thought for the month:

*"Success is more a function of consistent common sense than it is of genius."*

— An Wang

## Dope incompatibility

Some people are true artists working with model airplane dope. They come out to the field with airplanes that are so stunningly beautiful that people just stop and stare. They seem to do it effortlessly.

Then there others of us for whom a sympathetic God invented Monokote.

I, unfortunately, fall in the latter category. Being genetically stubborn, I keep trying to raise the quality of my dope finishes up to mediocre. After I get there, we'll see ... I still have a long way to go.

When folks see the plane I'm finishing up for next season (please don't stand so close!), they'll immediately conclude: Another one of Thompson's quick-and-dirty, sloppy dope finishes.

Oh, if it were only true.

You won't be able to tell from that distance (stand back, stand back!) that the simple two-color trim was done and redone about five times, that the red undercoat was done and redone twice. That the wheel pants have three coats of black on them where one would have done. (Did you know that acetone on your thumb makes a perfect image on a well-cured dope finish?)

One of my failings is that I'm an incompetent perfectionist. I have a tendency to find faults in my finishes and keep trying to fix them. If I had just ignored the first flaws that showed up in the finish, the plane would look much better than the end result. But no, not me, I kept "fixing" them. (You know that automotive masking tape that you are supposed to be able to use without sealing with clear dope? Don't believe it. I knew this, I knew this, why did I forget?)

So the process went something like what follows. Don't try this at home:

Fine-sand entire structure. Cover with silkspan . Clear dope and sanding sealer. Sand

smooth. Sand through the silkspan in places so you have new rough spots. Apply primer. Sand. Repeat. More primer. Sand. Extra primer on rough spots where you sanded through silkspan. Repeat. Coat with Silver. Sand to expose flaws. Repair flaws. More silver. More repairs. More silver. More repairs. Oh, heck with it, let's move on.

Spray base color coats. Looks nice enough.

Mask and spray base trim coat. Looks nice.

Mask and spray next trim color. Oops, ran under the tape onto the first color. Reverse mask and reshoot first color (eight coats! Not to self: Yellow does not cover black.) Redo second trim color. Oops. Try brushing second trim color. Oops. Repeat whole process. Fine sand new rough spots created by "fixes." Reverse mask and redo first trim color (eight coats!) Oops. Mask and spray second trim color. Reverse mask and re-spray base color coat to fix all the flaws created by above process. Oops. Remask and touch up first trim color. Remask and reshoot second trim color. (Much fine sanding (1,500 grit) between all these steps.) Repair trim tape pulled off the canopy in the masking process.

Shoot the clear over the top and hold your breath. What else could possibly go wrong (something will come up, no doubt). More fixing!

At this writing, all of the above is done and the finish looks dazzlingly substandard. Let's be frank. It looks quick and dirty and sloppy, even if viewed from a distance (Not so close, please!)

But that's OK, in one way. On my planes, the worse they look, the better they fly and the longer they last. By that standard, this one should last forever. Then again, with my planes, the longer they take to build the shorter their lifespan (or the worse they fly). Which tendency will win out?

All I know is my next project will *not* be a stunt plane and it will *not* have a dope finish and the flaws that show up in construction will be left in place. Bi-Slob, here we come! (Prediction: Plane will take no time to build, will come out looking great, will fly great (for its goofy purpose), and I will fly it once or twice and give it away or sell it.

If this hobby were easy, it would be no challenge, right? I look at it this way: Time spent fiddling with model airplanes (even repairing flaws in a stunt finish) is not deducted from your life.

*John Thompson can be reached in care of Flying Lines or at [JohnT4051@aol.com](mailto:JohnT4051@aol.com).*

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# Where the action is!

Coming events in Northwest Control-Line model aviation

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**FEBRUARY 4 - 6**

**Northwest Hobby Expo**, Puyallup, Wash. Contact: [www.nwhobbyexpo.com](http://www.nwhobbyexpo.com)

**FEBRUARY 26 & 27**

**Evergreen Aviation Museum Model Static Display**. McMinnville, Oregon. Sponsor: The Evergreen Aero Modelers.

**APRIL 23 & 24**

**Fireballs Spring Meet**. Site: Delta Park, Portland, Oregon. Events: Record Ratio Speed, Carrier & Racing events TBA, 80 MPH Combat, Old Time Stunt, Precision Aerobatics. Sponsor: Northwest Fireballs. Contact: Scott Riese (503) 246-4631

**MAY 27 - 29**

**Northwest Control Line Regionals**. Site: **Albany Municipal Airport**. Albany, Oregon. Events: Most classes of Aerobatics; Combat; Navy Carrier; Racing; Scale; and Speed. Sponsor: Northwest Regionals Management Association. For more information contact either Flying Lines or the NW Regionals website: <http://groups.yahoo.com/group/NWCLregionals>

**JUNE 18 & 19**

**Skyraiders Stuntathon**. Site: Thun Field in Puyallup, Washington. Events: P-40 Stunt, Old Time Stunt, Classic Stunt, Precision Aerobatics, Carrier. Sponsor: Northwest Skyraiders

**JUNE 25**  
(tentative)

**Big Money Vintage Diesel Combat**. Site: Arlington Airport in Arlington, Washington. Event: Vintage Diesel Combat in Five rounds. Contact: Mel Lyne (604) 898-5581, e-mail: [mlyne@sea-to-sky.net](mailto:mlyne@sea-to-sky.net)

(tentative)

**Lucky Hand Fun Fly**. Site: Bill Riegel Model Airpark in Salem, Oregon. Sponsor: Western Oregon Control Line Flyers. Contact: Mike Hazel (503) 364-8593

**JULY 10 - 16**

**A.M.A. Control Line Nationals**. Muncie, Indiana.

**JULY 30 & 31**

**Western Canadian Stunt Championships** Site: Rice Mill Road in Richmond, B.C. Events: Old Time Stunt, Classic Stunt, Precision Aerobatics. Sponsor: Vancouver Gas Model Club. Contact: ChrisCox (604)596-7635 e-mail: [ccox1@telus.net](mailto:ccox1@telus.net)

**AUGUST 6 & 7**

(tentative)

**Bladder Grabber**. Site: Harvey Field in Snohomish, Washington. Event: triple elimination AMA Fast Combat. Contact: Jeff Rein [i\\_fly\\_combat@yahoo.com](mailto:i_fly_combat@yahoo.com)

**AUGUST 6 & 7**

**Prairie Fire Stunt Contest**. Edmonton, Alberta. Events: Classic Stunt, Old Time Stunt, Precision Aerobatics. Sponsor: Alberta Control Line Flying Club. Contact: Bruce Perry (780) 472-9000, e-mail: [abperry@telus.net](mailto:abperry@telus.net)

**AUGUST 27 & 28**

(tentative)

**Northwest Summer Speed Meet**. Site: Bill Riegel Model Airpark in Salem, Oregon. Events: All speed classes. Sponsor: Western Oregon Control Line Flyers. Contact: Mike Hazel (503) 364-8593

**SEPTEMBER 3 & 4**

**Raider Roundup**. Site: Magnuson Park at Sandpoint N.A.S., Seattle, Washington. Events: P-40 Stunt, Old Time Stunt, Classic Stunt, Precision Aerobatics, Carrier, Sport Scale. Sponsor: Northwest Skyraiders.

**SEPTEMBER 17 & 18**

(tentative)

**T.E.A.M. Contest**. Site: DeAlton Field at the Evergreen Aviation Museum, McMinnville, Oregon. Events: P-40 Stunt, Classic Stunt, Precision Aerobatics. Sponsor: The Evergreen Aero Modelers. Contact: Jerry Eichten, e-mail: [JEichten@aol.com](mailto:JEichten@aol.com)

**OCTOBER 8 & 9**

(tentative)

**Fall Follies**. Site: Bill Riegel Model Airpark in Salem, Oregon. Stunt and Racing events TBA. Sponsor: Western Oregon Control Line Flyers

## FLYING FIELD NOTES

Club officials from the EUGENE PROP-SPINNERS recently met with the airport manager at the Eugene Airport. The meeting was to ensure continuing status of using the overflow parking lot for the club flying field. Also addressed was the possibility of returning the NW Regionals to the Eugene site. There was good and bad news. The bad being that the airport will not guarantee exclusive usage of the site for a contest, even though they haven't needed the area for any parking for over a year. However, the good news is that any fears of losing the site because of new construction in the area are groundless. The EPS will be able to use the site for club flying activities for quite awhile to come.

The NORTHWEST SKYRAIDERS of the Seattle area are continuing dialogue with local officials in regard to "giving up" the Carkeek Park flying site, for a permanent site at Magnuson Park (Sandpoint N.A.S.) Skyraider member Ron Canaan continues to work on securing other flying areas in the Puget Sound area.

The word is that there will be no more control line contests held at the Upper Coquitlam River Park, which is East of Vancouver, B.C. The radio control guys have stepped up their activities there, and the local parks department is now asking absurd usage fees for exclusive use of the park.

The Evergreen Aero Modelers (TEAM) are adding another CL circle to their field. Here's the latest from Jerry Eichten:

"I haven't been by there in a couple of weeks, but I understand all major work is completed on Circle # 2.

The circle is designed for people who like to fly over grass, but still enjoy conveniences like a blacktop takeoff strip and a paved pilot's center circle. Underground sprinkler lines are in place and grass is planted. TEAM members have installed about 400 feet of split rail fence around the new circle and the 40' pit area between the two circles. A couple of gates need to be installed. The takeoff strip is 8' x 42' on a 60' radius. Flying will begin on the grass circle when the grass is established and the ground firms up.

TEAM is tentatively planning a Control

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Line contest for September 17 and 18, 2005."

Modelers may fly at the TEAM site with a paid admission to the museum and proof of current AMA membership. Club dues are \$20 per year. More information on The Evergreen Aero Modelers may be found at the club website: <http://hometown.aol.com/jeichten/TEAM.html>

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FRANK RUTLAND  
MAAC 521-L

It is with great sadness that I am advising of the passing of Frank Rutland on November 30th, 2004.

Frank was a M.A.A.C., Hall of Fame Member who while an active modeler spent much of his time working for the rest of us through his efforts as a B.C. Zone Director. Frank was the First B.C. Zone Director, and later on the Vice President of MAAC, and serviced on various committees, as well as producing the MAAC Newsletter for a number of years. MAAC and modeling in Canada would not likely be where it is today without Franks unselfish efforts.

Frank Rutland was also a Vancouver Gas Model Club, Hall of Fame Member. Frank was in many official positions on the Executive of the V.G.M.C. and again was the producer of the VGMC Newsletter, "The Hothead" for a number of years. I recall Frank, together with a couple of other VGMC Members, running competitions for other clubs in the 1950's as they did not have enough personnel to do so themselves. I was pleased to attend, along with the late George Moul, the B.C. Zone Meeting when Frank was officially presented with his MAAC Hall of Fame Award.

Frank was also a founding member of The Fellowship of O.C.'s. The O.C.'s is a group of modelers who dedicated themselves to Free Flight. Franks two most enduring events were Hand Launch Gliders and Unlimited Rubber. I can remember just a few short years ago Frank flying one of his rubber powered models at the Northwest Regionals at Albany, Oregon.

Frank was always a leader who I looked up to, and on many occasions, I sought his counsel on both local and national issues I was dealing with. Frank was a Statesman and a friend who will be missed.

--- Sincerely, Bruce Duncan M.A.A.C. 1565-L

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# THE FLYING FLEA MARKET

## Free ads for the Flying Lines Subscriber

**CONTROL-LINE SUPPLIES:** Just arrived: Top Flite Flite Streak ARF: Durable balsa/ply construction covered with MonoKote — a classic is reborn. Regular price is \$89.99. Special for *Flying Lines* readers, \$69.99. Also: Top Flite Nobler ARF: Wood covered with MonoKote, painted fiberglass cowl, leadout already installed!! Regular price is \$139.99. Special for *Flying Lines* readers, \$119.99. Remember — We ship UPS daily. Eugene Toy & Hobby, (541) 344-2117, www.eugenetoyandhobby.com.

**COMBAT SHUTOFF:** H&R MKIII Combat Fuel Shutoff now available. Sliding bellcrank design. CNC milled 7075 anodized and hard coated aluminum. Brass bushing and line buttons. 3" for Fast and 80MPH, all new 2" for F2D and 1/2A. \$25 plus \$5 S&H. Contact Jeffrey Rein at jeffrey.a.rein@boeing.com, or (425) 823-6053.

**VIDEOS FOR SALE:** Two hour videos of the Vintage Stunt Championship 14, 15, and 16. The VSC 16 video is available on DVD, and all three are available in VHS. Also the 2003 Northwest Regionals Precision Aerobatics competition are available for \$15 plus \$3.85 shipping, each. Videos are 2-hour summaries of the highlight flights, with stills and captions. Available from Bruce Hunt. Call (503) 361-7491 or e-mail at bhunt@swbell.net

**FASCAL:** Back by popular demand. The ultimate combat plane covering, good over open frame or foam. Available in full 27"x150" rolls. Contact me for price and availability info. John Thompson, JohnT4051@aol.com.

**FREE:** Old model magazines, in lots of five. Free plus cost of shipping, unless I deliver them to you at a contest, then free. Contact John Thompson, JohnT4051@aol.com

**WANTED:** Still looking for collectable quality CL speed kits from the 40's - 50's - 60's. Watcha got? Mike Hazel 503-364-8593

**FOR SALE:** Sig Field Boss power panel, only used one season. \$10. John Thompson, JohnT4051@aol.com

**ELIMINATOR PROPS** - Carbon Fiber Props, Carbon Fiber Landing Gear, 4" Carbon Fiber Bellcranks, Plans on CD's and More. I have 38 new props and several new items. Along with 11 different CD's of plans and articles. For my latest flier just send me your e-mail address or a self addressed stamped envelope. Steve Wilk 3257 Welcome Ave N, Crystal, MN 55422 (763) 531-0604 - e-mail: swilk@cpinternet.com

**PRICE LISTS** for ZZ! PROP are available from Mike Hazel. Glass and Carbon props for speed, racing, free flight, and other applications. Reliable service for over ten years. E-mail: ZZCLspeed@aol.com

**WANTED:** K&B greenhead .201, OS Max .35FP, Cox Medallion .051. Condition from excellent to NIB. Tom Kopriva 541-484-6048

**The USM (*Universal Stunt Machine*)** can take you from raw novice to expert. Easily assembled in two or three evenings. I have overview, contest results, details, excruciating details, needless details and mind-numbing details. I am not selling anything but CL Stunt; send large, triple-stamped S.A.S.E. to Dan Rutherford, 4705 237th Place SE, Bothell, WA 98021. Contact me at: dlr111845@yahoo.com

**WANTED:** Fox "Blast" fuel can, hopefully in really good condition. (contents optional!) Mike Hazel, ZZCLspeed@aol.com

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

## **RUTHERFORD ON RACING**

*Dan Rutherford weighs in with some thoughts about Northwest Racing, and sport racing in particular.*

We keep talking about CL Racing events, and we do so in a civil tone. Good. But little seems to change. This very enjoyable aspect to CL competition continues to languish, propped up mostly by the heroic efforts of John Thompson and Mike Hazel.

Still, facts are facts, and no matter what we want to see, what we actually are seeing, and have been for several years, is potential CL Racing entrants voting. With their feet. My view continues to be that this is a problem. Or it is an opportunity. I much prefer the latter.

Look at it this way: When CL Racing was hot, we not only had multiple classes of competition to choose from, we had a shifting playing field. Remember when default position for AMA Goodyear was ubiquitous ST 15? We all had 'em, they were sitting right on the shelf at Local Hobby, decent performance right out of the box.

Then the Rossi 15 made its presence known. Hand-wringing, angst and consternation prevailed. What to do, what to do? Details not now, but a large factor in the thinking at the time was understandable in that nobody wanted to see their equipment made obsolete. I think decisions made based upon best data available at the time were and are defensible. But, for reasons we may not understand to this day, it sure didn't work out very well, did it?

Again, existing equipment and preservation of same was the most salient concern. With the benefit of hindsight, maybe a better approach would have been a high-level view toward promoting CL Racing in general, ruthlessly cutting events which began to decline, no longer held long-term promise. Yes, a hard-line position. Difficult (quite likely impossible) to implement and no one can possibly know if it would have been successful.

The situation today does not have obsolescence of equipment as a factor. From what I see, it's all obsolete. Once a year dusting off a years-old model for a heat or two of NWSR, maybe a final, hardly makes it a viable piece, incidentally, and in today's Racing scene, that's an oft-used model.

So. We've got a clean sheet of paper! Let's snag what we know works from past experience, this being entry-level equipment like it or not, and augment this with newer or better or cheaper (preferably all three) bits and pieces.

**The engine:** This is a no-brainer: O.S. 25LA. They are readily available, cheap, run on a par with good Fox 35s, start well, needle accurately, are quite reliable, broad power band means an equally broad range of props are suitable. They come set up for 10% fuel, will even run reliably on Kool-Aid fuels, are easy to check for variations from stock, don't vibrate much. Of major importance, in my experience they are very consistent one example to the next.

While this will be controversial, I say let's take stock-engine rule to the max: Gotta run stock muffler, and muffler pressure is not only allowed, it is encouraged. I don't know about you, but I have grown a bit tired of open-exhaust two-strokes. And we have probably lost enough close-in flying fields to have learned our lesson by now.

Wait! Don't turn the page! I know your immediate reaction. But might there not be advantages to using stock mufflers? I think so. We know for a fact that when using a muffled O.S. 20FP in CL Stunt we can easily talk to the flier with hardly raising our voice, to the point of coaching flier, or giving him grief as we did when Mike Hazel was flying 20FP-powered *Dirtmobile* at 2004 Fall Follies. I mean, what is all this hand-waving and fingers mimicking the turning of a needle valve coming from fliers at circle center? Eliminate loud, whining exhaust note and we can just tell ignorant pit man what we want.

The more I think about it, the more I like it. How many times has it been something of a surprise to see a NWSR model run out of fuel? Almost every single time, that's when! If all-knowing pit man can simply and casually alert ignorant flier(s) of what to expect and when, the result is better, safer racing (see below for elaboration).

Speaking of safer racing, what about those model landing/model taking off moments of excitement? Sure, all the pilots have a version of what's happening. And all the pit men have their, frequently conflicting, version as well. Wouldn't it be really nice if what the pit men and the pilots know to be true is the same thing? Think about it...

Best of all, one of the drawbacks to CL Racing is actually knowing how well you are do-

ing. We see pit guys running around the circle looking at lap counters, and even this information is soon forgotten and/or changed drastically. Why else do they keep coming back to their competition's lap counter time after time? If we were to use muffled engines, it's no big deal for lap counters to call out, in 5- or 10-lap increments, total laps completed throughout entire race.

Again, think about it. We do this for fun and excitement. What's exciting when we discover--well after the fact--that just one more 1/2 lap would have won the day? Why not know this in real time, during the actual race? Answer: There is no reason to not know and we won't need electronic score boards to do so.

Disadvantages? There is only one: A natural, and well-ingrained, resistance to muffled girlie engines used in bad-ass CL Racing. Tough. Look, when I was active in CL Racing I would have laughed my head off at the very idea. Just as some of you are laughing even now. Again, *tough*. We are talking about the very survival of an important aspect to CL competition, this is not the time for knee-jerk responses.

But what about priming engine in exhaust port? Never run a muffled 20/25FP or 25LA, have you? Priming these things is easily the *least* of any potential problems. Choking at venturi is very effective, and seemingly due to limited crankcase volume nearly all the prime migrates directly to combustion chamber with only two or three hand flips. Even more effective is closing stinger on muffler with a finger, flipping prop a couple times, muffler pressure forcing fuel from tank to venturi. This technique is so easily used to excess, priming is not a problem, forcing so much fuel to venturi that laps per tank does suffer may well be a problem!

Finally, a stock 25LA--with muffler and muffler pressure--and proper tank (see below) runs so steadily and with minimal variation throughout entire run it is almost as much fun as cheating. If we can all get good runs with less hassle, won't level of competition go up, won't quality of the racing itself be hugely improved? Truly, I think we're looking at the very real possibility of a four-up final--assuming no disasters in the pits--having a spread of 15 to 20 seconds (four or five laps) from first to fourth place.

**The model:** Pick *one*; I really don't care which it is as long as it is widely available, suitable for Racing, easy to check for compliance to

the rules. From latest Flying Lines I learned Brodak *Super Fly* is currently best choice for NWSR, so there ya are. The Brodak *Super Clown* is already known to work well in NWSR. Maybe the Brodak *Lightning Streak*, although it may have a thick airfoil which makes landing and ground handling somewhat problematic. I kinda like the Brodak *Galaxy*; it looks neat, has desired thin airfoil, is known to fly well. (And, uh, with a change of tank and prop, more elevator throw or a handle with wider leadout spacing could be used in Classic Stunt, all levels of Precision Aerobatics.) Still with two- or three-fer models, we ought consider ARF *Flite Streak* and/or kit-built *Flite Streaks*. I am told they don't handle well for CL Racing; if that's the case we don't specify them, no problem.

A Brodak kit carries additional feature of plans being available separately should some folk prefer a plans-built model over kit-built.

Usual Racing-specific and allowable modifications will apply. Single-strut landing gear, for example.

With the model still: Pick *ONE!*

(Alas, I have reconsidered. Above comment still applies, my fall-back position being to--most unwillingly--allow any NWSR-legal model, NOT the engine, to be grandfathered in for 2005. From 2006 on, *one* model design.)

**The tank:** Let's face it, tanks are a problem for many, in my experience a major cause of problems. Not incidentally, ability to hand-craft really good tanks gives long-time competitors an advantage. So let's take this away while giving one and all a really good reason to use a superior tank as that is all that will be allowed! Devious? Yep...

Hayes makes two-ounce clunk tanks, these being nearly ideal for our needs. They are easy to plumb, rarely leak, readily available for cheap. Plus, when fed muffler pressure the run is exceedingly consistent from beginning to end of tank. Not only that, but with simple expedient of shimming rear of tank outboard with 1/8" shim, end-of-run cutoffs are quick, clean and without that agonizing over-lean condition which everyone knows will make upcoming pit stop such a character-building experience.

Yes, I know full well that a peaked 25LA on two ounces of fuel will probably run for hours, or at least some 6 to 7 minutes. Look, the tanks are *opaque*; the fuel is *red*. Mark side of tank with

Magic Marker, tape this over to fuel-proof it, instant gas gauge.

Or, with fast-fills not allowed, you don't have a syringe for measuring fuel? Even if measured amount is transferred to a fuel bulb?

Oooh! I keep thinking of advantages here. What about those time-consuming test flights? This is not a factor with 25LA feeding from clunk tank. I know for certain these engines can very accurately be set to within one click of perfect CL Stunt setting, on the ground, using a tach, even by ear. But test flights are best. Please note that with a clunk tank you can whiff in 1/4 to 1/2 ounce of fuel and fly. One could do a whole series of short test flights *and* practice pit stops in the time it takes to just run out the tank on a NWSR model. Yes, even if hard tank is filled only halfway.

**Props:** Admittedly, this is a toughie, as props can make such an improvement in performance. And experienced competitors know how to take advantage. Again, let's take this option away from them! The line of APC props have proven to be exceedingly consistent one to the next. So while allowing some room for fiddling, at least in the beginning and until the winners determine what works best, let's allow *any* APC prop which is stock, balancing only allowed.

Yes, up front we must acknowledge that APC props can be re-pitched; indeed, it's fairly common practice in some events, the techniques are easy to pick up and quite effective. This is not a problem! While the 25LA will indeed swing a wide range of props, I count a *maximum* number of 12 APC props which may be tried in the beginning; this number will quickly be reduced to probably no more than two or three.

So, we are at a race, somebody looks to be going a little too fast--and this will be easy to spot, with the inherent consistency seen in a one-design, one-engine class which requires equipment which is itself consistent from one example to the next--all that needs to be done is request that team switch to an off-the-shelf APC prop on loan from contest management. Or, better yet, equivalent prop from a slow team! Maybe we'll (re-)learn something about stiff front-end construction...

This does add to contest-management woes, but as it is already typical to supply fuel, I see no problem in having available a few known-to-be-stock props.

Finally, if this is to be a true clean-sheet approach, no half-hearted measures can be tolerated. Above is our CL Racing event, we will focus all promotional efforts on this event. End of story. Period. NWSR is axed without mercy, having obviously out-lived its usefulness. NW Super Sport is put on the back-burner; while on paper and at the practice site it may well be our best event, those who at one time noticed seem to have forgotten.

Clown Racing, as nutty as it is, has a following; let's allow this event to keep a foot in the door, scheduling it *only* in conjunction with 25la, la, la Racing. And even Clown Racing must be scheduled as a secondary event only.

There will be no tertiary events. This is read: *None, not one.* Not until, or unless, we can get NW CL Racing off life support.

Tell ya what, I am interested enough to actually build a 25LA-powered *Super Fly*, assuming we can establish the class. I'll bring it to next year's Fun Fly in Salem, either for demo flights or some impromptu racing, preferably against very similar, ideally identical, competition. Further, I'll compete with the sucker at 2005 Fall Follies. And any other contests featuring this event, even if I'm there primarily for Stunt. (I'm thinking Heavy Stunt can easily be coerced into being my pilot/blocker, as I have been able to talk him into some other, uh, "interesting" activities involving small-bore engines.)

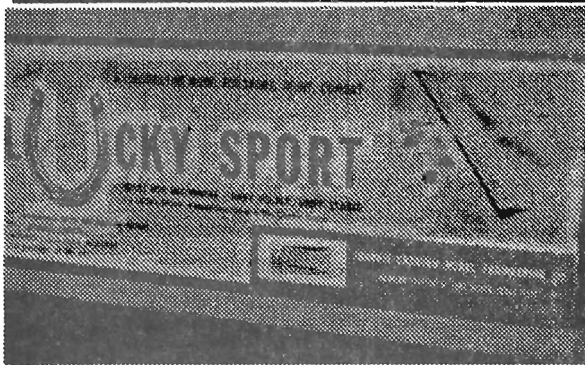
**The time is now.** Let's go for it, I am really tired of seeing CL Racing in the NW sitting on dead center, because this position is also a dead end.

*(editor's notes)..... OK troops, watcha think? Are we ready to try something different, or do we wait and see (and hope) that things will get better? I do have a couple of suggestions for this "La-La Racing" event. First off, rather than fastest heats to the finals, run the entries thru prelims in the old "drizzle circuit" method. That is, prelim race entrants are randomly drawn and points are given for finishing order in each race. After all prelims are done, the top point racers advance to the final. This rewards consistency and not the flash-in-the-pan performance. Also, the random draw method for determining the races puts a slight element of luck into the mix (but only slight!). And secondly, I would suggest that there be absolutely no accounting of record performance times in this event. .... mwh*



# AIR MAIL

Letters from FL readers



**Bill Badstubner found this old kit on e-Bay. He's going to try it as a Northwest Sport Racer.**

Dear *Flying Lines*:

Your articles on "Racing made easy ..." and Northwest Sport Race in Issue #203 of *Flying Lines* were terrific. They inspired me to go out to the garage and dig through my stash of old kits (the ones I've told my wife I've been saving for retirement) to see if I had a suitable ship already on the shelf.

I came across a kit I bought on eBay several months ago, Johnnie Casburn's Lucky Sport, which I think dates back to the late 60s or early 70s. I've enclosed a copy of the plans from the kit as a way of saying "thank you" for the time you put into *Flying Lines*," as especially for these most recent articles.

The Lucky Sport seems to meet all the NWSR rules. It has about 100 square inches more wing area than the rules require, but the airfoil is relatively thin and the construction is very light. The box label refers to a "Prefabed Lama-A-Foam Fuselage," which is a 3/8" sheet balsa center core with 3/8"x1/2" stringers bonded along the top and bottom edges running the full length on top, and as far back as the beginning of the taper of the profile on the bottom. On my kit, these strong-back pieces look like basswood, or they could be some composite material — not sure exactly what Casburn meant by "Lam-A-Foam." The bonding of the stringers to the core was done at the factory. Hardwood like maple would be too heavy, I think.

Modifications to improve safety and durability would include planking the wing center section, beefing up the bellcrank mount, and perhaps extending the rear edge of the

plywood fuselage nose doublers back to the wing spar. I plan to build two of these, one for sport race and the other as a stunt trainer. I'll try to remember to bring them along when we come up to Eugene to visit our daughter in the spring.

Happy landings.

— Bill Badstubner, Santa Rosa, Calif.

## "Firecats" in Washington State

Near Walla Walla, in South East Washington, there is the small town of Waitsburg. Nine Hundred hard working people live in this community. Most of these humble people are wheat farmers or have something to do with wheat.

In the third week of September they hold an annual salmon bake for the whole community. About 750 hungry people hit the fair grounds for alder cooked salmon. But before this event a few of the locals were flying control line models for FUN.

Joe Just was instrumental on putting this Fun Fly event on. For Four days people from all over Oregon, Washington, and Idaho came just to fly and have a good time.

Leo Mehl and Scott Riese came from Portland, Oregon. They represented the Northwest Firecats AMA Control line air show team. Leo (one of our senior members) put up the Precision Aerobatic Stunt Pattern. His plane a Brodak Pathfinder powered by a MOKI 53 made many flights in some not so kind weather. The wind with some rain dampened the first two-day's. Scott Riese brought his 60-powered BI-Slob. The Bi-Slob is a crowd pleaser. This plane in the right hands can captive any crowd. Powered by the old ST-60 this plane can stand on it's own tail and hover. Loops with-in four feet off the ground, and lazy-eights are made in less then 20 feet long. The four-minute show brought many gasps and cheers.

On Saturday many people were flying at the same time. Combat planes, Stunt Planes, and Cox .049 kids trainer. People, food, and planes can't get any better than that. To all the people of Waitsburg Washington, and Joe Just for his hospitality, the Northwest Firecats Air Show Team had a super time, thank you.

-- Scott Riese, Northwest Firecat Member

Dear Flying Lines:

When you are using epoxies, glues, or other pourable chemicals and their containers aren't suitable for dispensing small amounts, go to a beauty supply store. I found 8 ounce plastic bottles with different applicator lids. The prices were under a dollar and a half each.

-- John Clemans, Longview, Washington

*Editor's note: Long time NW racer Paul Gibeault checks in regarding NW Sport Race.....*

Hi John,

I read with great interest your article on NWSR. However, I have a few questions & comments for you. Here goes...

1. A few of our local club members have built the Brodak Super Fly. It has been noticed that although nice looking, it VIBRATES like crazy & I actually have difficulty holding on to Les Akre's model due to this. I'm wondering IF it's because of the long nose.....??? More to the point: Do you actually know of people in the NW who currently race this design??

2. Although no kits anymore it sure would be helpful for you to tell us where we can obtain the plan for the Artesian which has a good history behind it.

3. I'm currently flying a very old (20 yrs...) nylon covered T.F. Flite Streak which flies & races quite well. Although it's far from optimal, only a few mods are required, notably a WELL POSITIONED mono-wheel & a NARROW uniflow tank. Since this model (originally from Bill Darkow) used a Fox .19, I got a .35 to fit by mounting it on 1/8" alum plates & then bolting the plates to the existing fuse motor mounts. Works fine, & vibration levels appear to be normal. (Superior to the super fly, anyways)

4. I prefer NOT to RACE using an EZ Just hot rock handle & find ANY handle with 1.5 - 2" line spacing is all you need to make it more stable for racing. THIS IS important.

5. You ought to tell the "racers" that the Fox .35 crankcase DOES NOT have parallel flat motor mounts like every other engine does. Therefore, I suggest mounting it directly onto the plywood doubler OR if using separate alum. plates then mount the engine to the plates first (they won't be straight) THEN glue the plates to the

fuse doubler with a thick epoxy like KWIK J-B Weld or something. Once dry then drill holes in the plates & use an addition 4 screws to hold the glued mounts to the plywood. NOW the engine will mount flat to the plates because the plates aren't!! This is for INFO ONLY as I have no idea if it matters that much or not, BUT mounting a Fox to a flat plate seems likely to bend something.

6. The BEST gear is not necessarily an alum plate that can bend if landed hard. Rather a 3/32" (or heavier) music wire gear bolted to the fuse (wire thru the top mount block & alum or steel clamps at the bottom. Such a gear can be bent at will to suit the field conditions & when smacked hard, is easy for the pitman to straighten & carry on with. I'm going to try a single coil spring bent into my latest gear, it should be able to take more abuse....I hope.

7. Speaking of: A hard Black KRAFT wheel really seems to stand up. My R/C pylon fancy/ smancy 2 piece nylon jobs w/ the o-ring broke up after only ONE pavement session!

8. Why go for a fibre prop that needs de-flashing & balancing when there's APC? I broke my Fox in on a 7.75 X 7.75 running rich but fairly fast. Now I'm slowly propping up the load gradually to the 8.5 X 8.5 (STILL RUNNING RICH) until the motherload of all props, the APC 9 X 8 can be swung without overheating. May take a season I think..... Of course other props can work, even the lowly Tornado nylon 8 X 8 works great.

9. Engine work: Pull off the backplate & spray the whole engines innerds down. Try to do a THOROUGH FLUSH & RE ASSEMBLE IT. Everybody ought to turn their engine upside down in a clear glass of water to ensure no bubbles indicating you have a HEAD LEAK. My fox NVA's run just fine, + I like the 1 click adjustment...The first 2-3 qts of fuel ought to be powermaster 29 castor-10 nitro- rest alcohol. Or Cooper GMA fuel. This stuff really breaks in the engine well & allows you to race the first time out on a new engine (run rich w/ small prop remember!) If you screw up the setting causing an overlean run the chances for piston/cylinder damage is much LESS. Consistent quick hot re-starts are also a by product of this fuel. Change to regulation fuel & your speed will increase by .5 sec for 7 laps OR MORE!.....BUT again you lose the "extra protection" & if your old piston/cylinder fit is poor, you may experience somewhat less easy starting..... We fly our 29 %

fuel locally & use what were given everywhere else.

DID I mention CLEAN, CLEAN, CLEAN...????? Watch your venturi like a hawk. DO NOT hesitate to spray out a dirty or grass injected engine. Y'all sure could use airfilters like the stunt guys do.

LASTLY....PLEASE use ni-starters intelligently. Properly charged they do thirty starts on an easy engine.....then it's time to play little bit russian roulette my friend, are you game..?????? Glo-Bee fireplugs are GOOD but power panels REALLY are the answer.

Just make a long enough cord & use receive good HOT STARTING POWER all day.

I Haven't yet seen any need to douse a hot engine head with fuel in the pit. I imagine it's a last ditch effort when the hot fit of the piston liner is going away. I'd be inclined to fit a new piston/liner to it at the earliest maintenance opportunity.....( if it were me) I've flown SR's on fire & it's really no fun unless you like people laughing at you. Without dosing the head with fuel your chances of a pit fire decrease greatly.

I think the RTF flite streak with it's built up profile fuse is a poor choice as the engine + front end will try to escape before too long with a Fox .35 in there.

#### FOOD FOR THOUGHT ONLY

The NWSR event rules worked for over 25 years. I was saddened to see the NCLRA get their hands on them & make a different event out of it. I cannot understand that. Oh well...

We are now starting to allow & use the OS 25 LA engine for NWSR over here in Edmonton & California. Initial tests show that it will be somewhat competitive, Les's superfly w/ OS 25 flies between 23.5-24.5 / 7 thruout the flight. (using 20% oil) My FOX with Flt Streak flies between 23.6 -24.0 / 7 throughout the flite (using 29% oil)

As more experience is gained I'll keep you informed. As you can see, as long as I have a Fox I'll use it. I STILL think the Fox can TORQUE by the O.S. screamer.

I'm beginning to think that the WHOLE KEY to NWSR is VIBRATION CONTROL. Perhaps somebody ( even me) can try mounting their Fox under a dead mounting material like what tatione used for their f/f cox radial mounts.....I'd be very pleased to hear about anybody trying this

and any other vibration dampers.

Keep up the great work, John, the above is to assist & provide food for thought.

-- Paul Gibeault, Edmonton, Alberta

*Dear Flying Lines,*

It looks like the interest in control line is on the rise here in Eastern WA. Yesterday for example racing was the event in the forefront with the following flyers meeting in Pasco for an afternoon of FUN. Mike Fitzgerald, Paul and Joe along with Julie Rice were there as was David Miller, Marc Conner, Mac Ryan and Joe Just.

We got together for some "flying" but the day soon turned into a NWSS training session for most of us. We had flights of two and three up all afternoon. We didn't have heat races or "on the clock" starts, being satisfied for the planes all to be running before any were launched.

When the sun finally sat it was obvious that there were several new NWSS teams in the embryo stage. Also noted was the desire of all of us there to give a re-birth to the old club that was an active and powerful part of modeling in the NW. And also of note, at least six new Fox 35's and several Brodak "Super Fly" kits have been ordered for distribution. More to come.

-- Joe Just, Waitsburg, Washington

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