

FLYING LINES

1411 BRYANT AVENUE
COTTAGE GROVE, OREGON 97424

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STUNT-A-THON '84 CONTEST REPORT -- OCTOBER 13-14, 1984

By Dave Gardner, Contest Director

The appropriate number of 13 hearty fliers turned out for this slightly late-in-the-season contest. The typical good weather which held for years deserted us this time, and IT RAINED!

The Old-Time Stunters flew on Saturday. Bob Parker managed a true Skyraiders flight -- it started raining while he was up, and he completed the flight with an umbrella. In an attempt to show up the old-timers, Randy "The Kid" Schultz managed to retract the gear on Parker's All-american Sr; once on his first official, and after a field patch, again on his second official. The AA-Sr. is about to be retired.

In his usual repetitive manner, Bob Emmett wiped out the competition with his original Barnstormer. The airframe has subsequently been retired into the able hands of Bob McKain. Dick Salter was second, with a classic high speed flight (or two) with his Barnstormer. As the scores show, the next three places were in a tight cluster. The field is open for challenge until Bob builds another airplane!

Bob McKain handed out the fifth engraved Fox .35 for the season. Bob Emmett has collected four of them, along with McKain's donated prop clock, as soon as we can locate the clock!

On Sunday, the entrants straggled to the wet circle, until we finally had an even dozen fliers. This filled out the classes with three pilots in each one.

In spite of the drizzle and downpour, things ran very smoothly. The cold, wet air was good for density altitude but lousy on engine starting and paperwork!

A special honorable mention for judges Don McClave and Jim Parsons, who had to stand in the downpour through all the flights. Even good rain gear doesn't keep glasses or scoresheets dry! The scoresheets had to be wrung out before they could be tallied. For the last few flights, an "official downwind" was declared so the judges could score from under the officials' tent.

After the first round, it appeared that the gray, wet skies had settled in for the duration. A vote was taken for the second round, and those that wanted could fly a second round. Four fliers opted to go again (with an option from Steve Cole that if Ray Mathis beat him, he could fly again!).

Some improved and some didn't, on the short second round, but the overall placings didn't change.

In spite of the weather, several up-and-coming stunt fliers had their best-ever scores, including John Hall (a new intermediate flier!), Bob Parker, John Thompson, Terry Miller and Ray Mathis. Parker and Thompson will be advanced category by some time next season.

A special thanks to Don McClave for setting up the field on Saturday, along with all the others who mowed the Old-Time Stunt circle and generally made things workable. Thanks to Peggy Parker for handling the Saturday registration. As always, the able assistance of the lovely Alice Gardner and her daughter, Sarah Shults, made life much more bearable for the contest director.

The trophies were some of the nicest ones we had all season, thanks to Pete Bergstrom's efforts.

The merchandise awards were more than enough to go around, even though the manufacturers were not as generous as in past seasons. A few goodies donated by Don McClave and Dave Gardner filled out the spread.

Jeremy Gregg, Terry Miller's nephew, flew as a beginner-junior for the first time, and was awarded a Top Flite Tutor for his next airplane.

This was the last Stunt-A-Thon which will be held at Delta Park and in October. This was the fifth annual contest, which started from a late-year fun fly in 1980. In 1985, it will be combined with the Boeing air Fair in July. All classes will be flown, along with Old-Time Stunt. In addition, at least for 1985, a stunt clinic will be held, with Art Adamasin, the current Precision Aerobatics Model Pilots Association president, providing his valuable assistance.

For the stunters, we'll do it again in the spring.

For the rest of us crazies, there is still the postal "turkey shoot" and the five-contest Drizzle Circuit series to go!

Here are the complete Stunt-A-Thon results:

OLD-TIME STUNT (6 entries)

1. Bob Emmett, Renton, Wash. -- 310.5. Trixter Barnstormer, P.K. Guillow kit designed by Lew Andrews, 47" span, 32 oz., Aerogloss finish, Fox .35 stunt, Rev-Up 10x6W wood prop, Thunderbolt RC plug, Red Max 10% nitro fuel, suction tank, .015x58 braided lines.
2. Dick Salter, Seattle, Wash. -- 245.
3. Bob Parker, Renton, Wash. -- 218.5.
4. John Hall, Puyallup, Wash. -- 212.5

EXPERT PRECISION AEROBATICS (3 entries)

1. Paul Walker, Kent, Wash. -- 542.5. Bad News, original design, 61" span, 55 oz., balsa/plywood construction, Sig finish, flap access. OS .45FSR, Nelson-Garner rework, Zinger 12x6 prop, Thunderbolt RC long plug, Red Max 10% nitro fuel, muffler pressure, Ed Robbert 6-oz. uniflow tank, .018x70 braided lines, Walker handle.
2. Randy Schultz, Seattle, Wash. -- 485.
3. Bob Emmett -- 467.

ADVANCED PRECISION AEROBATICS (3 entries)

1. Mark Freeman, Vancouver, Wash. -- 460.5. Miss Dara, original design, 55 oz., balsa, Monokote. Supertigre .46, Zinger 11x6 prop, Fox RC long plug, Cool Power 10% nitro fuel, muffler pressure, .018x70 braided lines.
2. Steve Cole, Portland, Ore. -- 410.5.
3. Ray Mathis, Bremerton, Wash. -- 395.

INTERMEDIATE PRECISION AEROBATICS (3 entries)

1. Bob Parker, Renton, Wash. -- 394.5. Seahawk, Paul Walker design. Aero Gloss finish. OS Max .40FSR, Nelson-Garner rework, Rev-Up 11.25x5 maple prop, Thunderbolt plug, 10% nitro fuel, muffler pressure, Supertigre .60 needle valve assembly, Schultz uniflow tank, .015x64 braided lines, E-Z Just handle.
2. John Thompson, Cottage Grove, Ore. -- 385.5.
3. Terry Miller, Roseburg, Ore. -- 331.

BEGINNER PRECISION AEROBATICS (3 entries)

1. John Hall, Puyallup, Wash. -- 359. Sig Twister with modified airfoil and fuselage, 48" span, 48 oz., balsa, Aero Gloss/Monokote. OS .40, Zinger 12x6 wood prop, Fox RC long plug, Sheldon's 5% nitro fuel, Enya needle valve assembly, Fox 4-oz. uniflow suction outboard tank, .015x60 braided lines, E-Z Just handle.
2. Joe Just, Sunnyside, Wash. -- 166.5.
3. Jeremy Gregg, Roseburg, Ore. -- 67.

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COMBAT CASH CLASH IS A SMASH

The Pacific Northwest Combat Cash Clash in Eugene, Ore., on Oct. 7 turned out to be just what it was intended to be -- a relaxed day of full-tilt combat action with no distractions of other events or heavy organization.

Seven fliers showed up with a varied assortment of airplanes ranging from the fantastic to the funky, a great many of which were used up to make way for the 1985 fleets. A double-elimination format plus a third-place flyoff tournament made for 16 matches, with nearly everyone getting plenty of action.

An absolutely beautiful windless 80-degree day helped make everything run smoothly. Engines started quickly, planes flew great, and combat action was excellent.

The contest also saw the re-emergence of the Shady Acres Combat team, which passes through the Northwest combat scene every few years like Haley's Comet. Hopes were expressed that the team stays around a while this time.

Norm McFadden finished off an excellent 1984 season with the victory and a \$42 share of the prize money. Second place (\$32) went to Gene Pape and third place, \$21, to John Thompson.

Here is the match-by-match action:

ROUND 1: Gary Byerley d. Gene Pape, kill. Norm McFadden d. Bill Varner, 1-1 cuts + airtime. John Thompson d. Richard Wicklander, cut.

ROUND 2: Pape d. Wicklander, disqualified for shedding parts. McFadden d. Thompson, cut. Byerley d. Bob Stettler, air time. Varner D. Stettler, air time.

ROUND 3: Thompson d. Byerley, kill. Pape d. McFadden, kill.

ROUND 4: Varner d. Thompson, kill. McFadden d. Byerley, 2 cuts. Pape d. Varner, airtime.

THIRD-PLACE FLYOFF: Thompson d. Varner, kill. Byerley D. Thompson, kill. Thompson d. Byerley, kill.

CHAMPIONSHIP: McFadden d. Pape, 1-1 + airtime.

Here are the final results:

AMA COMBAT (7 entries)

1. Norm McFadden, Lynnwood, Wash. -- Creamsicle, original 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.
2. Gene Pape, Eugene, Ore.
3. John Thompson, Cottage Grove, Ore.
4. Gary Byerley, Spanaway, Wash.

NW COMPETITION STANDINGS

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

Two October contest juggled standings in Precision Aerobatics, Old-Time Stunt and AMA Combat. Here are the top fives in the events in which Northwest standings changed.

FL standings chart the rankings of Northwest fliers in Northwest contests. Information on the point system is available from FL. Standings below are as of Oct. 19.

PRECISION AEROBATICS (30 contests, 112 entries)

1. Randy Schultz	Seattle, Wash.	34.5
2. Don McClave	Portland, Ore.	33
3. Alan Resinger	Delta, B.C.	22.5
4. Marty Phillips	Kirkland, Wash.	18
5. Pete Bergstrom	Spanaway, Wash.	16.5

OLD-TIME STUNT (5 contests, 27 entries)

1. Bob Emmett	Renton, Wash.	24
2. Bob Parker	Renton, Wash.	16
3. John Hall	Puyallup, Wash.	15
4. Bob Danielson	Bothell, Wash.	12
5. Dick Salter	Seattle, Wash.	11

AMA COMBAT (6 contests, 82 entries)

1. Gary Byerley	Spanaway, Wash.	39
2. Kevin Krumman	Portland, Ore.	33
3. Norm McFadden	Lynnwood, Wash.	23
4. Bob Stettler	Tacoma, Wash.	20
5. Glenn Salter	Seattle, Wash.	12

OVERALL COMBAT (17 contests, 163 entries)

1. Gary Byerley	Spanaway, Wash.	100
2. Glenn Salter	Seattle, Wash.	50
3. Kevin Krumman	Portland, Ore.	33
4. Bob Stettler	Spanaway, Wash.	27
5. Norm McFadden	Lynnwood, Wash.	23

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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.

ALL SYSTEMS GO FOR FL MAIL-ORDER TURKEY CONTEST

A great deal of interest was quickly expressed in the Flying Lines Benefit Mail-Order Turkey Tournament, which is scheduled for Nov. 11 at three Northwest flying sites.

This means that you can come out to a site near you, have a full day of flying fun with one airplane, and have a chance to win a 20-pound turkey or a nice merchandise gift certificate. In addition to the turkey for first place (awarded via gift certificate from your local supermarket), there will be Eugene's Toy & Hobby Gift Certificates for first through fourth places.

Flying will go on simultaneously at Carkeek Park in Seattle (under the direction of the Seattle Skyraiders), at Delta Park in Portland (under the Northwest Aeroliners) and at Mahlon Sweet Airport in Eugene (under the Eugene Prop Spinners). Flying will start at 10 a.m. at each site.

The entry fee will be \$10 for the whole day, with proceeds going to boost the Flying Lines finances.

Local event directors will forward the results of the four events to FL, where Contest Director John Thompson will compile the results and award the prizes by mail.

Any sport/stunt type airplane is legal. It will be up to the individual event directors to make the final determination, but the event is not intended to include participation by high-competition aircraft such as rat racers and fast combat planes. We recommend wing/fuselage/tail type aircraft, and we hope the usual Northwest sporting spirit will determine what fliers bring out. This is a contest designed for the sport flier as well as the competitor.

Aircraft shall have no throttles or shutoffs, or throttles or shutoffs must be disabled. Planes must be able to rise off ground, and they must be on lines of appropriate strength for their size.

Here are the events, with a brief description of the rules:

* TWO-MINUTE TIME TARGET. Your plane is timed from the moment of release to initial 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. (Shutoffs may be used in this event after completion of timed portion of the flight).

* 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). Scoring will be based on the initial touchdown point and landing must be accomplished within one lap of engine stoppage.

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

For information about individual contest locations, contact the following people: In Seattle, Dave Mullens, 15559 Palatine Ave. N., Seattle, WA 98133, (206) 365-5436. In Portland, Steve Lindstedt, 8725 N. Newman, Portland, OR 97203, (503) 285-1463. In Eugene, John Thompson, 1505 Ash Ave., Cottage Grove, OR 97424, (503) 942-7324.

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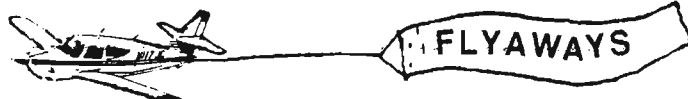
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RANDOM TIPS AND RIBS FROM THE FL WORKSHOP FLOOR

====LOST & FOUND: A GloBee Fireplug belonging to the FL editor wandered off sometime this summer, apparently at the Bladder Grabber. We've been hoping it would come home but so far it hasn't. If perchance it followed someone else home by accident, we'd appreciate having it back some time. It has the words "John Thompson" carved into the plastic case.

====FLYAWAYS: How would combat fliers feel about increasing line size to .021" in an effort to cut down on the number of flyaways, which seems to have increased recently. There is no formal proposal under consideration by AMA now but one could be generated if we reach a consensus on the matter. Contact Dist. XI CLCB member John Thompson c/o Flying Lines.

====ON THE STUMP: We have received campaign material from Ed Izzo, the Dist. I AMA vice president who is running for executive vice president against Jim McNeill. He is chairman of the AMA noise committee and has been deeply involved in other modeling activities for 40 years. FL does not normally endorse candidates but passes information along as a service to the candidates and voters.

====TOWER POWER: Tower Hobbies has again included a very nice control-line section in its 1985 catalog, indicating that there are some big firms out there who haven't yet joined the fight to kill CL. As always, FL promotes this buying policy: 1) Buy from your local hobby dealer. If he doesn't have what you need, 2) buy from a FL advertiser. If he doesn't have it, 3) buy from a company that is sensitive to CL. If, as a last resort, you must buy from an "RC" company, make sure to always let them know you are a CL flier.

====MATTERS OF STYLE: People writing columns, letters, reports, etc., for FL may notice sometimes there are small changes in their copy, not as to meaning but as to exact wording. Like all publications, FL has what is known as a "style." That is, there are certain standardized usages of certain words and phrases. Some examples that you may want to adhere to in writing for FL follow, with the explanation in parentheses: We are "control-line" fliers, not Ukie, U-Control, hand control, etc. (It is a matter of pride with us to be identified by what we do, not somebody's old brand name. We don't want to be called Ukies any more than RCers want to be known as flying "remote control.") We are "fliers," and the pieces of paper we print to announce contests are "flyers." (It's just to be consistent and use good English). Finally, there is no such thing as an "RC" glow plug, an "RC" starting battery, an "RC" carburetor, etc. (Anything that works on a CL plane is not an RC item. We have idle-bar plugs, Mag Carbs, GloBee batteries, etc. Why support the RCer's notion that the modeling universe revolves around them?).

IN OUR JUDGEMENT, YOU'RE TOPS, YOUR HONOR!

The FL monthly "George Award" resumes this month with a flourish of the judicial robes for Jim Parsons, his honor the Northwest's top Precision Aerobatics judge.

Jim, a long-time modeler many of us have never seen fly a plane, traipses around the Northwest on his own time and expense all year long, judging at nearly every Stunt contest. His marks on the scoresheet are considered to be law; his example is the one all budding judges hope to emulate.

There is no more thankless or selfless task in modeling than to be a full-time official, and Jim Parsons of Renton, Wash., is the cream of the crop. He has, in fact, been invited the past two years to judge the nation's best Stunt fliers at the National Championships.

So, Jim Parsons receives the November, 1984, FL award for being the guy who steps forward when somebody says, "Let George do it."

Let FL have your nominations for the George Award.

HOW MUCH WOULD YOU PAY TO BE INFORMED?

As long-time readers of Flying Lines know, the subscription dollars you pay almost cover newsletter expenses. Almost. Advertising revenue almost makes up the difference. Almost.

The result of the almossts is that the newsletter periodically runs into the red ink, financially speaking. We then do the best we can with fundraisers and with donations from some modelers who are in a position to kick in a few extra (sometimes a lot extra) dollars. Ultimately, the publisher and editor often end up dumping some of their own modeling money into the newsletter.

Naturally, we'd like the newsletter's income to match it's outgo, which would guarantee long life for the publication and maybe allow for some improvements.

FL started with a \$5 annual subscription fee in 1979 and, after several ended up at the \$9.50 domestic subscription rate that has lasted for several years. We would like to know if FL's readers would accept a subscription rate increase, and if so, how much would you be willing to pay to keep our communications network going?

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SUNDAY FLYER

BY LARRY MILES

DO-IT-YOURSELF MODEL PLANE DESIGN PART IV

Picking up where we left off last time concerning the fuselage nose wing joint. After using Ambroid, epoxy, Titebond and cyanoacrylate glues for this critical joint, I have used for the past two years Dow's Urethane Bond for the joint as well as using it for assembly of the fuselage doublers and hardwood bearers.

It is less susceptible to vibration cracking than any of the first mentioned adhesives and expands as it cures to fill less-than-perfect fits. It also must be clamped as it sets because of the expansion. It sticks like crazy, including skin (clean with rubbing (isopropyl) alcohol before it dries).

Dipping the screw eye that serves as a cap in vaseline before initial use keeps the cap from being bonded to the nozzle. Good stuff. I think

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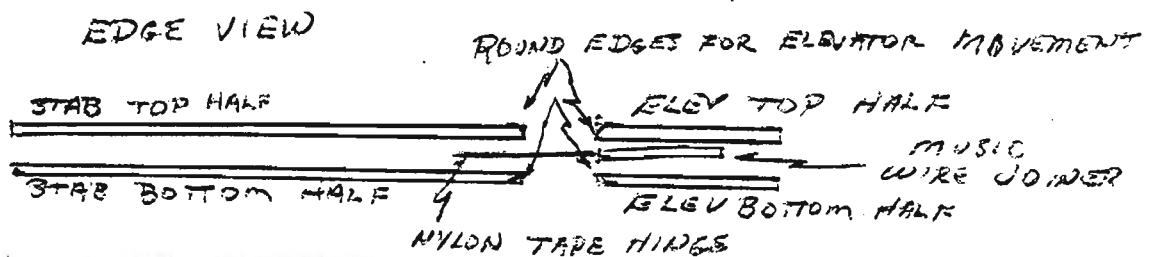
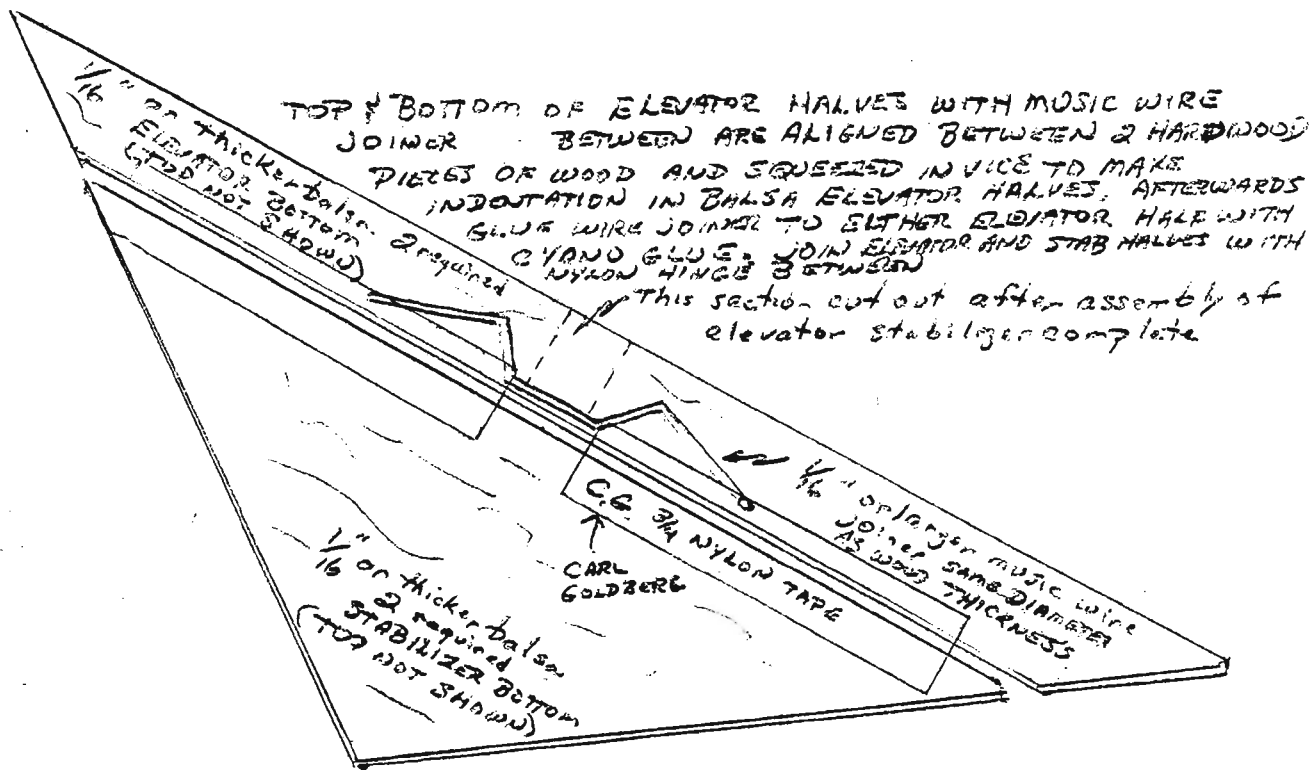
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you'll like it. It used to be available at K-Mart.

The Atlas razor saw used by model train enthusiasts for cutting track is made of more durable material than either X-Acto or Zona razor saws. A good pair of scissors for those of us who don't have power saws works well to cut plywood and balsa for some applications. Obviously, these are not design items butd should prove handy hints for the self-designer



as he-she will be cutting more wood than the kit builder.

This leaves the horizontal stab-elevator as the one area not yet covered in this series of articles. I prefer the split elevator as it more nearly resembles full-scale planes (most of them, anyway) and the method of joining the elevator halves I use results in a stronger stab-elevator combination than the single-piece elevator. That method is diagrammed for those who wish to use it as well.

Good luck with your designs.

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

COMBAT ZONE

by gene pape

With winter coming, it's time to get some Half-A models built to practice with. This month you get the plans for my two favorites.

The Cheap Imitation is a reprint, since I keep getting requests for plans for them. I still have three of the first four of them I built several years ago. They are very durable and when they do break, they are very easy to fix. they also fly well enough to have on nearly every contest in the Northwest, including three Regionals!

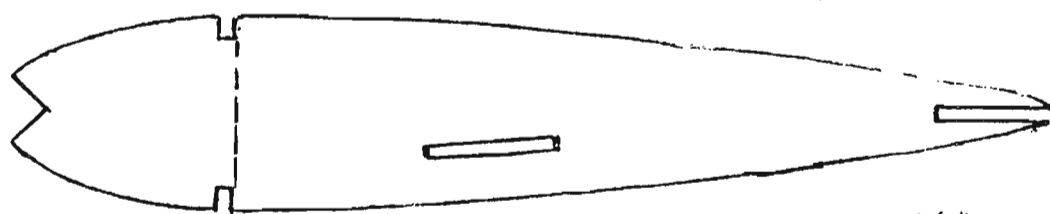
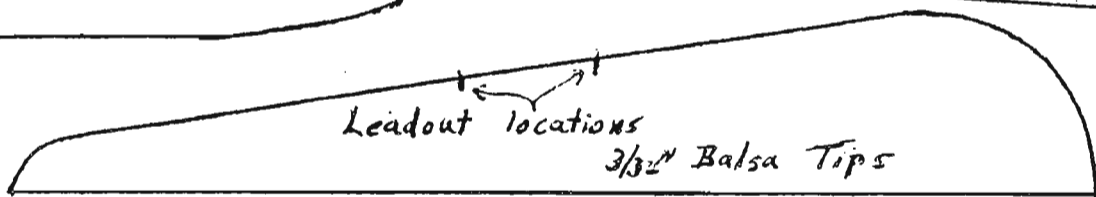
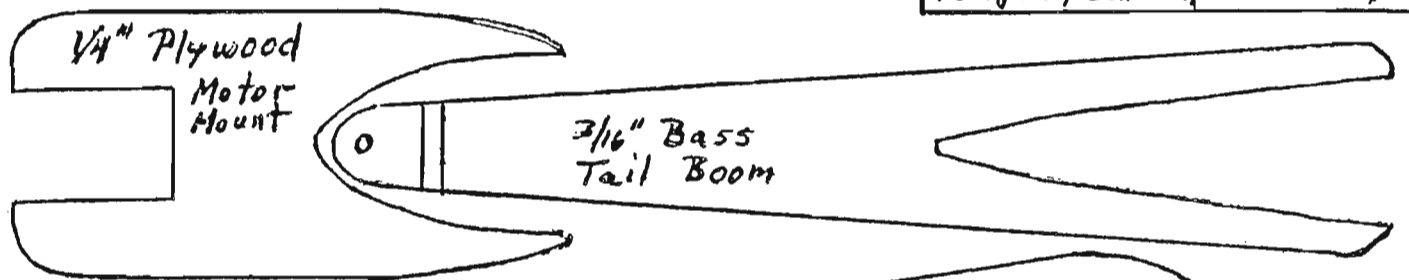
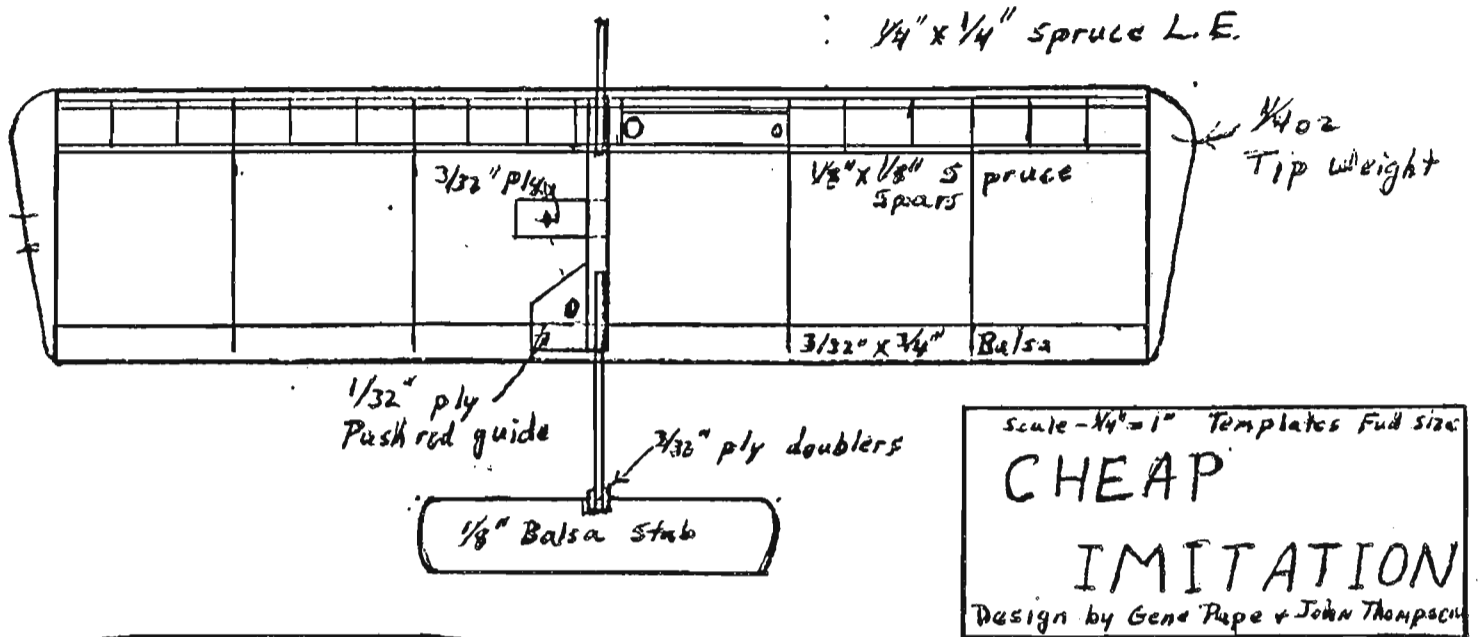
Construction of the Cheap Imitation is very straightforward, using standard building practice.

After cutting out all the parts, assemble the bell crank mount to the center rib using five-minute epoxy. Attach the two quarter-inch false ribs to the half-inch center rib using Hot Stuff. Attach the two tip ribs and the half-inch center rib to the trailing edge with Hot Stuff. Make sure they are square. Attach the leading edge to these ribs with Hot Stuff.

While doing this, check carefully for warps; you can build in some really bad ones at this point. Install the remaining ribs with Hot Stuff. Install the top and bottom spars with Hot Stuff. Fuel-proof the bladder

tube and install it with five-minute epoxy. Install the false ribs, tips, tip weight and pushrod guide with Hot Stuff. Go over all joints with Titebond. Install the control system. Sand the entire structure and cover with some type of plastic film. The wing is now complete.

Cover the tail boom with plastic film, leaving the area where the 3/32" plywood doublers go bare. Attach the doublers with five-minute epoxy. Drill a hole through the boom for the 3/32" outside diameter brass tube bushing. Be very careful to insure this hole is square to the boom.



- Make 1- 1/2" Balsa Center Rib
- Make 6- 1/16" Balsa Main Ribs
- Make 2- 1/4" Balsa False Ribs

Install a 7/16" length of brass tubing in the hole with five-minute epoxy. At the same time, fuelproof the bare wood at the rear of the boom with five-minute epoxy. Sand the stab to shape and cover with plastic film.

Install a 1/16" wire hinge pin in the boom. It should protrude about 3/4" on either side of the boom, then be bent at right angles to stick into the stab about a quarter-inch. Make the appropriate notches and holes in the tail to accept the boom. Assemble the hinge pin to the stab with Hot Stuff, then cover the hinge pin with two layers of plastic film. Attach the completed assembly to the wing with five-minute epoxy after cutting away the covering in the joint area. Install the horn and hook up the controls.

Drill the motor mount holes. Cut away the covering here the motor mount glues on to the wing and attach with five-minute epoxy. Be sure to give it a 3-5 degree offset. Fuelproof the mount with five-minute epoxy.

Cut appropriate holes in the bladder tube and smear five-minute epoxy around them to fuelproof them.

The only change in procedure in building the Cheap Imitation is to

add some kind of reinforcement to the center of the trailing edge. This spot has proven to be a weak point when crashing. I just lay a bit of carbon fiber on the top and bottom where it passes through the center rib.

The Pupfighter is a Cheap Imitation made of foam with the wingtips cut square. The Pupfighter uses the construction techniques from my Dogfighter design.

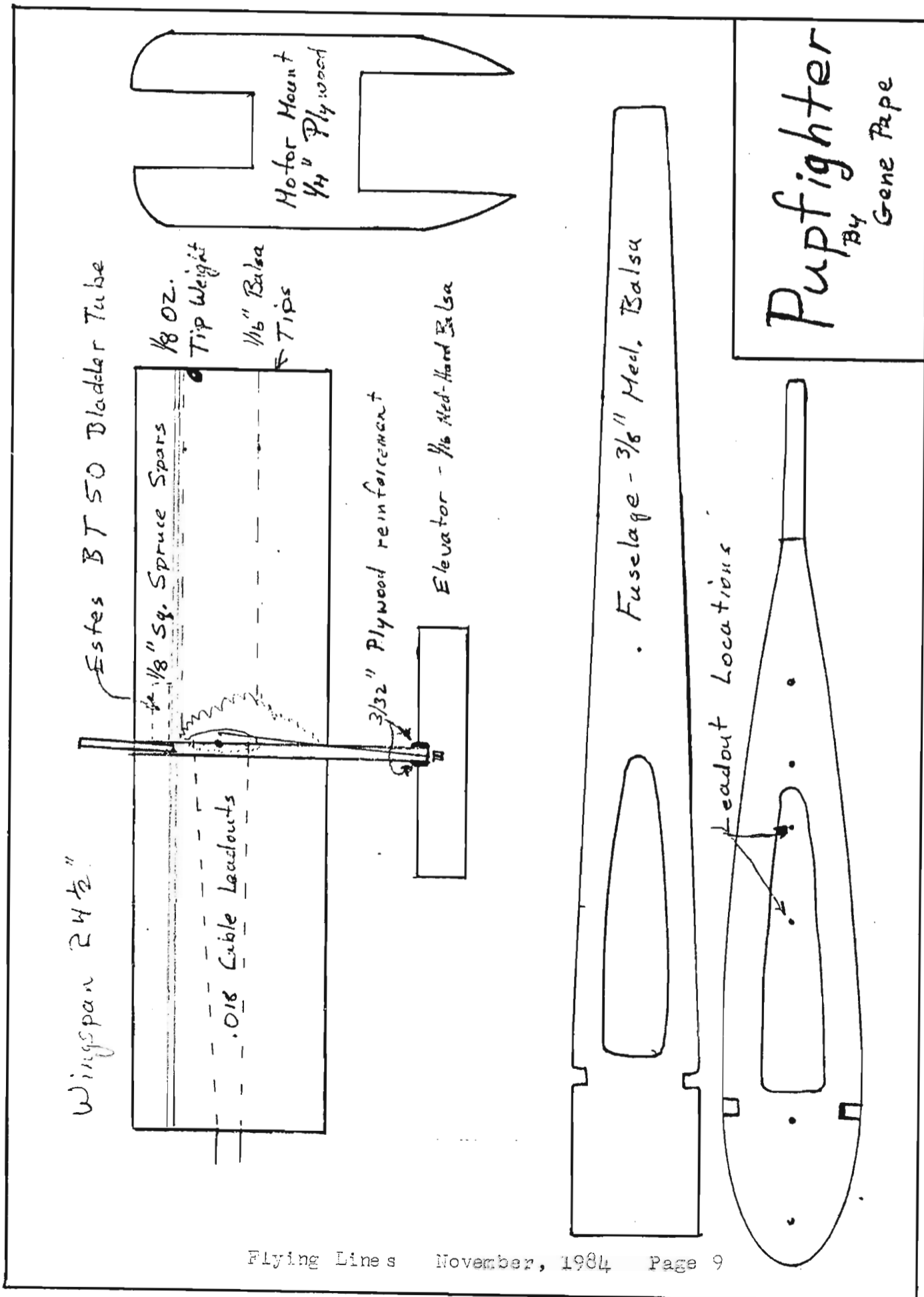
The one-piece fuselage with the bellcrank mounted by gluing its pivot bolt to the outboard side of the fuselage greatly simplifies construction.

The 1/16" balsa elevator eliminates sanding on this piece entirely. Just cut it out, glue it to the hinge pin with Zap-A-Gap or similar adhesive, wrap plastic covering around it and you're done.

Four of either of these models should get you through the year. They will have to be rebuilt several times, but that's quicker and easier than building new ones.

Happy bashing.

--Gene Pape, 4528 Souza St., Eugene, OR 97402.



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.

- Nov. 11 ... EVERYWHERE -- Flying Lines first annual POSTAL Benefit Turkey Tournament. Sites: Carkeek Park, Seattle, Wash., Mahlon Sweet Airport, Eugene, Ore., Delta Park, Portland, Ore. Four easy events with one airplane (2-minute time target, high-low, spot landing, speed). Entry fee \$10 (proceeds to Flying Lines). Prizes: 20-lb. turkey for first place, merchandise first through fourth. Contest Director John Thompson, 1505 Ash Ave., Cottage Grove, OR 97424 (503) 942-7324.
- Dec. 9 ... PORTLAND, Ore. -- Northwest Sport Race Drizzle Circuit Contest No. 1. Northwest Sport Race, Northwest Super Sport Race, Class I Mouse Race. NWSR, NWSS points accumulate for championship trophies. Site: Delta Park. Contest Director: Rich Schaper, P.O. Box 608, Kelso, WA 98626. Sponsored by Northwest Aeroliners.
- Jan. 13 ... PORTLAND, Ore. -- Northwest Sport Race Drizzle Circuit Contest No. 2. Northwest Sport Race, Northwest Super Sport Race, Rat Race. NWSR, NWSS points accumulate for championship trophies. Site: Delta Park. Contest Director: Dick Salter, 7217 S. 133rd, Seattle, WA 98178. Sponsored by Seattle Skyraiders.
- Feb. 10 ... PORTLAND, Ore. -- Northwest Sport Race Drizzle Circuit Contest No. 3. Northwest Sport Race, Northwest Super Sport Race, Half-A Combat. NWSR, NWSS points accumulate for championship trophies. Site: Delta Park. Contest Director: Gene Pape, 4528 Souza St., Eugene, OR 97402 (503) 689-1623. Sponsored by Eugene Prop Spinners.
- March 10 ... PORTLAND, Ore. -- Northwest Sport Race Drizzle Circuit Contest No. 4. Northwest Sport Race, Northwest Super Sport Race, Northwest Sport Combat. NWSR, NWSS points accumulate for championship trophies. Site: Delta Park. Contest Director: John Thompson, 1505 Ash Ave., Cottage Grove, OR 97424. Sponsored by Eugene Prop Spinners.
- April 14 ... PORTLAND, Ore. -- Northwest Sport Race Drizzle Circuit Contest No. 5. Northwest Sport Race, Northwest Super Sport Race, Slow Rat Race. Championship trophies awarded in NWSR, NWSS. Site: Delta Park. Contest Director: Dave Green, 200 W. Franklin Ave., Astoria, OR 97103. Sponsored by North Coast Control-Line Aeromodelers' Society.

LAST CHANCE TO WIN A SUPERTIGRE .60 IN FL RAFFLE

The FL Supertigre .60 raffle drawing will be held Dec. 1, 1984, so there's still time to get in on it. The ST .60 is an excellent engine for large stunt or scale engines, and it's worth about \$100.

Tickets cost \$1 each, or three for \$2, or 10 for \$5. Fill in the form below and send it to Flying Lines.

Name _____ Telephone _____

Address _____

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

* ATTENTION SPEED FLIERS *

CUT YOUR BUILDING TIME IN HALF with a custom fiberglass shell from:

* GLAS-TECH *

The Glas-Tech speed shell was designed around a Harter's rat pan and is a perfect item for Formula 40 and Rat Race fliers. Molded from two-ply 6-oz. cloth, they weigh in at 2 oz. complete. All access holes such as exhaust and vents are no extra charge and will gladly be altered upon request. All tops come with a proven fact sheet with tips on construction, etc.

Glas-Tech has priced these tops with the modeler in mind.

* COMING SOON -- FORMULA 40 KITS *

TOPS: \$15 from mold and unsanded
 \$18 sanded and ready to go
 Add \$2 for shipping and handling

WRITE TO: GLAS-TECH
 c/o Dan Burdick
 311 95th NE
 Seattle, WA 98115



AIR MAIL



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

DEAR FL:

A short message to let you know I'm still alive out here in the "wilds of Montana!"

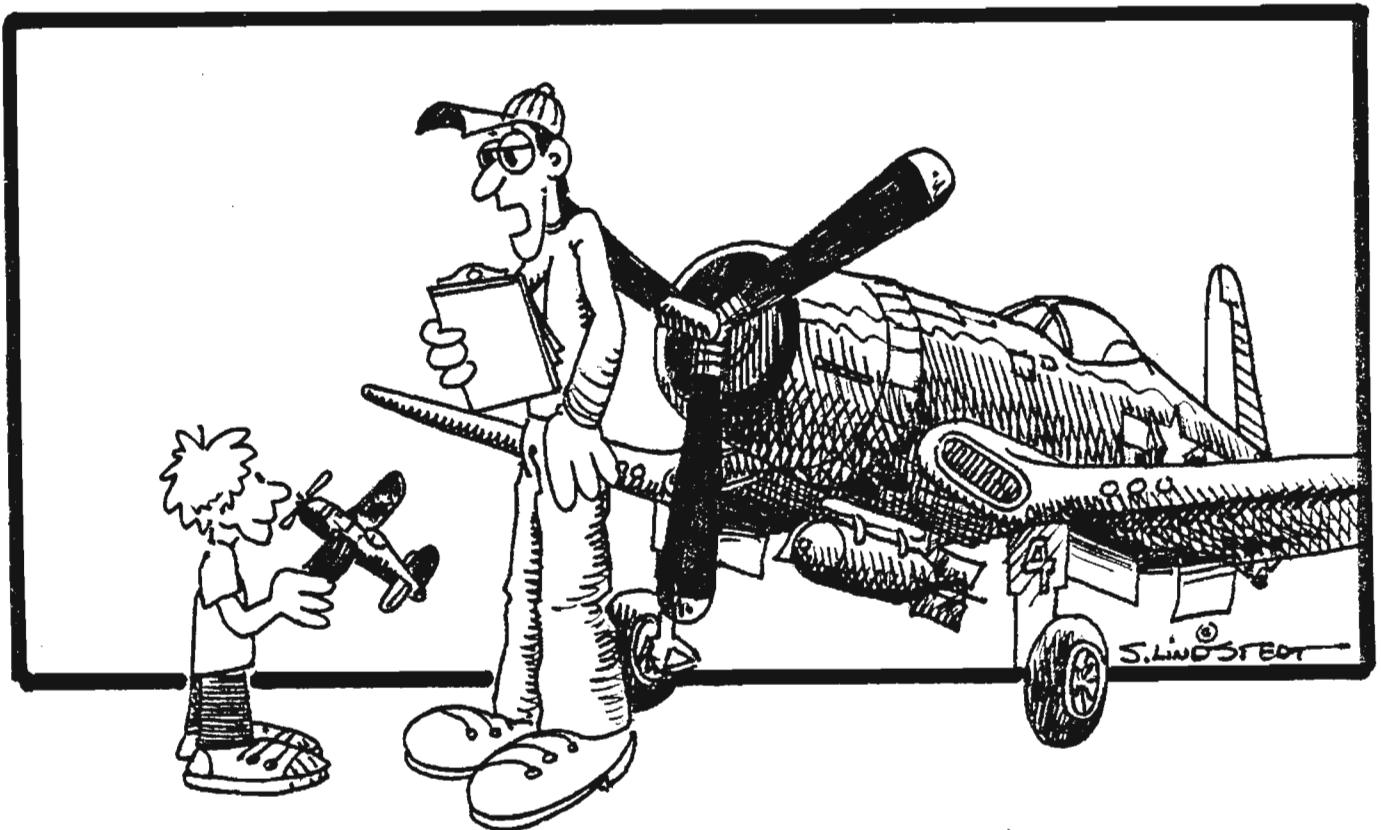
Thanks for the kind words in FL, by the way. About the only recognition I've made in your paper lately. Oh, well, I've been busy helping my son with BMX racing. Built up 10 ultra-light minis, each superceding the prior. Lots of fun. He won the state championships in his class and second place at the Denver Nats and third at the Salt Lake Nats. We'll be heading to the Canadian Nats this weekend. Actually, I've spent my vacation time on BMX racing! And boy do I miss flying airplanes!

I do hope the engine raffle proved worth while. Incidentally, the prize winner wrote a nice thank-you, Larry Dunlap of Anchorage, Alaska. He went on to mention that he once attended school here in Montana. It really warmed my heart to receive a thank-you. You know the whole appreciation thing!

Anyway, it grabbed me so hard I'm going to donate another engine to the cause! ST .60 -- great scale engine or ideal East-Coast style stunt engine. Retail about \$100.

I doubt if I'll make it out to any further contests this season. But I'll be thinking about you all. Good luck at the Nats.

--Rory Tennison, Rt. 4 Box 1755, Libby, MT, 59923.



THAT'S FINE KID, BUT WHERE'S
YOUR SCALE DOCUMENTATION?

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. 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:

Publisher.....Mike Hazel	Combat....Gene Pape
Editor.....John Thompson	Engines....Help Wanted
Advertising...Steve Lindstedt	Racing....Mike Hazel
Photo editor..Pete Bergstrom	Scale.....Orin Humphries
Aerobatics....Paul Walker	Speed.....Mike Hazel
Beginners....Ken Burdick	Sport.....Larry Miles
Carrier.....Orin Humphries	

DEAR FL:

Going to dump a random bunch of scuff on you as I don't have time to sort it out. Print anything you read that turns your crank, OK?

Open comments to ukie clubs: How about a \$100 cash prize (or however much) to the who teaches the most beginners in a certain amount of time? How about a year's free dues for each guy who brings in a dues-paying newcomer? Lots of variations here. Why not kick it around and come up with something? Put a bounty on the heads of young beginners. Whatever it takes!

The following was taken from "Club Chatter" in AIR TRAILS of 10/47, Page 86. In Sioux City: "Bernard O. Beck, an assistant CD observes a contestant at the ukie meet cranking his motor with the ignition disconnected. When asked why, he replied that if he didn't make his last official flight for the day, a friend of his would place first and win the new motor offered for award and his friend really didn't have the money to buy one although he needed it badly." Gee, aren't you glad that in our modern, high-tech, sophisticated world today we have "graduated" out of such things? Progress sure is great!

Enclosing a bunch of things for you. Most are self-explanatory. Of course, you can reprint any old AIR TRAILS stuff with no problem. For your readers who have access to old Hobby Helpers plans, you may want to reprint portions _ all _ or none of the plans listings.

And then there is "RC Humor Sheet #4." Just a little good-natured kidding, right? Again, print any of it with my name on it or all around it as a border. I figure what goes around _ comes around. I think I'm treating them with the same fairness they treat ukie folks with. Difference is, here's one cat who don't sit back and wait for them to come to him anymore. In two words: Watch me.

Then there is the little thing called "A Propellor Story." Again, do where and when and to whoever you wish with it. It is only a draft copy and hasn't been corrected for 101% accuracy. Correct anything you find. I think one belongs in the flying box of every servo-servant who spends half the day patting himself on the back.

Wish you would shoot this idea out to the various ukie folks: How about the idea of a "Walker Whip Event" (also known as Junior Stunt). In rough format, here's what it would be: 1) Juniors only. 2) Whip-powered gliders only; buy A-J or make your own. 3) Fly the Old-Time Stunt pattern. OK, what advantages, you ask? Well, how about: 1) Macho Melvin is over at the RC field and his kid is wandering around and we spot him; he can pay the entry fee and fly NOW. 2) No need to bring anything. 3) Engine always starts. 4) Bet you could just about eliminate insurance costs. 5) He learns CL stuff useful for later models, not just stunt. 6) A club could buy just one such glider and take it with them. Everyone can fly it NOW. 7) A lot fewer crashes. 8) Any crash is quickly fixed. 9) No fuel soaking. I could go on and on, but hopefully you get the message. I don't even want to talk about the idea of indoors stunt contests during rain or snow, as the case may be. Is this what is needed to reach the juniors today? How about the rest of FL readers? Isn't there something you can contribute to this? I've already sent an initial outline of such an event to Frank Macy and the A-J factory.

It would surely "pop my pistol," as it were, if the readers would look for the positive aspects of this and start making noises to the A-J factory and elsewhere. For too long we have relegated the young beginner problem to "others." We now have a generation of youngsters who don't even know what balsa wood is. Great progress, eh? Want to hear the rest of it? They think there are only two types of model airplanes: Solid elastic display types and RC. We have sat back and in the terms of the Sixties, "done our own thing." Most modelers who are honest will admit we play with our toy airplanes because we enjoy the attention we get. Well, Clyde, at the rate things are going, there ain't going to be anyone around to watch us!

There's tens of thousands of dollars for frequency promotion _ and hundreds of dollars for young beginners promotion in the form of some Delta Darts and a couple of films few beginners ever see. The winds of change are a-blowin', friends. If we ukie and free-flight folks can get our act together, you are going to see some exciting things happening.

Old-Time Stunt freaks take heart! More is on the way! Carl Wheelley of MODEL AVIATION is much in favor of old-time control-line, so watch for some interesting stuff soon. I will be sending him a monster Old-Time Stunt article soon. It covers 80 OT models in significant depth.

Going to button up for now. I have been signing off this way: Ukie with Pride!

--Doug Dahlke, 1037 Eastman St., Oshkosh, WI 54901.

DEAR FL:

I read your complaint about FL eating up all your time. Welcome to the club. I got the same thing with that darned NATIONAL NEWSLETTER. Everybody likes it so I'm hooked. Everybody likes your Flying Lines so you are hooked. It's like a Bible of CL in the Northwest. You're handcuffed to it.

Thanks for being on the safety committee.

--Jim McNeill, AMA Executive Vice President, 617 South 20th Ave., Birmingham, Ala. 35205.

DEAR FL:

I set a new Canadian speed record today in A Speed at 167.77 mph, so I guess that would also be a Northwest record. Thanks.

--Chris Sackett, Box 82294, North Burnaby, B.C. Canada V5C 5P7.

(Editor's Note: FL will publish a drawing of the record-setting plane when we have space.)

DEAR FL:

For the records, it was my good fortune to postd a 225.8 in Profile Carrier at the Vancouver Gas Model Club Internats Sept. 3. The model is a Mk II SO3C Seagull of my own design powered by a Supertigre .35, 25% nitro Sig fuel, swinging a Top Flite nylon 8x8 and fired by a Fox long RC plug.

It feels good to be back. With modifications to equipment and more practice, I hope to have a good season next year.

--Orin Humphries, N. 5208 Elgin St., Spokane, WA 99205.

DEAR FL:

My son and I got back into competition flying again last weekend by attending the Vancouver (B.C.) Gas Model Club's 40th Internats. That was on Labor Day weekend and ran all three days.

They are fortunate to have a flying site that has three circles, two of which are blacktop donuts and a third is all grass.

A mere five minutes from the site is a motel having a pool, covered tennis court, coffee shop, restaurant, lounge, etc., for about \$32 U.S. per night.

I didn't attend to cover it in reporter fashion, so I don't have numbers and names, but I thought I'd give an overview of a contest that should be very highly attended.

Saturday was all Speed events and needle tweaking for things to come. An extensive menu of speed was flown from Half-A to Jet. I think Chris Sackett flew all the jets, two for sure and maybe a third. After about three fourths of the events were done, one poor fellow had the pylon break while it was tucked away in his armpit for that event. He fell flat on the ground, and much to his credit he maintained control of the plane for another four laps. It then shaved the prop on a low pass, shutting down the engine, but it wasn't a crash. We all gave him a big ovation!

Sunday the RC scale judges graciously came out and judged our CL Scale for us. They had ringside seats while that was going on to Northwest Sport Race in the adjacent circle and combat in the third. They left that afternoon with their eyes wide open to the level of CL aviation. We should all get over to the other guys' camp sometime to see for ourselves that they really are good, too and they really are humans like us. We all would benefit from such exchanges.

There must have been eight or nine scale pilots, some of whom made multiple entries in the various types of that event. A big improvement over the Regionals, if I might say it that way, with regard to the Scale event, was the long prep time the pilots had to prepare their sometimes complex machines. You can't hand over the planes to the pilots and tell them to be up in half an hour and expect a really pro show.

On Monday, Precision Aerobatics took most of the day for all its levels. Carrier filled the second circle, and balloon bust filled out the site. All of these are high-interest for the crowd who oohed and aahed.

The VGMC spent \$700 on trophies which were handed out at the end of each day. Now, that was impressive. What lingers is a feeling of low pressure at this contest. It has about one fourth fewer events than the Regionals and is over three days instead of two. It was very enjoyable with less rush, and I think we gave better performances with more prep time.

I'm sure Chris Sackett will send complete results for pilot standings, so I'll say toodle-oo for now.

--Orin Humphries, N. 208 Elgin St., Spokane, WA 99205.

(Editor's note: We know Orin will never agree with us on this, but it is our belief that preparation time is not the responsibility of contest management. Fliers at the Regionals or any other have the days, months and weeks ahead to prepare for a contest. It should take no longer for Scale pilots to get their planes into the air than it does for any other event, if they have done the advance preparation and practice necessary.

AIR MAIL, continued

All that has ever been asked of pilots at the Regionals is that when they take the circle, they are ready to fly. Every other CL event has some kind of time limit. Speed, a very complex event, has an on-circle time limit. Aerobatics has a starting time penalty. Combat and racing have countdowns (usually 3 to 5 minutes for racing, two to 3 minutes for combat). Why is it unreasonable for a pilot to have his lines on, tank fueled, engine primed and warmed before he steps onto the circle? All he should have to do is connect the battery and flip the prop, an activity which should be easily accomplished in 5 minutes with no pressure. One of the chief ingredients of a "professional show" is that the pros are ready when they are called upon to perform. In fact, the Scale pilots at the '84 Regionals did just that. Because it was required, they got ready beforehand and put on a professional show that brought applause from the crowd.)

DEAR FL:

Keep up the good work. You beat everyone else out with Nats results.

In your August issue you mention how many members each of the CL organizations have. CL-RPM is mentioned with 147 members. I thought CL-RPM went out of business. Please let me know who is publishing it now.

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

(Editor's note: George is correct that CL-RPM is out of existence. The membership figures listed were the last known for that organization.)

DEAR FL:

Look at what happens when you take time off. Ya get a whole slug of contests to cover. It's always something, right? That'll teach ya.

Opinion on rules proposals CL-86-1 and 2: No mufflers! When you listen to your average two-cycle engine and compare it with a four-cycle engine, it's not the volume that grates on the ear, it's the pitch, or frequency of the sound. Try this experiment: Have your wife and your 230-pound neighbor both let out a blood-curdling scream. Now, which one is easier on the ears?

You put a muffler on a model engine and you've dropped the performance considerably, and it's still irritating to the ear. Plus: The people who've complained about the noise are still going to gripe because they can still hear it. The most effective "noise-suppression device" I've heard is a tuned pipe.

I agree with CL-86-2. Combat should be exempt from mufflers, but let's also exempt Half-A Proto, Formula 21, Formula 40, Half-A, A, B, D, FAI and Jet Speed, Slow Rat, Rat, Carrier, Precision Aerobatics, Mouse I, Mouse II, Team Race, etc.

I read the writeup on FAI Carrier in your Flyaways section. I can see it now. Every Carrier flier from the communist bloc states will be getting ulcers trying to dig up documentation. (Yak, Mig, Sturmovik, Ant, Petlyakov, Anything! Aaaaagh!) I doubt if the average Soviet modeler would get a warm reception from his peers if he won a contest with a Guardian. Of course, he could probably build a Bell Aircobra in Russian colors and squeak by...

Looking forward to racing in the rain.

--Steve Lindstedt, 8725 N. Newman St., Portland, OR.

DEAR FL:

Bob Nicks of the MACA Newsletter gave me your name and address. My Partner and I would like to advertise our new stunt trainer and combat planes in your newsletter. Would you please let me know the rates?

Thanks for your time and help. Just for a preview: Our airplanes have easily interchanged wings. The combat planes have interchangeable elevators. They all have adjustable leadouts. The stunt trainer will do squares without flaps. All this for less than \$20. How does that sound? All you add to the kit is covering, paint, tank, engine and wheels. Add near indestructability to this list and you have what we consider to be a tremendous offering.

--Bob Rogers, L&R Products, P.O. Box 236, Mendon, IL 62351.

DEAR FL:

I see it's time once again to renew our subscription to Flying Lines.

I've enclosed our check to cover another year and also some raffle tickets. Who knows, there's always the chance lightning could strike twice.

Thanks for an excellent newsletter.

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

DEAR FL:

Thank you for sending us Flying Lines after the Regionals. Sorry it took so long to get our subscription in. We also wanted to thank you for once again putting on a great contest ('84 Regionals). Looking forward to '85.

--Monica and Marty Phillips, 11503 113th Place N.E., Kirkland, WA 98033.



More 1984 N.W. Regionals



Clockwise from top left: Bob Emmett with his old time stunt "Barnstormer". / The Birch family hard at work in $\frac{1}{2}$ A Combat. / The Salter Brothers, Glenn and Dick, just prior to a Slow Combat match. / The all important pilots meeting prior to Old Time Stunt. Don McClave appears to have things well in hand. / Randy Powell, of Idaho, with his repaired stuntship. / Gary Byerly and Bob Stettler sure look like they enjoy $\frac{1}{2}$ A Combat, eh? Photos by Pete Bergstrom.