

FLYING LINES

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PUBLISHER: MIKE HAZEL

August, 1984 NEWS OF NORTHWEST CONTROL LINE MODEL AVIATION Number 56

NATS COMES WEST -- AND NORTHWEST INVADES

Northwest fliers overran the Reno, Nev., area in the first week of August, making the National Model Airplane Championships almost seem like a local contest.

The results couldn't be described as a Northwest sweep, but enough fliers from this region placed well to make the area's presence known.

Virtually every control-line event had at least one Northwest flier. Northwest fliers were most successful in Speed, Precision Aerobatics and Combat.

First place was elusive, but Chris Sackett of Burnaby, B.C. repeated in Jet Speed. Paul Walker, temporarily living in Alta Loma, Calif., but really a Northwesterner from Kent, Wash., won Precision Aerobatics' coveted Walker Cup.

There were 425 pre-entries in control-line events, with others added later.

Below is a capsule summary of each event and the Northwesterners' performances. Information drawn from NATS NEWS publication, FL notes and reports from Northwest participants. Some categories may be incomplete.

RACING

In spite of the large amount of racing activity in the Northwest during most of the year, this was the event where Northwest fliers had the least success. This was due in part to the fact that few of the Northwest's top racers seriously competed at the Nats. Most were concentrating on other events. Dave Green, the racing kingpin for the past couple of years, did not enter, choosing to watch and to pit for some others. Watch out next time, you other racers!

A number of important racing issues, including the .21 Rat Race proposal, mufflers, and safety restrictions, were discussed at a racing participants meeting. Watch for news of developments in these areas.

SCALE RACING: Open winner Bill Lee, Missouri City, Texas, 5:52.61. No Northwest entries.

FAI TEAM RACE: Winner Fred Quedenfeld Jr., West Collingswood, N.J. No Northwest entries.

MOUSE RACE I: Open winner James Ong, Pineville, La., 4:36.53. 7th place John Thompson, Cottage Grove, Ore., 6:16. Junior Winner Robert Ong, Pineville, La. 4:49.54. No Northwest junior entries. Senior winner Tim Ong, Pineville, La., 4:56.87. No Northwest senior entries.

RAT RACE: Winner Unknown. Northwest entries Mike Hazel, Salem, Ore., and Bill Varner, Astoria, Ore., did not make finals.

SLOW RAT RACE: Open winner Jerry Meyer, North Aurora, Ill., 6:09. 10th Place Dick Peterson, Renton, Wash., 9:33. Junior winner John Stubblefield, Houston, Texas, 7:23. No Northwest Junior entries. Senior winner Dave Esman, Houston, Tex. No Northwest senior entries.

SPEED

Speed fliers turned out in the largest numbers in recent years, and put on a tremendous show. Chris Sackett of Burnaby, B.C., again proved to be the Northwest's top entry, winning Jet Speed for the third time.

The North American Speed Society had a successful banquet and handed out beautiful awards.

FORMULA 40 SPEED: Open winner Richard Wisniewski, Bellflower, Calif., 152.35 mph. 8th place Greg Beers, Vancouver, Wash., 135.18. Senior winner Jimmy Ricketts, Sioux Falls, S.D., 141.24. No Northwest senior entries.

FAI SPEED: Open winner R.J. Spahr Jr., Santa Ana, Calif., 158.54 mph. 3rd place Charles Vassallo, Vancouver, Wash., 141.94. 4th place Chris Sackett, Burnaby, B.C. 134.27. 6th place Roy Beers, Vancouver, Wash., 128.26. Senior winner Bryan Fulmer, Mishawaka, Ind., 67.6. No Northwest senior entries.

HALF-A PROFILE PRUTO: Open Winner Warren Kurth, Davenport, Iowa, 95.1 mph. No Northwest entries.

HALF-A SPEED: Winner David L. Williams, Yorba Linda, Calif., 121.73 mph. No Northwest entries.

A SPEED: Open winner Fred & Joyce Margarido, Fremont, Calif., 160.36 mph. 5th place Chris Sackett, Burnaby, B.C. 149.82. Senior winner David

NATS, continued

Hooke, Mountainhome, Pa., 114.97. No Northwest senior entries.

B SPEED: Results unavailable.

D SPEED: Winner Don Benesch, Copiague, N.Y., 204 mph. No Northwest entries.

JET SPEED: Open winner Chris Sackett, Burnaby, B.C., 187.02 mph. 2nd place Jerry Thomas, Puyallup, Wash., 185.11. 5th place Mike Hazel, Salem, Ore., 172.51. Senior winner Aimee Olson, Fargo, N.D., 121.9. No Northwest senior entries.

COMBAT

Northwesterners were high in the standings in nearly every combat event, coming as high as second. Top Northwest placer was Dick Salter in Half-A combat, but Gary Byerley, Paul Rogers, and Howard Rush all carried home trophies.

Rogers qualifies as the Northwest's Combat Rookie of the Nats by finishing fifth in a tremendously talented field of AMA combat entries.

Combat featured strong entries in all events and many excellent matches. The first double-elimination format at a Nats was a success, giving every flier at least two chances to compete. In terms of numbers entered, combat was the strongest Northwest event.

SLOW COMBAT: Open winner Tom Fluker, Texas. Other placings unavailable. Junior winner Andy Minor, Amarillo, Texas. No Northwest junior entries. Senior winner Cary Minor, Amarillo, Texas. No Northwest senior entries.

FAI COMBAT: Open winner Tom Fluker, Texas. 4th place Gary Byerley, Spanaway, Wash. 5th place Howard Rush, Kirkland, Wash.

AMA COMBAT: Open winner Larry Driskill, Texas. 5th place Paul Rogers, Spanaway, Wash. Other Northwest competitors included Gary Byerley, Gene Pape, Norm McFadden, Dick McConnell, Dick Salter, Glenn Salter, John Thompson, Bill Varner, and Howard Rush.

HALF-A COMBAT: Winner unknown. 2nd place Dick Salter, Seattle, Wash.

PRECISION AEROBATICS

Northwesterners showed their increasing excellence in this event, flooding the top 20 qualifiers. Don McClave reports that the five qualifiers from the Seattle Skyriders is the largest number from a single club to make the top 20 except for the famed Garden State Circle Burners.

McClave also reports that Paul Walker, normally of Kent, Wash., but temporarily living in Alta Loma, Calif., flying his 1983 second-place "Bad News" design, was simply outstanding in every aspect of his flying.

It was noted with interest that none of the "featherweight" airplanes

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NATS, continued

built for the thin Reno air were used by the competitors. Tried and true planes, with some modifications to fuel, props and lines, brought home the bacon.

Randy Schultz of Seattle, Wash., was the rookie sensation from the Northwest. Schultz appeared to have eighth place and the PAMPA Rookie of the Year trophy wrapped up when Nats jitters caused him to forget his square loops and dropped him down the ladder. McClave says Randy's flying would have qualified him in the top 20 at any Nats, anywhere.

Pete Bergstrom's .60-powered stunter was looking great in practice but was destroyed by a control linkage failure before official competition began. Bergstrom ended up judging along with other Northwesterners Bob Parker and Jim Parsons. Northwest workers also included Peggy Parker, Kathy Schultz and Shal Walker.

PRECISION AEROBATICS: Open winner Paul Walker, Alta Loma, Calif. 12th place Don McClave, Portland, Ore. 13th place Randy Schultz, Seattle, Wash. 14th place Alan Resinger, Delta, B.C. 18th place Bob Emmett, Renton, Wash. Several other Northwest fliers also competed.

NAVY CARRIER

Only three Northwesterners competed, but all three made a respectable showing. Unfortunately, our results are a bit sketchy, but this we do know: Bob Danielson of Bothell, Wash., was the most successful Northwesterner, taking home a trophy. Our sources, however, were unsure as to whether it was in profile or Class II, third or fourth place. Apologies, Bob...please let us know and we'll set the record straight next issue. Also competing were Wayne Spears, who came in fourth in Class II, and Roy Beers, who was fifth in Class II and sixth in Class I.

OTHER NOTES

Congratulations also to Tom Kopriva of Eugene, Ore., a control-liner who competed only in indoor free-flight at this Nats. Top came in 11th in Peanut Scale, fourth in Pennyplane and seventh in hand-launched glider.

Northwesterners found the city of Reno interesting and friendly, the Nats convention interesting, and the competition exciting. Fliers noted that the administration of Nats competition actually was in most cases no more professional than most Northwest contests, but all in all it was well organized and run. The Nats is due back in Reno in about three years, and we'll be there!

BLADDER GRABBER CONTINUES GROWTH WITH 35 ENTRIES

By FL, with help from CD Howard Rush

Bladder Grabber IX continued the tradition that has given it a constantly expanding reputation as very possibly the best AMA combat contest existing.

Thirty-five combatants converged on Kent, Wash., July 7-8 for the triple-elimination combat tournament that kept the skies full of airplanes with more than 100 matches.

Activity kicked off with the traditional fliers' breakfast, again hosted by Bob Carver of Carver Corp. Again, Carver provided \$5,000 worth of stereo equipment to the winners.

The biggest smile of the weekend was worn by Bruce Coffey of Fremont, Calif., who calmly marched through a dozen matches with 11 wins and a single loss. He carried home a \$2,000 stereo system, a trophy and memories of the best possible combat victory.

The highlight of the contest for those who double as combat officials was the presence of the Salter-Rush Electrohonker match timing device.

Through the magic of transistor action (a Carver action), a horn was honked automatically at the end of the flight period. Credit for the S-R E is as follows: Mechanical and pneumatic systems design, Dick Salter. Electronic systems design and circuit board layout, Howard Rush. Circuit board layout critique, Heather. Parts, Bob Carver.

Here are the complete results:

AMA COMBAT (Triple elimination), 35 entries)

1. Bruce Coffey, Fremont, Calif. -- Aeolus, John Salvin design, 47" span, 20.5 oz., foam, FasCal finish. Fox Combat Special, Coffey rework, Top Flite 8x6.5 wood prop, K&B 1L plug, Sheldon's 40% nitro fuel, Kustom Kraftsmanship needle valve assembly, bladder tank, pressure regulator. Pit crew: John Salvin, John Salvin IV.
2. Rich von Lopez, Los Angeles, Calif.
3. Kevin Krumman, Portland, Ore.
4. Steve Kott, Wayne, Mich.

STUNTACULAR RETURNS CL COMPETITION TO BRITISH COLUMBIA
By Alan Resinger

Here are the results from our stunt contest, Stuntacular '84, June 24., in Vancouver, B.C. Weather was great with light breezes. I figure this was the first major CL contest in 10 years here in B.C.

Jim Parsons and Bob Parker did their usual fine job of judging and deserve a huge "thank you" for making everything run so well.

Here are the complete results:

EXPERT PRECISION AEROBATICS (4 entries)

1. Pete Bergstrom, Spanaway, Wash. -- 494. Competitor II, Bergstrom design, 67" span, 825" area, 59 oz., balsa-plywood, Monokote. Supertigre .60, K&B 1L plug, Red Max 10% nitro fuel, Emmett-Bergstrom uniflow 7.75-oz. tank, .013"x70' lines, Bergstrom handle.
2. Don McClave, Portland, Ore. -- 491.
3. Randy Schultz, Seattle, Wash. -- 480.5
4. Bob Emmett, Renton, Wash. -- 472.

ADVANCED PRECISION AEROBATICS (6 entries)

1. Marty Phillips, Kirkland, Wash. -- 473. Sting (Novi 4), Dave Gierke design, 58" span, 56 oz., balsa, K&B Super Poxy. OS .35, K&B plug, RC Modelers 5% nitro fuel, 3.5-oz Phillips tank, .015"x63' stranded lines, Aldrich handle. Airplane is 11 years old.
2. Alan Resinger, Delta, B.C. -- 471.5.
3. Dave Gardner, Renton, Wash. -- 439.
4. Dave Bredefeld, Vancouver, B.C. -- 428.

INTERMEDIATE PRECISION AEROBATICS (5 entries)

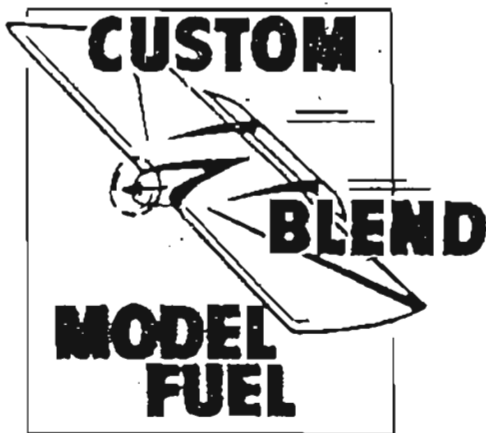
1. Ray Mathis, Bremerton, Wash. -- 372.5. Torino, Jack Sheeks design, 53" span, 52 oz. I-beam construction, Aero Gloss finish. K&B .40 modified by Charlie Johnson, K&B idle bar plug, 7.5% nitro fuel, Mathis uniflow tank, .015"x60' stranded lines, Sullivan handle.
2. Bob Danielson, Bothell, Wash. -- 310.
3. Ron Underhill, home town unknown -- 308.
4. John Hall, Puyallup, Wash. -- 302.

BEGINNER PRECISION AEROBATICS (2 entries)

1. Shawn Mullens, Seattle, Wash. -- 48.5. Streak Trainer, wood, Aero Gloss finish. OS .15, Fox plug, Red Max 10% nitro fuel, 2-oz. Perfect suction tank, .012"x52' lines, Sullivan handle.
2. Mike Slessor, Maple Ridge, B.C. -- 38.

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AIR FAIR '84 TAKES TO THE SKIES

By Bob Emmett

The Air Fair '84 Control-Line meet was held over the weekend of July 7 and 8 at Boeing's Kent, Wash., Space Center.

The two-day format proved to be "overkill" as no official Carrier flights were made on Saturday and Old-Time Stunt turnout was down. The extra day was well-used to iron out the bugs by a few of the carrier contingent.

As usual, the Stunt (pardon me!) Precision Aerobatics crowd filled the air with activity. Practice! Practice! Practice! It does pay off, though as the overall improved quality of equipment and performance is becoming evident.

Except for the six Old-Time Stunt flights on Saturday, all the official flying took place on Sunday, and the extra preparation on Saturday evidenced itself. All flights were completed and tallied by 3:30 p.m., which is some sort of record.

If we go with Air Fair '85, it may be well to reserve both days with the first day reserved for Old-Time and practice (it's tough to fly OT and PA on the same day). A few Barnstormer plans were distributed, so let's hope OT will grow.

Here are the complete results:

OLD-TIME STUNT (3 entries)

1. Bob Parker, Renton, Wash. -- 250. All-American Sr., 1951 Hal DeBolt design, 45" span, balsa-silkspan, AeroGloss finish, built from original kit plans. 1950 Fox .29, Top Flite 9x6 Maple prop, Fox plug, Sheldon's 5% nitro fuel, Veco uniflow 3-oz. suction tank, .012"x52' braided lines, Hot Rock handle.
2. Bob Danielson, Bothell, Wash. -- 245.
3. John Hall, Puyallup, Wash. -- 225.5.

EXPERT PRECISION AEROBATICS (5 entries)

1. Paul Walker, Alta Loma, Calif. -- 570. Frustration's End, original design, 61" span, 70 oz., balsa-plywood-foam, dope finish, OS 45FSR, Nelson-Garner rework, Zinger 11.3x6 maple prop, Thunderbolt RC long plug, Red Max 10% nitro fuel, Walker uniflow 8-oz. suction tank, muffler pressure, .018"x70' braided lines, Walker handle.
2. Don McClave, Portland, Ore. -- 544.
3. Randy Schultz, Seattle, Wash. -- 543.5.
4. Pete Bergstrom, Spanaway, Wash. -- 523.5.

ADVANCED PRECISION AEROBATICS (4 entries)

1. Alan Resinger, Delta, B.C. -- 489.5. Excitation II, Ted Fancher design, 60" span, 59 oz., balsa-foam, Sig dope. OS Max .45, Nelson-Garner rework, 12x6" wood prop, K&B long idle bar plug, Red Max 10% nitro fuel, Supertigre needle valve, Resinger uniflow 6-oz. tank, muffler pressure, .018"x64' braided lines, E-Z-Just handle.
2. Marty Phillips, Kirkland, Wash. -- 488.5.
3. Pat Johnston, Boise, Idaho -- 472.5.
4. Randy Powell, Caldwell, Idaho -- 451.

INTERMEDIATE PRECISION AEROBATICS (2 entries)

1. Ray H. Mathis, Bremerton, Wash. -- 362. Silver Bird, original design, 52" span, 45 oz., profile, AeroGloss finish. McCoy .35, Top Flite 10x6 wood prop, K&B idle bar plug, Red Max 10% nitro fuel, Testors 4-oz. tank, .015"x60' braided lines, Sullivan handle.
2. Dan Cronyn, Seattle, Wash. -- 339.5.

BEGINNER PRECISION AEROBATICS (2 entries)

1. Bob Danielson -- 314.5. Sig Chipmunk, 52" span. HP. 40, muffler pressure.
2. John Hall -- 303.5.

PROFILE NAVY CARRIER (5 entries)

1. Bob Parker -- 203.4. G-S Bearcat, balsa, K&B Super Poxo-Monokote. K&B 5.8cc, Zinger 9x7 maple prop, Thunderbolt idle bar plug, Sig 25% nitro fuel, OS 48K carb, throttle, Parker brass 2.25-oz. suction tank, .015"x60' braided lines, J-Roberts handle.
2. Marty Phillips -- 200.1.
3. John Hall -- 192.6.
4. Bill Skelton, Warrenton, Ore. -- 137.8.

CLASS I-II CARRIER (5 entries)

1. Rick Wallace, Sequim, Wash. -- 311.1. Kingfisher built from FLYING MODELS plans, 33" span, 2.5-lbs., balsa-plywood, Formula U, OS .40, Top Flite 9x8 wood prop, Fox plug, Sig 40% nitro fuel, OS carb, throttle, suction tank. .018"x60' braided lines, G-S handle. Pit crew Dawn Wallace.
2. Bob Parker -- 307.7.
3. Bob Danielson -- 304.4.
4. Marty Phillips -- 196.1.

FLIERS DIG CLAMBASH '84

By Dave Green, C.D.

After two days of wondering if we were going to be able to mow the grass (it would have taken a submarine), we finally got it mowed on the morning of the contest. The weather was beautiful for contest day, with high clouds and light wind.

We had 27 individual entries with 72 event entries in 11 events. This was a marked increase from the year before and a very good turnout. The contest was held in Warrenton, Ore., June 10, and sponsored by the North Coast Control-Line Aeromodelers' Society.

The winner of the Outstanding Crowd Pleaser Award was John Hall for his new rendition of a Figure 9. We raffled off a Fox .35 and the winner of this was also John Hall.

I would like to thank a few people for their help: Pete Bergstrom for running Stunt and CLAM Scale. Jim Parsons for coming down just to judge Stunt. Bill, Naomi and Dennis Skelton for making the carrier deck and sandbags. Plus all the volunteers who work and are never recognized. They still won't be recognized but I want them to know that we really appreciate their help.

The CLAMS Pre-Function Function may go down in CLAM history as a classic. Lots of people.

Here are the complete results:

BEGINNER PRECISION AEROBATICS (4 entries)

1. John Hall, Puyallup, Wash. -- 287. Sig Twister, 52" span, 48 oz., balsa, tissue-Sig dope finish, custom fuselage. OS .40FSR, Rev-Up 12x6 wood prop, Fox RC long plug, Sheldon's 5% nitro fuel, Fox 5-oz. uniflow outboard tank, suction, .015"x60' braided lines, E-Z-Just handle.
2. Bob Danielson, Bothell, Wash. -- Scores under first not available.
3. Dick McConnell, Seattle, Wash.
4. Jim Cameron, Miami, Fla.

SPORTSMAN PRECISION AEROBATICS (3 entries)

1. Rich Schaper, Kelso, Wash. -- Score and airplane data unavailable.
2. Dave Mullens, Seattle, Wash.
3. John Thompson, Cottage Grove, Ore.

EXPERT PRECISION AEROBATICS (4 entries)

1. Don McClave, Portland, Ore. -- 509. Imitation, Ted Fancher design, 59.5" span, 50 oz., balsa-fiberglass, Monokote-Super Pox, modified for full fuselage. OS Max .40FSR, Zinger 11.25x5 wood prop, K&B RC long plug, McClave 10% nitro fuel, 5.75-oz. uniflow suction tank, .015"x63' braided lines, McClave handle.
2. Pete Bergstrom, Spanaway, Wash.
3. Randy Schultz, Seattle, Wash.
4. Don Schultz, Renton, Wash.

PROFILE NAVY CARRIER (7 entries)

1. Mike Hazel, Salem, Ore. -- 183.9. Cro-Magnon Air Force One, Hazel design, 36" span, 33 oz., balsa-plywood, dope finish. Enya .35, Top Flite 9x7 wood prop, Fox standard glow plug, Sheldon's 5% nitro fuel, Perfect 3.5-oz. suction tank, .015"x60' braided lines, J-Roberts handle.
2. Loren Howard, Vancouver, Wash. -- 120.5.
3. Bill Skelton, Warrenton, Ore. -- 110.8.
4. Wayne Spears, Portland, Ore. -- 99.9.

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CLAMBASH, continued

CLASS I CARRIER (3 entries)

1. Bob Danielson -- 300.4. 052U Kingfisher, K&B Sport .40, 9x8 prop, Sound 25% nitro fuel, suction.
2. Rick Wallace, Sequim, Wash. -- 252.
3. Roy Beers, Vancouver, Wash. -- 250.5.

CLASS II carrier (4 entries)

1. Wayne Spears, Portland, Ore. -- 302.0. Sterling Guardian, Hobby Pox finish, flaps, ailerons, rudder. HB Perry-ported .61, Master Airscrew 11x7.5 nylon-glass prop, GloBee idle bar plug, Sheldon's 5% nitro fuel, Perry carb. Pit crew: Loren Howard, Roy Beers.
2. Roy Beers -- 214.1.
3. Bob Parker, Renton, Wash. -- 183.3.
4. Bob Danielson -- Attempt.

NORTHWEST SPORT RACE (7 entries)

1. Rich Schaper, Kelso, Wash. -- 9:34. Airplane data unavailable.
2. Nitroholics Racing Team, Salem/Cottage Grove, Ore. -- 10:09.
3. Jim Cameron -- 10:31.
4. Glenn Salter, Seattle, Wash. -- 10:33.

NORTHWEST SUPER SPORT RACE (4 entries)

1. Glenn Salter -- 8:18. Dick Peterson Super Sport, 34" span, Monokote. K&B .35, Dave Green rework, Knoppi 9x6 glass prop, Fox plug, Sheldon's 20% nitro fuel, fastfill, shutoff, hot glove.
2. Rich Schaper -- 9:32.
3. Dick McConnell -- 10:12.
4. Nitroholics Racing Team -- 10:53.

AMA COMBAT (3 entries)

1. Norm McFadden, Lynnwood, Wash. -- Creamsicle, McFadden design, 48" span, 17.5 oz., balsa-foam, Solarfilm. Fox .36 Combat Special McFadden rework, Top Flite 8.5x6.5 wood prop, K&B plug, McFadden 45% nitro fuel, bladder tank, pressure regulator. Pit crew: Howard Rush.
2. Gary Byerley, Spanaway, Wash.
3. Howard Rush, Kirkland, Wash.
4. John Thompson.

HALF-A COMBAT (3 entries)

1. Glenn Salter -- Hemorrhoid, Dick Salter design, 24" span, foam-balsa FasCal. Cox TeeDee .049, 5x3 plastic prop, Peterson 30% nitro fuel, bladder pressure. Pit crew: Dick Salter.
2. Gary Byerley.
3. Chet Hales, Tacoma, Wash.
4. Mike Hazel.

CLAM SCALE (3 entries)

1. Dick Salter, Seattle, Wash. -- F4B3. Fox .35, Y&O 10x6 prop, Fox plug, Sheldon's 10% nitro fuel, suction tank, .015"x60' braided lines, Magnum handle.
2. Randy Schultz.
3. Bob Danielson.

RULES CYCLE BEGINS...CHANGE IDEAS POUR IN

As usual, rules change proposals are beginning to flood Academy of Model Aeronautics headquarters and the contest boards that make the rules for the various model aviation competition events.

The Control-Line Contest Board representative for District XI is John Thompson. Comments on any and all rules change proposals are invited. Mail them to Thompson in care of Flying Lines.

A synopsis of the rules change proposals received to date is below. For more details, watch MODEL AVIATION magazine's Competition News section.

Deadline for proposing changes is Sept. 1. The proposals then go through the review and cross-proposal cycle, with approved changes to take effect in the 1986-87 biennium.

GENERAL RULES PROPOSALS

NUMBER

- | | |
|----------|---|
| GEN-86-1 | Creates "Elementary Modelers" competition class |
| GEN-86-2 | Eliminates "Senior" class except for dues |
| GEN-86-3 | Defines supercharching restriction |
| GEN-86-4 | Creates Combat records |
| GEN-86-5 | Establishes electric motor classes |

CONTROL-LINE RULES PROPOSALS

- | | |
|---------|---|
| CL-86-1 | Requires mufflers on all CL competition models |
| CL-86-2 | Exempts Combat models from mufflers |
| CL-86-3 | Do not end Combat match for collisions, tangles, flyaways |
| CL-86-4 | Eliminate Combat 65-foot safety circle |
| CL-86-5 | Change Precision Aerobatics level flight to high circling |
| CL-86-6 | 50% displacement for 4-stroke stunt engines |

NW COMPETITION RECORDS

RECORD PERFORMANCES ESTABLISHED BETWEEN NORTHWEST
MODELERS IN SANCTIONED COMPETITION

Three Northwest control-line competition records fell during the period since the last issue of Flying Lines.

Rick Wallace of Sequim, Wash., established a new Class I Navy Carrier mark of 311.1 points, erasing the old 300.4 set by Bob Danielson at the Regional Championships in May. Looks like the carrier battle is heating up.

Chris Sackett of Burnaby, B.C., turned in a 149.82 mph time at the National Championships to erase the long-standing A Speed record previously held at 125.82 by Mike Hazel.

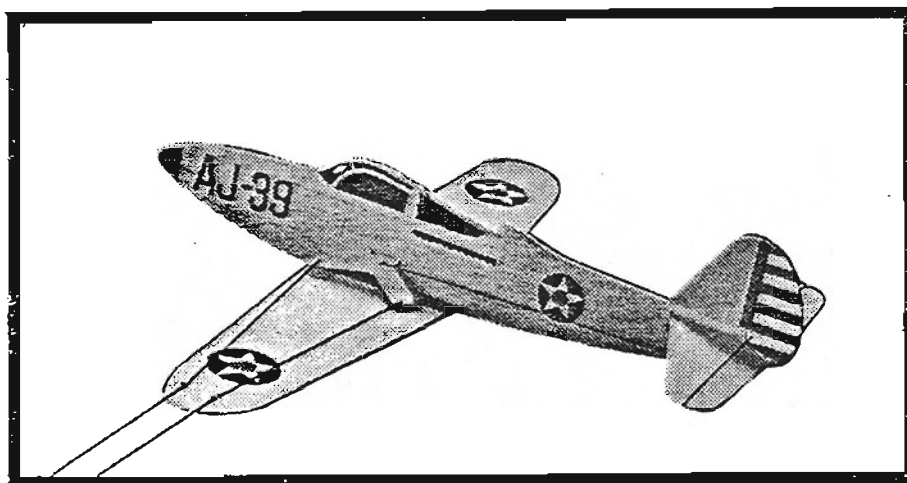
Dick Peterson of Renton, Wash., chipped away at the Slow Rat Race feature time with a 9:33, also turned at the Nats. He knocked with the time of 10:42 set by Dick McConnell at the Regionals. Slow Rat records continue to suffer from the lack of competition for that event in the Northwest.

Flying Lines keeps track of the best performances of Northwest control-line fliers in AMA-sanctioned contests (or MAAC-sanctioned contests using AMA rules), and in Northwest regional events. Here are the complete records as of Jan. 12:

MOUSE RACE I 50-lap: 2:35 (Knoppi-McCollum)	100-lap: 5:08 (Knoppi-McCollum)
MOUSE RACE 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: 9:33 (Dick Peterson)
RAT RACE 70-lap: 2:29 (Mike Hazel)	140-lap: 4:53 (Mike Hazel)
TEAM RACE 100-lap: 3:51 (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: 3:23* (Dave Green)	140-lap: 6:52 (Dave Green)
HALF-A SPEED: 88.2 mph (Paul Wallace)	FAI SPEED: 158.98 mph (Scott Newkirk)
HALF-A PROTO: 83.63 (Paul Wallace)	FORMULA 21: 79.54 (Rich Salter)
A SPEED: 149.82 (Chris Sackett)	FORMULA 40: 152.28 (Scott Newkirk)
B SPEED: 184.57 (Chris Sackett)	JET SPEED: 194.73 (Chris Sackett)
D SPEED: 170.71 (Mike Hazel)	PROFILE NAVY CARRIER: 218.5 (Dave Green)
	CLASS I NAVY CARRIER: 311.1 (Rick Wallace)
	CLASS II NAVY CARRIER: 323.7 (Loren Howard)

* Established by Green Sept. 10, 1983, tied by Dick Peterson March 11, 1984.

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Flying Lines

August, 1984

Page 8

NW COMPETITION STANDINGS

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

The CLAMBASH, Air Fair, Bladder Grabber and Stuntacular juggled the standings in many Northwest competition events since the last issue of FL. Here are the top fives in all events in which standings have changed. FL standings chart the rankings of Northwest fliers in Northwest contests. Information on the point system is available from FL.

Standings as of Aug. 19

NORTHWEST SPORT RACE (7 contests, 65 entries)

1. Dave Green	Astoria, Ore.	54
2. Rich Schaper	Kelso, Wash.	44
3. Gene Pape	Eugene, Ore.	19
4. FAST Team	Vancouver, Wash.	14
Nitroholics Team	Cottage Grove/Salem	14

NORTHWEST SUPER SPORT RACE (6 contests, 43 entries)

1. Rich Schaper	Kelso, Wash.	27
2. Dave Green	Astoria, Ore.	23
3. Glenn Salter	Seattle, Wash.	20
4. Nitroholics Team	Cottage Grove/Salem	19
5. Dick Peterson	Renton, Wash.	16

OVERALL RACING (22 contests, 150 entries)

1. Dave Green	Astoria, Ore.	88
2. Rich Schaper	Kelso, Wash.	74
3. Nitroholics Team	Cottage Grove/Salem	33
Glenn Salter	Seattle, Wash.	33
5. FAST Team	Vancouver, Wash.	30

AMA COMBAT (4 contests, 67 entries)

1. Kevin Krumman	Portland, Ore.	33
2. Gary Byerley	Spanaway, Wash.	28
3. Bob Stettler	Tacoma, Wash.	14
4. Paul Rogers	Spanaway, Wash.	10
5. Glenn Birch	Everett, Wash.	8

HALF-A COMBAT (5 contests, 46 entries)

1. Gary Byerley	Spanaway, Wash.	39
2. Glenn Salter	Seattle, Wash.	25
3. Ken Burdick	Kirkland, Wash.	12
4. John Thompson	Cottage Grove, Ore.	11
Lloyd Birch	Everett, Wash.	11

OVERALL COMBAT (13 contests, 136 entries)

1. Gary Byerley	Spanaway, Wash.	81
2. Glenn Salter	Seattle, Wash.	37
3. Kevin Krumman	Portland, Ore.	33
4. Bob Stettler	Spanaway, Wash.	21
5. Ken Burdick	Kirkland, Wash.	16

PRECISION AEROBATICS (18 contests, 70 entries)

1. Don McClave	Portland, Ore.	24
2. Alan Resinger	Delta, B.C.	21
3. Marty Phillips	Kirkland, Wash.	18
4. Randy Schultz	Seattle, Wash.	16.5
Pete Bergstrom	Spanaway, Wash.	16.5

OLD-TIME STUNT (3 contests, 14 entries)

1. Bob Parker	Renton, Wash.	12
2. Bob Emmett	Renton, Wash.	11
3. John Hall	Puyallup, Wash.	8
4. Bob Danielson	Bothell, Wash.	7

PROFILE NAVY CARRIER (3 contests, 25 entries)

1. Marty Phillips	Kirkland, Wash.	16
2. Dave Green	Astoria, Ore.	13
3. Patrick Johnston	Boise, Idaho	10
4. Mike Hazel	Salem, Ore.	7
Bill Skelton	Warrenton, Ore.	7

SPEED (7 contests, 39 entries)

1. Loren Howard	Vancouver, Wash.	12	Formula 40, D
2. Chris Sackett	Burnaby, B.C.	7	B, Jet
3. Dave Green	Astoria, Ore.	6	Formula 40
4. Chuck Schuette	Vancouver, Wash.	5	FAI
5. Charles Vassallo	Vancouver, Wash.	3	FAI

CLASS I NAVY CARRIER * (2 contests, 11 entries)

1. Bob Danielson	Bothell, Wash.	11
2. Rick Wallace	Sequim, Wash.	8
3. Pat Johnston	Boise, Idaho	7
4. David Shrum	Alide, Ore.	5
5. Roy Beers	Vancouver, Wash.	1

SPORT-PROFILE SCALE (2 contests, 9 entries)

1. Randy Schultz	Seattle, Wash.	8
2. Bob Danielson	Bothell, Wash.	5
3. Art Lander	Richmond, B.C.	3
Dick Salter	Seattle, Wash.	3

CLASS II NAVY CARRIER * (2 contests, 8 entries)

1. Roy Beers	Vancouver, Wash.	7
2. Bob Parker	Renton, Wash.	5
Wayne Spears	Portland, Ore.	5
4. Bob Danielson	Bothell, Wash.	3

OVERALL SCALE (3 contests, 13 entries)

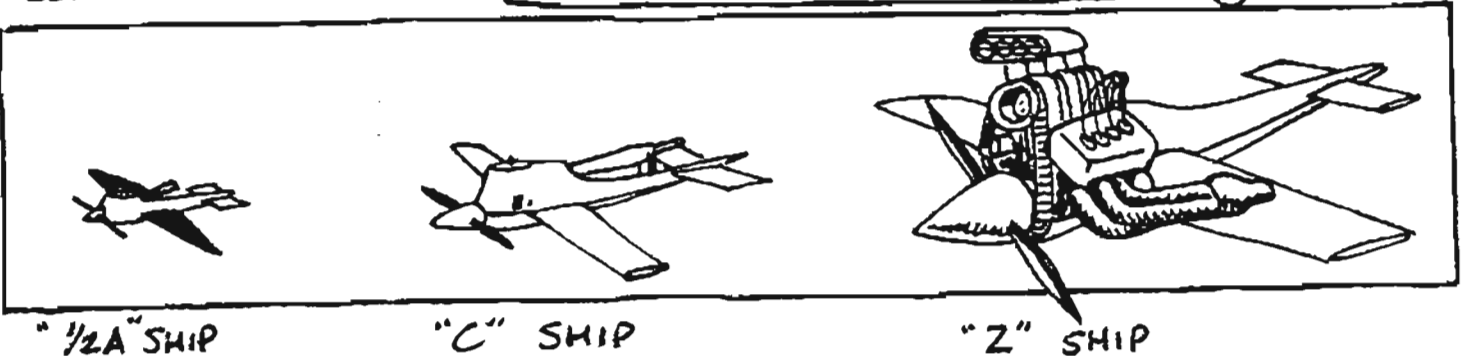
1. Bob Danielson	Bothell, Wash.	9
2. Randy Schultz	Seattle, Wash.	8
3. Patrick Johnson	Boise, Idaho	3
Art Lander	Richmond, B.C.	3
Dick Salter	Seattle, Wash.	3

* Results of Class I-II combined contests are included in Overall Carrier, not included in individual class standings.

OVERALL NAVY CARRIER * (8 contests, 49 entries)

1. Marty Phillips	Kirkland, Wash.	18
2. Patrick Johnston	Boise, Idaho	17
Bob Danielson	Bothell, Wash.	17
4. Bob Parker	Renton, Wash.	14
5. Dave Green	Astoria, Ore.	13

CONTROLINE HINT #36: "KNOW YOUR SPEED SHIPS" BY G. Lindstrom



RANDOM TIPS AND RIBS FROM THE FL WORKSHOP FLOOR

====UNRULY: Don't forget to send your comments to your contest board representative, John Thompson, c/o FL, on rules proposals. Of special interest should be the proposal to require mufflers for all CL competition events. Your opinion counts! Correcting statement in article on the rules-making process elsewhere in this issue: There will be NO cross-proposals this year. In an effort to get the AMA rulebook out earlier, that portion of the process has been dropped. It's "yes or no" for all proposals.

====ADDA BOY: Steve Lindstedt is the new FL advertising manager. Help him out by letting him know of any hobby-related businesses in your area. Write Steve c/o FL.

====FLY BOY: Congratulations to Shawn Mullens, the Northwest's youngest winning Stunt flier, on his first place at the Vancouver Stuntacular in the beginner class. Watch out, experts, by the time this 9-year-old is your age, he'll have lots of experience!

====GLOBAL LOCALS: Watch for pictures of the Northwest Sport Race Drizzle Circuit in the GAZETTE, the worldwide publication of the National Control-Line Coalition. Doc Jackson, editor, has requested pics for an upcoming issue.

====DRIZZLE DROPS: Yes, it's time to start thinking about the 1984-85 Drizzle Circuit. This year there is a special need. Due to the press of FL and personal business, John Thompson, who has coordinated the circuit for its first six years, seeks a break. A new coordinator is needed. Duties include arranging for site and contest directors, making sure all sanctions are obtained, carting around the scoreboard, keeping track of statistics and writing a monthly report for FL. Mike Hazel, as far as we know, will continue to take care of series trophies. Please contact FL to volunteer. The circuit cannot go on without a coordinator, and as of now there is none.

====PASSING THE HAT: The Precision Aerobatics Model Pilots Association (PAMPA) seeks donations to defray the costs for judges and other volunteers at the 1984 world CL championship in Massachusetts. Send contributions to Arthur Adamisin Sr., 22454 Fairfax St., Taylor, Mich. 48180. PAMPA suggests local fundraising projects.

====HANDLING PROBLEMS: Do you find your Magnum (Aldrich) handle a bit uncomfortable? PRO-STUNT NEWS recommends cutting apart a bicycle handlebar to enlarge the grip. Speaking of PAMPA, have you seen the new pro-stunt T-shirts? Wow! Send your \$10 or other voluntary contribution amount to PAMPA along with your name, address and size. If you're not a member, send your \$7 dues, too. Address is PAMPA, 329 Lincoln Place, Brooklyn, NY 11238.

====SPEEDING UP: Control-line Speed was the fourth-largest entry category in the 1984 National Championships. Send your thanks to Chris Sackett and the other kingpins of the North American Speed Society, whose fine organization and SPEED TIMES newsletter has revived a great interest in go-fast flying. NASS had a big banquet and gave away fine trophies to the champs at the Nats.

====CRASH & BURN: MODEL AIRPLANE NEWS has again dropped Control-Line. Let's all drop MAN, after we send them a letter telling them we're not dead. How about it guys, do you like getting shoved out by cars, boats, toy motorcycles, plastic RTF RC planes and trade shows?

====DECKING FAI: Discussion continues of a demonstration carrier event at the 1984 World Championships. Debate now is whether to make it a .15, .40 or .?? engine size event. It will be interesting to follow the progress of formation of the international class in the pages of HI-LOW LANDINGS. England already has a growing carrier scene.

====TUNING UP: Vic Garner has available piston, liner and ring sets for OS .36 Tune-Hill engines. Vic Garner, 283 S. Livermore Ave., Livermore, CA 94550. (415) 447-1766.

====CRIB NOTES: To all newsletter editors reading FL -- You are welcome to reprint any item from these pages. However, we have one major favor to ask. PLEASE credit FL as the originator of the material...FL depends entirely on its subscribers for support, unlike organizations that pay dues. Those benefiting from its publication should know where the material came from. Further, all FL contributors do so freely and without compensation for their hard work and talents. They deserve credit.

====MORE CRIB NOTES: When reprinting or passing along to other publications cartoons taken from FL, PLEASE do not alter the cartoon or its meaning. Not realizing it, some folks recently have altered Steve Lindstedt's fine drawings and captions. This should be done only with written permission of the artist. Once again, he works for free and deserves credit and protection of his original ideas.

FLYAWAYS, continued

====NORTHWEST NATS?: Combat fliers have the opportunity to host the 1985 Miniature Aircraft Combat Association NATS in this part of the county if they wish to put in a bid. Contact MACA Dist. XI Vice President John Thompson if you would like to get planning under way. You should be a MACA member. If you aren't he can sign you up.

====CLASS ACTS: PAMPA reports that 25 percent of its members are in the expert class, and 41 is the average expert's age. Another 22 percent are in the advanced class, with an average age of 42.2. Intermediate fliers make up 27 percent, with an average age of 41.5. You thought beginners were all kids? Beginners are 26 percent of PAMPA memberships, with an average age of 40.8.

====HAPPY HOOKER: Bob Parker, 15707 129th Place SE, Renton, Wash., is the current Dist. XI representative on the Navy Carrier Advisory Committee. He's the man to contact on carrier rules affairs, along with Dist. XI CLOB member John Thompson. Thanks to Bill Skelton, who held the NCAC post for several years.

====ACROSS THE WAVES: Thanks to our England pen pal Charles Windows, we have a copy of the 1984 United Kingdom Airshows Guide. If you would like to borrow it for your next trip abroad, contact FL. We also have a nice guide to the Shuttleworth aircraft collection.

====NUMBER SOUP: Here are the number of dues-paid members of the various specialty organization. PAMPA (Stunt), 298. NASS (Speed), 216. MACA (Combat), 174. CL-RPM (Racing), 147. NCS (Carrier) 86.

====MY AIRPLANE CAN BEAT UP YOUR AIRPLANE: Based on lap-times, SPEED TIMES reports that the hardest speed class to fly is FAI speed, with a lap time of 1.27 seconds at the current world record pace or 1.32 seconds at the national record pace. The January-March issue of SPEED TIMES lists all known major magazine speed articles by class, airplane name, author, magazine and date. To join NASS, send \$15 to NASS, Box 82294, North Burnaby, B.C., Canada 450 5P7. It's \$7 for juniors, \$10 for seniors.

====MONEY MATCHES: Who all would come to a year-end, get-rid-of-your-trash down and dirty AMA combat cash bash in Eugene, Ore., if one was scheduled in, oh, say, October. Anyone interested, contact FL. We'll put on the contest if there are 10 entries. This would be at least double-elimination, with a \$15 entry fee and all prizes in cold, spendable cash.

SIGHTING A SITE: Latest news in the saga of the Seattle Skyraiders Super Site Search is that the club may be able to obtain a circle in the Seattle-Tacoma Airport clear zone, where houses have been removed. A local civic club is working with the Raiders.

====SPINNING PROPS AND TALES: The Eugene Prop Spinners gathered for a flying session and barbecue on the 4th of July at Mahlon Sweet Airport, flying all day and all evening with a break for food with the families at dinner time. There were several trainer-type planes and everybody got a turn on the handle. The Spinners also Dave Royer and Alice Cotton of Portland, who dropped in for the day. Royer flew his antique combat ship, a Half-Fast. When was the last time you saw one of those?

====BIG NEWS: The Umpqua Valley Modelers of Roseburg, Ore., got a nice layout in the Roseburg NEWS-REVIEW in July. Pictures were all of RC planes but club member Terry Miller gave the reporter a nice description of what's good about CL. Way to go, TM!

AUGUST "GEORGE" MAKES CL WORLD GO ROUND

The August FL "George Award," fifth in our continuing series, goes to a modeler and gentleman who probably has had more to do with the success of control-line model aviation in the Puget Sound area than any other individual in the past half-dozen years.

This person was the revived Seattle Skyraiders' first president, first contest director and long-running newsletter editor. He also has been a tireless worker behind the scenes not only at Washington contests but at others, such as the Northwest Regionals, where he has been the balloon bust guru for two years.

He founded and has officiated every year in some capacity one of the country's best-run major contests, the Washington State Control-line Championships.

In addition, this flier goes about the business of flying and officiating with a consistently good-humored attitude. Greeting every person and job with a smile, he keeps everything in its proper perspective at all times. Besides all that, he carries with him the most handsome and enjoyable three-member family/support crew in the region.

This month's award goes to Dave "Mr. Skyraider" Mullens, one of those people who doesn't step aside when somebody says, "Let George do it!"

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 sanctioned by AMA or MAAC (Canada) 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. Age class code: (J)=junior. (S)=senior. (O)=open. All events JSO unless otherwise noted.

Sept. 1-3 ... VANCOUVER, B.C. -- Vancouver Gas Model INTERNATS and NORTHWEST CL SCALE RALLY. Details of scale contest, June 2: Half-A Profile Scale (J)(O), Profile Scale, Sport Scale. Sport Scale rules apply to all events, except four flights, with best two counted with static score for place. Two attempts for official flight. Other events include speed, combat, racing, carrier, sport events. Sponsored by VGMC and Richmond Model Association. Site to be announced. Contest Director: Bob Newman, 19880 28th Ave., RR2, Langley, B.C., Canada, V3A 4P5, (604) 530-3916 after 6 p.m.

Sept. 8-9 ... KENT, Wash. -- RAIDER ROUNDUP '84/THE WASHINGTON STATE CONTROL-LINE CHAMPIONSHIPS. Saturday: Northwest Sport Race, Old-Time Stunt, Class I Mouse Race (J)(SO), Class II Mouse Race,

Half-A Combat, FAI Team Race, Balloon Bust (J)(SO), Profile, Class I, Class II Navy Carrier. Sunday: Slow Combat, 4 PAMPA classes of Precision Aerobatics, D, Jet, Formula 40, Record Ratio Speed, Sorta Scale, AMA Sport Scale, AMA Combat. Flying starts 9 a.m. Saturday, 9:30 Sunday. Site: Boeing Space Center. Entry: \$5 first event, \$4 each additional event, \$15 max. Trophies and merchandise prizes, perpetual award for top competitor. AAA contest. Contest Director: Dan Cronyn, 9028 7th NW, Seattle, WA 98177 (206) 782-5552.

Oct. 6-7 ... PORTLAND, Ore. -- STUNTATHON '84. Four classes of Precision Aerobatics, Old-Time Stunt. Contest Director Dave Gardner, 17210 109th Place SE, Renton, WA.

Oct. ?? _ EUGENE, Ore. -- Combat cash bash. This contest will be scheduled if 10 entrants express interest by Sept. 15. Contact John Thompson, c/o Flying Lines.

Nov. ?? _ EVERYWHERE -- Flying Lines first annual POSTAL Benefit Turkey Tournament. Plans to be announced in September. Contact FL if you are interested.

December through April -- Seventh Annual Northwest Sport Race Orizzle Circuit. This will be scheduled if a coordinator and sufficient entries come forward. Contact FL if you are interested.

ENTER FL MAIL-ORDER CONTEST AND WIN A TURKEY!

Plans are under way for a new concept in the annual Flying Lines Benefit Turkey Tournament, an annual pre-Thanksgiving event designed to raise money for the newsletter.

In the past, the contest has been held in Eugene, Ore. The entry fee has been a \$10 donation, and the prize has been a 20-pound turkey plus merchandise for the first three positions. The contest always has involved use of one airplane and engine combination for three four events.

This year, we are proposing a region-wide POSTAL Turkey Tournament. If contest directors in each area of the region will participate, the contest would work like this:

On a specified date, probably Nov. 11, competitors would go to their local flying field. Under the officiating of their local CD, they would fly the Turkey Tournament events. The scores would be forwarded to Flying Lines, which would compile the standings and mail back to the winners gift certificates. First place would be a gift certificate for a 20-pound turkey at a local supermarket. Second, third and fourth places would be gift certificates for merchandise through Eugene's Toy & Hobby, which will ship via UPS.

As always, the entry fee would be \$10, with proceeds helping support FL.

The events would be these:

* Two-minute time target. Your plane is timed from the moment of release to touchdown. Each second over or under the 120-second goal is deducted from the 120 possible points. No timepieces or signals from the pit crew allowed.

* Speed, 14 laps timed from a standing start.

* High-low. Your plane is timed for a half-mile at high speed. You are allowed 5 minutes to refuel and be timed for a half-mile at low speed. Only the fuel, plug or prop may be changed. Difference between high and low speed is the score.

* Spot landing. A desired landing spot will be marked on the edge of the circle, which you will attempt to hit upon landing. Officials will mark your landing spot and measure the distance from the target. Distance from the target on your best flight will be your score (lowest score is best).

FL will use the traditional point system: 10 points for first place, 9 for second, etc., in each event. Most overall points wins.

Any airplane is legal on any set of lines declared safe by the C.D. according to standard safety guidelines.

What is needed now is for contest directors in each area to volunteer

TURKEY, continued

to put on the event. Please contact Flying Lines by Sept. 15 with your offer. This has always been a fun event in Eugene and we hope this year to share the fun with fliers all over the Northwest.

The entire contest would be run under a single sanction obtained by FL from AMA. Let's hear from you!

COCKPIT CHATTER

AHEM...

"Cockpit Chatter" will be the name of a new semi-regular feature, in which the editor will be permitted some personal ramblings on the state of control-line modeling in the Northwest and elsewhere. It also will be the depository for random notes about the newsletter itself. Finally, it will be the place where we bring a little personal perspective to the trials, tribulations and travels of the world's greatest hobby as seen through one set of eyes.

We promise not to prattle on endlessly in this feature, just a few short notes each month or so. Just slap our wrists if we violate that rule.

BUSY, BUSY, BUSY

Oh, what a wild two months it has been. While FL took its annual July vacation, control-line activity just went crazy.

There was the laid-back CLAMBash in Astoria, as usual one of the most enjoyable events of the year in spite of the soggy field. Then the Air Fair and the Bladder Grabber in Kent. Thirty-five combat entries and more than 100 matches in two days!

Then, off on that big trip to Reno and seven days of flying, hobnobbing and casino-hopping. It was the third Nats for this editor, but very different from the previous two.

First, it was nearby, one day's drive each way _ little more than to a Northwest contest. Then again, it was as close to a Northwest Nats as we'll ever get, as it seemed like every Northwest flier was there, bringing the camaraderie and sportsmanship that characterizes Northwest contests.

It was also different because of the site. It was much more spread out than the usual Nats. Control-line was divided into two sites, combat in a park in Reno and the other events at Stead Airport, a 10 mile distance away. RC racing and pattern was out of sight at Stead, FF was off on the other side of Reno, helicopters at the combat site, soaring somewhere else and indoor at the convention center. Drive, drive, drive.

We've said it before: If you've never been to a Nats, you can't conceive of what you've missed. Unfortunately, unless you were in a driving mood, it was hard to conceive it in Reno as well.

Now we're back home, looking forward to the Raider Roundup, the Stuntathon and then a winter of building.

WHITHER FLYING LINES?

That July vacation just may have been the respite that saved Flying Lines from extinction. It also has brought about some changes in the newsletter.

Model airplane newsletter editors get such jobs because they tend to volunteer for such things without calculating the time it will take to do the job right. This one has spent about 20 hours a month for the past five years on the business of putting out Flying Lines, not counting some peripheral duties such as selling ads, answering mail, etc. That figures out to a neat 1,000 hours, if you're counting.

And he does some other things, too, that have nothing to do with model airplanes. It came close not long ago, to a point where FL would be retired as simply too much of a burden to carry. It has been saved, for the time being at least, by a couple of factors.

One is that the summer of 1984 has indicated that the demand for such a newsletter is higher than ever _ as shown by subscriptions, mail, and general support. Secondly, it became obvious at Reno that modelers across the country look to FL and the Northwest as a leader in control-line model aviation. The newsletter is just too badly needed to drop.

On the other hand, it couldn't go on like it was. As a result, you will see some changes that may alter the appearance of the newsletter but should not make much difference in its value to you.

The major change will be in an expansion of our attempts to capsule information. We'll be making lists, tables, etc., and reducing some of the running commentary about contest results, etc.

Equally important, we'll be asking our columnists, letter and article writers to send us their material in pre-typed form, so it can be pasted

COCKPIT, continued

in without retyping. That doesn't mean that if you can't type, you can't submit. We'll still accept your hen-scratch, but we'll take advantage of any typed copy we get.

Finally, we're asking everyone to help. Write an article, sell an ad, volunteer to take on a chore. We have all kinds of needs. We need an engine columnist, a statistician, etc. There always is a place for more articles and pictures. Why not come out of the woodwork and help?

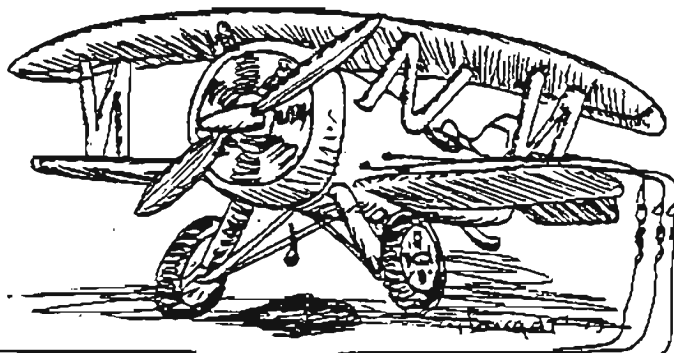
You can follow the example of Steve Lindstedt, our regular cartoonist, who has just signed on for the additional job of advertising manager.

FL has never been billed as a two-man operation. It has always been a communications NETWORK among Northwest control-line model aviators. Jump on the wing and add your pull to this set of lines!

CONTROL LINE

SCALE

by orin humphries.



What is the reason for the typical scale model being 10 years old and having only 70 flights on it? We don't want to fly in wind, right? That's a lot of work to risk. Through sometimes bitter experience I have learned how to

FLY IN WIND

A control-line model flies through a constantly changing atmosphere. At one moment the wind is dead on, and the next moment it is from the right, and so on. The speed of the plane through the air combines with the speed and direction of the air itself to make a "relative wind over the wing." This relative wind determines how much lift is being made from moment to moment. With a headwind, the model balloons, and with the wind on the right wingtip or on the tail, the model sags. What should you do to counter this sagging?

Everyone says, "You should gain as much altitude as you can so you can make up speed by diving where the model will be sagging, and thus be able to pull out of its dive." Wrong!

Hold a phonograph album in front of you, level, by just holding it with a fingertip on each side of the record. The rim of the record represents the flight path of your model. With the record about four inches above the table top you're sitting at, slowly tip the record until one edge contacts the table and the other edge is higher than before. The rim now represents the flight path of your model as you allow the plane to climb in the wind. Your pullout height will get lower and lower with each lap until you merge with the third planet from the sun.

The model sags going downwind because it no longer has much wind over the wing. Even diving will not produce enough speed to make up. I know. At the bottom of the dive you have to raise the nose to make more lift, and it's just not there, partner. No, climbing and diving is the worst thing you can do.

I have found that the best thing is to work hard at not allowing the model to rise more than one foot when going into the wind. This, as it turns out, is the most effective minimizer of the sag we see going downwind. Every foot of height gained above the level flight path on one side of the circle is a foot you will be below the desired height on the other side.

Sgt. Gordon Ford is the Air Force's official model builder. He specializes in multi-engined models, having over 44 of them at last count. His B-52 is a prime example for us here. To watch it fly in wind is deceiving; it flies dead level. You are likely to think, "Wind doesn't affect that large model." Wrong. If you look at his control handle carefully as the model flies around the circle, you will notice that the handle is on full down when the plane is into the wind, and full up going downwind. The handle is never still; always changing in a smooth manner from up to down and back.

Whether you use "full" up or down depends on many things, but you will use some if you want a successful flight in wind.

Above all, and this is most important, you must see yourself in the proper light; you are not a spectator; you are the pilot. That means you don't watch the model fly altitudes that are not in its best interest. You react instantly and effectively to make the model track where you want it to. You must have the attitude that you and you alone are running the show out there.

With this proper attitude I have taken on the wind in a contest and did whatever I had to do to maintain proper line tension and altitude. This meant whipping the plane as the racing pilots do; walking a circle five or 10 feet in diameter and keeping ahead of the plane so I was literally pulling the plane around the circle. I was very aggressive with the plane, all over the circle. But I was not afraid; you see, I was acting -- not reacting. I was in command. I was the PILOT. Everybody else thought I was nuts (I've certainly heard that before). Attitude, gentlemen, and quick, effective action: that's where it's at.

Finally, how do you land on a windy day? This depends on your wingloading and some other things, and you must try yourself with your model. With my heavy A-26 (44-oz./sq.ft.) it seems to work best in wind if I have the model on final approach no more than two feet off the ground dead upwind and cut back on power there. The natural sag going downwind just greases the model onto the ground about dead downwind. As the model rolls out coming into headwind a quarter circle later, it doesn't balloon because this is a very heavy model. A light model might need to touch down before being downwind. Experiment in successively higher breezes and see what's best for your model.

I know guys, I know; "Not me, buddy -- you're not getting me out there in the wind. That's too much work to risk." But what if the wind comes up after takeoff and you will run out of fuel before it dies? Nice to have experience at that point. But, if nothing else, guys, have the right attitude.

Now, let's see: (don't peek) what is the max. altitude you must hold your plane from gaining when going into the wind?

As the German pilots say, "Halz und Beinbruch!" (Means break your neck and legs, you know, like dancers say before going on -- break a leg? Oh, well.)

--Orin Humphries, N. 5208 Elgin, Spokane, WA 99208. (509) 325-9773



AIR MAIL

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



DEAR FL:

In response to Windy Urtnowski's letter in the May issue, I would like to offer my services to provide a page of Northwest Stunt news in PRO-STUNT NEWS. I am a VGMC member and Al Resinger and I are in constant touch so I know about the events happening up here, but I am at a bit of a loss at what happens in Washington and Oregon. If anybody has any info on events in these states, will they please call or write to let me know.

I am a junior who has just started to seriously fly and I would really like to thank everybody who has helped me out, especially Bob Newman, Al Resinger and Bob Danielson. These guys really made life a lot easier at my first contest.

I hope that you will consider me for the job because it would be nice to return some favors that some very generous people have given me, and give the Northwest some publicity.

Your newsletter is the greatest.

--Mike Slessor, 10105 Rolley Cres., RR#3 Maple Ridge, B.C., V2X 8X7, (604) 462-9059.

(Editor's note: It isn't up to us who contributes to PRO-STUNT NEWS, but we know Windy wants Northwest news. We encourage anyone with news of the area to pass it on to PAMPA and any other specialty newsletter. Perhaps the Stunt fliers should get together and assign duties for the region's reporting to the national newsletter.)

DEAR FL:

...I'm, returning to model aircraft after a 25-year hiatus. It's been interesting, and unnerving, to see how many names have faded from the manufacturing scene. I admit that the quality of what's available has made quantum advancements.

Attended the Northwest Regionals, and enjoyed myself despite the sunburn. Was very disappointed at Scale's feebleness: a mere four entries in Profile Scale, meant as a step to Precision Scale, doesn't bode well. My inquiries (being a scale nut) pointed to a past history of nit-picking pettiness driving CL folks from the event, and I also heard some acid comments concerning a certain AMA scale judge in District XI. A pity: years ago, Scale was a truly big event and fun.

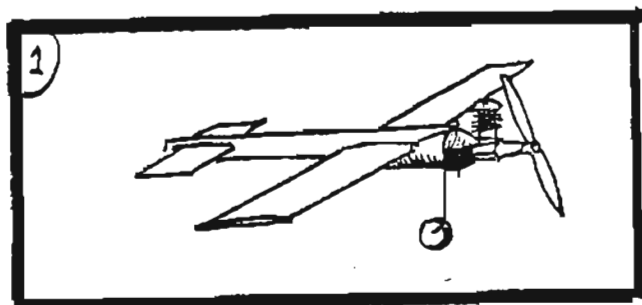
Guess the Regionals event I enjoyed most was Half-A Combat. The big

AIR MAIL, continued

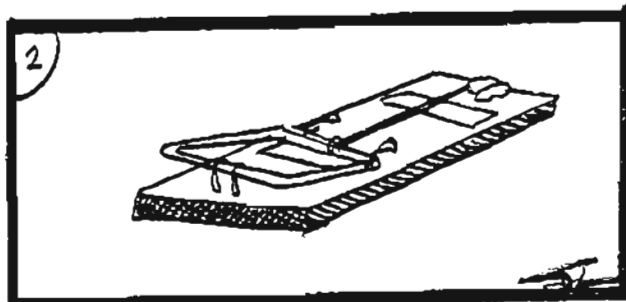
combat birds left me cold, for some reason, but I sure enjoyed watching the "tiny tigers" rip into each other -- pun intended. May give that a try once I graduate from learning to fly.

Oh my, memories of a quarter-century ago (shock!), trying to get that Jim Walker Firebaby to fly -- or just start...never did.

--Doug Howard, 1601 Olive, Apt. 809, Eugene, OR 97401.



Mouse Racer



Mouse Eraser

FL RAFFLE RETURNS WITH SUPERTIGRE .60

Through the miracle of modelers' generosity to one-another, the Flying Lines Raffle returns!

Rory Tennison of Libby, MT., was so pleased by the thanks he received from the winner of the engine he donated to the last FL raffle that he's done it again.

This time the prize is a Supertigre .60 Scale or Stunt engine, valued at about \$100 retail.

If you're lucky, you can have it for the price of a raffle ticket!

Tickets cost \$1 each, or three for \$2, or 10 for \$5. Fill in the form below and send it to Flying Lines. The raffle will last about three months, with the winner to be drawn by one of the Thompson Daughters Raffle Drawing Team.

Name _____ Telephone _____

Address _____

I enclose \$ _____ for _____ tickets in the fall 1984 FL raffle.

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. FL caps, \$5.

Prices 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. Help FL and yourself by selling an ad!

Here is the FL staff:

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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.

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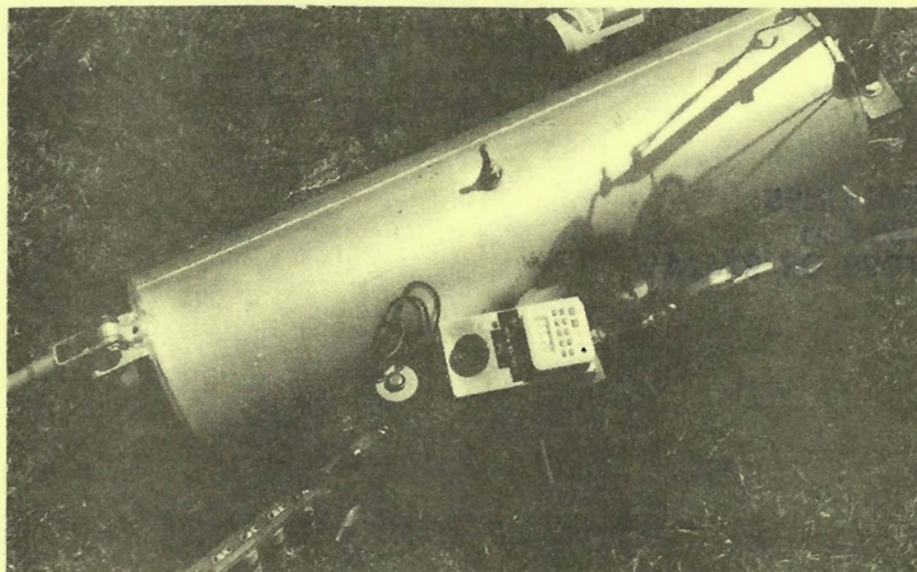
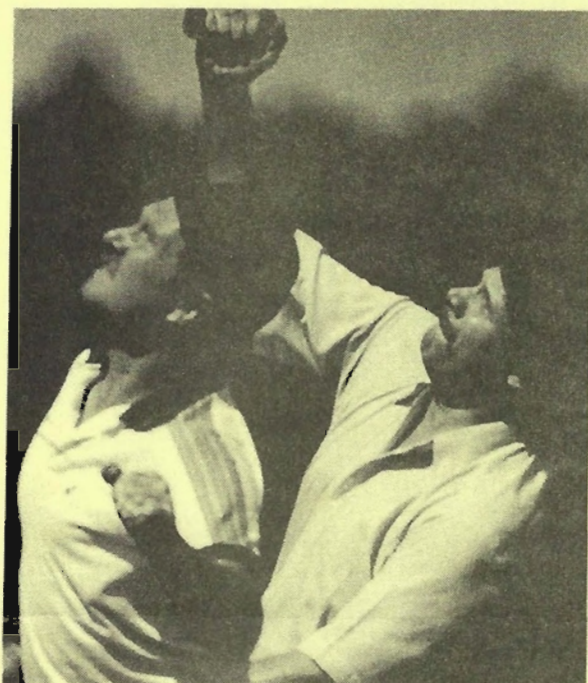
HAVE YOUR FAVORITE SHOP LISTED HERE -- Ask your hobby supplier to buy a Directory listing. It's \$15 for a year, and he gets the newsletter, too!

THE FLYING FLEA MARKET

HELP WANTED Flying Lines seeks a volunteer to write a monthly engine column. Payment is free subscription for as long as you continue the work. Contact the editor.

BARGAIN -- One free flea market ad for each new or renewed subscription. Collect for yours or get one for signing a buddy up. Send ad with subscription to Flying Lines, 1505 Ash Ave., Cottage Grove, OR 97424.

FILL THE GAPS IN YOUR FL LIBRARY -- Copies of some back issues are available at 50 cents per copy or three for \$1. Send order to FL; we'll refund for any issues out of stock.



BLADDER GRABBER GRABS BIG CROWD

Thirty-five people turned out to fly fast combat at the 1984 Bladder Grabber.

Winners, top photo from left: Steve Kott (4th), Kevin Krumman (3rd), Bob Carver, sponsor, Bruce Coffey (1st), Rich von Lopez (2nd).

Center row, left: Bob Carver, right, shows what he likes best about the Bladder Grabber -- flying! (With John Salvin). Right: Partial view of pit area.

Bottom: High-tech match timer, the Salter-Rush Electrohonker, which automatically tooted match's end.