

FLYING LINES

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EDITOR: JOHN THOMPSON
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SALTER, HAZEL REPEAT AS DRIZZLE CIRCUIT CHAMPS

Dick Salter of Seattle, Wash., and Mike Hazel of Salem, Ore., repeated as the top Northwest Sport Race and Super Sport Race competitors in the fourth annual five-contest Northwest Sport Race Drizzle Circuit.

Salter edged ahead of John Clemans of Kelso, Wash., in the final race of the series, earning the right to keep the big perpetual trophy for a second year in the Fox .35 Northwest Sport Race class. Hazel, by making the final in each super sport contest, had built a commanding lead to repeat in that category against extremely difficult competition.

The Drizzle Circuit lived up to its name this year, paying the competitors back for three previous years of fairly good weather. It was cold and rainy in Portland, cold and sprinkly in Seattle, rainy and blown out in Astoria, Ore., not bad until rain at the end in Yakima, rainy at the rescheduled Astoria bash (held in Portland), and finally, nice in Eugene.

In spite of bad weather, this year's DC showed the highest standard ever in consistency, with nearly every entrant in both classes finishing their heats and turning good times. The days of DNFs all over the scoreboard seem to be gone.

Entry was about the same as in the 1981 DC, but the racing was much improved. Both sport and super sport race times dropped significantly as the entrants gained more and more experience with their equipment and racing in general. Displays of excellent piloting and sharp pitting were routine.

Some statistics bear out the excellence. In the finale at Eugene, six entrants, flying in the usual two-heat DC format, turned no fewer than six sub-4:00 super sport times. It's impressive enough to note that the super sport heat record now stands at 3:45, but when times in the sub-four range are routine, now that's progress! It's similar in sport race, where the heat record is now down to an impossible (?) 4:14!

Most significant, the participants had a ball in a low-key type of competition. The random draw format makes everyone learn to work together as pit-pilot teams shift to meet the draw. The sport class remained as a good entry point and an excellent baptism for beginning competitors, and the super sport class has proven a worthy challenge for those who've been through the sport class rigors.

The circuit ended with all competitors talking about next year and making some proposals for further improving the circuit. These will be discussed in later FL Editions.

Salter proved that his 1981 success was no fluke, overcoming the retirement of his "killer" engine, a crash that totaled one plane and other trevails to capture the sport race circuit trophy with 30 points. Dick also holds the blazing 4:14 heat record, turned at the Eugene contest April 18. Not surprising his 8:27 feature in Eugene also was a record. Both marks are Northwest records as well as circuit fast times.

John Clemans, in his first racing season (not counting pitting experience with Rich Shaper previously), kept the heat on Salter all year and was one point ahead going into the last race. A family conflict prevented John from attending the meet, which the rest of the competitors relished as a potential old-fashioned showdown. Next year, John!

Third place in sport race went to John Thompson of Cottage Grove, Ore., followed by Bill Varner of Astoria, Ore., and Ken Burgar of Poulsbo, Wash. in a fourth place tie.

First place in the super sport ranks went to Mike Hazel and the Cro-Magnon SS with its K&B .35 engine, but the heat and feature records slipped away on the last day. Rich Schaper, making a Fox .36-powered Bobcat go faster than theory allows, turned a 3:45 heat and 7:33 feature to take both Northwest and circuit records. Schaper was second in the SS standings.

Third place in SS went to Dave Green of Astoria, Ore., whose Minotaur design showed potential to be the fastest on the plantation. In-ness, a job conflict, and a mishap in testing at Eugene kept Dave out of the race for No. 1, but the SS people are well aware of the threat from any plane that's turned a 3:30 in practice! Ken Burgar was fourth and John Thompson fifth.

Bright spots in the series included Burgar, who stormed onto the scene with very competitive entries in both racing classes, and Dick Peterson, a competition beginner who showed some real potential and some fine sportsmanship.

DRIZZLE CIRCUIT, continued

Burgar is an experienced racer who dropped out in the early 1970s, now back in the thick of things. Dick's brother Glenn Salter also made his debut.

The 1982 season started with a Portland race in December, a Seattle race in January, a rain-out in Astoria in February (re-set in Portland in early April), a Yakima race in March and the finale in Eugene April 18. Along the way, besides racing the sport classes the competitors also engaged in mouse race, sorta scale, rat race, stunt and SA combat.

Once again the DC lived up to its purpose as enjoyable winter competition. Those who were there enjoyed themselves immensely. Those who weren't missed a good time!

Here are highlights of the last three races:

CONTEST NO. 3, YAKIMA, WASH., MARCH 14

Yakima was not a contest for spectacular times, but there were plenty of consistent races and a good field of participants.

Dick Salter topped the sport racers with a modest 9:35 feature and a fast heat of 4:56. Dick Peterson made the final for his first time.

Mike Hazel grabbed the super sport record for a time with a winning 7:41 feature, and he turned a fine 3:55 for the best heat of the day.

Hazel also topped a field of Class I mouse racers. Rick Railston's veteran "Vector" flew to first place in advanced-expert stunt, and Dave Green flew a profile Twister to first in beginner-intermediate aerobatics.

Here are the detailed Yakima results:

NORTHWEST SPORT RACE (9 entries)

1. Dick Salter, Seattle, Wash. -- 9:35. Kingmaster, Fox .35 stunt, Newkirk prop, K&B plug, Sheldon's 10% nitro fuel, TKO uniflow 1 3/4-oz tank.
2. John Clemans, Kelso, Wash. -- 9:59.
3. Bill Varner, Astoria, Ore. -- 10:26.
4. Dick Peterson, Seattle, Wash. -- 11:31.

SUPER SPORT RACE (6 entries)

1. MIKE Hazel, Salem, Ore. -- 7:41. Cro-Magnon Super Sport (original), 36" span, 27 oz., Balsa/ply, Superpoxy/MONokote, Garner slow rat prop, K&B .35, Glo-Bee plug, home brew 45% nitro fuel, bored venturi insert, fastfill, shutoff, Fox 3 1/2-oz tank.
2. Rich Schaper, Kelso, Wash. -- 9:15.
3. Dave Green, Astoria, Ore. -- 86 laps.

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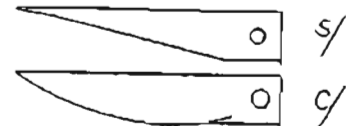
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DRIZZLE CIRCUIT, continued

HEAT WINNERS

SPORT RACE: Round 1 -- Dave Green 5:26, John Clemans 4:41, Dick Salter 5:05.
Round 2 -- Clemans 4:50, Salter 4:56, Paul Walker 5:40.
SUPER SPORT: Round 1 -- Rich Schaper 4:02, Dave Green 4:04.
Round 2 -- Green 4:29, Hazel 3:55.

1/2A MOUSE RACE CLASS I (5 entries)

1. Mike Hazel, Salem, Ore. -- 6:05. No-Name, original, 18" span, balsa, Superpoxy/Monokote, Top Flite 5x4 prop, two-wheel gear, Cox Black Widow reed engine with Tee Dee piston-cylinder, Kustom Kraftsmanship needle valve assembly, home brew 45% Nitro fuel, .093 intake, spring starter.
2. Rich Schaper, Kelso, Wash. -- 7:59.
3. Dave Green, Astoria, Ore. -- DNF.

ADVANCED-EXPERT PRECISION AEROBATICS (3 entries)

1. Rick Railston, Yakima, Wash. -- 476. Vector, original, 57" span, 54 oz., balsa, tissue, Aero-Gloss dope, no cowl, Warren Truss tail, Zinger 11x6W prop, OS .40FSR, K&B 1L plug, Tolford 10% nitro fuel with 25% castor oil, muffler pressure, Hobbert 6-oz uniflow tank, .295 venturi. 569 flights on the airframe.
2. Don McClave, Portland, Ore. -- 451.
3. Bob Emmet, Seattle, Wash. -- 365.

BEGINNER-INTERMEDIATE PRECISION AEROBATICS (2 entries)

1. Dave Green, Astoria, Ore. -- 315. Sig Twister, OS .35, other data unavail.
2. John Thompson, Cottage Grove, Ore. -- 284.

CONTEST NO. 4, PORTLAND, ORE., APRIL 4

It was another day when times were not spectacular but racing was very consistent and close. The day also featured the most horrendous mishap, a line-tangle situation in the first sport race heat that crashed three planes and sent competitors scurrying for their backups.

Ken Burgar served notice of his seriousness, sweeping all three vents -- NWSR, NWSS and rat race, with Ken Burdick serving as his regular pilot.

Everybody else was chasing Burgar all day long, though Mike Hazel did turned a 3:48 record heat in super sport.

One highlight was the presence of Jim Cameron, home from the Navy on leave, who managed to place third in super sport.

Here are the detailed results:

NORTHWEST SPORT RACE (8 entries)

1. Ken Burgar, Poulsbo, Wash. -- 9:56. Sterling Yak-9, 40" span, 29 oz., balsa, Hobby Kote/K&B clear epoxy, 8 3/4x7 3/4 Rev-Up prop, Fox .35 stunt, K&B 1L plug, Sheldon's 15% nitro fuel, Perfect modified uniflow 2-oz tank.
2. John Thompson, Cottage Grove, Ore. -- 10:19.
3. John Clemans, Kelso, Wash. -- 10:23.
4. Bill Varner, Astoria, Ore. -- 12:04.

SUPER SPORT RACE (5 entries)

1. Ken Burgar, Poulsbo, Wash. -- 7:43. Friendly Persuasion (Paul Wallace design), 36" span, 28 oz., balsa-bass-ply, Monokote-K&B epoxy, V-tail, Supertigre 35C lap-plain bearing engine, 8 3/4x7 3/4 Rev-Up prop, Burgar engine rework, K&B plug, Tolford 40% nitro fuel, modified Fox uniflow 3 1/2-oz tank, shutoff, hot glove.
2. Mike Hazel, Salem, Ore. -- 8:36.
3. Jim Cameron, Seaside, Ore. -- DNF.
4. Rich Schaper, Kelso, Wash. -- 4 heat points and 4:06 best heat.

HEAT WINNERS

SPORT RACE: Round 1 -- Bill Varner 5:19, Ken Burgar 5:01.
Round 2 -- John Clemans 4:55, Varner 5:06.
SUPER SPORT: Round 1 -- Ken Burgar 4:17, Jim Cameron 4:21.
Round 2 -- Burgar 4:03, Hazel 3:48.

RAT RACE (5 entries)

1. Ken Burgar, Poulsbo, Wash. -- 5:47.14. Time Machine (original), 35" span, 30 oz., balsa-maple wing, cedar crutch, bass stab, Sig epoxy finish. K&B 40S, Burgar rework, 8x8 1/2 Top Flite pylon racing prop (modified), K&B 1L plug, Tolford 40% nitro fuel, crankcase pressure, shutoff, hot glove, Don's modified 4-oz tank. Airplane built in 1969, won 1970 Canadian Nats, 1971 Spokane Internats, 1970 Tacoma annual, 1971 BBB annual, and retired until 1981.
2. K&B Team (Burgar and Ken Burdick) -- 6:08.7.
3. Bill Varner, Astoria, Ore. -- 7:44.47.
4. Scott Newkirk, Seattle, Wash. -- 9:33.

DRIZZLE CIRCUIT, continued

CONTEST NO. 5, EUGENE, ORE., APRIL 18

With sunny skies and the circuit drawing to a close, the racers gave it their best shots, knocking down records like rain. While sport race times were outstanding, super sport times were simply out of sight!

Dick Salter ran away with sport race with an 8:27 record feature after blazing to a phenomenal 4:14 heat. That heat time left Ken Bugar, who came in second with a 4:36 (!) simply stunned along with everyone else.

Rich Schaper duplicated Salter's brilliance, turning a 7:33 record final and knocking down the heat record with a 3:45, edging out a 3:46 by Mike Hazel that was turned only a heat later. Schaper, Hazel and Dave Green just camped in the 3s with their SS planes!

The other event was 1/2A combat, won by John Thompson.

Here is the data:

NORTHWEST SPORT RACE (5 entries)

1. Dick Salter, Seattle, Wash. -- 8:27. Ringmaster (Sterling), Fox .35 stunt, Newkirk prop, K&B plug, Sheldon's 10% nitro fuel, TKO uniflow 1 3/4-oz tank.
2. Ken Bugar, Poulsbo, Wash. -- 9:16.
3. John Thompson, Cottage Grove, Ore. -- 9:53.
4. Bill Varner, Astoria, Ore. -- 10:32.

SUPER SPORT RACE (6 entries)

1. Rich Schaper, Kilsno, Wash. -- 7:33. Fox .36, Bobcat (Kilsno design), other data unavailable.
2. Mike Hazel, Salem, Ore. -- 9:48.
3. Dave Green, Astoria, Ore. -- DNF.
4. John Thompson, Cottage Grove, Ore. -- 3 heat points and 4:15 best heat.

HEAT WINNERS

SPORT RACE: Round 1 -- Ken Bugar 4:44, Dick Salter 4:48.

Round 2 -- John Thompson 5:07, Salter 4:14.

SUPER SPORT: Round 1 -- Mike Hazel 3:53, Rich Schaper 3:49.

Round 2 -- Schaper 3:45, Hazel 3:46.

1/2A COMBAT (5 entries)

1. John Thompson, Cottage Grove, Ore. -- CI² (original), 26" span, 5 1/2 oz., balsa-bass-ply, Fascal, Cox Tee Dee .049, 5 1/2x3 Top Flite prop, Tee Dee plug, Sheldon's 50% nitro fuel, bladder tank, custom kraftsmanship needle valve assembly. Airplane is simplified, square-tipped version of Cheap Imitation.
2. Mike Hazel, Salem, Ore.
3. Tom Kopriva, Eugene, Ore.

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DRIZZLE CIRCUIT, continued

4. Bill Varner, Astoria, Ore.

SOBAT PYRAMID: Round 1 -- Hazel d. Kopriva (kill). Varner d. Guenzler on air time. Thompson bye. Loser's round -- Kopriva d. Guenzler on air time. Round 2 -- Thompson d. Varner 1 cut + time. Hazel d. Kopriva 1 cut + time. Match for 3rd -- Kopriva d. Varner on air time. Final -- Thompson d. Hazel, 1 cut.

FINAL CIRCUIT STATISTICS

Now we come to the part in every winter racing season where all the dedicated racers find out where they stack up with the rest of the field. The following statistics are from the "Book," the statistical record of the entire season compiled by Flying Lines. In case anybody's interested, we still have the books going all the way back to 1978.

FAST HEAT TIMES

Northwest Sport Race: 4:14 -- Dick Salter

Super Sport Race: 3:45 -- Rich Schaper

FAST FEATURE RACE TIMES

Northwest Sport Race: 8:27 -- Dick Salter

Super Sport Race: 7:33 -- Rich Schaper

PRELIMINARY HEATS WON

Northwest Sport Race: 5 -- John Clemans, Dick Salter

Super Sport Race: 6 -- Rich Schaper, Mike Hazel

PRELIMINARY HEATS FINISHED

Northwest Sport Race: 10 -- Bill Varner

Super Sport Race: 10 -- John Thompson, Mike Hazel, Rich Schaper

TIMES MADE FEATURE RACE

Northwest Sport Race: 4 -- John Clemans, Dick Salter

Super Sport Race: 5 -- Mike Hazel

FINAL POINT STANDINGS

<u>NORTHWEST SPORT RACE</u>		<u>SUPER SPORT RACE</u>		<u>RACE WINNERS</u>	
1. Dick Salter . . .	30	1. Mike Hazel . . .	25	<u>NWSR</u>	
2. John Clemans . . .	26	2. Rich Schaper . . .	18	1. Dick Salter	
3. John Thompson . . .	19	3. Dave Green . . .	13	2. Paul Walker	
4. Bill Varner . . .	18	4. Ken Bugar . . .	11	3. Dick Salter	
Ken Bugar . . .	18	5. John Thompson . . .	10	4. Ken Bugar	
6. Paul Walker . . .	9	6. SKARE Team . . .	5	5. Dick Salter	
7. Dave Green . . .	8	7. Jim Cameron . . .	3	<u>NWSS</u>	
8. Dick Peterson . . .	6	8. Dave Mullens . . .	2	1. Dave Green	
Dave Mullens . . .	2	Dick Peterson . . .	2	2. Mike Hazel	
Russ Wilcoxson . . .	2	10. Ken Burdick . . .	1	3. Mike Hazel	
Ralph Pastor . . .	2	11. Alan Stewart . . .	0	4. Ken Bugar	
Glenn Salter . . .	2	Ralph Pastor . . .	0	5. Rich Schaper	
Jim Cameron . . .	2				
Alan Stewart . . .	2				
15. Dick McConnell . . .	0				
Joe Just	0				

INDIVIDUAL STATISTICS (A complete listing of heat and feature race times)

<u>CONTESTANT</u>	<u>NORTHWEST SPORT RACE</u>			<u>SUPER SPORT RACE</u>			<u>CONTEST</u>
	<u>HEAT 1</u>	<u>HEAT 2</u>	<u>FEATURE</u>	<u>HEAT 1</u>	<u>HEAT 2</u>	<u>FEATURE</u>	
John Thompson	6:57	5:13	11:13	4:11	5:00	--	Ptld. 1
	5:00	6:22	--	4:44	4:26	--	Seattle
	Crash	5:56	--	4:09	4:56	--	Yakima
	5:24	5:21	10:19	5:20	5:24	--	Ptld. 2
Bill Varner	4:53	5:07	9:53	6:36	4:15	--	Eugene
	6:31	5:52	--	--	--	--	Ptld. 1
	5:30	5:54	--	--	--	--	Seattle
	5:25	6:41	10:24	--	--	--	Yakima
	5:19	5:06	12:04	--	--	--	Ptld. 2
	5:24	5:19	10:32	--	--	--	Eugene
John Clemans	5:43	5:26	10:50	--	--	--	Ptld. 1
	5:06	5:04	138 laps	--	--	--	Seattle
	4:41	4:50	9:59	--	--	--	Yakima
	5:30	4:55	10:23	--	--	--	Ptld. 2
Dave Green	5:11	5:13	14:25	3:51	2 laps	8:00	Ptld. 1
	5:26	8:05	--	4:04	4:29	86 laps	Yakima
	6:54	55 laps	--	3:59	3:54	LNS	Eugene
Joe Just	15 laps	DNS	--	--	--	Ptld. 1	
Dick McConnell	4 laps	--	--	--	--	Ptld. 1	
Alan Stewart	7:09	5:52	--	48 laps	--	Ptld. 1	
Dick Salter	5:36	5:20	10:29	--	--	--	Ptld. 1
	9:37	4:35	10:21	--	--	--	Seattle
	5:05	4:56	9:35	--	--	--	Yakima
	6:30	8 laps	--	--	--	--	Ptld. 2
	4:48	4:14	8:27	--	--	--	Eugene

DRIZZLE CIRCUIT, continued

Mike Hazel	--	--	--	4:59	4:08	8:56	Ptld.1
	--	--	--	4:27	4:19	8:13	Seattle
	--	--	--	4:36	3:55	7:41	Yakima
	--	--	--	5:08	3:48	8:36	Ptld. 2
	--	--	--	3:53	3:46	9:48	Eugene
Rich Schaper	--	--	--	4:46	4:46	10:48	Ptld. 1
	--	--	--	4:17	4:32	--	Seattle
	--	--	--	4:02	4:01	9:15	Yakima
	--	--	--	4:27	4:06	--	Ptld. 2
	--	--	--	3:49	3:45	7:33	Eugene
Paul Walker	5:42	5:09	10:10	--	--	--	Seattle
	26 laps	5:40	--	--	--	--	Yakima
Ken Burgar	5:54	5:28	12:42	4:18	4:23	--	Seattle
	5:02	5:29	9:56	4:17	4:03	7:43	Ptld. 2
	4:44	4:36	9:16	5:26	4:41	--	Eugene
SKARE Team	--	--	--	4:41	4:14	8:20	Seattle
Russ Wilcoxson	6:35	5:38	--	--	--	--	Seattle
Dave Mullens	6:44	6:12	--	5:28	5:10	--	Seattle
Dick Peterson	6:16	5:11	11:31	4:45	4:32	--	Yakima
Ralph Pastor	5:45	5:42	--	4 laps	--	--	Yakima
Glenn Salter	1/2 lap	32 laps	--	--	--	--	Yakima
	6:04	6:07	--	--	--	--	Ptld. 2
Jim Cameron	6:19	6:06	--	4:21	4:04	0 laps	Ptld. 2
Ken Burdick	--	--	--	5:00	DNF	--	Eugene

10 ENJOY SUNNY 3x1 DAY IN SEATTLE

By Dave Mullens

Our 3x1 event on March 21 went as follows: A beautiful sunny day with no wind at Carkeek Park! Ten entries showed up with some truly outstanding gear.

First event was Northwest Super Sport Race. Lowell Paddock from Tacoma ran away with first with a preliminary heat of 4:31 and a final time of 9:52. Second was Gary Byerly and Dick Peterson finished third.

Stunt (definitely not precision aerobatics) was won by Max Thue flying a Ringstreak. George Mickey and Dave Mullens tied for second. Surprisingly, most of the planes did quite well in stunt this year.

The showdown event, balloon bust, once again proved to be the fun event everyone should try. Dick Peterson sacrificed his Flite Streak in winning, followed by Dave Mullens and Lowell Paddock. Dick McConnell passed on the perpetual Golden Glitch Award to Dick Peterson for breaking his Flite Streak in two in balloon bust. Dick's mishap was the only fatality of the day.

Lowell Paddock was the overall winner flying a thing similar to a mongoose. Dick Peterson placed second with a Flite Streak and Dave Mullens came in third with his veteran Ringmaster. We had a Salter entered, but it wasn't Dick. Glenn Salter, Dick's brother, was in there going round and round with a Ringmaster.

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3xl continued

Everyone had mucho fun, and the events clicked off with a minimum of fuss thanks to work of Dick Salter who didn't fly but played contest director instead. Dick even performed as the stunt judge.

Our May tune-up contest will be held on May 2, instead of May 1. A scheduling problem with the flying site at Boeing caused the change.

Raider Roundup 82, the Washington State Control-line Championships, will be held Sept. 11 and 12. Gary Byerly has indicated he hopes to do the Shady Acres combat contest again over Labor Day weekend. The Boeing Hawks have also indicated they will sponsor a contest July 11 and 12. Tentative events at this time are precision aerobatics and carrier.

Here is the airplane data on the 3xl winners:

OVERALL AND SUPER SPORT RACE: Lowell Paddock, Tacoma, Wash. -- Tail Chaser, 41" span, foam-balsa, wrapping paper covering, 9x6 Paipan prop, Fox .35, 5% nitro fuel, Perfect 4-oz outboard tank.

STUNT: Max Thue, Renton, Wash. -- Flite Streak (Top Flite), 42" span, 2 8 oz., balsa-ply, dope-Monokote, K&B .35, Top Flite 10x6 power prop, Fox standard long plug, Sheldon's 10% nitro fuel, Fox 2½-oz inboard tank.

BALLOON BUST: Dick Peterson, Renton, Wash. -- Flite Streak (Top Flite), 42" span, 26 oz., silkspar-dope finish, Fox .35 stunt, 8½x7 and 10x6 props, K&B plug, Sheldon's 10% nitro fuel with castor oil added, Perfect uniflow 2 1/3-oz. outboard tank.

HAVE YOU MISSED FL?

In case you wondered where FL has been lately, we've taken a month off and combined our April and May editions. This move was primarily a financial measure. After the March issue, FL was totally broke, so we stopped for a month and let some money roll in. We're making up for it this time with a hefty issue.

Once again, it's time to thank those who've come to FL's rescue in hard times with their cash donations. Dave Green of Astoria, Ore., sunk \$20 into the FL kitty, and the Control Line Association of Sunnyside, Wash., donated \$45. All FL readers owe these fine modelers a note of thanks.

FL is casting about for money-raising ideas for the coming year that don't involve raising our prices. Anything that would work, such as a fundraiser along with a contest, would be welcomed. Send us your ideas.

Here's one to start with: Over the years, we've often asked FL readers to sign up their buddies and get their local hobby shops interested in advertising. Here is a way to build your interest in those contacts. Starting now, FL will conduct a "Sign-Em-Up" contest. The person who, at the end of 1982, has signed up the most new or fallen-away people as subscribers, or sold ads (ads count as subs, OK?), will win his choice of a FL T-shirt or a year's free subscription. Just make sure the subscriber or advertiser mentions your name, and we'll keep track.

NW COMPETITION STANDINGS

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

Contests since the last issue of Flying Lines caused the juggling of early 1982 standings in several events.

Flying Lines keeps track of the performances of Northwest modelers in Northwest AMA-sanctioned control-line contests, using a point system based on the number of entries. Standings listed below are for contests through April. Only those which have changed are included.

<u>NORTHWEST SPORT RACE</u> (4 contests, 30 entries)	<u>SUPER SPORT RACE</u> (4 contests, 23 entries)	<u>MOUSE RACE CLASS I</u> (2 contests, 10 entries)
1. Dick Salter . . . 21	1. Mike Hazel . . . 21	1. Mike Hazel . . . 9
2. John Clemans . . . 19	2. Rich Schaper . . 16	2. John Thompson . . 5
3. Ken Burgar . . . 18	3. Ken Burgar . . . 9	3. Rich Schaper . . . 4
4. Bill Varner . . . 14	4. Dave Green . . . 9	4. Tom Kopriva . . . 3
5. John Thompson . . 10	5. S.K.A.R.E. . . . 5	Dave Green . . . 3
<u>RAT RACE</u> (1 contest, 5 entries)	<u>OVERALL RACING</u> (12 contests, 71 entries)	<u>AEROBATICS</u> (3 contests, 7 entries)
1. Ken Burgar . . . 5	1. Ken Burgar . . . 32	1. Rick Hailston . . 3
2. K&B Team . . . 4	2. Mike Hazel . . . 30	2. Rich Porter . . . 2
3. Bill Varner . . . 3	3. Dick Salter . . . 21	Dave Green . . . 2
4. Scott Newkirk . . 2	4. Rich Schaper . . 20	Don McClave . . . 2
	5. John Thompson . 19	5. Bob Emmett . . . 1
	John Clemans . . 19	John Thompson . . 1
<u>½A COMBAT</u> (2 contests, 12 entries)	7. Bill Varner . . . 17	
1. John Thompson . . 11	8. Dave Green . . . 11	
2. Mike Hazel . . . 9	9. Dick Peterson . . 9	
3. Gene Pape . . . 7	10. Paul Walker . . 8	
4. Rich Porter . . . 4		
5. Tom Kopriva . . . 3		

NW COMPETITION RECORDS

RECORD PERFORMANCES ESTABLISHED BETWEEN NORTHWEST
MODELERS IN SANCTIONED COMPETITION

Since the last listing of records in January, records for Northwest Sport Race and Super Sport Race heat and feature times were knocked down by so many people it would take considerable space to list them all.

Suffice it to say the NWSR Drizzle Circuit got fast toward the end! Among those who bested the records listed in January were Dick Salter (NWSR heat and feature), Ken Burgar (NWSS feature), Mike Hazel (NWSS heat and feature), Rich Schaper (NWSS heat and feature).

When the smoke and dust cleared, Salter ended up with the NWSR heat record at 4:14 (replacing his old 4:23) and the feature record at 8:27 (replacing his old 8:40). Schaper ended up with the NWSS heat at 3:45 (replacing Mike Hazel's old 3:54) and the feature record at 7:33 (replacing Dave Green's 7:54).

Flying Lines keeps track of best performances by Northwest modelers in AMA-sanctioned competition, and sends certificates to the record-holders. Some documentation is requested for records claimed in out-of-region contests. All AMA events and regionally recognized events are scored.

Here are the records as of May 1:

1/8 A MOUSE CLASS I	50-lap: 2:38 (John Thompson)	100-lap: 5:50 (Bill Varner)
1/8 A MOUSE CLASS II	75-lap: 3:54 (John Thompson)	200-lap: 9:21 (Bill Varner)
GOODYEAR	70-lap: 3:28 (Dave Green)	140-lap: 7:42 (John Thompson)
SLOW RAT	70-lap: --	140-lap: 10:41 (Dick Salter)
RAT RACE	70-lap: 2:29 (Mike Hazel)	140-lap: 4:53 (Mike Hazel)
FAI TEAM RACE	100-lap: 3:51.07 (Knoppi-McCollum)	200-lap: --
NW SPORT RACE	70-lap: 4:14 (Dick Salter)	140-lap: 8:27 (Dick Salter)
NW SUPER SPORT	70-lap: 3:45 (Rich Schaper)	140-lap: 7:33 (Rich Schaper)
1/8 A SPEED: 88.2 mph (Paul Wallace)	FAI SPEED: 143.37 mph (Chris Sackett)	
1/8 A PROTO SPEED: 83.63 (Paul Wallace)	FORMULA 21: --	
A SPEED: 125.82 (Mike Hazel)	FORMULA 40: 148.58 (Scott Newkirk)	
B SPEED: 153.00 (Mike Hazel)	JET SPEED: 190.2 (Chris Sackett)	
D SPEED: --	PROFILE NAVY CARRIER: 208.9 (Marty Phillips)	
	CLASS I NAVY CARRIER: 268.98 (Terry Miller)	
	CLASS II NAVY CARRIER: 320.9 (Loren Howard)	

THICK SKULL DEPT.

Over the past winter racing season, there has been considerable discussion among the various racing teams of beginning to use helmets in the pits on a regular basis. In racing, particularly in the sport classes where we run three and four planes to a heat and have some novice fliers, there are close calls and occasional mishaps which would make the helmet concept seem sensible. Helmets also are of some value in combat pitting and officiating.

In pursuit of this idea, Rich Schaper of Kelso, Wash., has located a firm which would provide suitable bicycle-style crash helmets at a bargain discount for modelers if we make a large group order. The cost would be about

MCCOLLUM'S PROP SHOP
21842 BASS LAKE CIRCLE
EL TORO, CA., 92630

GOODYEAR

GLASS & EPOXY PROPS

___ #1 GY Lambert's 1981 Nats Winner	-----	6.50
___ #2 GY Ong Willoughby	-----	6.50
___ #3 GY Kelly -Willoughby	-----	6.50

SLOW RAT

___ #21 SR. Garner	-----	7.50
___ #22 SR. Ballard's 1981 Nats Winner	-----	7.50

FAST RAT

___ #31 FR Lambert	-----	7.50
___ #32 FR Gillot	-----	7.50
___ #33 FR Garner X-40	-----	7.50

F.A.I. TEAM RACE

___ #41 TR Jenson Type	-----	6.50
___ #42 TR Metkemeyer - large hub	-----	6.50
___ #43 TR Metkemeyer - small hub	-----	6.50

F.A.I. COMBAT

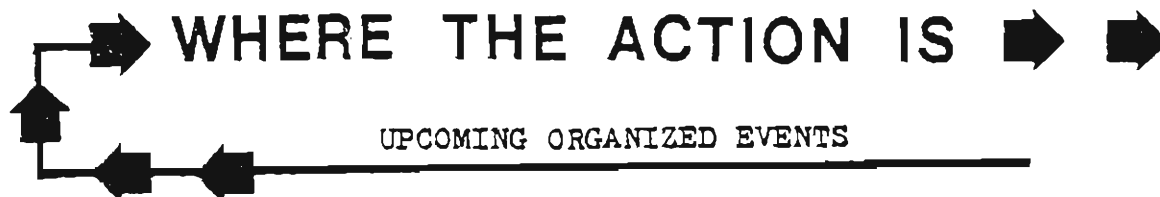
___ #51 USSR 1980 Type	-----	6.50
___ #52 7/4 Tipan	-----	6.50

ADD \$1.00 postage on all orders in the U.S.A. Make checks or money orders payable to John McCollum.

\$14.

All people interested in this order should contact Schaper by May 31. His address is P.O. Box 608, Kelso, Wash. 98626.

FL strongly recommends the use of helmets in all racing and combat events. They may look a little silly at first, but that notion will go away the first time somebody's cranium is saved from collision with an airplane. The Nitroholics Racing Team, composed of FL's editor and publisher, will be first on Rich's order list!



Below is a listing of upcoming Northwest modeling events. All contest directors and other event organizers are urged to send their information to FL WELL IN ADVANCE of the event. Contest flyers will be stapled in free of charge.

All events listed are AMA-sanctioned unless otherwise noted.

- May 2.....KENT, Wash. -- Regionals Tune-up Contest. Precision aerobatics (beginner-intermediate, advanced-expert), AMA rat race. Sponsored by Seattle Skyraiders. Contact Dave Mullens, 15559 Palatine Ave., Seattle, WA 98133 (206) 365-5436. Site: Boeing Space Center, Entry fee \$3 for one event, \$5 for both. Trophies.
- May 29-30.....EUGENE, Ore. -- Northwest Regional Control-line Championships. AMA rat race, slow rat race, Goodyear, Northwest Sport Race, Northwest Super Sport Race, Class I and II mouse races, AMA combat, slow combat, 1/2A combat, FAI combat, precision aerobatics (beg-int) (adv-exp), profile carrier, Class I-II carrier, AMA scale, profile scale, 1/2A speed, A speed, B speed, D speed, Jet speed, Formula 40 speed, FAI speed, balloon bust. At contest site, Mahlon Sweet Airport, are camping, rest rooms, restaurant, concessions, public address, RV parking, major airline connections. Motels nearby. Contest Director: Mike Hazel, 1040 Windemere Dr., N.W., Salem, OR 97304 (503) 364-8593. Eleventh annual!
- June 13.....ASTORIA, Ore. -- CLAMBash V, sponsored by North Coast CLAMS. Precision aerobatics (beg-int)(adv-exp), Northwest Sport Race, Northwest Super Sport Race, 1/2A combat, AMA combat, CLAM scale. Site: John Warren Stadium. Fees: \$3 for first event, \$2 for each additional event. Contest Director: Dave Green, 200 W. Franklin Ave., Astoria, OR 97103. (503) 325-7005.
- June 26-27.....REDMOND, Wash. -- Bladder Grabber VII. Triple-elimination AMA combat, starting 11 a.m. \$5,000 stereo eqpt. prizes. Entry: \$4. Site: Marymoor Park. Contact Howard Rush, 206-823-6018.
- July 11-12....KENT, Wash. -- Boeing Hawks contest. Will somebody please tell us what's going on with regard to this contest???
- Aug. 15.....EUGENE, Ore. -- Annual Eugene Propspinners Summer meet. (tentative) AMA combat, 1/2A combat, Northwest Sport Race, Rat Race, and maybe something else. More details to come. Contact John Thompson, 1411 Bryant Ave., Cottage Grove, OR 97424 (503) 942-7324.
- Sept. 11-12....KENT, Wash. -- Washington State Control-line Championships. FAI team race, AMA rat race, Northwest Sport Race, Northwest Super Sport Race, Class I Mouse Race (J), Class I Mouse (S-O), Class II Mouse Race, balloon bust (J), Balloon bust (S-O), profile carrier, Class I-II carrier, slow combat, combat, precision aerobatics (beginner-novice pattern)(intermediate) (advanced-expert), sorta scale, formula 40 speed, record ratio speed. Trophies through third place and merchandise. Contest Director: Dave Mullens, 15559 Palatine Ave. N, Seattle, WA, 98133. (206) 365-5436.
- October 11....PORTLAND, Ore. -- Stuntathon '82. All four PAMPA classes of precision aerobatics, 10 a.m.-4 p.m., at Delta Park. A judging clinic will be held Saturday, Oct. 10, for training of anyone interested in judging in 1983. A Fireball flying demonstration is tentatively scheduled for the noon hour. Dave Gardner, contest director, P.O. Box 2024, Lake Oswego, Ore., 97304 (503) 635-4579, days only.

AD RATES

Advertisements in Flying Lines help support the newsletter and the control-line hobby. Prices are \$6 for a half-page ad, \$4 for a quarter-page ad, \$15 a year for hobby shop directory listings and \$1 for five lines of classified advertising. Also available, staple-in brochures (price negotiable based on weight.) Club flyers stapled in free of charge.

BIGGEST EVER REGIONALS ON THE WAY -- DON'T MISS OUT!
By Mike Hazel, Contest Director

Plans are full steam ahead for Control Line's big one, held in Eugene over Memorial Day weekend. Last year's Regionals was a success in epic proportions, and we are optimistically anticipating the same for this year. Following are a few of the details that have transpired in the organizational process so far.

The AMA AAA sanction has been approved. Events and age groupings have been altered this year, not to mention scheduling. Here is the complete event list. The events are all age groups combined unless otherwise indicated.

RACING: AMA rat, slow rat, Goodyear, Mouse Class I (JS)(O), Mouse Class II, NW Sport Race (JS)(O), Northwest Super Sport Race.

SPEED: 1/2A, A, B, D (O), Formula 40 (SO), Jet, FAI.

COMBAT: AMA, slow, FAI, 1/2A (all but 1/2A are double-elimination).

STUNT: PAMPA groupings (beginner/intermediate) (advanced-expert).

CARRIER: Profile, combined Class I & II.

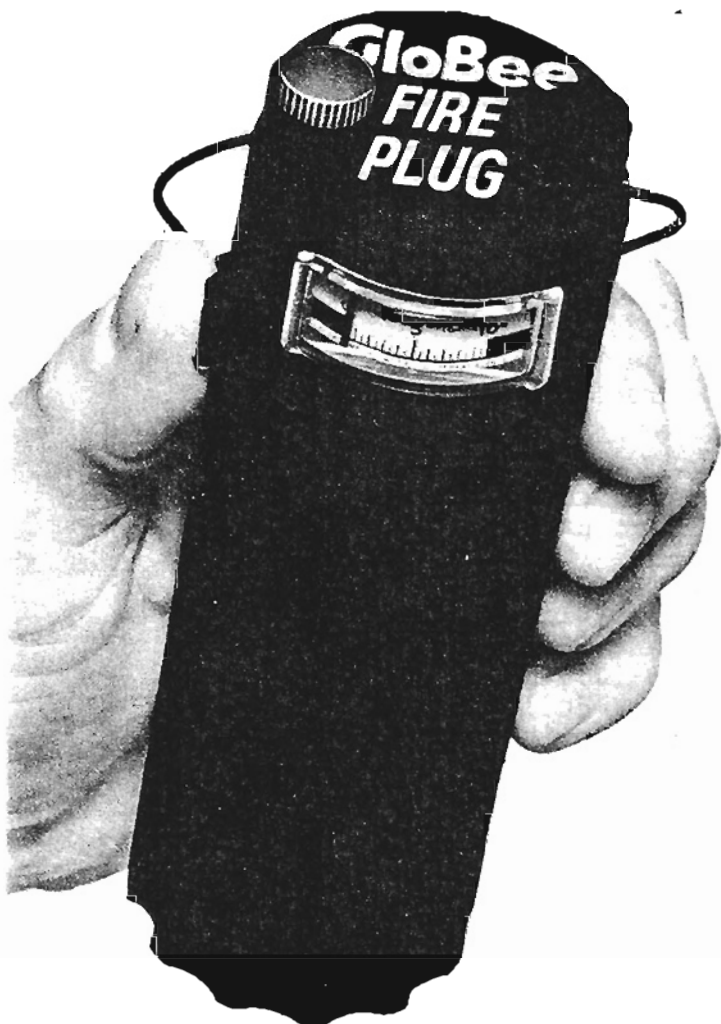
SCALE: AMA precision scale, profile scale.

PLUS: Balloon bust (JS)(O).

The alterations from last year's schedule involve some eliminations and some additions. Firstly, both Formula 21 speed and the junior category of slow combat have been dropped because of zip participation. However, we are not forsaking the younger competitor. There are three events this year with split age groups. As always, NWSR, and now Mouse I, along with the new this year balloon bust event. Due to the increased interest in speed events, the D and Jet events have been separated. And last year's successful profile scale event has been upgraded to official status.

As mentioned, the actual scheduling of events has also been changed. The Northwest racing events will be held on Sunday this year, over the domed grass circle. This will alleviate the overly busy racing activity on Saturday. The carrier events will be flown on Saturday only.

By the time you read this, the official flyer will be in the distribution process. Extra copies are available from the C.D. Volunteers are needed to help with all facets of the contest.



TWINN-K, INC.

P.O. BOX 31228
INDIANAPOLIS, INDIANA 46231
PHONE: 317-839-6579
TELEX: 27-2333

SEND \$1.00 FOR
CATALOGUE AND
GLOW PLUG GUIDE.

GloBee Fire Plug...

**an integrated system for fast,
variable power starts.**

The new *GloBee Fire Plug* is the world's first completely integrated glow plug starting system. Just attach your own favorite plug connector to the terminals. This hand-held unit not only ignites your plug but also monitors your starting condition—a "0" ammeter reading indicates a burnt out plug, and a higher than normal reading reveals a flooded engine.

Some of its outstanding features include:

- thumb controlled rheostat which delivers optimum current flow to match weather, fuel, and plug ignition specifications.
- easy-to-read ammeter which shows precise power output.
- high impact polypropylene case with a fluted base for nonslip, one hand operation.
- all circuitry is safety fused.
- color-coded engraved terminals to reduce chance of error.
- monthly, overnight recharge will maintain power level for a long service life.

Buy a *GloBee Fire Plug* today, and enjoy years of fast, reliable engine starts perfectly matched to your special requirements.

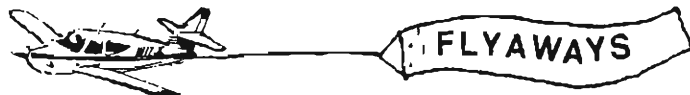
AMMETER: 0-10 ampere range
RHEOSTAT: 25 positive positions
POWER: 2 volts (*nominal*)
5 ampere hour rating
200 watts (*peak power*)
SIZE: 2" diameter by 5 1/2" tall
RECHARGE: once a month, or as necessary
capability or 150 recharges
2.5-4.5 VDC input
2 ampere max. charging current
Ammeter indicates recharge state
WEIGHT: 1.2 pounds (*550 grams*)

REGIONALS, continued

Here is the roster of contest officials: Speed, Mike Hazel and Chris Sackett. Scale, Earl Moorhead and Oba St. Clair (precision) and Orin Humphries (profile). Carrier, Bill Skelton. Combat, Dave Childs. Balloon bust, Orin Humphries. Racing, Gene Fape (Saturday) and Dave Green (Sunday). Registration, North Coast CLAMS. Field preparation, Jeff Shelby and the Eugene Propspinners. Miscellaneous; Rich Porter. Aerobatics, Don McClave and judges TBA. Publicity, Mike Hazel, John Thompson and Don McClave. Concessions, Jeff Shelby.

There is a total of 24 events, with 28 sets of trophies and \$2,000 worth of prizes.

HELP -- CRISIS -- HELP!!! Every person planning to attend the Regionals, please donate your stopwatch to the Contest Director on Saturday morning, early. Make sure the watches have your name marked on them. Lap counters also are needed. Stop watches are badly needed! (Do not count wrist-watch type stopwatches -- they are not suitable for competition.)



RANDOM TIPS AND RIBS FROM THE FL WORKSHOP FLOOR

====At FL's suggestion, District XI Vice President Ed McCullough is considering adding a control-line oriented associate vice president to his roster of assistants. Anyone interested in serving in that post or nominating someone should contact Ed. His address is 53 S.E. 61st Ave., Portland, OR, 97215. Ed indicates he will be at the Northwest Regional Control Line Championship on Memorial Day weekend.

====We highly recommend the brochure advertized by Carolina-Taffinder. It contains price lists for all their products, including tanks and fuel, and detailed drawings of all of the C-T and Randy's tanks. Carolina-Taffinder, 8345 Delhi Road, Charleston Heights, S.C. 29405.

====A new manufacturer has taken over the G-S line of bellcranks and other CL products. Bellcranks include the 2-line and 3-line variety. LR Products (Leon R Ryktarsyk) 7787 Archdale Ave., Detroit, Michigan 48228.

====Members of the fledgeling Northwest CL Contest Directors Association are making plans for a first annual meeting. A date and time will be announced later. The organization will plan the annual contest season, discuss rules and handle other appropriate business.

====Much to our dismay, the Control-Line Racing Pilots and mechanics organization has quietly slipped beneath the waves. CL-RPM Racing News published its last edition recently. Greg and Sherry Holland, also known as Toodles and Chop, have called an end to their service and nobody else has come along to take over. Nothing has been heard recently from John Ballard, who was working to form a new racing organization. One of that group's goals was to develop skill level classes for racing. Our thanks to T&C for their thankless work.

====Speaking of CL-RPM, Northwest racers again did well in the sport category in the CL-RPM national standings. Dick Salter was first, John Thompson second, Mike Hazel fourth, Dave Green sixth, Dave Mullens 11th, Bill Varner finished 15th in rat race and Dave Green was 18th. Varner was eighth in Class II mouse race, Green was 10th, and Tom Knoppi was 14th. Knoppi and a partner were eighth in FAI team race.

====Even as this page was being typed, the second edition of the National Control Line Coalition Gazette arrived. This is the newsletter of the new national CL group. The newsletter tells us two things: 1. The NCLC is still alive. 2. Individual groups had best keep their own newsletters going. The Gazette actually is a well-done newsletter but will not replace the other fine MACA, PAMPA and NCS publications, nor does it intend to. Also, the original plan to have the newsletter be free to members of the other groups is not working. The organization now asks for subscriptions at a rate of \$15 per year (\$7.50 for those under 19). The issue just received includes general topics, plus U.S. FAI team info, discussion of a permanent Nats site, Henry Nelson on engine carburetors, a contest report, a feature on two or three team race planes, some international competition news, carrier and racing standings, and notes on the world championship. The newsletter is 100 percent competition oriented.

====Flying Lines will be featured in an upcoming Flying Models article, written by Ed Whalley.

====Bad news for magazine readers. We have learned from several sources that as of June 1, Model Airplane News will no longer cover either control-line or free-flight. The RC planes, cars and boats have finally won out. The only thing that could change that would be a flood of letters from CL people.

====Combat enthusiasts might be interested to know that Duke Fox wrote a detailed article in the February-March MACA newsletter about how to rework the Fox 15 BBS engine for maximum combat performance. MACA is going strong right now with a good newsletter. To join, send \$9 to MACA, c/o Jordan Segal, 8314 W. Oak Ave., Niles, Ill 60648.

FLYAWAYS, continued

====DW Products is currently making a few propellers to specifications provided by John Thompson for use in AMA combat. The new props would be a nominal 8x6½ size, based on the existing DW pylon racing and Top Flite pylon racing props. If these work out, they would not require any modifications and could be instantly used. Anyone interested in purchasing a quantity of such a propeller should contact John Thompson, care of FL.

A MESSAGE FROM THE PUBLISHER

Occasionally, many of you send in renewal fees before they are due, or have questions about the renewal date. Regarding your expiration date, not to worry. You will receive a notice at that time. If you subscribed for 12 issues, you will normally receive that notice just after your 11th issue. When sending a check or money order, please make it payable to Flying Lines. That's the name on the checking account.

Also, please let this department know if there are any problems with the physical aspects of your issue, such as incorrect address, the stamps fell off, mailman ate a corner, etc. Actually, there's not much we can do about the postal service, but we would like to hear about any problems, anyway.

--Mike Hazel, Publisher.

HOBBY SHOP DIRECTORY

- FIRGROVE MODEL SUPPLY -- Radio control, control-line and gliders. 10611
136th St. East, Puyallup, Wash. 98373. (206)
845-7675. Owned by R.B. (Bob) Pfeiffer.
- HERB'S SPEED AND RACING PRODUCTS -- Speed pans, epoxy glass speed tops, and
other supplies. Send SASE for info.
1621 M St., Merced, CA 95340. (209)
722-7836. Owned by Frank Hunt.

THE FLYING FLEA MARKET

- FOR SALE -- Rossi R-15 (GMA) Mk II Goodyear, \$125. Rossi R-15 (Anderson M-5)
Mk II Goodyear, \$115. Rossi R-15 Mk I (10 mm crank), needs chrome
work, \$70. One each Rossi R-15 crankshaft, 10 and 10.5 mm, \$30 ea.
Spare Rossi & home-made venturis, .240 and .400 i.d., \$3-5 each.
K&B .35 plain bearing, runs well, \$30. ST X-15 front intake fitted
with new steel piston-liner assembly, \$60. New ST X-15 front ABC
piston-liner assembly, \$25. 30 Taipan 7x4 combat props, \$1 each.
Three K&W 7x4 glass props, \$4.50 each. Three Rocca 7x3.5 graphite
props, \$8.50 each. All items shipped postpaid within 48 hours. All
prices quoted in Canadian dollars -- \$1 Canadian = 80¢ U.S. Paul
Gibeault, 8404 133A Ave., Edmonton, Alberta T5E 1E9.
- FOR SALE -- Engines, parts, plane kits, accessories and miscellaneous stuff.
Send SASE. Mike Hazel, 1040 Windemere Dr. N.W., Salem, OR 97304.
- FOR SALE -- K&B 5.8 new in box, \$75 plus postage. K&B .35 pb Series 75 parts,
all new. Pistons, rings, sleeves, front plates, drive washers and
collets. Ignition and some glow engines. Send SASE for engine
and parts list. Gordy Teschendorf, 2213 S. 25th St., Milwaukee,
Wisc. 53215. (414) 463-4505 after 5:30 until 11:30 p.m. (414)
672-2629 home phone.
- FASCAL -- I have FASCAL, clear covering for combat planes. Paintable for other
types of plane. 27" wide at 60¢ per foot. Add \$1 for shipping.
I'd also accept \$50 cash or some nifty trade for a good 40-channel
CB radio I don't need. Fox .45 stunt engine -- \$30.

FLYING LINES

Flying Lines is produced monthly by a dedicated staff of volunteers interested in keeping lines of communication open between Northwest modelers. FL is totally independent of any organization, depending entirely on support from subscribers, advertisers and donors.

FL is your link to the rest of the Northwest's control-line modelers. Help keep it alive by spreading the word. Wear your T-shirt and tell your buddies what it stands for. FL T-shirts available at \$8 -- name your size and color.

Prices for subscriptions: \$5 for six issues and \$9.50 for 12 issues. Canada and Mexico: \$5.50 for six issues and \$10 for 12 issues. Overseas, \$10 for six issues and \$18 for 12 issues, U.S. funds please.

Staff openings: FL would like a volunteer to act as advertising representative. A new photo editor also is sought. Contact the editor.

Here is the FL staff:

Publisher....Mike Hazel	Aerobatics.....Rich Schaper	Speed.....Mike Hazel
Editor.....John Thompson	Paul Walker	Scale.....Orin Humphries
Photo editor.....John Thompson	Combat.....Gene Pape	Sport.....Larry Miles
Carrier.....Orin Humphries	John Thompson	Beginners.....John Thompson
	Racing.....Mike Hazel	

NORTH AMERICAN SPEED SOCIETY FORMED

By Chris Sackett

GREAT NEWS!

After discussing the idea of forming a national CL speed organization with many of you, a group of Northwest speed fliers (headed by Chris Sackett) have volunteered to take on the job. We put out feelers to a lot of the leading speed fliers across the continent of the proposed idea, and the reaction was overwhelmingly positive!

A solid national speed organization is long overdue and sorely needed if our interest is to flourish and have a strong voice in national affairs.

The N.A.S.A. organization of a few years back might have been the ticket had Phil Bussell not dropped out of the hobby after just a short stint as Chief Pylon Twister.

Essentially, what we want to do is sign up better than 95% of all CL speed fliers across the country in one organized voice, through our own quarterly publication, 'Speed Times'. The newsletter will be the absolute hottest rag you will ever read, containing CL speed and nothing but CL speed, covering all classes, and giving equal time to your particular favorite.

Initially, we want to include technical articles, contest postings, contest results, a where-to-get-it sheet, rules and events proposals, plans and three-views of record holders, technical details of the NATS winners' airplanes, new engine analysis, and whatever else might be pertinent to CL speed.

Although the membership will probably consist of the existing hardcore speed group, the organization is open to all modelers who enjoy CL speed. Whether you're an old pro or just a novice flier, we want all of you to join to help promote a great segment of aeromodeling.

This association will only exist and gain some clout if you all join. It will be your voice in CL speed affairs nationally, and will regain the high status that this event once held.

One just has to look at the great effect PAMPA has had on stunt flying to see the potential a good organization has. Combat has their own organization (MACA) and so does Carrier (NCS). And a speed organization of our own is long overdue.

OK guys, for now, all you have to do is sign up. The rest will fall into place as we build up the membership. The people behind the movement are solid, having flown speed for many years, and you can be sure it's no overnight fly-by-night deal. We happen to believe that CL speed is one of the few precision events in modeling and should be preserved and promoted.

All North American Speed Society members receive a membership card, name tag, three NASS decals, and the quarterly newsletter.

Join today! It will be the best few bucks you ever spent on the sport!

Yours for better speed flying,

--Chris Sackett, acting chairman, North American Speed Society, Box 82294, North Burnaby, B.C., Canada, V5C 5P7.



AIR MAIL

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



DEAR FL:

Just got the latest FL today. I would like it to be known that our '82 Canadian Nats in Edmonton will be on July 11-17 inclusive, not July 18-24 as was stated in the newsletter.

Of course, this was my fault for sending out the tentative date before it was approved. The approved dates changed it to 11-17. Sorry for any inconvenience involved.

Perhaps a few Nats notes may be in order.

1. Open Mouse will allow max .051 cid engines, min. .008x 35' lines.
2. Combined speed will be judged on a record ratio system. Records used are those printed in Model Aviation P. 98 under "National AMA records as of Nov. 4, 1981." Fuel for Formula 40 and FAI Speed will be supplied.
3. Junior mouse race has reed engines only.

I have assumed the position of '82 CL Nats director and will answer any and all queries regarding the CL activities.

Since I will be moving shortly (May 1), have all correspondence addressed to the address below.

Thanks and see you at the Regionals.

--Paul Gibeault, 8404-133A Ave., Edmonton, Alberta, T5E 1E9.

AIR MAIL, continued

DEAR FL:

You can count on my support of UC activities in Dist XI.

You will find in the column to be read around April 1, that the Northwest Regionals has been given attention (in Model Aviation). I would point out that I can't write what I don't know about, and my candidacy has been known since at least October, yet I heard not one word from any UC club or organization in spite of a direct plea for input. Just keep me posted.

Also, I have heard that there is sentiment to drop Dan Rutherford from the UC Contest Board. Is this your feeling? Is it the feeling of the UC people in Oregon? Mike Hazel has been suggested to replace Dan. If this is indeed what should be done, I will need more than one club or a few individuals feeling that it should happen.

Let me know as soon as you can. Also, remember there is a lag time between writing and printing a MA column. Happy Flying.

--Ed McCullough, District XI AMA vice president, 53 S.E. 61st Ave., Portland, OR 97215.

DEAR FL:

We are planning to come up to your regionals. Four of us are coming if all goes as planned to get you guys.

--John Salvin, 17 Jewel Court, Orinda, CA 94563.

(Editor's note: Our grapevine also lists Regionals competitors on the way from several other points in California in stunt, combat and racing. Names such as Fancher, McClellan, Garner, Gillott, Preszler, Petri have been mentioned. There are crews coming from Alberta, British Columbia, Utah, Montana, and elsewhere!)

DEAR FL:

After a long absence from flying I now have found the time to return to the hobby. Chris Sackett informed me of your fine newsletter. I am enclosing fee for subscription.

--Alan Resinger, 11283 82A Ave., No. Delta, B.C., Canada, V4C 2E5.

MORE TO COME...

During our one month absence, more articles and letters have piled up than could possibly fit in one issue of FL. There's lots of great stuff "on hold" for future issues!

LAST CHANCE FOR FIREPLUG RAFFLE

The drawing for the GloBee Fireplug and charger to be raffled off by Flying Lines will be held May 24. Buy your tickets now to get in on the raffle!

The Fireplug is a rechargeable battery, with meter to show the condition of your plug, and a variable output. It has been donated by Twinn-K, Inc.

Tickets cost 50 cents each, \$1 for three tickets and \$2 for seven tickets. The tickets go into a jar to be drawn by 6-year-old Heather Thompson. Fill out the form below and send with your money.

Name _____ Address _____

Phone _____ Number of tickets _____ Amount enclosed _____

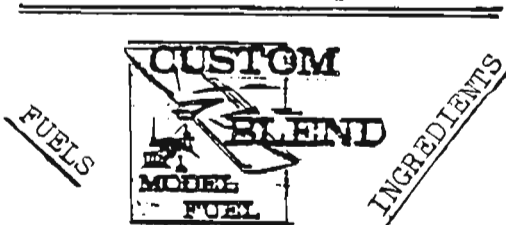
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VII

TRIPLE ELIMINATION AMA COMBAT
TOURNAMENT

JUNE 26 & 27, 1982

MARYMOOR PARK

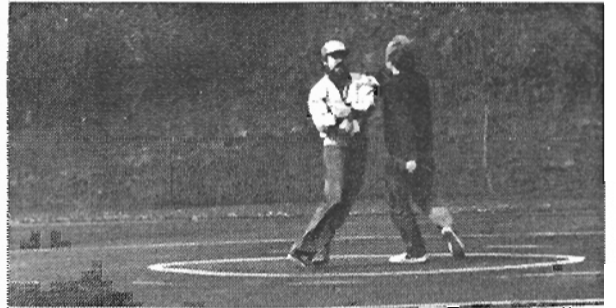
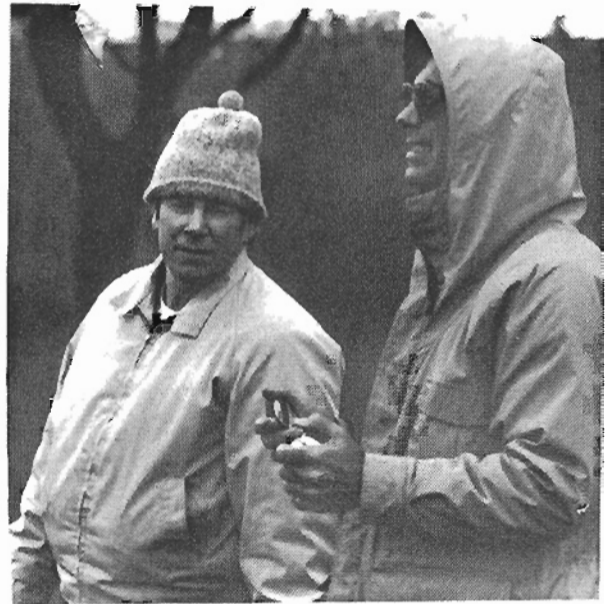
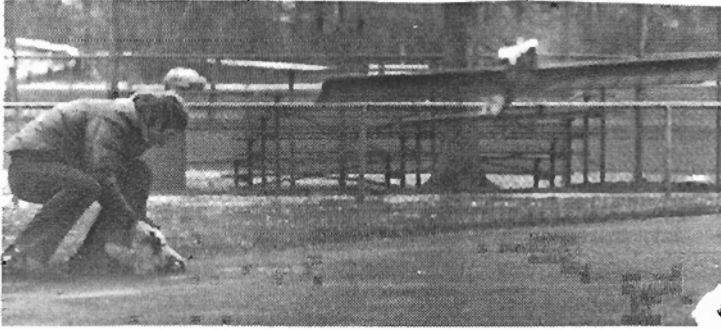
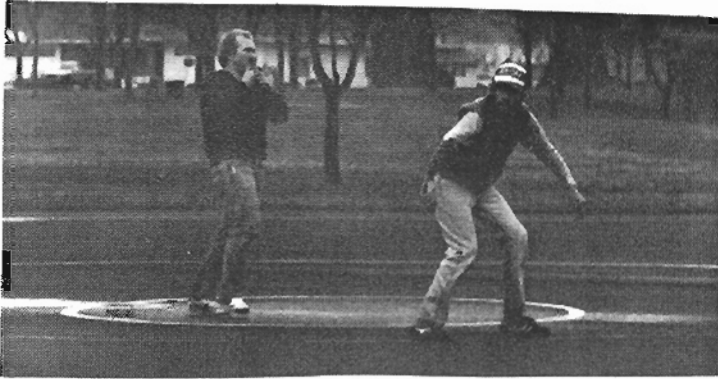
REDMOND, WASHINGTON

Prizes through fifth place include both trophies and Carver Corporation stereo equipment. Entry fee is \$4. Registration will be open until 11 AM, Saturday, June 26 only. Flying will begin promptly at 11. For further information, call Norm McFadden, (206) 745-1314, or Howard Rush, (206) 823-6018. Let us know if you need a place to stay or a ride from the airport.

If you're less than 21, please have this form signed and bring it with you:

Parent's Consent, Waiver, Release: As parent or natural guardian of.....
a minor, I hereby give my full and unqualified consent to his/her participation
in this model airplane contest. I further release the sponsors, promoters, and
officials of said contest from responsibilities for any claims of loss, damage,
or injury resulting from any cause in the course of the contest. I also assume
full responsibility for any damage or injury caused by above named or his/her
model aircraft to any person or property.

SIGNED (PARENT OR GUARDIAN).....



DRIZZLE CIRCUIT ACTION

When the rain let up for a while, the FL camera came out and snapped these action-packed moments of racing in Portland April 4 in Contest No. 4 of the Northwest Sport Race Drizzle Circuit. Left column, top to bottom: Rich Schaper, left, and Mike Hazel piloting in Super Sport heat. Hazel passes as Schaper prepares for takeoff after pit stop. Scott Newkirk, pitman, and Hazel's super sport. Ken Burgar launches V-tailed super sport plane. John Clemans releases Rich Schaper's Bobcat super sporter. Right column, top to bottom: Clemans checks lap counter operated by Don McClave. Ken Burdick, left and Mike Hazel in rat race duel; positions reversed in second photo. Who is that masked man? Another Salter, Glenn, of Seattle, preparing a NW sport racer.