

# FLYING LINES

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## FLASH! SACKETT WINS NATS JET AGAIN -- WALKER SECOND IN PRECISION AEROBATICS By Don McClave

Chris Sackett of North Burnaby, B.C. won jet speed at the 1983 U.S. National Championships for the second time in three years with a blazing 194 mph. After shaking off the glow plug problems which have plagued him all year, Sackett also finished third in B speed with 184 mph, behind a record-setting 204 mph flight by Nick Sher.

Paul Walker's "Bad News" was just that for other Nats stunt entries as he stormed into second place behind champion Jim Casale. Old pro Bob Gieseke finished in third place while Dennis Adamasin and windy Urtnowski rounded out the top five. Defending champion Ted Fancher suffered another heart-breaking disappointment at the Nats when he did his overhead eights out of sequence. The resulting loss of points dropped him to seventh place.

The only other control-line entry from the Northwest was Don McClave, who made it into the stunt finals on his second try and finished 16th flying his OS 40FSR-powered Excitation II. Walker is from Kent, Wash., and McClave is from Portland, Ore.

Jim Parsons of Kent made the long trip east to join an outstanding group of stunt judges. Their competence and consistency throughout the week made the contest enjoyable for everyone.

The facilities at Westover AFB were first-rate. The meet was well-run and plenty of practice sites were available thanks to the tireless efforts of CL director Bev Wisniewski. Next year the Nats will be at Stead AFB, Reno, Nevada, August 5-12. Mark your calendars now and plan to compete in modeling's greatest event.

### NATS SPEED RESULTS

By Chris Sackett

Just got back from the Nats: Just great -- especially CL speed, biggest since '76. Everybody loved it.

I upped my Northwest records in B and jet speed. Here are the results:

<u>1/2</u> A	<u>1/2</u> A PROTO
1. Al Stegens -- 125.65 mph	1. Al Stegens -- 100.8
2. Warren Kurth -- 117.60	2. Warren Kurth -- 99.96
3. Dub Jett -- 111.2	3. Tom Hartvigsen -- 95.05
<u>A</u>	<u>B</u>
1. George Brown Jr. -- 171.2	1. Nick Sher -- 204.35 (new national record)
2. Tim Van Sant -- 156.19	2. Carl Layman -- 186.83
3. Leland Morton -- 155.65	3. Chris Sackett -- 184.57 (new NW record)
<u>D</u>	<u>JET</u>
1. Don Benesch -- 207.05	1. Chris Sackett -- 194.31 (new NW record)
2. Nick Sher -- 206.10	2. George Brown Jr. -- 190.2
3. Nick Arpino -- 198.16	3. Don Benesch -- 187.62
<u>FAI</u>	<u>FORMULA 40</u>
1. Carl Dodge -- 152.79	1. Glenn Lee -- 157.42
2. Ed Gifford -- 130.9	2. George Brown Jr. -- 152.22
3. Glen Van Sant -- 118.19	3. Carl Schaefer -- 150.57

### AND ROUND AND ROUND WE GO!

It's a sure sign of summer for model airplane fliers in the Northwest when the Interstate 5 corridor gets busy with traffic to and from those contests that start coming thick and fast along about Memorial Day weekend.

1983 is no exception, with no fewer than five contests on the schedule since the last time Flying Lines hit the mailboxes in June. This issue contains the results of that activity.

And the summer is far from over. The Mill's Hobby Town Spanaway Spectacular makes its debut in Spanaway, Wash., Aug. 14; the Raider Roundup returns early in September; Stuntathon '83 happens in early October. See the contest calendar for details of all of those contests.

ROUND & ROUND, continued

You sharp-eyed calendar-watchers will note you haven't seen FL since June. You'll next see it in September. It has become tradition for the FL editors to take a "vacation" by combining the July and August issues. What do we do during the vacation? We fly airplanes!

So never fear, FL is alive and well and will continue to come to you regularly as it has during the past four-plus years. In fact, FL is in the best financial position at this time of the year in its history, with the chances good that we will be able to ride out the usual lean winter months and still be in the black, so to speak, next spring. That all depends, of course, on the continued support of the readers. Sign up your friends, sell an ad, and you won't have to listen to us cry for money for quite some time.

Now, on to the results:

BLADDER GRABBER VIII -- A WORLD-CLASS EVENT

Bob Carver made it clear several months ago that he could not continue to give away his \$5,000 worth of stereo gear if the triple-elimination fast combat contest known as the Bladder Grabber drew only 12 or 15 local fliers to Seattle this July as it has the past two or three years. It wasn't that he didn't want to sponsor the contest; he just wanted more participation.

Combat fliers definitely got the message!

There were a solid 30 entries, gravitating to the Northwest's most exciting combat event from Washington, Oregon, British Columbia, California, Michigan, Texas and Utah. The date was July 9-10.

Among the luminaries on hand were world Champion Tom Flucker and his pit chief Tom Sr. from Texas, Detroiters Ed Brzys and Steve Kott, Flying Models combat columnist Rich Van Lopez from San Diego, Calif., recently unretired Utah whiz Jim Womack, and Hoffelt-powered California boy wonder Greg Hill. The contest also remarked the triumphant return to the Northwest of Phil Granderson, who fled San Mateo, Calif., for the friendly environs of Seattle, which he had left a year previous.

The contest was kicked off with the Carver-sponsored breakfast at the Omni Restaurant, an amiable setting for a pilots' meeting and exchange of pleasantries.

The flying got under way on the Boeing softball fields and continued from 11 a.m. Saturday until about 8 p.m., and resumed at 9 a.m. Sunday until the finish around 4 p.m.

There were far too many spectacular matches to describe here, but suffice it to say that a triple-elimination contest with this horsepower of fliers is a fine show. In fact, it took Dr. Chuck Rudner of Santa Ana, Calif., some 11 matches to emerge victorious over formidable Detroit demon Steve Kott. Those of you with quick mathematical minds will observe that that's about four more matches than it normally takes to win the U.S. National Championship.

A blow-by-blow of the final rounds will help describe the drama:

The ninth round of flying ended with four fliers still remaining; in fact, round nine had evened up the score to give each of the "final four" two losses and turn the meet into a single-elimination duel from there out.

All the Northwesterners had bit the dust earlier, many of the best going

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## BLADDER GRABBER, continued

in early rounds. Howard Rush, ex-national champ from Kirkland, Wash., was the final surviving Northwest flier, and Dick McConnell of Seattle had gone out just earlier. Names like Pape, McFadden, Granderson, Burdick, Thompson, Naemura, Childs, Byerly, Birch, Carver and Womack had been eliminated, as had champion Tom Fluker.

Semifinal round flying began with Dr. Rudner up against Lopez. After a period of fierce combat, Lopez's tapered foamie, replete with decorations, smacked the turf. The crew was quick to Hot Stuff the tailboom back on and then had to change a plug before the plane could be sent back up. Meanwhile, Rudner had come down with a blown engine; which was quickly replaced. Rudner was ready to go as the match ended, but didn't need to because Lopez's plane had not gotten enough air time to recover from the deficit caused by the crash. Rudner advanced to the final.

The second semifinal round ended a fine performance by Ed Brzys, a wild and crazy Detroit flier who delighted the spectators on Saturday with his multicolored flying garb, not unlike a pair of clashing print pajamas. Brzys flying also was unique, involving long periods of inverted flight. Brzys was able to shake his opponents repeatedly by slipping into inverted, and then attacked from that position with great success. This time, however, his fellow Detroit flier Steve Kott proved too much. Brzys, pitted by Tom Fluker Sr., got his square foamie up first and engaged Kott in an excellent match until Kott snagged the string, a second before Brzys got Kott's. In the words of Mike Petri, it was "Bye, Bye, Breezy."

Brzys came back to beat Lopez in the flyoff for third and fourth, scoring both cuts and air time as Lopez crashed.

All eyes turned to the final match. Kott, by now out of airplanes, borrowed a Granderson foamie design (officially called the Proctologist but called the Granderdog by the combat literati) from Mike Petri and took a quick test flight.

Equipment turned out to be Kott's undoing as his engine turned sour early in the match. Rudner slipped in behind for a cut as Kott glided down, to gain an advantage. Soon after Kott came up, Rudner's attack took streamer, tailboom and assorted other parts from Kott's airplane, a certified Texas kill imported no doubt by the Flukers. Match official Gene Pape awarded the streamer to Rudner and the busy weekend was concluded.

Almost. Still to come was the jubilant trophy and award ceremony, attended by all the fliers and, of course, Duke Fox, who had attended the entire contest. Duke was honored with a chicken dinner at the McFadden combat factory later in the evening. His engines again were victorious.

All the winners were appropriately showered with applause, but the biggest cheer of all was for Bob Carver when he announced, "We'll have it again next year."

Here are the official results:

### AMA COMBAT (30 entries)

1. Chuck Rudner, Santa Ana, Calif. -- Foam taper-wing airplane, designed by Myles Lawrence and Rudner, 44" span, 18½ oz., Pascal finish. Fox Mk III Combat Special, reworked by Rudner, Top Flite 8½x6½ pylon racing prop cut to 8¾", Fox standard long plug, B&N crankshaft, Howard Rush 36% nitro fuel, bladder tank, remote needle valve using OS .10 nva and mounted on modified Sig control horn.
2. Steve Kott, Detroit, Mich.
3. Ed Brzys, Detroit, Mich.
4. Rich Lopez, San Diego, Calif.

### CLAMBASH '83 -- NOW THAT'S MORE LIKE IT!

The fifth running of the CLAMBash contest in Astoria, Ore., June 12 drew a much better turnout than the 1982 contest, which had been plagued by a variety of advance problems. This year the contest, a tradition of the North Coast Control Line AeroModelers' Society, drew 21 entries and involved racing, aerobatics, carrier and combat in good weather on the Astoria port log storage area near the Columbia River.

Carrier was added to the schedule for the first time in several years, filling the gap left by the deletion of AMA Combat, which had to be dropped because of lack of grass at the port site. The stadium where the contest has traditionally been held was being re-seeded this summer.

The CLAMBash held to its tradition of being a relaxed, good-time affair, starting with the pre-contest function and lie-swapping session at Contest Director Dave Green's house, and finishing with a Shakey's pizza feed.

C.D. Green asks Flying Lines to give special recognition to the following individuals: Pete Bergstrom, stunt and CLAM scale judge. Bill Bradford, stunt judge. Dave Mullens, who provided the Skyraiders' carrier equipment. Bill Skelton, carrier judge. Bill Varner and Rod Watson, set-up and racing officials. Laurie Green, registration. Dick Peterson, super sport race official. Dan Cronyn, CLAM Scale judge.

Here are the complete results:

CLAMBASH, continued

1/2 A COMBAT (3 entries) (double-elimination)

1. Dick Salter, Seattle, Wash. -- Varnermobile, Bill Varner design, Cox T.D. .049, J&J prop, Sheldon's 40% nitro fuel, bladder tank.
2. Bill Varner, Astoria, Ore.
3. John Thompson, Cottage Grove, Ore.

CLASS I MOUSE RACE (5 entries)

1. Rich Schaper, Kelso, Wash. -- 5:31. Skoal, Schaper design, 18" span, 5 oz., balsa-spruce-plywood, Sig dope, Cox .049, Schaper rework, Grish Bros. 5x4 nylon prop, Cox standard head, Sheldon's 50% nitro fuel, .093 venturi, hot glove, spring starter, Cox handle.
2. Mike Hazel, Salem, Ore. -- 5:57.
3. Rich Salter, Seattle, Wash. -- 6:49.
4. John Thompson, Cottage Grove, Ore. -- 8:12.

CLASS II MOUSE RACE (2 entries)

1. Rich Schaper, Kelso, Wash. -- 11:33. Same as Class I airplane.
2. Mike Hazel, Salem, Ore. -- 12:14.

BEGINNER PRECISION AEROBATICS (3 entries)

1. Dan Cronyn, Seattle, Wash. -- 354.5. Top Flite Tutor, 48" span, 40 oz., balsa, Monokote-Pactra finish, OS Max .35, Zinger 10x6 wood prop, K&B RC long plug, Red Max 10% nitro fuel, Cronyn 4-oz inboard tank, .015" x 60' braided lines, E-Z Just handle.
2. Bob Parker, Renton, Wash. -- 306.
3. Andrew McClave, Portland, Ore. -- 61.5.

INTERMEDIATE-ADVANCED PRECISION AEROBATICS (4 entries)

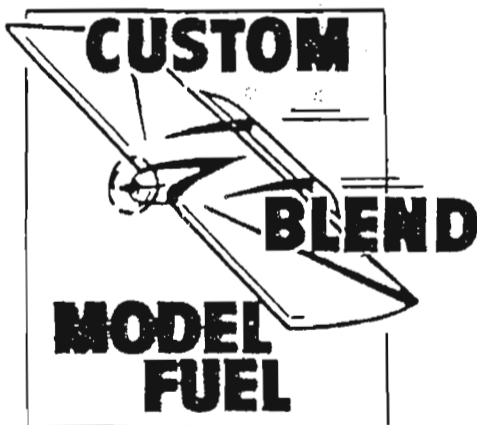
1. Randy Schultz, Seattle, Wash. -- 504.5. Instead Of, Ted Fancher design, 59 1/2" span, 47 oz., balsa, silkspan, aerogloss and Sig dope, adjustable leadouts, elevator and weight, OS Max 40FSR, Nelson-Garner rework, Zinger 11x5 wood prop, Fox RC long plug, Red Max 10% nitro fuel, muffler pressure, Robert 5 3/4-Oz. uniflow tank, .015x 64' braided lines, Schultz handle.
2. Steve Cole, Portland, Ore. -- 457.5.
3. John Clemans, Kelso, Wash. -- 443.
4. Dave Mullens, Seattle, Wash. -- 430.5.

EXPERT PRECISION AEROBATICS (4 entries)

1. Paul Walker, Kent, Wash. -- 575.5. Bad News, Walker design, 62" span, 55 oz., Balsa-plywood-fiberglass, K&B, Aero Gloss, Sig dope, access hatch to controls at flaps. OS .45FSR, Nelson-Garner rework, Zinger 11x5 wood prop (cut from 12x5), Thunderbolt RC long plug, Red Max 10% nitro fuel, muffler pressure, Robert 6-oz. uniflow tank, .018"x

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CLAMBASH, continued

- 66' braided lines, Walker handle.  
2. Don McClave, Portland, Ore. -- 573.  
3. Rich Schaper, Kelso, Wash. -- 506.5.  
4. Rich Porter, Salem, Ore. -- 465.5.

NORTHWEST SPORT RACE (5 entries)

1. John Thompson, Cottage Grove, Ore. -- 9:31. Sterling Ringmaster, 42" span, balsa, Monokote, Aero Gloss dope, Fox .35 stunt, Rev-Up 9x7½ pylon racing wood prop, K&B plug, Sheldon's 15% nitro fuel, Fox 2½-oz. profile tank, Fox handle.  
2. Glenn Salter, Seattle, Wash. -- 10:08.  
3. Dick Peterson, Renton, Wash. -- 10:38.  
4. Rich Salter, Seattle, Wash. -- 65 laps.

NORTHWEST SUPER SPORT RACE (6 entries)

1. Rich Schaper, Kelso, Wash. -- Bobcat, John Kilsdonk design, balsa, plywood, spruce, K&B Superpoxy, Monokote, 37½" span, 36 oz., K&B .35, McCollum 8 3/8x7 prop (fiberglass), Twinn-K racing 2V plug, Sig 35% nitro fuel, .375 venturi, fastfill, shutoff, Schaper 3-oz. tank, E-Z Just Hot Rock handle. -- 8:01.  
2. Dave Green, Astoria, Ore. -- 8:09.  
3. John Thompson, Cottage Grove, Ore. -- 8:12.  
4. Mike Hazel, Salem, Ore. -- 4:04 heat.

PROFILE NAVY CARRIER (4 entries)

1. Bill Skelton, Warrenton, Ore. -- 207.8. Airplane data unavailable.  
2. Bob Danielson, Bothell, Wash. -- 188.1.  
3. Mike Hazel, Salem, Ore. -- 180.1.  
4. Dick Salter, Seattle, Wash. -- 110.2.

CLASS I-II CARRIER (1 entry)

1. Bob Parker, Renton, Wash. -- 308.7 (Class II). Sturdi-Bilt Mauler, 44" span, Aero Gloss, Supertigre .65, Zinger 10x8 maple prop, Fox idle bar plug, .60 backplate and carb, Sig 25% nitro fuel, ST carb, suction tank, J-Roberts handle.

CLAM SCALE (5 entries)

1. Dick Salter, Seattle, Wash. -- F4B4, built from Flying Models plans, silkspan-dope, Fox .35, Sheldon's 12% nitro fuel, TKU tank.  
2. Dave Mullens, Seattle, Wash.  
3. Randy Schultz, Seattle, Wash.  
4. Rich Porter, Salem, Ore.

AIR FAIR '83 -- PRECISION FLYING AND LANDING

While the combat fliers were bashing on the softball fields, stunt and carrier enthusiasts were doing their things on the Boeing parking lots July 10 -- it was the Air Fair '83 contest put on by Bob Emmett in conjunction with the combat Bladder Grabber.

Five categories of precision aerobatics were flown along with all carrier classes combined in a record-ratio format.

Here are the results:

JUNIOR PRECISION AEROBATICS (2 entries)

1. Richie Salter, Seattle, Wash. -- 68.  
2. Lance Cronyn, Seattle, Wash. -- 60.

BEGINNER/INTERMEDIATE PRECISION AEROBATICS (4 entries)

1. Dave Gardner, Edmonds, Wash. -- 406.  
2. Dan Cronyn, Seattle, Wash. -- 307½.  
3. Bob Parker, Renton, Wash. -- 251.  
4. Glenn Salter, Seattle, Wash. -- 205½.

ADVANCED PRECISION AEROBATICS (3 entries)

1. Alan Resinger, North Delta, B.C. -- 394½.  
2. John Clemans, Kelso, Wash. -- 393.  
3. Pete Bergstrom, Tacoma, Wash. -- 358.

EXPERT PRECISION AEROBATICS (3 entries)

1. Paul Walker, Kent, Wash. -- 524½.  
2. Don McClave, Portland, Ore. -- 492.  
3. Randy Schultz, Seattle, Wash. -- 461.

OLD-TIME STUNT (2 entries)

1. Bob Parker, Renton, Wash. -- 193.  
2. Rich Salter, Seattle, Wash. -- 176.

RECORD RATIO NAVY CARRIER (4 entries)

1. Bob Parker, Renton, Wash. -- 69.96% of Class II record.  
2. Bob Danielson, Seattle, Wash. -- 62.71% of profile record.  
3. Glenn Salter, Seattle, Wash. -- 55.89% of profile record.  
4. Bill Skelton, Warrenton, Ore. -- 32.57% of profile record.





# NW COMPETITION RECORDS

RECORD PERFORMANCES ESTABLISHED BETWEEN NORTHWEST  
MODELERS IN SANCTIONED COMPETITION

One new record was set during the speed meet sponsored by Scott Newkirk in Kent, Wash., July 17. Mike Hazel bettered his own previous speed of 159.23 in D speed, going 169.58 mph. Keith Loutecky of Tacoma, Wash., actually turned a faster time, but the flight was not in the pylon, necessary to qualify for records.

Chris Sackett improved on two of his own records at the 1983 national championships, turning 184.57 mph in B speed, eclipsing his old 159.34, and roaring to 194.31 mph in jet speed, beating his old 192.64 mph.

Here are the complete records as of Aug. 1:

1/2 A MOUSE CLASS I 50-lap: 2:35 (Knoppi-McCollum)	100-lap: 5:08 (Knoppi-McCollum)
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: 7:49.88 (Mike Hazel)
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: 7:17 (Dave Green)
1/2 A SPEED: 88.2 mph (Paul Wallace)	FAI SPEED: 158.98 mph (Scott Newkirk)
1/2 A PROTO: 83.63 (Paul Wallace)	FORMULA 21: --
A SPEED: 125.82 (Mike Hazel)	FORMULA 40: 152.28 (Scott Newkirk)
B SPEED: 184.57 (Chris Sackett)	JET SPEED: 194.31 mph (Chris Sackett)
D SPEED: 169.58 (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)



FLYAWAYS

## RANDOM TIPS AND RIBS FROM THE FL WORKSHOP FLOOR

====A word to all the helpful souls who send their opinions on rules changes to Control Line Contest Board members or to the various newsletters. Please refer to the rules proposals by their subject, rather than simply by the number. CLCB members often see long lists of YES and NO comments accompanied only by numbers. There are so many rules proposals that CLCB members don't know them all by number. Comments directed to specific proposals by name will save a lot of cross-checking and make sure your opinion is heard. CLCB makes its final vote on remaining proposals this month.

====A .15-powered carrier event is getting started in some places, such as in the Denver area. Both profile and scale planes are being experimented with, says Hi-Low Landings, newsletter of the Navy Carrier Society.

====Bill Skelton wishes to step down from his position on the Navy Carrier Advisory Committee, which advises the Control Line Contest Board on rules matters. If you are interested in continuing the fine work that Bill has been doing, contact Leroy Cordes, 1412 West Hood, Chicago, IL 60660.

====Howard Rush of Kirkland, Wash., tied for tenth place in the fast combat rankings compiled by the Miniature Aircraft Combat Association in 1982.

====Like a daytime TV soap opera, the tribulations of Seattle-area fliers in keeping a site continue to take new twists almost monthly. Now, certain community groups are lobbying to make Carkeek Park a walk-in park, making it impossible to drive to the control-line circle there. This follows on the heels of the loss of the Marymoor Park control-line site in Redmond. Even the RC-ers are under fire at Marymoor, where nature-lovers are complaining about model noise as they walk the park's paths. A glider and free-flight field operated by King County may be turned into a polo field. What next?

====AN IMPORTANT NOTE FOR CONTEST DIRECTORS: A couple of contests have received poor publicity in FL this year because CDs did not get their information to the newsletter in time for publication. An absolute minimum of two months lead time is recommended, for adequate listing in the contest calendar. If your CD is not an FL subscriber (you know who we're talking about), SIGN HIM UP.

====An interesting and detailed article on prop-making by Walt Perkins (Shadow Racing) appeared in the March-April issue of the National Control Line Coalition Gazette. To join, send \$10 to Laird Jackson, 2322 Wilson Ave., Bristol, PA, 19007, and don't miss the next good article.

====Eugene Prop Spinners put on a flying demonstration for about 10,000 spectators before a Fourth of July fireworks show in Autzen Stadium in Eugene.

## FLYAWAYS, continued

The demonstration included flights of sport, stunt, throttled and fast combat planes, a super sport race,  $\frac{1}{2}$ A and sport combat. The enthusiastic captive audience loved it! Participants were Gerald Schamp, Mel and Mike Marcum, Tom Kopriva, John Thompson, Will Naemura, Delores Marcum and Earline Kopriva.

====Will Wonders Never Cease Dept.: Tower Hobbies has added a supply of CONTROL\*LINE PRODUCTS!!! This could be the start of a reversal of the trend away from any attention to CL by the major model aviation concerns, if we respond. Write to Tower and say thanks! Upon request, you can get on the mailing list for their catalogue, Tower Talk, which comes out several times a year.

====Product supply update: Top Flite  $8\frac{1}{2} \times 6\frac{1}{2}$  pylon racing props for use in AMA Combat are currently available from Triangle Hobbies, 1211 Brookgreen Drive, Cary, N.C., 27511. This is currently the only reliable source for those props we are aware of. Triangle's Bob Nicks also has Y&O props on hand.

====Dates for FAI team trials, for those trying to make U.S. teams for the 1984 world championships: Combat is Sept. 16-19 in Nashville, Tenn. Speed is Labor Day Weekend in Merced, Calif., and Houston, Tex., Oct. 8-9. Team race is in Houston Oct. 8-9. Information on the stunt trials has escaped FL's editor at the moment. Contact your special interest groups for details.

====Flying Lines appreciates contributions of photographs from anyone. A word of advice. Do not use felt pen to write captions on the backs of the pictures. Felt pen does not dry well on that slick paper, and the result is that the ink gets on the front of the next picture in the stack. Better, type or write your caption on a separate paper and tape or clip it to the picture.

====Speed Times reprinted an old magazine article about the first controlled model airplane contest, a control-line speed meet July 27, 1941, in Long Beach, Calif. There were 38 contestants and 2,000 spectators. Top speed? 69.23 mph, with a Super Cyclone engine. The Northwest was represented by Jim Walker himself, who was a judge.

====FL has a note from Drew DePauli, the up-and-coming junior flier who recently moved to Santa Barbara, Calif. Drew has not been able to find anyone down there to fly with, because there is no Control-Line flying in the area. He had started in his competition career at last winter's Drizzle Circuit. In case anyone would like to correspond or one of you California readers would like to help him out, Drew's address is 1434 Garden #4, Santa Barbara, Calif., 93101.

## WHERE THE ACTION IS

UPCOMING ORGANIZED EVENTS

Listed below are the control-line model aviation events currently known to Flying Lines. If you or your organization is sponsoring an upcoming event, contact FL now. All events listed here are AMA-sanctioned unless otherwise noted. There is no charge for listing here, and FL will distribute contest flyers free as well. All AMA-sanctioned events are open to all AMA members unless otherwise noted.

- Aug. 14.....SPANAWAY, Wash. -- Seattle Skyraiders and Bill's Hobby Town Spanaway Spectacular. Three or four classes of precision aerobatics, slow, fast,  $\frac{1}{2}$ A combat. Site: Sprincker Park, Spanaway. Contest Director Dave Mullens, 15559 Palatine Ave. N., Seattle, WA 98133 (206) 365-5436. Info also available from Pete Bergstrom, (206) 473-5471.
- Aug. 14.....EUGENE, Ore. -- Eugene Propspinners Annual Summer Meet. CANCELED -- due to conflict with Spanaway meet. -- CANCELED.
- Sept. 10-11..KENT, Wash. -- Raider Roundup/Washington State Control Line Championships, sponsored by Seattle Skyraiders. FAI Team race, rat race, Northwest Sport Race, Northwest Super Sport Race, Class I&II Mouse Race, balloon bust, profile carrier, Class I-II carrier, slow,  $\frac{1}{2}$ A and AMA combat, precision aerobatics, profile scale, AMA sport scale, Formula 40 speed, record ratio speed. Trophies and merchandise. Boeing Space Center. Contest Director: Dick Salter, 7217 S. 133rd, Seattle, WA 98178 (206) 226-1129.
- October 8....PORTLAND, Ore. -- Old-timers Fun Fly, featuring several events to be announced later, including old-time stunt. 9:30 a.m.-2:30 p.m. Site: Delta Park. Sponsor: Northwest Aeroliners. Information: Frank Macy, 5200 SE Jennings, Milwaukie, Ore., (503) 653-7436. Field available for Stuntathon practice after 2:30 p.m.
- October 9....PORTLAND, Ore. -- Stuntathon '83. Four PAMPA precision aerobatics classes, 9 a.m. Trophies and merchandise prizes. Site: Delta Park. Sponsor: Seattle Skyraiders. Information: Don McClave, 7719 SE 28th Ave., Portland, OR 97202., (503) 771-8453. Contest Director: Dave Gardner, 8133 184th St. SW, Edmonds, WA 98020 (206) 771-4787.



# NW COMPETITION STANDINGS

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

Northwest standings in several events were juggled in early summer contests. Below are the standings for the events in which changes were recorded, as of Aug. 1.

Flying Lines keeps standings of Northwest fliers in Northwest contests, using a points system based on placings in the top four and varying according to the number of entries. Information about the system is available from FL.

Note that the AMA combat standings have not changed as a result of the Bladder Grabber because no Northwest fliers were among the top four.

<u>NORTHWEST SPORT RACE</u> (7 contests, 50 entries)	<u>NW SUPER SPORT RACE</u> (6 contests, 39 entries)	<u>CLASS I MOUSE RACE</u> (3 contests, 23 entries)
1. Greg Beers . . . . 29	1. Dave Green . . . . 22	1. Knoppi/McCollum . . . 14
2. John Thompson . . . 27	2. Mike Hazel . . . . 21	2. Rich Salter . . . . 6
3. SKARE Team . . . . 23	Rich Schaper . . . . 21	3. Rich Schaper . . . . 5
4. Dave Green . . . . 17	4. John Thompson . . . 16	4. Mike Hazel . . . . 4
Glenn Salter . . . . 17	5. SKARE Team . . . . 10	5. John Thompson . . . . 2

<u>CLASS II MOUSE RACE</u> (2 contests, 10 entries)	<u>OVERALL RACING</u> (24 contests, 158 entries)	<u>1/2A COMBAT</u> (3 contests, 16 entries)
1. Rich Schaper . . . . 2	1. Dave Green . . . . 46	1. John Thompson . . . . 7
2. Mike Hazel . . . . 1	2. John Thompson . . . 44	Dick Salter . . . . 7
	3. SKARE Team . . . . 41	3. Gene Pape . . . . 5
	4. Mike Hazel . . . . 35	Gary Byerly . . . . 5
	5. Greg Beers . . . . 29	5. Glenn Birch . . . . 4

<u>OVERALL COMBAT</u> (8 contests, 79 entries)	<u>SPEED (COMBINED)</u> (13 contests, 58 entries)	<u>PRECISION AEROBATICS</u> (15 contests, 54 entries)
1. John Thompson . . . 23	1. Keith Loutecky . . . 11	1. Randy Schultz . . . 16.5
2. Bill Varner . . . . 12	2. Chris Sackett . . . . 9	Don McClave . . . . 16.5
3. Glenn Salter . . . . 11	3. Ken Burgar . . . . 7	3. Paul Walker . . . . 15
4. Ken Burdick . . . . 9	Mike Hazel . . . . 7	4. Bob Parker . . . . 12
Howard Rush . . . . 9	5. Andrew McClave . . . 5	5. Pete Bergstrom . . . 11.5
	Greg Beers . . . . 5	
	Dave Green . . . . 5	

<u>SPORT-PROFILE SCALE</u> (3 contests, 22 entries)	<u>PROFILE CARRIER</u> (2 contests, 14 entries)	<u>OVERALL SCALE</u> (4 contests, 25 entries)
1. Randy Schultz . . . 19	1. Bill Skelton . . . . 14	1. Randy Schultz . . . 19
2. Dick Salter . . . . 12	2. Bob Danielson . . . 11	2. Dave Mullens . . . . 13
3. Dave Mullens . . . . 11	3. Pat Webb . . . . 9	3. Dick Salter . . . . 12
4. Pat Webb . . . . 9	4. Greg Beers . . . . 7	4. Pat Webb . . . . 9
5. Bob Newman . . . . 5	5. Mike Hazel . . . . 2	5. Bob Newman . . . . 8

<u>SCALE CARRIER</u> (3 contests, 11 entries)	<u>OVERALL CARRIER</u> (6 contests, 29 entries)*
1. Terry Miller . . . . 5	1. Bill Skelton . . . . 19
Greg Beers . . . . 5	2. Bob Danielson . . . 14
3. Bill Skelton . . . . 4	3. Greg Beers . . . . 12
Roy Beers . . . . 4	4. Pat Webb . . . . 9
5. Bob Parker . . . . 1	5. Terry Miller . . . . 5

\* Includes record ratio carrier at Air Fair.

## THE FLYING FLEA MARKET

**WANTED** -- One or two-dollar reed valve engines suitable for use in kids' trainers. Please let me know what you have before you send anything and please keep price low as possible. Also, would appreciate any information from anyone on programs for introducing kids to model aviation -- successes, failures, good ideas, bad ideas, or just philosophy -- any input would be greatly appreciated. Raymond Lefrancois, 465 Chinquapin Trail, Christiansburg, VA 24073.

**FOR SALE** -- Prices include shipping, U.S. Money Orders please. 1 Goldberg Falcon 56 MK II kit for .19 to .40 engine and 4 channels, \$40. 1 Enya 40x (Schnuerle) TV W/M, new in box, never run, \$60. 1 K&B .40 pumper engine, Series 75 carb, low serial #, test run only, \$45. 3 SuperTigre ST 35s: #1 fitted and test run only, (4 oz of fuel), \$45. #2 low time, runs good, good compression, \$35. #3 my trophy winner runs good, good compression, reliable, turns up good on 5% nitro, \$30. All three engines are fitted with ST exhaust package for better idle. HB .61 PDP new in box, \$85. ST S40 ABC, \$80. Bill Skelton, Box 105, Warrenton, OR 97146.

**COMBO** -- For sale, Top Flite Tutor framed out ready to cover with new OS .35 stunt engine, US money orders please, \$50. Dennis Skelton, P.O. Box 105, Warrenton, OR, 97146, (503) 861-1033.

**FOR SALE** -- 2 Picco 65M crankcases, \$12.50 each. 1 Harter C-D pan n.o.s., \$5. 1 Belcher proto pan n.o.s., \$2. 2 OPS D pans, new, \$10 each. Postage \$1.50 each item ordered. L.E.D., 241-05, 52 Ave., Douglaston, NY, 11362.

# STUNT SCENE

by paul walker

## BUILDING WITH Balsa BITS

Now that we are back from the hobby shop with all your choice (and some not so choice) balsa, what do you do with it? There are certain areas in the airplane where heavier wood does little more than add weight. Yet there are other places where it will add more than twice its difference in weight compared to light wood.

In a previous column, moments were discussed. Again, a simple way to visualize this is to look at a see-saw. If two people of equal weights are placed at equal distances from the pivot, they will perfectly balance each other. Yet if someone twice as heavy gets on in the same location, there is an imbalance. This heavy person has to move towards the pivot until the see-saw balances. If a 100-pound person sits on the see-saw, five feet from the pivot, a 200-pound person has to sit only  $2\frac{1}{2}$  feet from the pivot to balance it. This principle is very important if you are to build a light airplane.

Now, with this concept of moments in hand, it should be obvious that if you have to use heavier wood, use it near the pivot of the see-saw, or the center-of-gravity of the airplane. As an example, suppose you use heavier wood in the tail of the airplane. This heavier wood makes the tail only one ounce heavier than the light wood. Because the plane is designed properly, the airplane would have balanced perfectly with light wood. So with an extra one ounce in the tail, we must balance this with weight in the nose. For this example, let's assume that the tail moment is twice as long as the nose moment (the points at which the extra one ounce and balance weights are measured relative to the CG). To balance the one ounce in the tail, we need two ounces in the nose. This adds up to a total of three ounces extra. Note that only once ounce of extra weight resulted in three dead weight ounces.

Now, if the heavy wood is used near the CG, it will add no extra moment that has to be balanced. So the additional weight to the airplane is only the weight added in the wood.

Knowing that extra weight in the tail is detrimental, there is still some requirement for strength. So don't go wild removing all kinds of weight in the stab and elevators just to keep the tail light. As an example, my last two airplanes have stab and elevator combined areas of 175 square inches. The completed assembly, including hinges and horn, weighs  $1\frac{3}{4}$  ounces. So build your tail from the best of your collection of good woods.

Other areas aft of the CG that can use light wood without hurting the structural strength are as follows:

The fin and rudder see very little load so they can be built as light as possible.

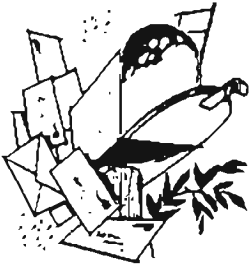
The fuselage from the CG aft can be built quite light and still have adequate strength. The sides of the body can even have lightening holes cut in the sides like a Nobler. As long as the fuselage is built-up with some width to it, the wood can get quite light and still be strong enough. When it comes to profile type fuselages, cutting lightening holes in them is directly a function of the wood. Heavy wood is still strong enough to withstand a cutout but a light wood will not have adequate strength. The fuselage will get awful flimsy (ask Dave Mullens about his Imitation).

The flaps are also aft of the CG but they should not be built too light. If you use solid sheet sanded to shape, try not to use less than five-pound balsa for these as with the lighter wood they lose a lot of stiffness and this will influence the way the plane flies. If you choose to build up the flaps, it is probably because they are more than  $\frac{3}{8}$  of an inch thick. If it is thicker than  $\frac{3}{8}$ ", light wood can be used as the extra thickness will provide the stiffness needed. If you build it up and it is  $\frac{3}{8}$ " or less, don't use real light wood as it may not be stiff enough. For the rest of the wing, except for one location, you can use just about as light a wood as you want on it. The depth of the wing plus the covering provide the strength required.

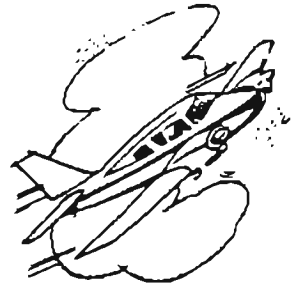
The only area of the wing that real light wood should not be used is at the main spar as it crosses the center section. Normally, wing spars are spliced at the center line. In such a case, I splice the joint with a continuous piece of basswood 10 inches long. This piece serves two jobs. It provides strength across the center section and the bellcrank can be mounted to it also.

The main point of this is that the lightest wood should be used in the tail. When you go shopping for wood, make a list of all the sizes needed and where they are to be used. Accept nothing but the best for the tail and get the otherwise lightest for the rest.

--Paul Walker, 25900 127th Ave. SE, Kent, WA 98031.



# AIR MAIL



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

DEAR FL:

Read May 83 FL and "got my jaws tight", so figure I'll loosen them up by taking issue with your comments.

First issue: Those poor, poor abused Omahawks RC club. Wow, are you serious? You want me to donate to a "model" club that is able to ante up 8 grand, 8 big ones, just for legal defense? Key-rist! How many non-r/c clubs have half that amount in their treasury? Fellow modellers? Are they? Those who fly 1/4 scale are flying either drones or RPVs, they are not models. And if they are not flying models, then how do you figure they are our brothers?? A while back, I offered my definition of what a model is - and isn't, which you folks kindly printed. Now either you buy it or you don't. If you don't, then would you please define what a model is? I think the FAI 5kg. limit is reasonable, more is not. To repeat, a 1/4 scale has nothing in common with an indoor mike job, so if you call a 1/4 scale a "model" airplane, then an indoor mike job is not a model airplane - which is it? Calling it like it is, the 1/4 scale kids are a jr division of the EAA, which is where they belong, not in the modelling field. I have yet to hear one reasoned, convincing arguement why I should lift one finger to help those intent on destroying the hobby I love via driving out the young beginners. Hell, their answer to every problem is to buy it. Great, here's a sterling chance, 50 big ones. In an activity where single engines can cost \$2000, where single props can cost \$150, where the latest "kit" costs \$1100, et cetera, the idea of ukkie or f/f "helping" is not only morally wrong, it is akin to the well-known mosquito crawling up the bull elephant's leg with sexual abuse in mind. "Nuff said for now.

Second load: and I quote: "The numbers are not there to make us commit to \_\_\_\_\_". The balance sheet will dictate. I wonder how many folks accepted the backwards thinking presented by that partial quote? Lets do a bit of make-believe and see. Pretent I'm a model manufacturer, it's the middle 1970's. I've just been asked if I would be interested in producing model 4-cycle engine. Confidently I say "Feeney tried it in the 1930's and went broke, Burgess tried in the 1950's and went bust. Oh sure, there's always a few who will buy, but THE NUMBERS ARE NOT THERE TO MAKE US COMIT TO \_\_\_\_\_". Let's make believe you were one of the many defunct US engine makers. Someone suggests you start building high quality, ball-bearing engines with high output and cost. Your reply is: THE NUMBERS ARE NOT THERE TO MAKE US COMIT TO \_\_\_\_\_". Or how about this one, you are a Detroit exec. Someone just suggested your firm should produce a high quality compact car. Your reply is: THE NUMBERS ARE NOT THERE TO MAKE US COMIT TO \_\_\_\_\_". I could go on, but theory suggest most of you have gotten the point by now. For those antiques of mind who still think they are selling in the 1960's, let me lay it out: Modern business doesn't sit around and wait or look for a market THEY GET OFF THEIR DAMM ARSE AND GO BUILD, B-U-I-L-D YOUR MARKET. In a world of glo engines, who the hell wanted to go back to spark? The market was built. It seems US business, with but a fex exceptions, is utterly unable to break from old patterns, it is small wonder Japan dominates. So long as everything is sacrificed for the short term gain, there will be no change. When Top Flite matures to the point that they start asking some serious questions about young beginners, then you can look for changes, not until.

Having called it like I see it, let others agree or disagree with me.

—Doug Dahlke, Oshkosh, Wis.

DEAR FL:

Please renew my subscription. Sure wish we had a contest like the Northwest Regionals around here. It sounds like a lot of fun.

--George Lieb, 5202 Emeline St., Omaha, NE 68157.

DEAR FL:

Received my complimentary copy of Flying Lines. Good-Looking publication. I'm enclosing a check so I Can keep up with your activities.

I now know more about the CL airplane than anyone ever wanted to know, and no one cares! Frankly, it takes some of the fun out of those first flights. Someday, maybe I'll find a way to lay it all out. Meanwhile, keep up the good work.

--Bill Netzeband, 10450 Ridgewater Lane, San Diego, CA 92131.

DEAR FL:

I'm a contest combat flier in the Western Associated Modelers and I am looking forward to receiving your newsletter and contest calendar.

--Chris Menicou, 8146 Merion Dr., Newark, CA 94560.

AIR MAIL, continued

DEAR FL:

Thanks very much for the contest results. You boys & girls put on a splendid show (Northwest Regionals) as usual.

Aside from the excellent competition I really look forward to meeting you all again.

Rather unusual events prevented another one or two of us from coming down.

Also, to be commended is the party responsible for the prize mugs. Much more useful than gold plate plastic! The only (minor) comment was a common gathering place for all of us Saturday night. I'm sure it will be looked into for next year, though.

For next year my goal is to make the rat race final. I've missed it by four seconds in '81 and .03 seconds in '83. It's enough to almost give a guy kidney failure! Oh, well, next time!

Would you do me a favor and print my address change as many asked for it.

--Paul Gibeault, 33 Bermuda Way NW, Calgary, Alberta, Canada T3K 1H1, (403) 275-9630.

DEAR FL:

Here is our subscription for another year. Boy that last one sure went by fast.

We hope to see all of you down at Frank Hunt's contest on the Labor Day weekend.

--Fred and Joyce Margarido, 40059 Besco Drive, Fremont, CA 94538.

DEAR FL:

Just wanted to say how much I enjoyed the Regionals this year, despite my sunburned legs.

Carrier was well-attended with several Canadian entrants. Sure enjoyed having them there. Orin Humphries' smiling face was missed by all as well as Stan Johnson. Hope they can make it next year. Carrier seems to be on an upswing, slow but steady, with more people asking about it all the time. I am available to anyone that needs help or suggestions at any time in regards to carrier. Enjoyed the FL party and also Fred Margarido's good wine. Fred told me that he had problems getting bottles for his wine. I know he would appreciate anything but gallons, so don't throw away your old cooking sherry bottles. Save them for Fred. Maybe by the next Regionals we can send him home with a carload.

I also enjoyed receiving the beer mug trophies. Something that was different and unusual. Next time, though, you might give some thought to having a glass froster there so we can drink our beer out of them.

--Bill Skelton, Box 105, Warrenton, OR 97146.

WHO'S WHO AT 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 upon 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 FL T-shirt and tell your buddies what it stands for. FL shirts available at \$8 -- name your size and color.

Price for subscriptions: \$5 for 5 issues and \$9.50 for 10 issues. Canada and Mexico: \$5.50 for 5 issues and \$10 for 10 issues. Overseas, \$10 for 5 issues and \$18 for 10 issues, U.S. funds, please. Premium subscriptions, \$25, U.S., Canada and Mexico only.

Advertising rates: \$6 per half page, \$4 per quarter page, \$1 for five lines of classified advertising. Hobby Shop Directory, \$15 per year.

Here is the FL staff:

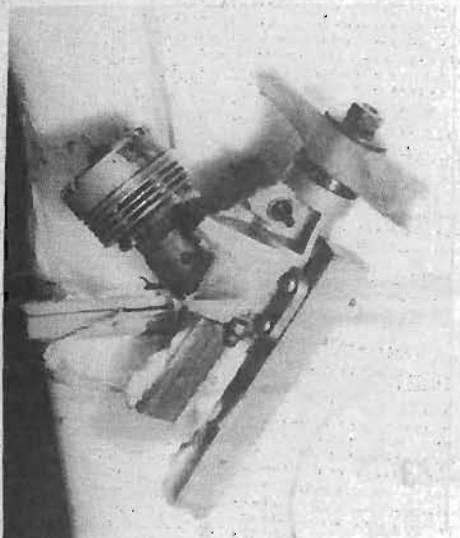
Publisher....Mike Hazel	Aerobatics..Paul Walker	Speed.....Mike Hazel
Editor.....John Thompson	Combat.....Gene Pape	Scale.....Orin Humphries
Photo editor..Bruce Guenzler	John Thompson	Sport.....Larry Miles
Advertising..Frank Macy	Racing.....Mike Hazel	Beginners..Ken Burdick
Carrier.....Orin Humphries	Staff opening: Engine columnist -- apply to editor.	

HOBBY SHOP DIRECTORY

FAMILY CRAFTS, HOBBIES AND NEEDLEWORKS -- Control-line equipment and supplies. Crafts and hobbies for the entire family. 10209 NE Sandy blvd., Portland, OR 97220. (503) 256-4276.

FIRGROVE MODEL SUPPLY -- Radio Control, Control-Line and Gliders. 10611 136th St. East, Puyallup, Wash., 98373. (206) 845-7675. Owned by K.B. "Bob" Pfeiffer.





SUMMER IN THE SKY

1983 Northwest contest photographic tidbits:

Top photo: Heavy racing action in NW Sport Race at NW Regionals. Pilots, left to right, John Boles, Bob Kerr, Vic Garner, Tom Knoppi. (Charlie Johnson)

Center photos: Left, world's most broken Fox Combat Special, owned by Dick Salter, killed in mid-air collision at Bladder Grabber. Right, Bladder Grabber winners and dignitaries: From left, sponsor Bob Carver, engine maker Duke Fox, first place Chuck Rudner, second place Steve Kott, third place Ed Brzys, fourth place Rich Lopez. (John Thompson)

Bottom photos: Goodyear Blimp wafting over Northwest Regionals site, and Regionals unsung hero, Mel Marcum, manning the mower. (Bruce Guenzler)