

FLYING LINES

1411 BRYANT AVENUE
COTTAGE GROVE, OREGON 97424

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January, 1983 NEWS OF NORTHWEST CONTROL LINE MODEL AVIATION Number 41

DRIZZLE CIRCUIT STARTS OFF WITH A SPLASH

The Northwest Sport Race Drizzle Circuit's fifth year started off with a splash of more than one kind. In fact, there were splashes all day long, as the skies poured forth an unceasing rainfall -- but there also was the much more pleasing splash of an excellent day of racing.

Puddles and sprinkles notwithstanding, the racing was friendly, fast and enthusiastic. A field of eight Northwest Sport Racers and nine Super Sport racers entered in spite of the inclement conditions, suggesting that the DC is alive and well in its new centralized Portland, Ore., location.

And there was a certain electricity in the air that only the Drizzle Circuit meets contain. Whereas most of the year is a series of unconnected, individual contests, the Drizzle Circuit is a "season," with its progress leading toward a final championship. The fliers come out at the beginning prepared to give it their best shot, and the optimism of doing well over the five contests transcends the hopes involved in the single contest. There's always next month!

And in spite of the bad weather, some racers most definitely had their acts together. The evidence is indisputable in the two Northwest racing records that were set in this, the first contest, on Dec. 12.

The Super Sport Racers came out smokin' with numerous excellent times and some very swift air speeds. Dave Green of Astoria, Ore., blasted off to a new heat record of 3:24, and then promptly tacked it up with a 3:25. The old NWSS record had been 3:43. Green also captured the feature race record at 7:30. That is a new mark, recognizing the first race set under the new three-pit stop rule. However, it was very close to the old mark of 7:24, set with two pit stops.

As the above times show, super sport is becoming a quick event, but it also is one with a number of excellent teams competing to provide a pulse-quickening excitement for every race. And the pilots love it! The NWSS airplane is fast enough to be exciting and challenging, pulling hard, flying smoothly and going where it's pointed, but slow enough to be within all pilots' capabilities.

Among those with obviously competitive SS equipment Dec. 12 were Green, Rich Schaper, Mike Hazel, John Thompson, and the SKARE (Salter-Knoppi) racing team, with definite potential shown by Alan Stewart, Greg Beers and Dick Petersen.

On the other end of the spectrum, Northwest Sport Race is taken by the participants as a real "fun" event, with everyone going into it with a sportsmanlike attitude and a smiling face, weather permitting. Drew DePauli, 11, made his NWSR racing debut at the contest; unable to finish the race but gaining some good experience he promises to be back with spirit.

The damp day started out with Class I $\frac{1}{2}$ A mouse race, won by John Thompson of Cottage Grove, Ore., with a 5:57.34 feature race time. The weather was hard on the mice with their thread-like lines and tempermental nature, and the other three entrants retired without finishing.

Greg Beers of Vancouver, Wash., topped the NWSR field with an 8:48 feature race, following up excellent heats of 4:27 and 4:45.

Two of the competitors, Beers and Peterson, had to leave before NWSS got started, but the remaining seven had some head-to-head racing that was just plain exhilarating, including a Green-Hazel matchup that ended with both places under four minutes. After it was over for the day, someone astutely remarked, "In Super Sport, it isn't good enough just to be fast." The piloting and pitting practice showed, as racing looked very professional.

Green's 7:30 was a minute ahead of the other two finalists, but the air speed for all was nearly the same and only pitting problems kept it from being a cliffhanger.

There are still four races to go on the Drizzle Circuit (see contest calendar for details.) If you haven't tried DC racing, you're missing a lot of fun.

Here are the complete results: *

CLASS I MOUSE RACE (4 entries)

1. John Thompson, Cottage Grove, Ore. -- 5:57.34. Little White Mouse, Frank Scott design, 14" span, 5 $\frac{3}{4}$ oz., balsa/spruce/plywood, glass cloth/K&B Super Pox finish, V-tail, Kustom Kraftsmanship button bell crank, KK reed valve .049 engine, 5x4 Tornado prop, KK head, Sheldon's 50%

DC OPENER, continued

- nitro fuel, fastfill, spring starter, E-Z Just handle.
 2. Rich Schaper, Kelso, Wash. -- 62 laps.
 3. Dave Green, Astoria, Ore. -- 31 laps.
 4. Drew DePauli, Cottage Groe, Ore. -- 29 laps.

NORTHWEST SPORT RACE (8 entries)

1. Greg Beers, Vancouver, Wash. -- 8:48. Sterling Yak-9, 38" span, balsa, Monokote finish, Fox .35 stunt, Tornado 9x8 nylon prop, Fox plug, Fox tank.
 2. Dave Green -- 9:22.
 3. Bill Varner, Astoria, Ore. -- 12:56.
 4. Glenn Salter, Seattle, Wash. -- 43 laps.

NORTHWEST SUPER SPORT RACE (7 entries)

1. Dave Green -- 7:30. Minotaur, Green design, 33" span, 27 oz., balsa-spruce, Solarfilm-K&B Super Poxy finish, K&B .35, Green rework, Green 9x7 epoxy glass prop, K&B plug, fastfill, shutoff, hot glove, Green suction uniflow 4-oz. outboard tank, Fox handle.
 2. Rich Schaper -- 9:32.
 3. SKARE Team (Dick Salter/Tom Knoppi) -- 9:52.
 4. John Thompson -- 4:39 heat.

HEAT WINNERS

NWSR Round 1: Green (5:25), Beers (4:45). Round 2: Green (4:42), Beers (4:27)

NWSS Round 1: Schaper (4:34), Green (3:24), SKARE (4:13).

Round 2: Schaper (3:48), Thompson (5:07), Green (3:25).

* New FL info forms left out blanks for fuel data -- oversight will be corrected by next contest.

CIRCUIT STATISTICS

STANDINGS

NORTHWEST SPORT RACE

1. Greg Beers . . . 8
2. Dave Green . . . 7
3. Bill Varner . . . 6
4. Dick Salter . . . 5
5. SKARE 1
6. John Thompson. 0
- Drew DePauli . 0
- Dick Peterson. 0

SUPER SPORT RACE

1. Dave Green . . . 7
2. Rich Schaper . . 6
3. SKARE 5
4. John Thompson. 2
- Mike Hazel . . . 2
- Alan Stewart . . 2
7. Bruce Guenzler 1

FAST HEATS

NWSR: 4:27 -- Greg Beers
 NWSS: 3:24 -- Dave Green

NEXT RACE

Jan. 10, 1983, Delta Park, Portland, Ore., sponsored by Seattle Skyraiders.

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KOPRIVA GOBBLES UP 1982 TURKEY PRIZE

A pleasant, only slightly chilly, windless day greeted five souls who tossed their sawbucks into the hat for Flying Lines' benefit and competed for that delectable 1982 version of the 21-lb frozen turkey. It was the fourth annual Flying Lines Benefit Turkey Tournament, in Eugene, Ore.

The rules were different this year -- no combat, in deference to the fainter hearts, who turned out in their usual lack of numbers anyway. The events were appearance, 2-minute time target, speed and stunt. Pretty much any plane was legal and fun was the main idea.

When the smoke cleared, Tom Kopriva of Eugene, Ore., had earned the turkey and the kudos of his competitors. Tom used a Magician, powered by a Johnson stunt .35, to win the appearance and speed categories.

Mike Hazel, Salem, Ore., won the stunt category with his P-40, powered by a Fox .35. Time Target was captured by 11-year-old Drew DePauli, flying in his first contest. Drew, of Cottage Grove, Ore., made a flight of 118 seconds, only two seconds off of the 120-second target!

With the few entries, everybody got plenty of time to do their thing and the competition was characterized by smiles and camaraderie. Chances are the format will be continued next year.

Here are the complete results:

OVERALL

1. Tom Kopriva, Eugene, Ore. -- 37 points. Magician, Johnson stunt .35.
2. Mike Hazel, Salem, Ore. -- 35 points. P-40, Fox .35.
3. Drew DePauli, Cottage Grove, Ore. -- 32 points. Ringmaster, Fox .35.
4. Gene Pape, Eugene, Ore. -- 29 points. Flite Streak, Fox .35.
5. Bill Varner, Astoria, Ore. -- 28 points. Flite Streak, Fox .35.

APPEARANCE

1. Tom Kopriva -- 10 points.
2. Mike Hazel -- 9.
3. Drew DePauli -- 8.
4. Bill Varner -- 7.
5. Gene Pape -- 6.

TIME TARGET (120 secs possible, minus 1 pt each second over or under)

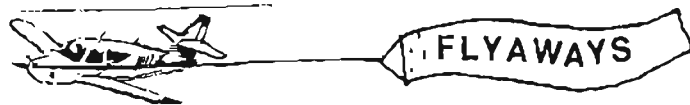
1. Drew DePauli -- 1:52 (112 points) -- 1:58 (118 points) -- 10 points.
2. Mike Hazel -- 2:15 (105 points) -- 1:42 (102) -- 9.
3. Tom Kopriva -- :50 (50) -- 1:39 (99) -- 8.
4. Bill Varner -- Crash (0) -- 2:42 (78) -- 7.
5. Gene Pape -- 3:18 (42) -- 3:15 (46) -- 6.

SPEED (14 laps from standing start)

1. Tom Kopriva -- 52.44 sec. -- 10 points.
2. Gene Pape -- 55.89 -- 57.34 -- 9.
3. Bill Varner -- 56.51 -- 57.5 -- 8.
4. Mike Hazel -- 59.62 -- 1:06.5 -- 7.
5. Drew DePauli -- 1:11.23 -- 1:05.06 -- 6.

STUNT (AMA pattern)

1. Mike Hazel -- 47 -- 289 -- 10 points.
2. Tom Kopriva -- 223 -- 9.
3. Gene Pape -- 150 -- 8.
4. Drew DePauli -- 52 -- 53 -- 7.
5. Bill Varner -- 20 -- 6.



RANDOM TIPS AND RIBS FROM THE FL WORKSHOP FLOOR

====Flying Lines is proud to present, starting with this issue, the cartoons of Steve Lindstedt of Portland, Or. Nobody captures the spirit of CL flying like Steve, who knows the hobby from the inside. We've got a year's worth of excellent cartoons to amuse FL readers. Thanks, Steve.

====The friendly UPS man just delivered a sample of Satellite City's new Hot Shot accelerator for cyanoacrylate adhesives. We've been dying to try some of this stuff, which comes from the makers of Hot Stuff. Its purpose is to speed the setting of the instant glues. It can be applied before or after the glue is put on. Gap filling is said to be increased, too. It comes in a pump spray bottle for \$3.95. We'll give you a report on how it works after we get a chance to try it. Here's hoping we can throw away our baking soda!

====The AMA's National Newsletter, a publication put out for newsletter editors, club presidents, etc., carries samples of other newsletters from around the country. The most common complaint quoted from editors is that their club members don't provide any material for the newsletters. That's further proof to us that control-liners and FL readers in particular are the greatest modelers around. We get so many fine contributions from our readers that we have to use a shoehorn to squeeze them all in the newsletter -- and we've got lots on tap for the future. Congratulations, thanks, and keep them coming!

====The newsletter of the National Control Line Coalition, the NCLC Gazette, has some good information and is coming out more and more often lately. It might be a good investment for people interested in the national and world-wide scene. Send \$10 membership to the NCLC, 707 Second St., Davis, CA 95616.

====Statistics for the NWSR Drizzle Circuit and the FL standings will be kept on computer in 1983. This should greatly improve our workload at this end, thank goodness. Any DC people interested in seeing a printout, or anyone interested in seeing updates of the complete standings (only top fives are printed in the newsletter) can get them from FL.

====The Northwest's traveling Navy man, Jim Cameron, can be reached at a new address. Jim says he is building a 1/2A combat plane to carry about with him on his travels. Write him at: Jim Cameron, OE Division, USS Moosbrugger, FPO Miami, FL, 34092. By the way, Jim is working as an electronics technician, mostly repairing UHF transmitters. His ship is a destroyer (sounds fitting for an ex-combat flier).

====Seattle Skyraiders have elected Quick Dick Salter as president and Ken Jensen as vice president. Yvonne Thue was re-elected secretary-treasurer. Dave Mullens remains Skywriter editor. Watch the circles for nifty new Skyraiders club jackets.

====Once again the flyer fails to mention it, but the Northwest Model Exposition will have a display category for control-line. FL has rules forms. The show will be at the Western Washington State Fairgrounds in Puyallup, Wash., Feb. 5 and 6 from 10 a.m. to 7 p.m. Saturday and 10 a.m. to 5 p.m. Sunday.

====Interesting Statistics Dept.: The National Newsletter reports that the Hobby Industry Association of America estimates that control-line and free-flight modelers out-spend radio control fliers by a considerable margin. HIAA says \$60 million is spent annually on control-line kits, free-flight planes, gliders and rubber-powered planes, while \$40 million goes to radio controlled aircraft. Another \$15 million is spent on accessories and fuel.

====Stolen from a free-flight newsletter: A cannibal went to a butcher shop and asked for brains. The butcher said the price was \$1 per pound for free-flight brains, \$2 a pound for control-line brains, and \$25 for RC brains. "How come the RC brains are so high?" asked the cannibal. "Man," the butcher replied, "do you know how many RC fliers it takes to make a pound of brains?"

====The Navy Carrier Society's High-Low Landings newsletter reports that Sterling Models have sold their last batch of Guardian carrier kits to Dave Wallick. Wallick is selling the kits for \$20 each while they last, and no more will be produced. Contact him at 158 Brookvalley Drive, Elyria, Ohio, 44035.

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NW COMPETITION STANDINGS

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

For the second year in a row, Dick Salter of Seattle, Wash., is the Northwest's "Mr. Competition," scoring the most points in the Flying Lines standings in 1983.

Salter placed in the top four at least once in six different events, in addition to competing part of the time under the SKARE team name with Tom Knoppi. Dick's events were profile carrier (16 points), 1/2A combat (4), slow combat (4), sport-profile scale (17), Northwest Sport Race (32), Class I mouse race (13), plus several others in which he did not place.

Listed below are the final standings for all of the scored events, plus a complete list of everyone who placed in the top four of any event in a Northwest contest. The list includes 70 individuals -- not counting those who never placed -- compared with 48 in 1981. Control-line is growing!

Congratulations to Dick Salter and all of the other competitors that make control-line the best of the Northwest's model aviation activities!

OVERALL COMPETITION

(100 contests, 462 entries)

1. Dick Salter . . . 86	54. Bruce Guenzler . . 3
2. John Thompson . . 83	Dennis Buckholz . 3
3. Mike Hazel . . . 65	Alan Resinger . . 3
4. Dave Green . . . 45	57. Harry DeBuhr . . 2
Ken Burgar . . . 45	Chet Hales . . . 2
6. Paul Walker . . . 36.5	Clarence Bull III 2
7. Gene Pape . . . 36	Gary Dowler . . . 2
8. Bill Varner . . . 33	Clarence Haught . 2
9. Scott Newkirk . . 32	George Mickey . . 2
10. Rich Schaper . . 31	Andrew McClave . 2
11. Dick McConnell . 30	Randy Ogle . . . 2
12. Dave Mullens . . 29.5	Jay Just 2
13. Howard Rush . . . 28	Bob Newman . . . 1
14. Greg Beers . . . 24	Joe Dill 1
Norm McFadden . . 24	Lance Cronyn . . 1
Randy Schultz . . 24	Niels Madsen . . 1
17. Pete Bergstrom . 23	Drew DePauli . . 1
Bill Skelton . . . 23	
18. John Clemans . . 22	
19. Don McClave . . . 19.5	
20. Orin Humphries . 19	
21. Tom Kopriva . . . 18	
23. Ken Burdick . . . 17	
24. Don Schultz . . . 16.5	
25. Chris Sackett . . 16	
Loren Howard . . . 16	
Dick Peterson . . . 16	
28. Gary Byerly . . . 15	
29. Phil Granderson . 14	
Dan Cronyn . . . 14	
31. Russ Wilcoxson . 13	
32. Rich Porter . . . 12	
Max Thue 12	
Terry Miller . . . 12	
35. Rory Tennison . . 11	
Richie Salter . . . 11	
37. Joe Just 10	
SKARE Team . . . 10	
39. Clarence Bull Jr. 9	
Bob Carver 9	
41. Todd McNulty . . . 8	
Dave Gardner . . . 8	
43. Keith Couteky . . 7	
44. Jim Cameron . . . 6	
Bob Parker 6	
Bob Emmett 6	
Steve Cole 6	
Glenn Salter . . . 6	
48. Wayne Spears . . . 5	
Roy Beers 5	
Ricky Humphries . 5	
Steve Motis 5	
52. Rick Railston . . 4.5	
53. Bob Danielson . . 4	

OVERALL SCALE (7 contests, 36 entries)

1. Dick Salter . . . 17
2. Randal Schultz . . 13
3. Pete Bergstrom . . 12
4. Dan Cronyn . . . 10
5. Orin Humphries . . 7

AMA SCALE (1 contest, 4 entries)

1. Orin Humphries . . 4
2. Dave Mullens . . . 3
3. Harry DeBuhr . . . 2
4. Greg Beers 1

SPORT-PROFILE SCALE (6 contests, 32 entries)

1. Dick Salter . . . 17
2. Randal Schultz . . 13
3. Pete Bergstrom . . 12
4. Dan Cronyn . . . 10
5. Todd McNulty . . . 6

OVERALL COMBAT (13 contests, 79 entries)

1. Gene Pape 34
2. John Thompson . . 33
3. Howard Rush . . . 28
4. Norm McFadden . . 22
5. Gary Byerly . . . 15

FAI COMBAT (1 contest, 5 entries)

1. Howard Rush . . . 5
2. John Thompson . . 4
3. Dick McConnell . . 3
4. Ken Burdick . . . 2

1/2A COMBAT (5 contests, 22 entries)

1. John Thompson . . 19
2. Gene Pape 15
3. Tom Kopriva . . . 13
4. Mike Hazel 9
5. Rich Porter 4
Dick Salter 4

SLOW COMBAT (2 contests, 12 entries)

1. Gary Byerly . . . 9
2. John Thompson . . 7
3. Gene Pape 6
4. Norm McFadden . . 5
5. Dick Salter 4

AMA COMBAT (5 contests, 40 entries)

1. Howard Rush . . . 23
2. Norm McFadden . . 15
3. Phil Granderson . 14
4. Gene Pape 13
5. Bob Carver 9

OVERALL RACING (40 contests, 186 entries)

1. Dick Salter . . . 45
John Thompson . . 45
3. Mike Hazel . . . 44
4. Ken Burgar . . . 41
Dave Green 41

SCALE RACING (GOODYEAR) (1 contest, 7 entries)

1. Clarence Bull Jr. 5

CLASS I MOUSE RACE (9 contests, 37 entries)

1. John Thompson . . 14
2. Dick Salter . . . 13
3. Mike Hazel 11
4. Rich Schaper . . . 7
5. Joe Just 6

CLASS II MOUSE RACE (4 contests, 12 entries)

1. Mike Hazel 4
Joe Just 4
3. Dave Mullens . . . 3
4. Tom Kopriva 2
Dave Green 2

STANDINGS, continued

RAT RACE
(6 contests, 22 entries)

1. Scott Newkirk . . . 14
2. Ken Burgar . . . 8
3. Dave Green . . . 5
- Mike Hazel . . . 5
5. K&B Team . . . 4

SLOW RAT RACE
(2 contests, 5 entries)

1. John Thompson . . . 2
2. Ken Burdick . . . 1
- Norm McFadden . . . 1

NORTHWEST SPORT RACE
(11 contests, 59 entries)

1. Dick Salter . . . 32
2. Ken Burgar . . . 24
3. Bill Varner . . . 20
- Greg Beers . . . 20
5. John Clemans . . . 19

SUPER SPORT RACE
(9 contests, 48 entries)

1. Mike Hazel . . . 24
- Rich Schaper . . . 24
3. Dave GREEN . . . 22
4. John Thompson . . . 14
5. SKARE Team . . . 10

OVERALL CARRIER
(5 contests, 36 entries)

1. Bill Skelton . . . 23
2. Dick Salter . . . 16
3. Loren Howard . . . 13
4. Orin Humphries . . . 12
5. Russ Wilcoxson . . . 11

SCALE CARRIER
(2 contests, 13 entries)

1. Loren Howard . . . 13
2. Bob Parker . . . 6
3. Roy Beers . . . 5
- Bill Skelton . . . 5
5. Orin Humphries . . . 4
- Max Thue . . . 4

PROFILE CARRIER
(3 contests, 23 entries)

1. Bill Skelton . . . 18
2. Dick Salter . . . 16
3. Russ Wilcoxson . . . 11
4. Orin Humphries . . . 8
5. Wayne Spears . . . 5

SPEED (COMBINED)
(13 contests, 45 entries)

1. Scott Newkirk . . . 18
2. Chris Sackett . . . 16
3. Mike Hazel . . . 9
4. Ken Burdick . . . 7
- Keith Louteky . . . 7

AEROBATICS
(22 contests, 80 entries)

1. Paul walker . . . 28.5
2. Don McClave . . . 19.5
3. Don Shultz . . . 16.5
4. Dave Mullens . . . 15.5
5. Rory Tennison . . . 11
- Dick McConnell . . . 11
- Randall Schultz . . . 11

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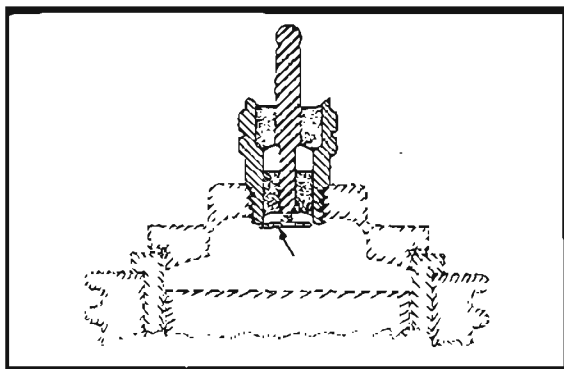
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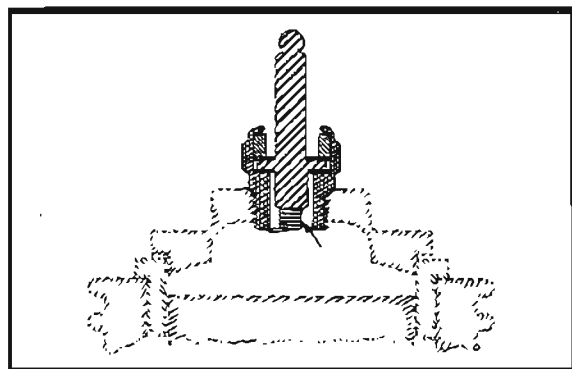
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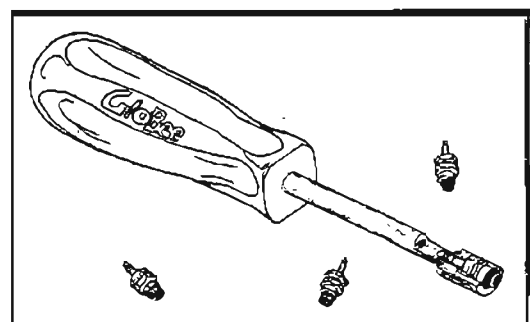
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NW COMPETITION RECORDS

RECORD PERFORMANCES ESTABLISHED BETWEEN NORTHWEST MODELERS IN SANCTIONED COMPETITION

Opening of the Northwest Sport Race Drizzle Circuit for 1982-83 in Portland Dec. 12 caused two records to fall.

Dave Green of Astoria, Ore., now holds the Northwest record for Super Sport Race in both the preliminary heat and feature race categories.

Dave's preliminary heat of 3:24 was well below the old 3:43 set by John Thompson at the Raider Roundup. Green backed his time up with a 3:25 just to show he was serious. Green also captured the feature race record with a 7:30. Those with sharp eyes and good memories will note that that time is slower than Thompson's old 7:24, but it represents the first feature turned under the new three-pit feature race rule. Considering the extra visit to the gas pumps, that 7:30 looks mighty fine!

The standings listed below also list the new Formula 40 speed record owned by Scott Newkirk of Seattle, Wash. We overlooked that one last time. Scott's 152.28 mph speed at the Raider Roundup in September was better than the old record -- also held by Scott -- of 148.58 mph.

These standings also restore Terry Miller's Class I carrier record, which was erroneously reported in September to have been beaten by Bill Skelton. Bill has graciously pointed out that the listing was in error.

Here are the complete records as of Dec. 28:

$\frac{1}{4}$ A MOUSE CLASS I	50-lap: 2:38 (John Thompson)	100-lap: 5:31 (John Thompson)
$\frac{1}{2}$ 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: 9:50 (John Thompson)
RAT RACE	70-lap: 2:29 (Mike Hazel)	140-lap: 4:53 (Mike Hazel)
TEAM RACE	100-lap: 3:51.07 (Knoppi-McCollum)	200-lap: 7:49 (Knoppi-McCollum)
NW SPORT RACE	70-lap: 4:14 (Dick Salter)	140-lap: 8:27 (Dick Salter)
NW SUPER SPORT	70-lap: 3:24 (Dave Green)	140-lap: 7:30 (Dave Green)
$\frac{1}{8}$ A SPEED:	88.2 mph (Paul Wallace)	FAI SPEED: 155.45 mph (Scott Newkirk)
$\frac{1}{16}$ A PROTO SPEED:	83.63 (Paul Wallace)	FORMULA 21: --
A SPEED:	125.82 (Mike Hazel)	FORMULA 40: 152.28 (Scott Newkirk)
B SPEED:	153 (Mike Hazel)	JET SPEED: 192.64 (Chris Sackett)
D SPEED:	154.84 (Mike Hazel)	PROFILE NAVY CARRIER: 208.9 (Marty Phillips)
		CLASS I NAVY CARRIER: 268.98 (Terry Miller)
		CLASS II NAVY CARRIER: 323.7 (Loren Howard)

RULES CHANGE INITIAL PROPOSAL VOTE RESULTS

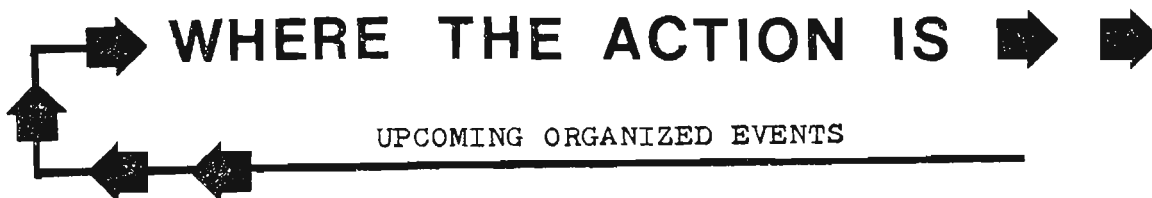
The initial vote results for 1984 control-line rules proposals have been released by AMA. Details will be printed in Model Aviation, but here is a quick run-down of the results. The proposals that passed will be subject to cross-proposals and another vote before they receive final approval. Those that failed are out until 1986 rules cycle.

Members of the contest board are, by district: I--George Higgins, North Pembroke, Mass. II--Bill Boss, New Hyde Park, NY. III--Laird Jackson, Philadelphia, Pa. IV--Ron McNally, Springfield, Va. V--Dave Hemstraught, Moncks Corner, S.C. VI--Bob Burch, Chicago, Ill. VII--James Sinton, New Hope, Minn. VIII--Bill Lee, Missouri City, Texas. IX--Mike Tallman, Wichita, Kans. X--Vic Garner, Livermore, Calif. XI--John Thompson, Cottage Grove,

RULES, continued

- CL-84-17 -- Slow combat level flight after streamers gone, passed 10-1. Yes.
- CL-84-18 -- .015 lines for FAI combat, passed 8-3. Yes.
- CL-84-19 -- Increase Form. 40 line size, failed 3-8. No.
- CL-84-20 -- Increase rat race line size, failed 2-9. No.
- CL-84-21 -- Speed fuel 40% nitro maximum, automatically OK via Speed Advisory Committee recommendation.
- CL-84-22 -- Slow rat revisions, passed 10-1. Yes.
- CL-84-23 -- Goodyear back-to-back preliminary heats, passed 6-5. No.
- CL-84-24 -- Three-up Goodyear races, failed 4-7. No.
- CL-84-25 -- Goodyear semifinals, failed 3-8. No.
- CL-84-26 -- Slow combat stabilizer specifications, passed 6-5. No.
- CL-84-27 -- Slow combat canopy specifications, passed 6-5. No.
- CL-84-28 -- Bans slow combat soft cell tanks, failed 4-7. No.
- CL-84-29 -- Vertical stabilizer specifications, failed 5-6. No.
- CL-84-30 -- Slow combat profile fuselage specifications, failed 5-6. No.
- CL-84-31 -- Stunt optional simple wingover, failed 2-9. No.
- CL-84-32 -- Change carrier landing definition, passed 11-0. Yes.
- CL-84-33 -- Limit to 3 60° warnings, passed 11-0. Yes.
- CL-84-34 -- CD discretion on stunt parts jettison disqualification, failed 1-10. No.
- CL-84-35 -- Nats PAMPA format, alternate proposal, failed 2-9. No.
- CL-84-36 -- Revise stunt landing definition, failed 3-8. No.
- CL-84-37 -- Clarify 4-leaf clover pullout, passed 9-2. Yes.
- CL-84-38 -- Return to old combat starting method, failed 1-10. No.

Initial proposals require a simple majority or tie for approval. Final proposals require a two-thirds majority of those voting.



- January 10... PORTLAND, Ore. -- Northwest Sport Race Drizzle Circuit Contest 2. Rat race, 9 a.m. Northwest Sport Race, 11 a.m. sharp. NW Super Sport race follows NWSR. NWSR/NWSS 2-heat+feature, points accumulating for circuit championship. Site: Delta Park. Entry fee: \$3 for one event, \$2 each additional. Trophies for rat, points only for NWSR/NWSS. Contest Director: Dick Salter, 7217 S. 133rd, Seattle, WA 98178. Sponsor: Seattle Skyraiders.
- February 13... PORTLAND, Ore. -- Northwest Sport Race Drizzle Circuit Contest 3. A combat, 9 a.m. NW Sport Race, 11 a.m. sharp. NW Super Sport Race follows NWSR. NWSR/NWSS 2-heat+feature, points accumulating for circuit championship. Site: Delta Park. Entry fee: \$4 for first event, \$2 for each additional event. Contest Director: Dave Green, 200 W. Franklin Ave., Astoria, OR 97103 (503) 325-7005. Sponsor: North Coast CLAMS. Prizes: Merchandise.
- March 13... PORTLAND, Ore. -- Northwest Sport Race Drizzle Circuit Contest 4. Northwest Sport Combat, 9 a.m. NW Sport Race, 11 a.m. sharp. NW Super Sport Race follows NWSR. NWSR/NWSS 2-heat+feature, points accumulating for circuit championship. Site: Delta Park. Entry fee: \$5 for first event, \$2 for each additional. Contest Director: John Thompson, 1411 Bryant Ave., Cottage Grove, OR 97424 (503) 942-7324. Sponsor: Eugene Prop Spinners. Prizes: Merchandise.

ACTION, continued

- March 27.....SEATTLE, Wash. -- Seattle Skyraiders 3xl Event. Three events (NW Super Sport Race, stunt and balloon bust) with one airplane. Site: Carkeek Park. Contest Director: Dave Mullens, 15559 Palatine Ave., N., Seattle, WA 98133. (206) 365-5436. Trophies through third place for overall winners, first place trophies for individual events.
- April 10.....PORTLAND, Ore. -- Northwest Sport Race Drizzle Circuit Contest 5. Slow rat race, 9 a.m. Northwest Sport Race at 11 a.m. sharp, NW Super Sport Race follows NWSR. NWSR/NWSS 2-heat+feature, points accumulating for circuit championship. Site: Delta Park, Entry fee: \$3 per event. Contest Director: Mike Hazel, 1040 Windemere Dr. NW, Salem, OR, 97304. (503) 364-8593. Trophies. Circuit championship trophies and perpetual awards handed out.
- May 15.....KENT, Wash. -- Seattle Skyraiders Spring Tune-Up. Precision aerobatics (3 classes plus junior novice), sorta scale. Site: Boeing Space Center. Contest Director: Dave Mullens, 15559 Palatine Ave. N., Seattle, WA 98133 (206) 365-5436.
- May 28-29.....EUGENE, Ore. -- Northwest Regional Control Line Championships. Rat race, slow rat race, Goodyear, NWSR, NWSS, Class I mouse race, Class II mouse race; AMA, FAI, ½A and slow combat; AMA and profile scale; Class I, II and profile carrier, precision aerobatics (three PAMPA classes); balloon bust, ½A, A, B, D, jet, Formula 40, and FAI speed. Displays, concessions, camping, hobby shop, party, rest rooms, restaurant, airline connections. Site: Mahlon Sweet Airport. Sponsor: Eugene Prop Spinners in cooperation with other Northwest clubs. Prizes: trophies and \$2,000 worth of merchandise. Contest Director: Dave Green, 200 W. Franklin Ave., Astoria, Ore., 97103. (503) 325-7005.
- June???.....ASTORIA, Ore. -- CLAMBash. More details to come. Contact Dave Green, 200 W. Franklin Ave., Astoria, OR 97103 (503) 325-7005
- July???.....KENT, Wash. -- Boeing Hawks Air Fair. Will somebody tell us what's going on, for a change?
- July 24.....SPANAWAY, Wash. -- Seattle Skyraiders and Bill's Hobby Town Spanaway Spectacular. (tentative). Precision aerobatics, slow, AMA and ½A combat. Contact Dave Mullens, 15550 Palatine Ave. N., Seattle, WA 98133 (206) 365-5436.
- Sept. 10-11...KENT, Wash. -- Raider Roundup/Washington State Control Line Championships, sponsored by the Seattle Skyraiders. FAI team race, rat race, NWSR, NWSS, Class I&II Mouse race, balloon bust, profile carrier, Class I-II carrier, slow, ½A and AMA combat, precision aerobatics, sorta scale, sport or precision scale, Formula 40 speed, record-ratio speed. Trophies and merchandise. Site: Boeing Space Center. Contest Director: Dave Mullens, 15559 Palatine Ave., N., Seattle, WA 98133. (206) 365-5436.
- October 9PORTLAND, Ore. -- Stuntatnon '83. Four PAMPA classes, old-time stunt, and Fireball fun fly. Sponsored by Seattle Skyraiders. Contest Director: Dave Gardner. Contest site: Delta Park. For information contact Don McClave, 7719 SE 28th Ave., Portland, OR 97202. (503) 771-8453.

HUMPHRIES PROPOSES JIM WALKER EVENT

Orin Humphries, the Northwest's friend of the sport flier (founder of profile scale and balloon bust at the Northwest Regional Championships), is proposing the importation of the Canadian Jim Walker event into this country. The rules are as follows. Information about the event can be obtained by contacting Urin at 5208 North Elgin, Spokane, WA 99208.

JIM WALKER EVENT

I. GENERAL -- No restrictions are placed on the design of Jim Walker models except that they shall meet the specifications for these regulations. All pertinent regulations covering the flier, the model and the flight shall be applicable as hereinafter specified.

II. SCORING -- Scoring shall be the aggregate obtained from each of four sections to a maximum of 100 points.

A. CONCOURS D'ELEGANCE

	<u>MAXIMUM</u>
1. Realism	5
2. Scale appearance.	5
3. Finish and construction	10
4. Originality	10
Total	30

B. STUNT

1. Start & take-off within 30 seconds	5
2. Take-off & level flight.	10
3. Two consecutive wingovers.	10
4. Four consecutive loops	10
5. Two consecutive horizontal eights.	10
6. Landing.	10
7. Spot landing	5
Total.	60

(Divide total by two for value of 30)

C. SPEED

1. Engines below .15, multiply mph x .35 to a maximum of. . .	30
2. Engines .15 to .239, multiply mph by .30 to a maximum of .	30
3. Engines .24 to .29, multiply mph by .25 to a maximum of. .	30
4. Engines above .30, multiply mph by .2 to a maximum of. . .	30
5. Sum of multiple engines added to determine displacement in categories 1-4 above.	

D. CONTESTANT'S OPTION

Scored on originality, difficulty and effective completion to a maximum of 10

III. NUMBER OF FLIGHTS -- Contestants may make two attempts to score each of two official flights. A flight becomes official if any maneuver is attempted or any speed is timed. Best score of two official flights to count. If the first attempt is abandoned, the contestant will be timed for the 30 second start only, if the first attempt was airborne in less than 30 seconds. This discourages a contestant from declaring an attempt if he can't start the motor fast enough.

- IV. SPEED TIMING -- Contestant may elect to fly his speed portion before or after the stunts. He must raise his arm at least two laps before timing is to begin and timing will begin on the first lap after he lowers his arm. He is allowed only one timed run per flight and his timed run will be the same as that used in speed for his particular engine size.
- V. TIMED COURSE AND LINE SIZE -- The number of laps timed, the diameter of the lines and the length of the lines depend on the size of the engine as shown in the chart under the heading "Handicaps for the Jim Walker Event."
- VI. OFFICIAL FLIGHT -- Should the contestant land before the stunt and speed portions of his flight are completed, the flight shall be terminated and score up to that point entered as his official score.
- VII. JUDGES' GUIDE
- A. REALISM -- This is to be judged on the same basis as that used to judge stunt models.
- B. SCALE APPEARANCE -- This is judged on the likeness to a full-sized prototype. There may be some confusion here about which is which and an example would perhaps best clarify the point. i.e.: Suppose a Nobler and a stunt Spitfire were presented for judging. Both the Nobler and the Spit would score moderately well for realism. The Spit would, however, be eligible to be considered on scale appearance while the Nobler would not. Thus the Nobler and the Spit would each receive, say, 3 points for realism and the Spit an additional, say, 2 points for scale appearance.
- C. FINISH & CONSTRUCTION -- Judges are reminded that if scale appearance is attempted, the finish should be consistent with the prototype selected. One would not expect a night fighter to have a shiny finish.
- D. ORIGINALITY -- This is where the way-out types get even with the scale bugs. Consideration should be given, however, to those individuals who produce a scale model from their own drawings and not from kits or published plans. Originality could be considered in construction methods as well as shapes.
- E. START & TAKEOFF WITHIN 30 SECONDS -- Timing would start when contestant or assistant begins to flick the propeller, after having signaled his readiness. Should the contestant not start within 2 minutes, an attempt would be scored. The event director may, if a waiting line exists, impose a 2-minute time limit on preparatory procedures (not including the pull test) after contestant has entered the circle.
- F. TAKEOFF AND LEVEL FLIGHT -- A correct takeoff consists of the model rolling smoothly along the ground for a distance of not less than 15', then rising smoothly into the air with a gradual climb, to a smooth level-off at normal level flight altitude. Model continues on for two smooth laps of normal level flight to point of original level-off.
- G. TWO CONSECUTIVE WINGOVERS -- Correct wingovers are judged when model starts from normal level flight, makes a vertical climb and dive, passing directly over the flier's head, cutting the ground circle in half and recovers in an upright position at normal flight level. The model continues for half a lap to the starting point, then makes a vertical climb and dive over the center of the circle and recovers in normal level flight.
- H. FOUR CONSECUTIVE LOOPS -- Correct loops are judged when the model starts from normal level flight and makes a series of four smooth, round loops, all done in the same place with the bottoms of the loops being at normal level flight altitude and the tops of the loops with the line(s) at 45° elevation.
- I. TWO CONSECUTIVE HORIZONTAL EIGHTS -- The contestant has the choice of the tangential or "stunt rules" eight or the "lazy" eight. In the tangential eight, the model must be vertical between the two halves of the eight. In the lazy eight, the model makes an angle of 45° with the ground between the two halves of the eight. In the case of both eights and the loops, the objective is to test the turning ability of the airplane rather than the expertise of the pilot. Loops or eights which are too large should be severely penalized as they would indicate a poor turning ability in the airplane. Similarly, hesitation at the bottom of any maneuver in order to gain speed lost during the maneuver must be severely penalized. Inaccuracies due to inexperience on the part of the pilot is less severely penalized if it is obvious that the airplane is capable of performing the maneuvers. The entire stunt portion is intended to be a measure of the capabilities of the airplane rather than the expertise of the pilot.
- J. LANDING -- A correct landing is judged when the model makes a smooth realistic approach, touches down smoothly with no bounce, and comes to a stop without having touched any part of the model to the ground other than the landing gear. Two or three point landings are permissible.

- K. SPOT LANDING -- The spot shall be the position from which the model is released for takeoff. Maximum of five points if landing is within 2', one point dropped for each 2' away from the spot, so that outside 10' no points are scored. The contestant may be allowed to choose his spot.
- L. SPEED HANDICAPS
1. For engines under .15 displacement, take speed in mph and multiply by .35 to a maximum of 30 points.
 2. For .150 to .239 engines, take the speed in mph and multiply by .3 (i.e. if model does 72 mph, he gets $72 \times .3$, or 21.6 points). A speed of 100 mph gets a maximum of 30 points and no further points are scored.
 3. For .240 to .299 engines, take speed in mph and multiply by .25. A speed of 120 mph gets a maximum of 30 points and no further points are scored.
 4. For engines .300 and larger, take speed in mph and multiply by .2. A speed of 150 mph gets a maximum of 30 points and no further points are scored.
- M. CONTESTANTS' OPTION -- The intent of this section is to reward ingenuity and therefore no restrictions other than those of common sense safety are proposed. Note: The use of an additional stunt from the pattern is not very original. Judges should first assign a value from 1 to 10 to the proposed action in accordance with its difficulty and ingenuity. A portion of the previous quantity will then indicate the effectiveness of the contestant in doing what he has proposed. For example: The contestant may elect to do an extra stunt from the pattern. This is neither difficult nor original and therefore, the contestant would be assigned a value of 3 out of 10. If the stunt was perfectly done, it would receive 3 points. If passably done, 2 points, and if poorly done, 1 point. During the course of his option, the contestant may land if he wishes but no person shall be allowed to touch the model and the flyer shall not move it from the center 10' circle. It would, therefore, be unwise to allow the motor to stop unless the model is equipped with a self-starter. Any parts released or detached from the model while the model is in motion must be fastened to the flyer until they are motionless. The spot landing will be scored on the final landing only.



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SPORT COMBAT RULES DEVELOPED

Northwest Sport Combat, an entry-level combat event conceived by Gene Pape a couple of years ago, has been revived for the March Drizzle Circuit contest. The event worked out quite well when it was tried in a couple of contests, but it sort of slipped out of the picture.

NWSC is an excellent starting point for anyone interested in trying their hand at combat on a low budget, and it also is fun for the old pros who have to use their flying skill in an event where equipment is all about the same.

This event allows only one airplane and is designed to encourage flying, not crashing and bashing.

Rules have been formalized and revised slightly. The rules are listed below, and also can be obtained from Flying Lines on a separate sheet.

1983 RULES FOR NORTHWEST SPORT COMBAT

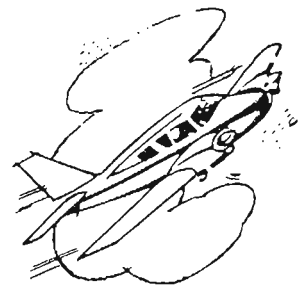
- I. INTENT -- These rules are intended to provide a class of combat that places emphasis on flying rather than on equipment. The rules discourage mid-air collisions, reduce pressure for air time and increase value of streamer cuts. Only one airplane of a common type is used, and engines are of a commonly available inexpensive type.
- II. AIRPLANE
 - A. Must have general layout and appearance of a real airplane, subject to contest director's approval. Fuselage, elevator, stabilizer, canopy and rudder are required. Flying wing airplanes prohibited.
 - B. Must be decorated. Contest director may assign a 100-point penalty per match for any plane not adequately decorated.
 - C. Limit one airplane per contestant per contest, which may be repaired between matches.
- III. ENGINE
 - A. Fox .35 stunt engines only.
 - B. Engines must be stock (per NWSR rules). Modification or replacement of needle valve and spray bar is allowed.
 - C. Suction fuel feed systems only.
- IV. SCORING
 - A. Cuts of streamer or string count 1,000 points each. Only one string cut will be scored on each plane. When both knots are gone, contestants must fly level, but match timing will continue. A penalty of 1,000 points can be assessed by the contest director for intentional grounding if the grounding is judged to be an attempt by the leading pilot to avoid further cuts.
 - B. No kill.
 - C. Air time counts one point per second, and is intended for the purpose of breaking ties.
 - D. A contestant who has advanced to the next round but is unable to fly because of lack of an airplane forfeits his position and the last contestant he beat advances.
- V. MATCH PROCEDURE -- Match procedures shall be the same as the AMA combat procedures except that contestants will have a 30-second period prior to the launch signal in which to start their engines. Matches will be five minutes from launch signal.
- VI. GENERAL -- All AMA combat rules apply except as modified by these rules.

11/1982 FL/jmt



AIR MAIL

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



DEAR FL:

The enclosed story is not exactly what you'd call a "profile," but nevertheless, it's fairly true...that is, for the most part.

As a beginner in C.L., I'd like to express my appreciation for the willing help I've received from many. Not only from those brave and daring airmen who risked life and limb helping me learn to fly (still in process) but also all of the people who have helped me in the Jim Walker historical project.

A good friend and associate of mine, Steve Lindstedt of Portland, recently showed me two cartoons he drew. I enjoyed them so much I am enclosing them to share with Flying Lines. Steve and his wife Pam also are beginners in CL, and doing very well. Incidentally, this guy is one talented fellow in many ways. IN ADDITION to the above mentioned, he built the miniature engines

AIR MAIL, continued

which were installed in the Fireball trophies at the fun fly. If any of you have seen them, you'll know what I mean by talent.

I thoroughly enjoy Flying Lines, and look forward to each issue. To you and all the others who help make it a reality, keep up the good work, and please know it's appreciated.

--Frank D. Macy, 5200 SE Jennings Ave., Milwaukie, OR 97222

DEAR FL:

As you probably know, Ed McCollough has appointed me a district associate vice president, specifically for control line. Ed's desire is to have as much input from control line fliers as we can muster. If anyone has any problems with the AMA as it relates to control line flying or activities I sincerely want to know about it so Ed can make a case and take it to the home office. To say I have sympathy with control line fliers is a bit of an understatement. No one should feel shy or bashful about approaching me on matters they are concerned with regarding control line flying.

There are three basic problems that I personally feel we all need to work on to improve control-line flying:

1. Public relations. Unfortunately, we still need to convince a lot of people there are many of us that prefer to fly an airplane rather than punch buttons or wiggle joysticks. I urge all control-line fliers to let hobby shops and suppliers know that the RC engines and kits they buy are intended for control-line flying. A simple grass roots spreading of the word will gradually increase control-line exposure to the public.

2. We have to make the sport more accessible to the beginner and junior fliers. More fun flies, building and trim seminars, and low-key events with more beginner classes. I'm not encouraging any mass recruitment maneuver, just the few interested individuals you encounter while out flying are the people to target.

3. We need to carry on with your threat to form a contest directors' association. Right now is the time of year to lay the groundwork for the 1983 contest schedule. With the increased interest and clubs and hobby shops willing to host contests it is becoming increasingly difficult to spread contests throughout the year. We have a tentative contest to run in Spanaway this year with Bill's Hobby Town willing to supply merchandise awards. Three classes of combat and four classes of precision aerobatics are what is proposed for events. Not knowing where Bladder Grabber will pop up this year makes it hard to place this opportunity on the contest schedule. How about if we have two sub-meetings? You canvass Oregon CDs and I'll canvass the Seattle and Washington CDs to see if we can get things moving. (Editor's note: FL has proposed a joint meeting of all CDs in Portland on a Saturday before a Drizzle Circuit contest). The clincher is, if this association is started what happens if no one can decide or if a group refuses to go along with the recommendations?

I don't really want to put a lot of time and effort into getting this started only to have it shot down by one person or one special interest group that refuses to cooperate. I would also hate to have an association that could dictate hell or be damned regardless. It might already be too late to get going for this year. We don't want to screw around and discourage a prospective new supporter from sponsoring contests. The Spanaway thing was initially desired for Aug. 21. That's only two weeks before the Roundup. We hope to talk them into July 24. That's getting very close to the Nats but where else can you put it?

If the July 24 date stands this would be the contest calendar for the Seattle area for 1983.

March 27 -- Skyriders 3xl at Carkeek Park.

May 15 -- Skyriders Spring Tune Up and Stunt Clinic at Boeing Kent site.

July 9-10? -- Possibly a Boeing Air Fair?

July 24 -- Bill's Hobby Town Spanaway Spectacular.

Sept. 10-11 -- Raider Roundup 83, the Washington State Control Line Championships.

Let me know what you think. I'm definitely willing to work with you on the CDASS.

--Dave Mullens, 15559 Palatine Ave. N., Seattle, WA 98133.

DEAR FL:

Regards Bill Skelton's letter in October '82 issue, and lack of good .36 size engines for profile carrier; Fox used to manufacture (perhaps still does) a .36 size engine specifically designed for carrier on special order. (Not enough demand evidently for off-shelf item). Also, Duke is putting throttle control carburetor on Combat Special, hopefully available in first part of 1983. Don't know if this information is of immediate help but perhaps is useful for future planning.

--Larry Miles, 2112 Scott Ave., Independence, Mo. 64052.

(Editor's note: About a year ago we received word from Fox that the carrier engines, as well as parts for many out-of-print Fox engines, were available from the factory, though not listed on their parts list. Call Fox for information.)

10 A.M. - 7 P.M.
SATURDAY

10 A.M. - 5 P.M.
SUNDAY

FEBRUARY - 5th and 6th



1983

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