

# FLYING LINES

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COTTAGE GROVE, OREGON 97424

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March, 1985 NEWS OF NORTHWEST CONTROL LINE MODEL AVIATION Number 62

## CIRCUIT IS A HIT -- BUT WHERE'S THE DRIZZLE?

PORTLAND, Ore. -- One of the most interesting, exciting and well-attended Northwest Sport Race Drizzle Circuit seasons in the seven-year running of the series continued through contests 3 and 4 at Delta Park Feb. 10 and March 10.

Competitors, however, were a little unsettled by the whole experience and kept peering off toward the horizons for the arrival of that oddly missing circumstance they've all come to know and love. Where was the rain? Yes, we've had almost no drizzle on the 1984-85 Drizzle Circuit.

In fact, the March contest (the 34th DC contest, if you're counting), was held under sunny skies, temperatures in the 60s, and only very light breeze.

And, oh, the competition!

The newly formed Beers-Cole Racing Team has managed to mount a 10-point lead in Northwest Sport Race, but five solid teams remain in the scramble for the final rankings and the big season-ending trophies to be handed out at April 14's finale. Virtually every team on the circuit is a solid competitor, including several new teams.

The chase for NWSR trophies is led by Greg Beers and Steve Cole with 45 points, S&S Team (Dick and Richie Salter) with 35 points, John Hall with 28 points, and Dave Green and the Nitroholics Racing Team (Mike Hazel and John Thompson) with 25 apiece.

Over in Northwest Super Sport Race, Dave Green hangs on to a slim one-point lead over Beers-Cole in a circuit where, again, every team in contention is a threat to win at any time. Seven teams have at least an outside chance at trophies.

Green has 21 points, Beers-Cole 20, the Nitroholics and Dick Peterson tied at 12, and Glenn Salter hanging in there with 11.

Here are the results of contests 3 and 4:

### CONTEST NO. 3, FEB. 10.

Beers-Cole returned to the winner's circle with an 8:54 feature time in Northwest Sport Race and the day's fast heat at 4:24. That made it two wins for BCRT, which also captured contest No. 1.

Dave Green made it two in a row in Northwest Super Sport Race with a 7:57 feature and the day's fastest heat at 3:28. The feature race was a thriller, with the Nitroholics running a backup plane and a parts-drawer engine that suddenly found the long-lost horsepower. The Nitroholics took advantage of a poor Green pit and were leading by several laps when another of their maddening pit fires put the Cro-Magnon Super Sport plane out of the race at 69 laps.

The day's secondary event was Half-A combat, which marked the introduction of Gary Swisher to combat and to the winner's circle as well. Swisher defeated John Thompson and Glenn Salter on the way to victory.

Here are the complete results:

#### HALF-A COMBAT (4 entries)

1. Gary Swisher, Milwaukie, Ore. -- Cheap Imitation, Cox TeeDee .049. Other airplane data unavailable.
2. Glenn Salter, Seattle, Wash.
3. John Thompson, Cottage Grove, Ore.
4. Dick Salter, Seattle, Wash.

#### COMBAT PYRAMID:

SEMIFINAL: Gary Swisher defeated John Thompson, air time overcoming a one-cut deficit. Glenn Salter d. Dick Salter, air time.

CHAMPIONSHIP: Swisher d. G. Salter, one cut.

THIRD PLACE FLYOFF: Thompson d. D. Salter, air time.

#### NORTHWEST SPORT RACE (10 entries)

1. Beers-Cole Racing Team, Portland, Ore./Vancouver, Wash. -- 8:54. Airplane data unavailable.
2. John Hall, Puyallup, Wash. -- 9:45.
3. Dave Green, Astoria, Ore. -- 9:59.
4. Glenn Salter -- 36 laps.

**SUPER SPORT RACE (6 entries)**

1. Dave Green -- 7:57. Minotaur, original, 33" span, 26 oz., balsa/spruce, K&B Super Poxyl/Solarfilm. K&B .35, Dave Green rework, Dark Ages Racing Equipment 8 3/3x7.5 epoxy glass prop, Thunderbolt long plug, Cool Power 10% nitro fuel, spray bar turned .015, fastfill, shutoff, hot glove, DARE 2.75-oz tank, Fox handle with 2" spacing. Pilot Rich Schaper, pit crew Dave Green (Dark Ages Racing Team).
2. Beers-Cole Racing Team -- 9:27.
3. Nitroholics Racing Team, Cottage Grove/Salem, Ore. -- 69 laps.
4. Dick McConnell, Seattle, Wash., -- Best heat time unavailable.

**HEAT WINNERS**

**NORTHWEST SPORT RACE:**

Round 1: Dick McConnell (5:02), Dave Green (4:30), Beers-Cole (4:24), Glenn Salter (5:13).

Round 2: Green (4:50), John Hall (4:31), Beers-Cole (4:36).

**SUPER SPORT RACE:**

Round 1: Dave Green (3:28), Nitroholics Racing Team (3:40).

Round 2: Green (4:05), Nitroholics (3:42).

**CONTEST NO. 4, MARCH 10**

Beers-Cole held a tight grip on the Northwest Sport Race winner's circle, taking their second victory in a row and third out of four, with an 8:57 feature. Though the times spread out over a full minute, it was a good close race much of the way with most planes running near the same airspeed.

The S&S Team, Dick and Richie Salter, knocked on the door of the heat record all day, tying it in the first round at 4:14 and missing by three seconds at 4:17 in the second round. However, a line snagging a taller pilot's head after the second heat damaged the plane and S&S went into the final with a backup unit, much to the relief of the rest of the competitors.

Green picked up his third Super Sport win in a row to move into the lead in the NWSS points chase, just nudging ahead of Beers-Cole. It was another one of those hair-raising feature races, with all three planes on the same lap through the first two tanks. The Nitroholics were again ahead by a few laps when a slow second pit stop dropped them behind. Green smoked to a 7:11 feature, while a slow pit over in the Dick Peterson camp made it a photo-finish for second place, Peterson edging the Nitroholics by one second.

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DRIZZLE, continued

Gary Swisher continued to put his airplane in the right place at the right time in combat, winning the secondary event, Northwest Sport Combat. That gives him a record of two first places in two contests!

Swisher snagged a bye in the first round and then defeated Glenn Salter and John Thompson.

Here are the complete results:

NORTHWEST SPORT COMBAT (7 entries)

1. Gary Swisher, Milwaukie, Ore. -- Top Flite Flite Streak, balsa, Monokote. Fox .35 stunt, Top Flite 9x6 nylon prop, K&B standard long plug, Wayne Drake 10% nitro fuel, Hot Rock handle. Pit crew Wayne Drake and Blake Jensen.
2. John Thompson, Cottage Grove, Ore.
3. Glenn Salter, Seattle, Wash.
4. Alan Stewart, Vancouver, Wash.

COMBAT PYRAMID:

ROUND 1: John Thompson defeated Dick Salter, 1 cut. Alan Stewart d. John Hall, 1 cut. Glenn Salter d. Bill Varner, 1 cut. Gary Swisher, bye.

SEMIFINAL: Thompson d. Stewart, air time. Swisher d. G. Salter.

FINAL: Swisher d. Thompson, 1 cut.

THIRD-PLACE FLYOFF: G. Salter d. Stewart.

NORTHWEST SPORT RACE (10 entries)

1. Beers-Cole Racing Team, Vancouver, Wash./Portland, Ore. -- 8:57. Airplane data unavailable.
2. Nitroholics Racing Team, Cottage Grove/Salem, Ore. -- 9:17.
3. John Hall -- 9:40.
4. S&S Team, Seattle, Wash. -- 9:57.

SUPER SPORT RACE (6 entries)

1. Dave Green, Astoria, Ore. -- 7:11. Minotaur, original, 33" span, 26 oz., balsa/spruce, K&B Super Poxy/Solarfilm. K&B .35, Dave Green rework, Dark Ages Racing Equipment 8 3/8x7.5 epoxy glass prop, Thunderbolt long plug, Cool Power 10% nitro fuel, spray bar turned .015, fastfill, shutoff, hot glove, DARE 2.75-oz. tank, Fox handle with 2" spacing. Pilot Bill Varner, pit crew Dave Green (Dark Ages Racing Team).
2. Dick Peterson, Renton, Wash. -- 8:14.
3. Nitroholics Racing Team -- 8:15.
4. Beers-Cole Racing Team -- Best heat time unavailable.

HEAT WINNERS

NORTHWEST SPORT RACE:

Round 1: Beers-Cole Racing Team (4:23), S&S Team (4:14), John Hall (4:29).

Round 2: S&S (4:17), Nitroholics Racing Team (4:36), Beers-Cole (4:21).

SUPER SPORT RACE:

Round 1: Dave Green (3:30), Dick Peterson (3:55).

Round 2: Nitroholics (4:14.7 -- 10ths used to break tie), Green (3:29).

CHAMPIONSHIP POINT STANDINGS THROUGH CONTEST 4

NORTHWEST SPORT RACE		NW SUPER SPORT RACE	
1. Beers-Cole Team . . .	45	1. Dave Green (DART) . . .	21
2. S&S Racing Team . . .	35	2. Beers-Cole Team . . .	20
3. John Hall . . . . .	28	3. Nitroholics Team . . .	12
4. Dave Green (DART) . . .	25	Dick Peterson . . . . .	12
Nitroholics Team . . .	25	5. Glenn Salter . . . . .	11
6. Wayne Drake (CDRT) . . .	16	6. Rich Schaper . . . . .	8
7. Glenn Salter . . . . .	13	7. Dick McConnell . . . . .	6
8. Low-Budget Team . . . . .	8	8. Low-Budget Team . . . . .	2
9. Dick Peterson . . . . .	6	9. Alan Stewart . . . . .	1
10. Dick McConnell . . . . .	5		
11. Jeff Byers . . . . .	4		
12. Low-Tech Racing Team	3		
13. Rich Schaper . . . . .	2		
Ms. America Team . . .	2		
15. Kevin Collins . . . . .	1		

FAST HEATS

NWSR: 4:14 -- S&S Racing Team  
NWSS: 3:28 -- Dave Green

BE THERE FOR THE FINALE

The Drizzle Circuit finishes up April 14 at Delta Park in Portland, with the final rounds of racing and the presentation of season-ending trophies. Secondary event is AMA Slow Rat Race.

As usual, Glenn Salter will bring his delicious pot of steamy hot food, so bring your appetite, too.

This may be the last control-line contest at the traditional Jim Walker Memorial flying field, which is due to be moved to a new site this year. Don't miss it!

By Chris Sackett

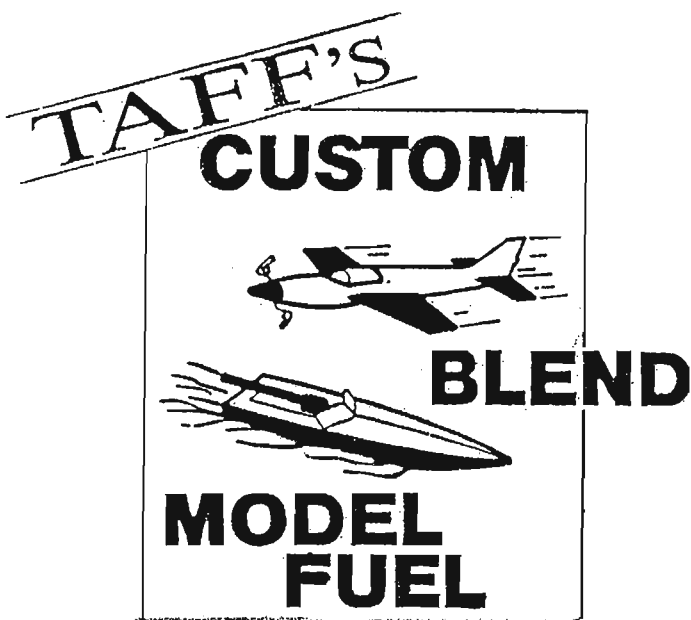
RICHMOND, B.C. -- Boy, when we started promoting that crazy Northwest Sport Race idea up here in B.C., little did we realize what a monster we had created. First, we got everybody hip to the hottest choices in airplanes and then into tanks and props and fuels and starting procedures. All the guys are learning real fast and at about the same rate. And, the really good thing is everybody is passing around equipment like engines, tanks, props, etc. At the latest race, six teams broke the five-minute barrier during prelims, with two teams coming within a second of the Northwest record!

The race was held on a cool day with two inches of snow on the ground. However, the skies were clear and the sun was warm with absolutely no wind. Nine entries were on hand, but only eight flew. Right off the bat, Henry Hajdik cranks out a 4:15 with the engine running on a four-cycle for most of the flight, and this includes quite a slow start! No exaggeration. Henry's little pink and blue Bonanza has been timed at around 88 mph recently with a new engine so this probably explains the quick time.

Also turning a quick time was Lyn Murray with his new Super Whipsaw model. This has got to be the smallest .35-sized profile kit imaginable. Lyn turned a 4:16 to qualify No. 2. Frank Boden is now starting his own airplane and is getting much more success as he qualified No. 3 with a goof 4:42 time with his Flite Streak. Mel Lyne, last month's winner, took the final qualifying spot with a 4:47. Also to be noted is that Ron Underhill, flying his new M&P Ercoupe (yes, he does build new airplanes) turned a fine 4:53 in round one. Nice going, Ron! And Paul Dranfield cranked a 4:58 with his superlight Flite Streak. Roy West, flying in his first-ever sport race, turned a 9:48. As soon as Roy can dig up a regular mechanic he will be in the ballpark with his quick and very pretty Shoestring. Dennis Matthews had starting problems and did not finish in either heat. However, after the meet, Roy West gave him a trick tank so Dennis should be in the groove real soon.

The four-man final shaped up to be a real good shootout with possible Northwest records looming, but those little intangibles came into play in the 140-lap event. It was a very even start with all airplanes quite closely matched although Hajdik's ship was still running rich, which was

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eventually going to lead to his undoing. Most of the guys made reasonable pit stops, although there were occasions where lines got snagged in the snowbanks and models overturned while landing too hot in the snowy runway. Henry had the edge in power most of the time but that rich run forced him to make a third pit stop which cost over 25 second and the race. Lyn Murray went on to win by five seconds, with Henry second and our club president, Frank Boden, pulling off a well-deserved third. Mel Lyne slowed to a 12:10 for fourth.

Here are the complete results:

**NORTHWEST SPORT RACE (8 entries)**

1. Lyn Murray, Maple Ridge, B.C. -- 8:58. Enterprise Super Whipsaw, 41" span, 24 oz., balsa/plywood construction, Monokote finish. Fox .35, Top Flite 8.75x8 wood prop, K&B 1L plug, Sheldon/Cool Power 25% nitro fuel, Fox .36X spray bar, Murray tank, 4" E-Z Just handle. Pilot Lyn Murray, pit crew Greg Davis.
2. Henry Hajdik, New Westminster, B.C. -- 9:03.
3. Frank Boden, Burnaby, B.C. -- 10:59.
4. Mel Lyne, Squamish, B.C. -- 12:11.

## NW COMPETITION STANDINGS

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

### THE CHASE IS ON

A busy winter for control-line contests, primarily at Delta Park in Portland and in Richmond, B.C., has created some very interesting early races in the 1985 Northwest competition standings, particularly in the racing events.

The Beers-Cole Racing Team of Vancouver, Wash., and Portland, Ore., has wrestled the overall racing lead away from Dave Green of Astoria, Ore. Beers-Cole leads in Northwest Sport Race and Green in Super Sport, with the Nitroholics of Cottage Grove and Salem, Ore., also in the hunt in both events and the lead in Rat Race.

Newcomer Gary Swisher has the early lead in overall combat, by virtue of wins in two combat events held so far.

Flying Lines keeps track of performances of Northwest Control-line modelers in sanctioned (AMA/MAAC) Northwest competitive events. Information on the scoring system, and printouts of the entire standings, are available from FL.

Here are the leaders through March 16:

**NORTHWEST SPORT RACE (4 contests, 43 entries)**

1. Beers-Cole Team	Vancouver/Portland	32
2. Nitroholics Team	Salem/Cottage Grove	23
3. S&S Racing Team	Seattle, Wash.	22
4. Dave Green	Astoria, Ore.	21
5. John Hall	Puyallup, Wash.	17

**NORTHWEST SUPER SPORT RACE (3 contests, 19 entries)**

1. Dave Green	Astoria, Ore.	19
2. Beers-Cole Team	Vancouver/Portland	14
3. Nitroholics Team	Salem/Cottage Grove	12
4. Dick Peterson	Renton, Wash.	10
5. Dick McConnell	Seattle, Wash.	3

**OVERALL RACING (9 contests, 73 entries)**

1. Beers-Cole Team	Vancouver/Portland	46
2. Dave Green	Astoria, Ore.	41
3. Nitroholics Team	Salem/Cottage Grove	37
4. S&S Racing Team	Seattle, Wash.	22
5. John Hall	Puyallup, Wash.	17

**HALF-A COMBAT (1 contest, 4 entries)**

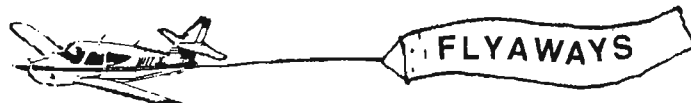
1. Gary Swisher	Milwaukie, Ore.	4
2. Glenn Salter	Seattle, Wash.	3
3. John Thompson	Cottage Grove, Ore.	2
4. Dick Salter	Seattle, Wash.	1

**OVERALL COMBAT (2 contests, 11 entries)**

1. Gary Swisher	Milwaukie, Ore.	11
2. Glenn Salter	Seattle, Wash.	8
John Thompson	Cottage Grove, Ore.	8
4. Alan Stewart	Vancouver, Wash.	4
5. Dick Salter	Seattle, Wash.	1

**NORTHWEST SPORT COMBAT (1 contest, 7 entries)**

1. Gary Swisher	Milwaukie, Ore.	7
2. John Thompson	Cottage Grove, Ore.	6
3. Glenn Salter	Seattle, Wash.	5
4. Alan Stewart	Vancouver, Wash.	4



### RANDOM TIPS AND RIBS FROM THE FL WORKSHOP FLOOR

**WING TIPS:** The FL mailbox produced another fine club newsletter this month. WING TIPS, the newsletter of the Mid-Hudson ModelMasters, is a control-line, free-flight publication edited by Scott Smith, RD #1, Box 290, Athens, NY 12015. Scott would like to exchange club newsletters.

**BURP, BURP:** FAI Team Race has been added to the 1985 Northwest Regional Control-line Championships schedule, says Contest Director Mike Hazel. It had been dropped because of 1984's lack of entry, but Mr. NW Team Race,

Tom Knoppi, promises at least three teams this year.

**SHOWING OFF:** The Seattle Skyraiders showed off control-line modeling to the Northwest at the annual Northwest Model Exposition in Puyallup. A fine club booth and a great flying show owed the spectators. Pete Bergstrom coordinated the activity. Dave and Alice Gardner made logo backdrops and a photo layout. Dick Peterson of Motors & Memories provided beginners' kits and hardware packages. Flying show team members were Bergstrom, Glenn Salter, Dick McConnell, Gary Byerley, Randy Schultz, Dave Gardner and John Hall. The club helped beginners fly between performances of stunt, racing and combat. Manning the booth were Jim Parsons, Bob Emmett, Kathy Schultz, Peggy Parker, Randy Schultz, Dave Mullens, Carolyn Mullens, Dan Cronyn, Jo Cronyn, Dave Gardner, Alice Gardner, Pete Bergstrom, John Hall, Bob Parker and Gary Byerley.

**NORTHWEST NATIONALS?:** The idea of hosting the AMA National Championships in the Northwest was raised at the District XI meeting at the expo. People with ideas about it should write Ed McCullough, our district vice-president, at 53 SE 61st Ave., Portland, OR 97215.

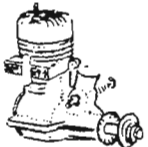
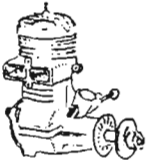



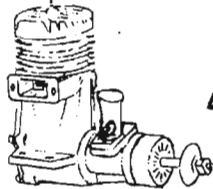

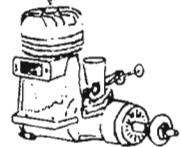
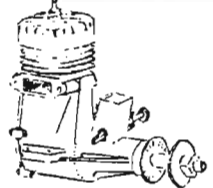
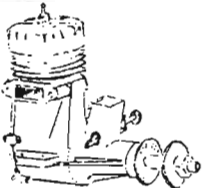

**FAREWELL, FRIEND:** The newsletter of the Circlemasters Flying Club of Milwaukee, Wisc., brings the sad news of the recent death of Carl Goldberg, one of modeling's great men.

**PURE COMBAT:** Old combat great Riley Wootten has proposed creation of a simple combat event that has some similarities to our own Northwest Sport Combat. He proposes use of Fox .35 stunt engines and a single airplane design of the fast-combat style. He reasons that the planes would be easy to build and fly, the event would be inexpensive and flying skill would be the determining factor, not equipment. Thoughts?

**FAI-NE TUNING:** FAI Combat rules will require lines of .385 mm, or .01515", which brings into question the legality of .015 lines. With all that's wrong with that event, and nothing more meaningful coming out of its meetings that this, we wonder about the FAI rules-makers. By the way, Hungary is the current leading candidate for the 1986 world championships.

**TOP DOGS:** Chris Sackett of Burnaby, B.C., and Jerry Thomas of Puyallup, Wash., made the North American Speed Society's Top Ten list for 1984. Chris, at No. 4, was U.S. National Champion in Jet, and also competed in A, B and FAI. Jerry, No. 10, specialized in Jet, coming in second

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 <p><b>FOX 29BB</b></p> <p>A sleeved down version of our famous Combat motor. Hot restarts like no aluminum piston motor. Mehanite piston. Leaded steel cylinder. Alloy crankshaft. Only <b>\$44.95</b></p>	 <p><b>FOX 36BB</b></p> <p>Successor to the famous Fox Combat Special. Interchangeable with MK III and MK IV except case and crankshaft. The most competitive combat motor you can buy today. Priced at <b>\$44.95</b></p>	<p>Fox also produces fine quality Bell Cranks, Glow Plugs, Wrenches, Prop Reamers, Wheel Collars, Spinners, Prop Extensions, Pressure Fittings and many other fine products for Control Line Flying.</p> <p><b>ATTENTION DEALERS:</b> Due to low sales volume, many of these items will have to be obtained directly from the factory. Call 501-646-1656</p> 	

at the Nationals.

**MAKING THE ROUNDS:** STUNT NEWS is preparing to reprint some of Paul Walker's finer work as the FL Precision Aerobatics columnist. We've known about Paul all along, but now that he's National Champ, the rest of the world will discover him, too!

**WHOA, NAVY:** The latest question raised in the endless stream of rules debates in Navy Carrier is: is it legal to back up to the deck by hanging on the prop, thus avoiding missing a pass and losing points? George Lieb of Omaha, Neb., points out that the only rule against prop-hanging is in low-speed flight; nothing against it regarding landing. George reports that some of the fliers are getting pretty good at landing from a prop-hang attitude and backing up would seem to be the next step. HI-LOW LANDINGS, the newsletter of the Navy Carrier Society, asks for input on the question. If nothing else, it ought to be good for quite a few laps of hangar-flying.

**HIGH-TECH:** Dave Rolley reports in HI-LOW LANDINGS that he has some computer software available for modeling design use, etc. He's not in the business of selling them but is willing to share the programs on a limited basis. His address is P.O. Box 330, Bennett, CO, 80102. Tell him FL sent you.

**ZOUNDS! ROUNDS:** Rolley also suggests a round system for Navy Carrier competition at the Nats, which could be applicable elsewhere. The system, similar to the stunt format at the Nats, would be designed to give everyone more flights.

**MAN-HANDLING:** MODEL AIRPLANE NEWS, which has banned control-line modeling from its pages, offers a very reasonable subscription price through the AMA's coupon sheet. We at FL sent our coupons to MAN filled out but without payment. We said we'd love to sign up -- as soon as they acknowledge CL's continuing existence. You might want to do the same.

**FASTEN YOUR SEATBELTS:** Flying Lines welcomes aboard a number of new subscribers this month, thanks to the subscription form in the J&J Sales Catalog. Our thanks to Joe Just for the distribution and, for the newcomers, welcome aboard!

**QUICKIE ROUNDS:** The Houston, Tex., racers are running their Quickie Rat races in a "Round Robin" format this spring that looks a lot like Drizzle Circuit racing. The races use a point system like DC races, which allow the contestants to fly more than one one heat (three in their case) and use heat placing to determine the finalists. This format has revitalized Northwest Racing by making real races of the competition, rather than mere "multiple-speed" contests. Looks like the idea is catching on.

**MIXED MOTORS:** The Texas fliers also are experimenting with an alternate engine concept in their Quickie Rat. The event allows for a .35 engine on pressure, or a .40 engine on suction with a venturi bore restriction.

INITIAL VOTE IS IN, RULES PROPOSALS GO TO FINAL STUDY

Initial voting completed, members of the Control-Line Contest Board now are seeking input from AMA members on the 1986-87 rules proposals that will be considered for final approval.

The Northwest's representative on the Control-Line Contest Board is John Thompson, 1505 Ash Ave., Cottage Grove, OR 97424. Comments on any and all rules proposals are welcomed.

Below is a listing of all the proposals and the results of initial voting on control-line proposals. A two-thirds majority was required for passage. With 10 of the 11 CLCB members voting, seven votes were required for passage.

CONTROL-LINE RULES PROPOSALS

CL-86-1	Require mufflers on all CL models	FAILED 0-10
CL-86-2	Exempt combat models from mufflers	PASSED 8-2
CL-86-3	Do not end match for bashes, tangles, flyaways	PASSED 7-3
CL-86-4	Eliminate combat 65-foot safety circle	PASSED 9-1
CL-86-5	Change PA level flight to circling	FAILED 1-9
CL-86-6	50% displacement for 4-stroke stunters	PASSED 7-3
CL-86-7	Specify combat count-down	FAILED 4-6
CL-86-8	Monoline and 2-line speed classes	FAILED 1-9
CL-86-9	.40 combat engines	FAILED 0-10
CL-86-10	Jury system for combat	PASSED 7-3
CL-86-11	Prohibit changing combat handle	PASSED 9-1
CL-86-12	Outlaw tuned pipes/megaphones	PASSED 8-2
CL-86-13	More ways to lose stunt pattern points	PASSED 8-2
CL-86-14	Class system for aerobatics, pattern changes	FAILED 6-4
CL-86-15	Increase mouse race pull tests	PASSED 10-0
CL-86-16	Allow .008 stranded lines in mouse	FAILED 4-6
CL-86-17	Eliminate profile carrier scale bonus points	FAILED 2-8
CL-86-18	10% margin of profile scale	FAILED 0-10

RULES, continued

CL-86-19	Carrier deck moving provisions	FAILED 0-10
CL-86-20	Pilots'-view stunt drawings	PASSED 7-3
CL-86-21	Clarify start-end of vertical 8	PASSED 9-1
CL-86-22	Eliminate hand signal in stunt	PASSED 8-2
CL-86-23	Hand-signal starting	PASSED 7-3
CL-86-24	Lose starting points if starter used	PASSED 8-2
CL-86-25	Grass stunt terrain specifications	FAILED 5-5
CL-86-26	Grass stunt terrain specifications	FAILED 4-6
CL-86-27	Modified FAI stunt rules	FAILED 5-5
CL-86-28	FAI stunt scoring	FAILED 4-6
CL-86-29	Sport .40 slow rat	FAILED 2-8
CL-86-30	.010 single-strand mouse lines	PASSED 8-2
CL-86-31	10% nitro for carrier	FAILED 3-7
CL-86-32	Allows carrier mufflers NCAC PROPOSALS, PASS AUTOMATICALLY	
CL-86-33	Exempt carrier from mufflers	"
CL-86-34	Weigh carrier planes without fuel	"
CL-86-35	Mufflers inside or outside carrier planes	"
CL-86-36	Bill Lee's frivolous fishing line proposal	FAILED 1-9
CL-86-37	10% nitro for all racing	PASSED 10-0
CL-86-38	.21 slow rat, external controls, stranded lines	FAILED 4-6
CL-86-39	Exempt CL racing from mufflers	PASSED 7-3
CL-86-40	Mufflers for all CL models	FAILED 0-10

OTHER CL-RELATED RULES PROPOSALS

IND-86-16 Creates control-line electric scale, ind/out REFERRED TO SCB



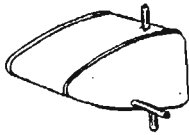


navy carrier notes by orin humphries


How many of you are fishermen? Hokav, wouldn't it be nice if the hooks had a little button on them that you could push and it would just slip out of the fish's mouth? Lacking that, there are several ways you can go about getting the hook out, and they each have pros and cons. Which leads us to the subject this month:

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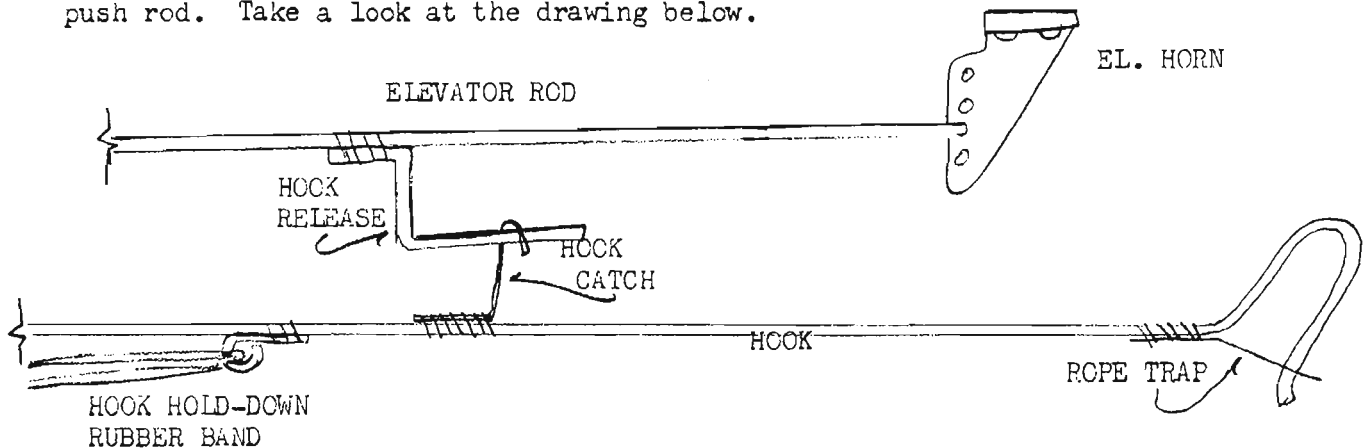




Hook Releases.

There are two ways that seem to be the most popular. You can drop it from your elevator push rod, or you can tie the release to your throttle. For most cases, tying it to your throttle is going to cost you around 20 seconds of low speed performance, though there is a way around this for some planes. But I want to talk about what I believe to be the best overall way first.

You should seriously consider dropping your hook off of your elevator push rod. Take a look at the drawing below.



Above, you see the Z-shaped hook release wired and soldered to the elevator rod. You also see the hook catch, made of finer wire, .026". The rope trap and hold-down were covered in an earlier article.

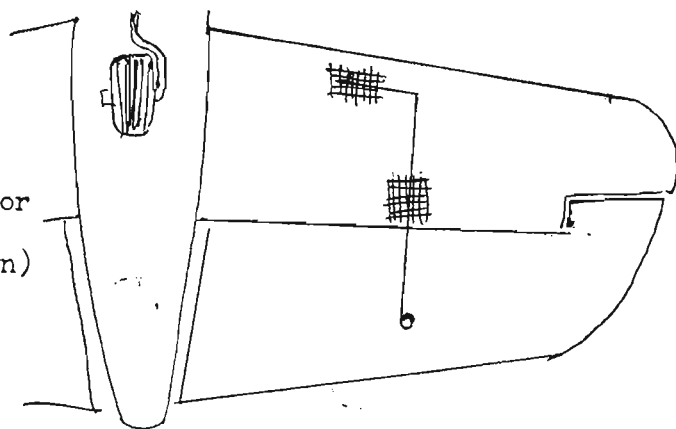
In flight, at medium speed, you give the handle a quick blip of down, too fast for the airplane to come down, and the push rod moves forward (to your left) and then back to this place. While it is forward momentarily, the catch is not supported and the hook falls. Most people say, "Set it so it drops at full down". Horsefeathers. You set it that way and you won't get your hook down in flight.

You see, we build in more down capability than we will ever use. Set it so the hook drops when the elevator trailing edge is about 1/2" low; no lower. The next time you see a Carrier pilot shaking the daylights out of his plane, you will know he set his hook to drop at full down. It aint comin' down, podner!

Setting it where I recommend may cause the hook to drop during handling of the plane on the ground. To stop this, I tape and glue a piece of fine wire, .021" to .026", to the bottom of the stabilizer such that it weakly resists the dropping of the elevator past neutral. It MUST NOT hold any "up" into the elevator, or the plane will loop when your lines go slack. Check the sketch below.

BOTTOM VIEW OF TAIL

Wire is tape/glued to bottom of stab; not fastened at all to elevator. Wire supports elevator at neutral position when plane right side up. (hook not shown)



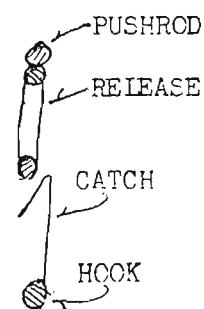
No, it won't interfere with the control of the plane when you need to give some "down"; I didn't say to use 3/16th" wire! I've used it on my CORSAIR for three years.

Please look back to the first sketch. Note the hook catch. This catch is a little hook in itself; not a closed loop. This way you can return the hook to the raised position without having to use another hand to move the elevator down and then up. Now look at the third sketch, below.

This is the pushrod, release, catch, and hook as seen in cross-section from directly behind.

Shaping your catch like this gives what I call, a click-return. It clicks into place.

Throttle releases are the worst way to go. They put stiffness into the system. You are not only moving the throttle system but the release system as well. When you are on low-speed and



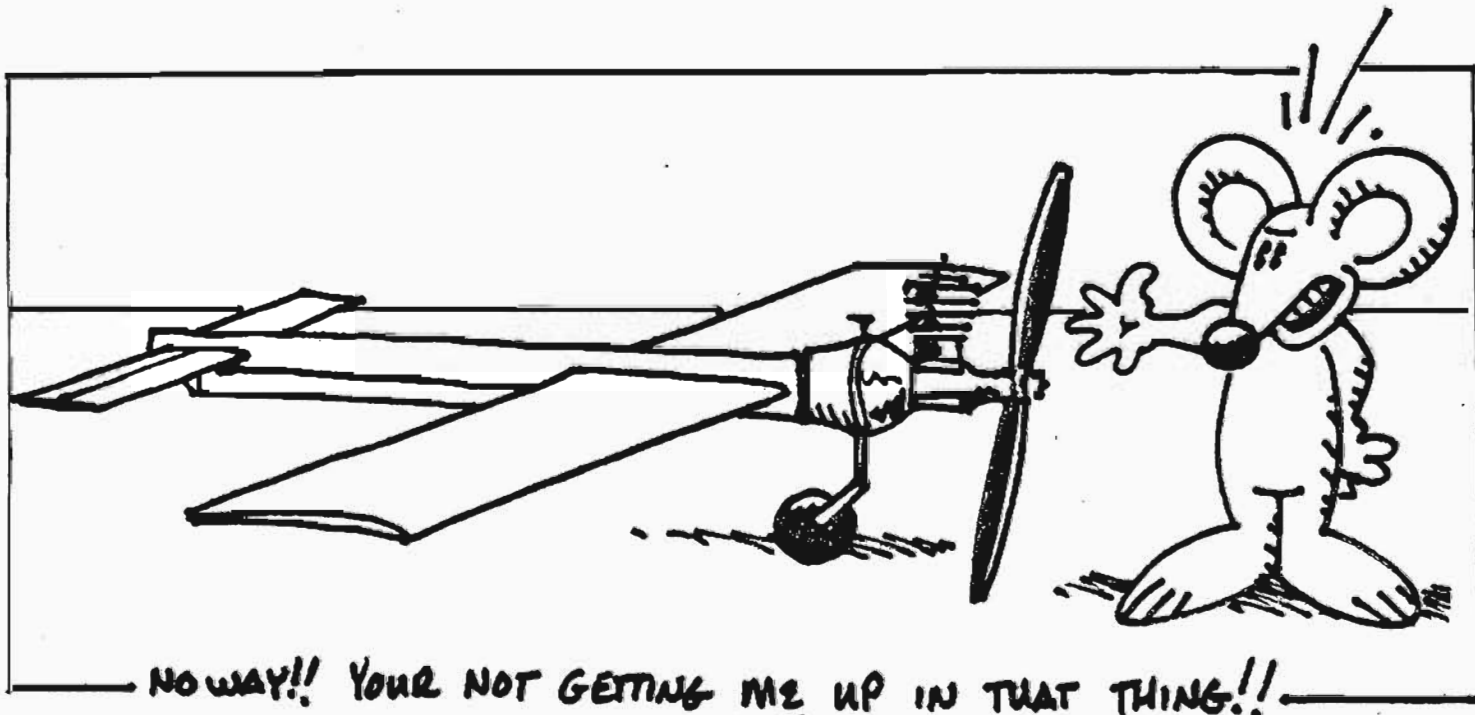
your lines are almost slack, the more drag you have in your throttle system, the less you will be able to get the engine to respond to movements of the trigger in your handle. You have to fly faster, on low speed, to get enough line tension to make the engine respond to blipping the throttle.

Typically, a plane with the release tied to the throttle can do 66 sec. on the average contest day (low speed time). The same plane with the release coming from the pushrod will do in the eighties on the same day; better, match.

If I can't talk you out of throttle releases, at least connect the throttle and release systems with a piece of lead-out cable. This flexible line can pull but not push. Set it up so the cable is pulled when the throttle is going toward low speed. There will thus be no resistance added when the throttle is quick-blipping toward high speed, as the cable is bending in that direction.

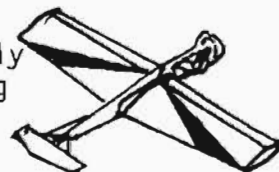
Well, thanks to the other columnists for the extra space. Think, now; why it is best to have a hook catch that requires only one hand to re-set? Why should you avoid tying the throttle system and release system together? See you.

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



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The INSTANT REPLAY SYSTEM is a family of control line model airplanes utilizing a unique new approach. All INSTANT REPLAYs feature an exceptionally strong basswood, maple, and plywood fuselage, an easily replaceable foam wing with basswood spars, adjustable leadout guide, and all controls furnished. All you add is engine, tank, paint, covering and wheels for the stunters. In addition, all INSTANT REPLAY combat models have a replaceable elevator. Now you can quickly and easily replace dangerously weakened or broken wings and elevators. The INSTANT REPLAY stunt models have a basswood stabilizer and elevator as well as removable landing gear. With the gear removed, the .35 stunter makes an excellent slow combat trainer.



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# WHERE THE ACTION IS

UPCOMING ORGANIZED EVENTS

## NORTHWEST EVENTS

Listed below are the Northwest control-line model aviation events 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.

- March 31 ... RICHMOND, B.C. -- Northwest Sport Race contest. Site: Richmond field. Contest Director: Chris Sackett, Box 82294, North Burnaby, B.C., Canada V5C 5P7. (604) 299-4500.
- 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: Gene Pape, 4528 Souza St., Eugene, OR 97402 (503) 689-1623. Sponsored by Eugene Prop Spinners.
- April 27-28 ... SPANAWAY, Wash. -- Spanaway Spring Tune-Up. Saturday: Old-Time Stunt, Record Ratio Navy Carrier, Half-A Combat, Slow Combat. Sunday: Precision Aerobatics (4 classes, no BOM rule), Scale (precision/sport/sorta combined, highest percentage of maximum available score wins), FAI Combat, AMA combat. Site: Bethel High School athletic field. Entry fee \$5 registration, \$5/event. Contest Director: Pete Bergstrom, 110 192nd St. Ct. E., Spanaway, WA, 98387.
- May 12 ... RICHMOND, B.C. -- Annual 33 1/3 Meet. 33 1/3, Combined Carrier, Balloon Burst. Site: Richmond Field. Contest Director: Chris Sackett, Box 82294, North Burnaby, B.C., Canada V5C 5P7. (604) 299-4500.
- May 24-26 ... EUGENE, Ore. -- Northwest Regional Control Line Championships. RACING: FAI, Rat, Slow Rat, Goodyear, Mouse I, Mouse II, Northwest Sport, Northwest Super Sport. COMBAT: AMA, FAI, Slow, Half-A. PRECISION AEROBATICS: 4 PAMPA classes. OLD-TIME STUNT. SCALE: Precision, Profile. SPEED: Half-A, A, B, D, FAI, Formula 40, Jet. NAVY CARRIER: I, II, Profile. BALLOON BUST. Junior events in NWSR, Balloon Bust, Mouse I. Displays. On-field hobby shop. Food concession, Within walking distance: Airline connections, rental cars, restaurant, rest rooms, gift shop. Largest CL contest on the West Coast. Trophies and merchandise through third place in all events. Site: Mahlon Sweet Airport. SPEED FLIERS NOTE: Speed circle opens for official flights at noon Friday. Contest Director Mike Hazel, 1073 Windemere Dr. NW, Salem, OR 97304, (503) 364-8593.
- June 9 ... ASTORIA, Ore. -- CLAMBash '85. Details to follow. For information contact Dave Green, 200 W. Franklin, Astoria, OR 97103.
- June 23 ... RICHMOND, B.C. -- Stuntacular. Four classes of Precision Aerobatics. Site: Richmond flying field. Entry fee \$5. Prizes and trophies through third place. Contact Alan Resinger, (604) 594-0931.
- June 29-30 ... RICHMOND, B.C. -- Northwest CL Speed Championships. Half-A/Half-A Profile, A-B, Jet, Formula 40, Record Ratio Speed. Site: Richmond Field. Contest Director: Chris Sackett, Box

- 82294, North Burnaby, B.C., Canada V5C 5P7. (604) 299-4500.
- July ?? ... KENT, Wash. -- Bladder Grabber for AMA combat??? Details to follow, we hope.
- July 6-7 ... KENT, Wash. -- Boeing Air Fair and Stuntathon '85. Stunt clinic, four PAMPA classes of Precision Aerobatics, Junior Stunt, Old-Time Stunt. Contact Bob Emmett, 17972 W. Spring Lake Drive SE, Renton, WA 98055.
- Aug. 4-11 ... CHICOPEE, Mass. -- United States Model Airplane Championships.
- Aug. 18 ... SPANAWAY, Wash. -- Spanaway Spectacular, Hosted by Seattle Skyraiders, sponsored by Bill's Hobby Town. Four classes of Precision Aerobatics, Old-Time Stunt, AMA combat, Half-A Combat, FAI combat, Slow Combat. Site: Spricker Park. Contest Director Pete Bergstrom, 110 192nd St. Ct. E., Spanaway, WA 98387.
- Aug. 31-Sept. 1 ... VANCOUVER, B.C. -- Vancouver Gas Model Club Internationals. Formula 40, D, Jet and Record Ratio Speed, Precision Aerobatics (Beg-Int)(Adv-Exp), Profile Navy Carrier, Class I-II Carrier, Scale, Northwest Sport Race, Balloon Burst, .15 Combat. Contest Director: Bob Newman, 19880 28th Ave. RR -2, Langley, B.C., Canada V3A 4P5. (604)792-5927.
- Sept. 7-8 ... KENT, Wash. -- Raider Roundup, the Washington State Controline Championships. Details to follow. Contest Director Dave Gardner, 17210 109th Pl. SE, Renton, WA 98055.
- Sept. 28-29 ... First Annual Masters Precision Aerobatics contest. All contestants will judge except for the flier up and the next flier in order on deck. Best score of each day combined to determine winners. Contest Director Pete Bergstrom, 110 192nd St. Ct. E., Spanaway, WA 98387. (Editor's note: We have no site info.)

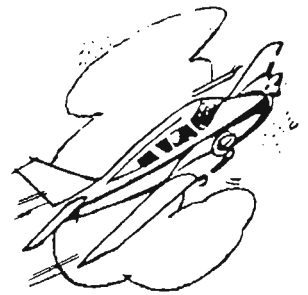
## OUTSIDE THE NORTHWEST

The following activities are listed as a service to FL readers living outside the Northwest. Contact person or contest directors are listed for details. This space is available for listing of any CL contest. Listings must include all scheduled CL events, and be accompanied by a contact person's phone number.

- March 23-24 ... HOUSTON, Texas -- Quickie Rat Race, Super Slow Rat Race, Slow Combat. Bill Lee, (713) 499-3087.
- March 24 ... JACKSONVILLE, Fla. -- AMA, Slow and Fox .35 Combat. W. Hicks, (904) 772-8582.
- April 21 ... REDWOOD CITY, Calif. -- FAI, AMA Combat. John Salvin, (415) 254-7720.
- April 21 ... DAYTON, Ohio -- AMA, Slow, Half-A Combat. R. Hoebner, (513) 256-8753.
- April 27-28 ... HOUSTON, Texas -- Quickie Rat Race, Super Slow Rat Race, Slow Combat. Bill Lee, (713) 499-3087.
- April 27-28 ... OKLAHOMA CITY, Okla. -- Slow Rat, Mouse I, Goodyear Racing, Precision Aerobatics (Int) (Exp), AMA, Slow, FAI Combat. A. Bumbaugh (405) 745-2369.
- April 28 ... MIDDLESEX, N.J. -- AMA, Slow, Reed-Valve Half-A Combat. P. Sofko, (201) 873-2190.
- May 25-26 ... HOUSTON, Texas -- Mouse, Rat, Slow Rat, Quickie Rat, Goodyear and Fox-Goldberg Race, Half-A, FAI, Slow, AMA Combat, Profile Carrier, Precision Aerobatics (Beg-Int)(Adv-Exp). Frank Williams (713) 488-1371



## AIR MAIL



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

DEAR FL:

Thanks for all the data. I was curious about the over-all listing more than anything. I'm enclosing a data sheet which supplements the tank stuff (actually, I overlooked a few details).

Sorry if I came on a little strong! I'm thankful for all of the good stuff available to all of us due to the popularity of RC. Frankly, I doubt the hobby would have prospered without it. I talked to Homer Smith about a few salient factors which I'll share between you and me for our consideration. I'm a control-line flier. Always have been! Always will be as long as I'm active, but let's be realistic.

1. AMA membership is over 90,000 and 80% of those who indicate preference identify as RC fliers. (This represents only competitive aspect).

2. Between 2 and 2.2 million radios are sold each year.

3. Advertisers for the big mail-order houses aim their ads at the sport flier.

4. A very high percentage of the RC models sold are scale or semi-scale airplanes; however, there are relatively small turnouts in scale competition.

The obvious conclusion is that people who fly for fun fly RC and that's where it's at if you're in business to make a living.

How many modelers do you know who fly control-line just for the fun of it? (Editor's note: ALL of them!) Let's face it, we've taken airplanes that were designed for sport flying 30 years ago and created competition events for them. Based on trends, perhaps we should place less emphasis on contests and more emphasis on fun. After all, it is (or should be) a leisure time hobby.

Ideas:

1. Sport race: Include requirement to have one of the team be a junior or senior flier. This would induce adults to take kids "under their wing."

2. Set up flying sessions with kids and have airplanes available for beginners to try.

3. Keep "entry level" competitive events "entry level." Over a period of yers, many entry level events have devoured their parents. (Team racing, rat racing-slow rat racing-sport racing-Goodyear racing, Navy carrier-profile carrier.

Maybe we have so many mediocre competitive events that people just lose interest. These thoughts may not be popular, but I know that my two boys lost interest when they saw what went on at a typical control-line contest. Many sport-type events could be used to introduce new fliers to the fun aspect of the hobby, while encouraging improvement to more sophisticated competition.

---

### BY POPULAR DEMAND

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CIRCLE JERK

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I'm sure that the contemporary RC pattern airplane is far more sophisticated than the airplanes used 20 or even 10 years ago. The there is to improve. I think it is evicent that the more challenging a thing is, the more interest it generates.

Thanks for your interest.

--Bob Emmett, 17972 West Spring Lake Drive SE, Renton, WA 98055.

DEAR FL:

I would like to renew PAMPA's subscription to your newsletter at Windy's suggestion, inasmuch as it is sent to me after Windy's perusal for my own review.

There is absolutely no doubt about it. As you surely know, you publish a nicely designed, well-organized, superbly presented newsletter. You obviously work toward providing your readers with the best information available, and we at "Pro-Stunt News"-ville have the same goal. Perhas you can help us along.

May we borrow material from your newsletter from time to time? Certainly, we will credit your publication for any item(s) used, and to reciprocate, you extend to you the same option; that is, feel free to use anything from our newsletter that will be of use to your readers.

I do volunteer work for Windy and "Pro-Stunt News," and I've been corresponding with many hobbyists from the U.S., and some from Europe and Japan, to glean and to reproduce the really good tech material for our subscribers. Recently, Paul Walker has given me permission to use some of his material, but I should not be so presumptuous without your consent. Please reply.

Thanks for your consideration.

--Chuck Holzapple, PAMPA Staff, 612 Annette Drive, York, PA 17403.

(Editor's note: Material in FL is available for republication by anyone. Credit to FL is the only requirement.)

# STUNT SCENE

by paul walker

## IMPRESSION POINTS

In case you haven't noticed, stunt is a very subjective event. Theoretically, you are scored for only what the airplane does, but unfortunately, more often than not, the way you present yourself to the judges does influence the score. The following are a few ways to get those valuable impression points from the judges.

First, and most important, is to conduct yourself in a professional manner. When it comes tyour turn to fly, you are there and ready. Up until you take off, the judges' eyes are on you. Prior to moving into the circle, you should have checked to see that everything is in working order, so that when the judges are ready, so are you.

You then signal and your motor starts within a few flips. You walk out to your handle and take off. Although the rule book allows you to do anything you want prior to your official signal, it is definitely not "professional" to do this. Also, after the pattern is finished, fly level only! If you are concerned about an over-run, level flight will burn the fuel faster than maneuvering around. If you are so inclined, a loop to kill the motor is OK. In fact, it looks good when done properly. Also, put the proper amount of fuel in so that your plane doesn't run two minutes past the end of the pattern. Six and a half minutes is adequate. Being professional is being under control at all times.

The next factor is your appearance. Getting dressed up a little has never hurt anyone's score. It gets back to being professional in the fact that you care about how you look and how you come across in the circle. Take a look at the people flying at the Nats and see how they are dressed. Most even match the color scheme of their airplanes.

The last area is keeping the proper mental attitude. I have seen in happen more than once that when a judge is looking at the plane, trying to give it an appearance score, the pilot makes a derogatory remark about the finish. This is not professional as it shows you are not confident in yourself. If you have the right attitude, it shows. The right attitude is being sure and confident in yourself and knowing that you can win. I have not yet known a person who has won the Nats and had not been confident in the fact that he could win.

In summary, all this really comes down to being "professional." Have the right attitude, dress neatly and be prepared. Also, do only the maneuvers and motions required by the rule book.

Good luck.

--Paul Walker, 12900 127th Ave. SE, Kent, WA 98031.

## HOBBY SHOP DIRECTORY

**FIRGROVE MODEL SUPPLY** -- Radio Control, control-line and gliders. 10611 136th St. East, Puyallup, WA 98373. (206) 845-7675. Open daily 12-8, Saturday 12-6, closed Sunday and Monday. Owned by R.B. "Bob" Pfeiffer.

**MOTORS & MEMORIES** -- Control-line model supplies. Mail orders to P.O. Box 78388, Seattle, WA 98178. (206) 772-7091. Owned by Dick Peterson, an active control-line flier.

**TRIANGLE HOBBIES** -- Everything you need to fly combat. Mail orders to 1211 Brookgreen Dr., Cary, N.C. 27511. (919) 467-6270. Owned by Bob Nicks.

**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

**FOR SALE** -- Supertigre FR S.40 ABC Schneurle w/muffler, new in box, \$80. Irvine .40 RR/SE Schneurle, w/muffler, nib, \$50. Supertigre RR/RE Schneurle, older two-piece case type in older red ST box, no pipe or muffler, nib, \$50. Add \$2 for shipping each. Bill Skelton, P.O. Box

105, Warrenton, OR 97146. (503) 861-1033. (63) **WANTED** -- Hunt handle, manufactured by CMC Specialties. Premium paid for new or like-new. A. Gentzel, 114 Woodlawn Ave., Bridgewater, NJ, 08807. (201) 231-0515.

**FOR SALE** -- Fox .15 Schneurle, .40 Compact Schneurle, Fuji .19. One price takes all, \$50. All new, never run. G. Saulsberry, 71 Cottage St., Amherst, MA 01002.

**WANTED** -- Old-timer ignition engine, .19 to .60 cid. Prefer running condition. State price, etc. 1rv St. George, 30913 152nd Ave. SE, Kent, WA 98042.

**NEED PEN PAL** -- I need a pen-pal and/or flying partner. Main interest is stunt. John Jurgensen, 318 S. Grape, Medford, OR 97501. (503) 773-2747.

**OOPS** -- To the flier who wanted to buy control-line speed equipment: Your ad got separated from your name and address. Contact FL and we'll get the ad in correctly next month!

**FILL THE GAPS IN YOUR FL LIBRARY** -- Copies of many Flying Lines back issues are available. Send 50 cents per issue to FL. Refunds or alternates for any issues out of stock.

### WIN A "BIG ART" CUSTOM STUNT ENGINE

One of the most coveted prizes ever offered in the Flying Lines Raffle is on the block in the winter, 1985 bonanza.

The prize, donated by Alan Resinger of Delta, B.C., is a "Big Art" Adamasin customized OS .35 stunt engine, complete with an Adamasin muffler and Supertigre needle valve assembly.

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Name \_\_\_\_\_ Telephone \_\_\_\_\_

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I enclose \$ \_\_\_\_\_ for \_\_\_\_\_ tickets in the winter 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.


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Prices for subscriptions: \$6 for 5 issues and \$12 for 10 issues. Canada and Mexico: \$6.50 for 5 issues and \$13 for 10 issues. Overseas by surface mail: \$7 for 5 issues and \$14 for 10 issues. Overseas by airmail: \$12 for 5 issues and \$24 for 10 issues. U.S. funds, please.

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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
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Carrier.....Orin Humphries	Artwork....S. Lindstedt



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# NORTHWEST REGIONALS 1985

CONTROL LINE MODEL AIRCRAFT CHAMPIONSHIPS

MAY 24 - 25 - 26

EUGENE . OREGON

*events: COMBAT*

*RACING*

*AEROBATICS*

*SPEED*

*SCALE*

*CARRIER*

*BALLOON BUST*

*plus DISPLAYS*

*\$ 2,000 of awards*



FREE SEATING FOR SPECTATORS

AMA "AAA" SANCTIONED



NORTHWEST REGIONALS 85 SCHEDULE & INFORMATION



FRIDAY Speed: 1/2A, A, B, D, Jet, FAI, F40, & Jr-Sr record ratio.....12:00 to 6:00

SATURDAY

SUNDAY

Profile Carrier.....9:00 to 5:00  
 Class I Carrier..... " " " "  
 Class II Carrier..... " " " "  
 AMA Slow Rat Race.....9:30  
 Old Time Stunt.....10:00  
 Slow Combat.....10:00  
 Goodyear.....11:00  
 FAI Combat.....12:00  
 AMA Rat Race.....12:00  
 Profile Scale.....2:00  
 Mouse Race I (jr).....2:00  
 Mouse Race I (sr-op)...2:30  
 Mouse Race II.....4:30

Speed..... 7:30 to 11:30  
 &  
 1:00 to 5:00  
 AMA 1/2A Combat..... 9:00  
 NW Sport Race (jr)..... 9:30  
 NW Sport Race (sr-op).....10:00  
 Precision Aerobatics.....10:00  
 AMA Fast Combat.....11:00  
 AMA Scale.....11:30 to 1:00  
 NW Super Sport Race.....12:00  
 Balloon Bust (j)(so)..... 2:00 to 5:00

SCHEDULE NOTES

- \* Registration is open from 8AM to Noon on Sat & Sun. Friday speed entrants are to register with the event director.
- \* Event starting times will be held to as close as possible.
- \* Stunt and Scale entrants are to check at registration for any information regarding meeting or judging schedules.
- \* Awards presentation will commence on Sunday following completion of all competition.

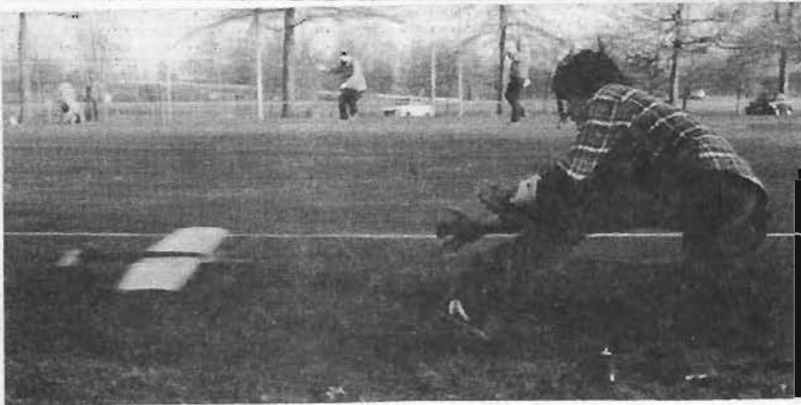
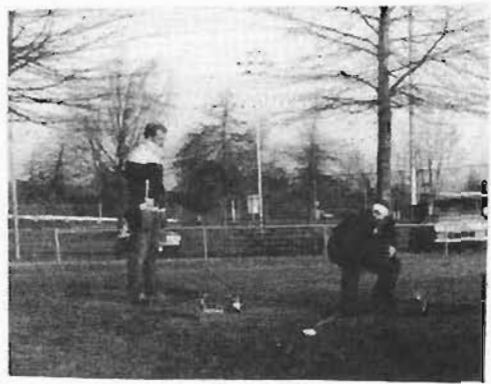
RULES INFORMATION

- \* AMA events are per current 84-85 rule book. Know the rules!
- \* NW Sport Race: Fox 35 Stunt-no mods, stock profile kits, single wheel landing gear OK, no shutoff, no fastfill, no hot glove, suction feed.  
 NW Super Sport Race: Plain bearing single bypass .36 maximum, AMA Slow Rat plane specs with outboard suction tank. Lines for both events are .018 x 60 multi-strand. Write contest director for full rules.
- \* Profile Scale: Profile fuselage only, must represent actual plane, one entry per individual, documentation required on obscure aircraft. Write contest director for full rules.
- \* All combat events except for 1/2A are flown double elimination.
- \* Precision Aerobatics is flown in all four PAMPA classes.
- \* Events that are flown over grass circles are: Precision Aerobatics, Old Time Stunt, NW racing events, Combat, Carrier, Balloon Bust, & Profile Scale.

OTHER INFORMATION

- \* AMA or MAAC membership is required of all participants, this includes mechanics. AMA membership is available at registration.
- \* Only participants and officials are allowed in the flying areas. All others must stay outside of roped off or restricted areas.
- \* Absolutely no alcoholic beverages on the flying field during meet hours.
- \* Absolutely no parking on gravel areas in front of fenced fuel depots.
- \* Awards: Trophies and merchandise thru third place in each event and age grouping category. Value of awards is over \$2,000.
- \* Contest site is Mahlon Sweet Airport (municipal), Eugene, Oregon.
- \* Facilities: Overnite camping on the site is OK. RV rigs please get directions for parking. Restrooms will be on the site. A concession truck will be at the site most of each day. There is a restaurant in the terminal building. Write for motel information.
- \* Participants assistance in keeping the flying site litter free will be greatly appreciated.
- \* Contest Director: Mike Hazel (503) 364-8593  
 1073 Windemere Drive NW  
 Salem, Oregon 97304





PICTURE MIXTURE: A sampling of model aviation activity, faces and planes from the past year. TOP: Mr. Bladder Grabber, Bob Carver, flying against John Salvin The Younger at 1984 Bladder Grabber, with Mt. Rainier in background. CENTER LEFT: Premier pitman Norm McFadden prepares to launch Gary Byerley's FAI combat plane at 1984 Nats in Reno. BOTTOM LEFT: Steve Cole awaits Beers-Cole Racing Team Super Sport plane at January Drizzle Circuit meet. CENTER RIGHT: Pete Bergstrom times while Dick Peterson pits Super Sport. BOTTOM RIGHT: Business end of Nitroholics Racing Team Super Sport racer. Top Photo: Charlie Johnson. Center right: Mike Hazel. Others: Steve Lindstedt.