

FLYING LINES

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SIXTH ANNIVERSARY ISSUE!!

WINTER (FLYING) WONDERLAND

As the rest of the model aviation world slept, control-line model aviation in the Pacific Northwest continued apace during the waning moments of the long season that is generally known as "winter." Actually, as we all well know, winter supposedly starts here in October and continues through June.

But, as the rest of the world began to emerge from under the snow and think about making the first tentative ventures out onto the still-thawing flying fields, Northwestern modelers were actually finishing a very busy winter competition season and swinging smoothly into the summer madness.

The Northwest Sport Race Drizzle Circuit was completed in early April on another one of those brilliant days that have characterized the entire five-contest series. Sunshine, comfortable T-shirt temperatures and almost windless conditions greeted the finale of the Portland extravaganza.

To the North, sport racing continued apace in Richmond, B.C., where that crop of new competitors continued to improve to the point where one Henry Hajdik swept away the long-standing Northwest Sport Race heat record with a 4:13 time.

In the middle of the coastal strip, Puget Sound fliers turned out strong for the annual 3x1 event which combines Northwest Super Sport Race, Stunt and Balloon Bust.

If that weren't enough, portents of summer were brought by the Spanaway Spring Tune-Up in Spanaway, Wash. Things really get going with an explosion at the Northwest Regional Control Line Championships in Eugene, Ore., over Memorial Day weekend.

Now, on to the results of the contests mentioned above:

DRIZZLE CIRCUIT ENDS SOLID SEVENTH SEASON

PORTLAND, Ore. -- Picture, if you will, one of those priceless moments that can occur only in Northwest Sport Race.

It's one of those moments that after so many years of improvement and experience, the regulars like to talk about as what happened in the "old days." Then it happens in 1985, and everyone remembers that, as the saying goes, "It happens to the best of us."

The Nitroholics Racing Team, fresh from a Round 1 heat victory, grooves into the pits with a slim lead in the Round 2 heat. Pitman John Thompson and Battery Engineer Bill Varner, on loan from the Dark Ages Racing Team, swarm over the plane. Four seconds pass...Thompson bashes the prop -- the Fox .35 stunt motor roars to life and the plane surges forward toward victory.

But wait...something's not right here. The plane is going off into the grass! What???

There in the center of the circle, other things had been happening. Nitroholics Pilot Mike Hazel, waiting for the launch, had been run over by landing pilot John Hall. Thus was Hazel separated from the handle. The plane was launched at the exact moment of this control discontinuity. Hazel dived for the handle, retrieved it as the plane drove into the Delta Park grass.

The brown and gold Ringmaster "Flying Lines Express", suddenly under momentary control input, leaped skyward, lumbered vertically, bounced on the end of the lines, labored vertically again, and finally dove to the asphalt only inches from a safe pullout.

Well, folks, NWSR was over for the Nitroholics and, within hours, the seventh Drizzle Circuit was at an end. But, along with its moments of hilarity and disaster, it had some of the best racing in DC history and was agreed to be very likely the most competitive and enjoyable winter racing series.

Old hands and competent new faces combined to bring excitement to contests 31 through 35 in the DC series. It was a season of color, not only in

DRIZZLE CIRCUIT, continued

the people and airplanes but in the many racing team names they adopted to compete under, exemplifying the new spirit of teamwork in Northwest control-line competition.

When the smoke had cleared, the Beers-Cole Racing Team (BCRT) of Greg Beers and Steve Cole took home the perpetual Northwest Sport Race championship trophy, wresting it away from Dave Green. It was the second appearance in the DC winner's circle for Beers, who won NWSR under his own name in 1982-83.

The S&S Racing Team, Dick and son Rich Salter, were a scant two points behind in one of the closest finishes ever. Green was still a strong competitor at third place.

En route to victory, BCRT finished first three times and fourth once, missing the feature race only once.

Green, of Astoria, Ore., along with his Dark Ages Racing Team pilot Bill Varner, won the Northwest Super Sport Race series championship by a five-point margin over BCRT. Again, NWSS racing was extremely close and hard-fought all season long. Dick Peterson was third place for the second year in a row.

Green finished first four times in a row after missing the feature race in Contest No. 1.

S&S won the NWSR fast-heat trophy with a record-tying 4:14, while Green's 3:28 was the cream of the NWSS crop.

Here is a complete history of the Drizzle Circuit Champions:

1978-79 NWSR (Old rules): Mike Hazel, Ringmaster, Fox .36.

1979-80 NWSR (Old rules): John Thompson, Ringmaster, K&B .35.

1980-81 NWSR: Dick Salter, Ringmaster, Fox .35.

NWSS: Mike Hazel, Cro-Magnon SS, K&B .35.

1981-82 NWSR: Dick Salter, Ringmaster, Fox .35.

NWSS: Mike Hazel, Cro-Magnon SS, K&B .35.

1982-83 NWSR: Greg Beers, Yak-9, Fox .35.

NWSS: Dave Green, Minotaur, K&B .35.

1983-84 NWSR: Dave Green, Yak-9, Fox .35.

NWSS: Dave Green, Minotaur, K&B .35.

1984-85 NWSR: Beers-Cole Racing Team, Yak-9, Fox .35.

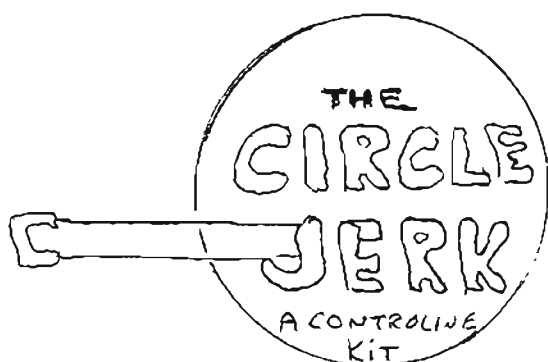
NWSS: Dave Green, Minotaur, K&B .35.

Here are the results of the final contest, followed by final season statistics:

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DRIZZLE CIRCUIT, continued

DC No. 5 ENDS A SUNNY SEASON

Skies were bright and times were quick at DC contest No. 5, again a well-attended affair at Delta Park in Portland.

Things got off to a fast start with AMA Slow Rat Race, which is more or less a novelty in the Northwest since so few people fly it. There was one bona-fide Slow Rat airplane/engine combination in the field and three Super Sports entered to tune up for the day's main events. The Slow Rat plane finished third.

Dave Green's Super Sport Minotaur won the Slow Rat race with a modest 8:03 time, followed by Glenn Salter at 8:51. Dick Peterson's K&B 5.8-powered slow rat was fastest when it was in the air, but for too long it wasn't.

S&S Racing Team, Dick Salter pitting and Rich Salter piloting, continued to delight the competitors and spectators alike with a very high-class father son act, winning Northwest Sport Race with an 8:36 time.

Dave Green blew away the competition by more than a full minute in the Northwest Super Sport Race feature, turning in a 7:38 time.

Here are the complete results:

SLOW RAT RACE (4 entries)

1. Dave Green, Astoria, Ore. -- 8:03. Minotaur, original, 33" span, 26 oz., balsa/spruce construction, K&B Super Poxo/Solarfilm finish. 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, Dark Ages Racing Equipment 2.75-oz. tank, Fox handle with 2" spacing. Pilot Bill Varner, pit crew Dave Green (Dark Ages Racing Team).
2. Glenn Salter, Seattle, Wash. -- 8:51.
3. Dick Peterson, Seattle, Wash. -- 10:39.
4. Dick McConnell, Seattle, Wash. -- 6:07 heat.

NORTHWEST SPORT RACE (10 entries)

1. S&S Racing Team (Dick and Rich Salter), Seattle, Wash. -- 8:36. Sterling Ringmaster, 42" span, balsa/plywood, Monokote. Fox .35, John McCollum prop, Aldrich plug, Sheldon's 12.5% nitro fuel, TKO uniflow tank, Dick Salter handle. Pilot Rich Salter, pit crew Dick Salter.
2. Dave Green -- 9:06.
3. Glenn Salter -- 10:01.
4. Dick Peterson -- 10:13.

NORTHWEST SUPER SPORT RACE (6 entries)

1. Dave Green -- 7:38. Same airplane data as slow rat entry above.
2. Glenn Salter -- 8:43.
3. Dick Peterson -- 85 laps.
4. Beers-Cole Racing team, Vancouver, Wash./Portland, Ore., 4:19 heat.

HEAT WINNERS

NORTHWEST SPORT RACE:

Round 1: Glenn Salter (4:32), S&S Racing Team (4:15), Nitroholics Racing Team (4:49).

Round 2: Salter (4:43), Dick Peterson (5:01), S&S (4:30).

NORTHWEST SUPER SPORT RACE:

Round 1: Dave Green (3:44), Dick Peterson (3:56).

Round 2: Peterson (3:39), Glenn Salter (3:53).

1984-85 NORTHWEST SPORT RACE DRIZZLE CIRCUIT FINAL STATISTICAL SUMMARY
CHAMPIONSHIP POINT STANDINGS

NORTHWEST SPORT RACE		NW SUPER SPORT RACE		FAST TIMES	
1. Beers-Cole Team . 47	1. Dave Green (DART) 27	NWSR:		Heat: 4:14 (S&S Team)	
2. S&S Racing Team . 45	2. Beers-Cole Team . 22	Feature: 8:36 (S&S)		NWSS:	
3. Dave Green (DART) 34	3. Dick Peterson* . 16	Heat: 3:28 (Dave Green)		Feature: 7:11 (Green)	
4. John Hall 30	4. Glenn Salter* . . 16				
5. Nitroholics Team. 27	5. Nitroholics Team. 14				
6. Glenn Salter . . . 21	6. Rich Schaper . . . 8				
7. Dick Peterson . . 13	Dick McConnell . . 8				
8. Low-Budget Team . 10	8. Low-Budget Team . 2				
9. Dick McConnell . . 7	9. Alan Stewart . . . 1				
10. Jeff Byers 4	* Fast heat broke tie				
11. Low-Tech Team . . 3					
12. Rich Schaper . . 2					
13. Kevin Collins . . 1					
Ms. America Team 1					

INDIVIDUAL HEAT AND FEATURE RACE TIMES

Contestant	Meet	SPORT RACE			SUPER SPORT		
		Heat 1	Heat 2	Final	Heat 1	Heat 2	Final
Beers-Cole Racing Team	Dec.	4:54	4:30	8:45	4:11	3:39	7:42
	Jan.	4:28	5:11	10:52	5:06	3:59	8:06

DRIZZLE CIRCUIT, continued

	Feb.	4:24	4:36	8:54	8:16	4:23	9:27
	March	4:23	4:21	8:57	4:04	4:33	--
	April	4:58	4:46	--	5:01	4:19	--
Jeff Byers	Dec.	6:26	5:37	--	--	--	--
	Jan.	4:58	7:33	--	--	--	--
Kevin Collins	Jan.	--	DNF	--	--	--	--
C.W. Drake (Cold Duck Team)	Dec.	5:00	4:34	9:24	--	--	--
	Jan.	DNF	5:06	--	--	--	--
	Feb.	5:08	4:53	--	--	--	--
	March	6:00	5:01	--	--	--	--
	April	5:01	9:51	--	--	--	--
Dave Green (Dark Ages Team)	Dec.	10:30	4:51	--	4:20	3:59	--
	Jan.	4:40	4:50	10:03	3:43	3:31	7:57
	Feb.	4:30	4:50	9:59	3:28	4:05	7:75
	March	4:45	5:54	--	3:30	3:29	7:11
	April	4:41	4:43	9:06	3:44	3:56	7:38
John Hall	Dec.	4:43	5:04	9:53	--	--	--
	Jan.	5:12	DNF	--	--	--	--
	Feb.	5:34	4:31	9:45	--	--	--
	March	4:29	4:36	--	--	--	--
	April	4:59	5:57	--	--	--	--
Low-Budget Racing Team (Lindstedt/R.Pfngstn)	Dec.	5:13	5:09	--	--	--	--
	Jan.	4:43	4:53	--	--	--	--
	Feb.	5:35	5:37	--	5:29	6:22	--
	March	5:10	6:39	--	--	--	--
	April	5:29	8:00	--	--	--	--
Low-Tech Racing Team (Waterman/Cooney)	Dec.	DNF	6:48	--	--	--	--
	Jan.	4:49	8:03	--	--	--	--
	March	DNF	--	--	--	--	--
Dick McConnell	Dec.	4:58	5:10	--	4:40	4:14	--

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DRIZZLE CIRCUIT, continued

	Jan.	5:57	5:06	--	DNF	7:37	--
	Feb.	5:22	66 laps	--	4:45	4:25	--
	April	5:31	5:26	--	4:19	4:16	--
Ms. America Racing Team (Blake/Dane Jensen)	Jan.	5:41	DNF	--	--	--	--
	Feb.	7:04	--	--	--	--	--
Nitroholics Racing Team (Thompson/Hazel)	Dec.	5:04	6:23	--	4:59	6:11	--
	Jan.	4:45	5:00	9:44	4:12	4:12	--
	Feb.	4:46	--	--	3:40	3:42	69 lp
	March	4:39	4:36	9:17	4:23	4:15	8:15
	April	4:49	42 laps	--	4:25	4:19	--
Dick Peterson	Dec.	4:44	5:20	--	4:42	7:11	--
	Jan.	5:00	5:05	--	3:50	5:16	8:11
	March	5:07	4:45	--	3:55	4:12	--
	April	4:42	5:01	10:13	3:56	3:39	85 lp
S&S Racing Team (Dick/Rich Salter)	Dec.	4:26	4:36	8:51	--	--	--
	Jan.	4:31	4:22	8:54	--	--	--
	Feb.	4:32	36 laps	--	--	--	--
	March	4:14	4:17	9:57	--	--	--
	April	4:15	4:30	:36	--	--	--
Glenn Salter	Dec.	5:19	4:54	--	4:00	3:57	9:34
	Jan.	4:51	4:51	--	5:05	4:31	--
	Feb.	5:13	5:17	--	--	--	--
	March	5:15	Watch error	--	4:44	4:15	--
	April	4:32	4:43	10:01	4:25	3:53	8:43
Rich Schaper (Dark Ages Team)	Dec.	5:50	--	--	3:56	4:20	8:36
	Jan.	DNF	5:02	--	4:21	4:02	--
Alan Stewart	March	--	--	--	5:04	--	--

RECORD NWSR TIME TURNED IN RAINY B.C. MEET

RICHMOND, B.C. -- It rained and poured all day, but that didn't stop 10 hardy entries from their Northwest Sport Race excitement March 31.

Henry Hajdik of New Westminster, B.C., joined the Northwest Racing Hall of Fame with a 4:13 heat race, eclipsing a Dick Salter record of 4:14 that had stood for several years.

Hajdik's Fox .35 stunt engine was torn down and inspected and found to be stock, Contest Director Chris Sackett says. The airplane was an M&P Bonanza with a custom 1.75-oz wedge tank, a Rev-Up 8.75x7.5 pylon racing series 400 prop, and Cool Power 24% nitro fuel with castor added. The plane is finished with silkspan, dope and Super Pox, weighing in at 24 oz. The handle was an E-Z Just Hot Rock.

Sackett reports that the preliminary heat racing went well, but the feature race was first troublesome and then disastrous. Two preliminary heat rounds were flown.

Almost everybody had problems of one sort or another in the feature before a three-plane mid-air collision, caused by a pilot error, wiped out the planes of Henry Hajdik, Frank Boden and Mel Lyne. Lyn Murray, the winner, was the only finalist who went home with an airplane.

Here are the results:

NORTHWEST SPORT RACE (10 entries)

1. Lyn Murray, Maple Ridge, B.C. -- 8:51. Airplane data unavailable.
2. Henry Hajdik, New Westminster, B.C. -- 9:51.
3. Frank Boden, Burnaby, B.C. -- 10:17.
4. Mel Lyne, Squamish, B.C. -- DNF.

SEATTLE SKYRAIDERS 3X1 EVENT RESULTS

By Dave Mullens

SEATTLE, Wash. -- March 24 brought nine competitors out to Carkeek Park to prove mastery over the ever-challenging Three-By-One event. This event allows only one plane and engine combination to fly Super Sport Race, Stunt and Balloon Bust.

Everyone had a good time in spite of weather that produced wind, rain, snow, sleet, sun and fog.

The races went along quite well with the top finishes putting in fairly respectable times. Stunt was interesting with high scores in the 360s and race-type aircraft vainly attempting to do something other than fly

in a circle. Baalloon bust was simply outstanding, in number of balloons popped and for theatrical aircraft performance.

Glenn Salter won super sport, followed by Dick Peterson, John Hall and Dave Mullens.

Stunt was won by Dave Mullens with John Hall second, George Mickey third and Ray Mathis fourth.

Balloon bust was won by Glenn Salter followed by George Mickey, John Hall and Dave Mullens.

For the third year in a row we had a tie for first place overall. Glenn Salter won on a tie-breaker with George Mickey. The tie-breaker was the stunt score multiplied by the speed score in balloon bust.



Randy Schultz was awarded the Golden Glitch Award. Randy was pretty frustrated after various equipment problems in the stunt portion of the contest. His first pass at the balloons, his plane made like a mole at the base of the last target stake. A quick re-start and he was up flying and clobbered the eight and the six balloon. Having completed his five scoring passes, Randy began to show his stunt stuff while flying out his tank. Stunt fliers aren't used to having a 10-foot barrier pole on the edge of the flying circle and Randy created an assymetrical stunter by shearing off the outboard wing on the balloon-bust barrier pole. Just for the record, the slivers embedded in the barrier were exactly five feet off the ground, so there can be no argument on what height Randy flies his level flight.

Here are the results:

CONTESTANT	NWSS	STUNT	BALLOON BUST	OVERALL
Glenn Salter	1st	5th	3rd	1st
George Mickey	5	3	1	2
John Hall	3	2	5	3
Dave Mullens	4	1	6	4
Dick Peterson	2	6	4	5
Randy Schultz	6	8	2	6
Ray Mathis	8	4	7	7
Jason Huntress	9	7	8	8
Dick McConnell	7	9	9	9

These are the sport fliers in the club and it's good to see some serious competitive types come out and have fun and fly just for the heck of it.

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NW COMPETITION RECORDS

RECORD PERFORMANCES ESTABLISHED BETWEEN NORTHWEST MODELERS IN SANCTIONED COMPETITION

Henry Hajdik of New Westminster, B.C., has broken into the Northwest competition records by knocking down the long-standing Dick Salter Northwest Sport Race heat time of 4:14. Henry turned a 4:13 time in a March 31 race in Richmond, B.C.

Dave Green of Astoria, Ore., also set new records in the Slow Rat Race category, using his Northwest Super Sport Race Minotaur in the April 14 Drizzle Circuit contest. His 8:03 time knocked out Dick Peterson's old 9:33. Dave also established the first Slow Rat heat record. Unfortunately, heat times were not passed along from the contest management. We hope to track down that time and get it into the records next issue.

Flying Lines keeps track of the best performances of Northwest control-line fliers in AMA-sanctioned contests (or MAAC-sanctioned contests using AMA rules), and in Northwest regional events. Here are the complete records as of April 26:

MOUSE RACE I 50-lap: 2:35 (Knoppi-McCollum)	100-lap: 5:08 (Knoppi-McCollum)
MOUSE RACE II 75-lap: 3:54 (John Thompson)	200-lap: 9:21 (Bill Varner)
GOODYEAR 70-lap: 3:28 (Dave Green)	140-lap: 7:42 (John Thompson)
SLOW RAT 70-lap: ---	140-lap: 8:03 (Dave Green)
RAT RACE 70-lap: 2:29 (Mike Hazel)	140-lap: 4:53 (Mike Hazel)
TEAM RACE 100-lap: 3:51 (Knoppi-McCollum)	200-lap: 7:49 (Knoppi-McCollum)
NW SPORT RACE 70-lap: 4:13 (Henry Hajdik)	140-lap: 8:27 (Dick Salter)
NW SUPER SPORT 70-lap: 3:23* (Dave Green)	140-lap: 6:52 (Dave Green)
HALF-A SPEED: 88.2 mph (Paul Wallace)	FAI SPEED: 158.98 mph (Scott Newkirk)
HALF-A PROTO: 83.63 (Paul Wallace)	FORMULA 21: 79.54 (Rich Salter)
A SPEED: 164.77 (Chris Sackett)	FORMULA 40: 152.28 (Scott Newkirk)
B SPEED: 184.57 (Chris Sackett)	JET SPEED: 194.73 (Chris Sackett)
D SPEED: 170.71 (Mike Hazel)	PROFILE NAVY CARRIER: 225.88 (Orin Humphries)
	CLASS I NAVY CARRIER: 311.1 (Rick Wallace)
	CLASS II NAVY CARRIER: 323.7 (Loren Howard)

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

NORTHWEST SPORT RACE RULES -- TIME FOR FINE-TUNING?

Over the past season, several possible minor revisions to the Northwest Sport Race rules have been discussed by competitors informally. This article and the accompanying FL reader poll is the formal method of determining whether any of these changes are in fact desired by a majority of those interested in the event. FL has in the past acted as an opinion-gathering clearinghouse for Northwest regional CL event rules.

The key area of concern has been in the area of legal airplane designs. This arises from two concerns: 1) The dwindling supply of commercially manufactured kits and, 2) The question of how common a design must be to be legal for NWSR, and 3) How are minimum dimensions arrived at, to avoid the use of "cheater" planes that meet the letter of the law but violate the intent.

In the past, a general "gentlemen's agreement" among competitors had led to a relatively clear understanding of what kits were legal. When in doubt, competitors tended to avoid questionable kits. However, the emergence of a number of new fliers has reopened this old question. At the same time the lack of kit availability suggests that the door should be opened to less-common or less-known kits as long as they meet the general NWSR guidelines. The various garage-manufactured Slow Combat kits and the new Glas-Tech Circle Jerk fall into this category.

Among the possible solutions are a simple statement of minimum dimensions for any NWSR kit, such as those included in the Slow Rat and Northwest Super Sport Race rules. Another would be to list eligible kits by name.

The question of reproducing kit designs from plans also is involved here.

Unrelated to kit designs is the proposal to add a third pit stop to the feature race, which proponents point out would result in a more compatible relationship between heat race mileage requirements and feature mileage requirements.

Finally, the concept of three-up races has been suggested, replacing the current four-up racing. Rationale would be to increase safety and make the event easier for novice pilots.

None of these changes would change the basic concept of Northwest Sport Race and very few planes should be obsoleted by these changes. The intent of all proposals is to keep the event viable while retaining the original spirit and intent of the rules.

As a result this discussion, the following FL reader poll has been developed.

YOUR OPINION IS ESSENTIAL. Please respond to this poll. It will determine what the NWSR rules will say in the future. Any changes would take effect in December of 1985, to correspond with the opening of the 1985-86 Drizzle Circuit, the traditional rules effective date.

IF YOU DO NOT EXPRESS YOUR OPINION NOW, DON'T EXPECT ANYONE TO LISTEN TO IT AT THE CONTEST CIRCLE IN 1986!!!!

Clip out or photocopy your ballot and mail it to Flying Lines, 1505 Ash Ave., Cottage Grove, OR 97424.

NORTHWEST SPORT RACE RULES POLL

KIT DESIGN REGULATIONS

CURRENT WORDING: "Aircraft: The model shall be built from commercially manufactured kit. It must be similar to one of the following examples: SIG: Banshee, Fokker D-7...CARL GOLDBERG: Shoestring, Buster, Cosmic Wind... M&P: Mongoose, Cherokee, Cardinal, Bonanza...MIDWEST: Magician...TOP FLITE: Flite Streak, Tutor...STERLING: Ringmaster, Yak-9. the kits listed are .35 size and of the profile fuselage type with full built-up wing."

DESIGN OPTIONS (vote for one)

- No change.
- List all kits by name...no others would be eligible.
- Set minimum kit dimensions, such as Slow Rat/NWSS. These dimensions would be designed to limit kits to the general Ringmaster-Mongoose-Flite Streak type plane.

CONSTRUCTION OPTIONS (vote for one)

- No change (all planes must be built from kits).
- Allow reproduction of kits from scratch.

MANUFACTURER OPTIONS (vote for one)

- No change (this would leave rules open to interpretation).
- Limit to mass-produced kits (Sterling, Top Flite, etc.)
- Allow any manufacturer (allowing garage businesses to provide kits which match the regulations).

AVAILABILITY OPTIONS (vote for one)

- No change (leaves rules open to interpretation).
- Must be generally available in hobby shops.
- Must be generally available in hobby shops or by mail.
- Need not be generally available if are from bona fide kit. (This would allow use of old, out-of-print kits and reproductions of same from plans (if above enabling legislation passes).

FEATURE RACE PIT STOPS (vote for one)

- No change (140 laps/2 pits)
- Add one pit stop (140 laps/3 pits)

NUMBER OF PLANES PER RACE (vote for one)

- No change (four-up racing)
- Limit to three-up racing.

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.

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NW COMPETITION STANDINGS

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

Standings continued to sort themselves out in the racing events as the winter and spring competition proceeded with vigor. Standings for 1985 also were inaugurated in Precision Aerobatics and Balloon Bust.

At the request of the involved competitors, FL for the time being has reversed the past policy of not including points in the standings for multiple-event/one-plane events like the 3x1 and the Turkey Tournament.

The TT would not qualify anyway, because of the odd nature of the events, but the Seattle Skyraiders 3x1 event is now included.

In the past, 3x1 competition in Stunt, Super Sport Race and Balloon Bust was not included because of the reasoning that scoring of points in those events at that contest did not reflect the actual normal competition under those categories. However, the strong desire of those competitors to have their efforts be acknowledged, combined with the lack of significant input to the contrary, has led to the decision to list points for those events below.

Comments about the standings scoring system are always welcome.

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 complete standings, are available from FL.

Here are the standings in updated events as of April 26:

NORTHWEST SPORT RACE (6 contests, 63 entries)

1. Beers-Cole Team	Vancouver/Portland	32
2. S&S Racing Team	Seattle, Wash.	32
3. Dave Green	Astoria, Ore.	30
4. Nitroholics Team	Salem/Cottage Grove	23
5. Henry Hadjik	New Westminster, B.C.	22

SLOW RAT RACE (1 contest, 4 entries)

1. Dave Green	Astoria, Ore.	4
2. Glenn Salt	Seattle, Wash.	3
3. Dick Peterson	Seattle, Wash.	2
4. Dick McConnell	Seattle, Wash.	1

PRECISION AEROBATICS (1 contest, 9 entries)

1. Dave Mullens	Seattle, Wash.	9
2. John Hall	Puyallup, Wash.	8
3. George Mickey	Seattle, Wash.	7
4. Ray Mathis	Gorst, Wash.	6

NORTHWEST SUPER SPORT RACE (5 contests, 34 entries)

1. Dave Green	Astoria, Ore.	25
2. Dick Peterson	Renton, Wash.	22
3. Beers-Cole Team	Vancouver/Portland	17
4. Glenn Salter	Seattle, Wash.	14
5. Nitroholics Team	Salem/Cottage Grove	12

OVERALL RACING (14 contests, 112 entries)

1. Dave Green	Astoria, Ore.	60
2. Beers-Cole Team	Vancouver/Portland	49
3. Nitroholics Team	Salem/Cottage Grove	37
4. John Hall	Puyallup, Wash.	34
5. S&S Racing Team	Seattle, Wash.	32

BALLOON BUST (1 contest, 9 entries)

1. George Mickey	Seattle, Wash.	9
2. Randy Schultz	Seattle, Wash.	8
3. Glenn Salter	Seattle, Wash.	7
4. Dick Peterson	Renton, Wash.	6

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 -- Control-line speed equipment. Particularly a Monoline handle, but interested in any equipment. Ron Salo, 760 16th St. West, Prince Albert, Saskatchewan, S6V 3W1, Canada.

WANTED -- Plans for Half-A to D speed planes. Will buy or trade copies of prints for copy of plans. Jim LaBarge, USAFSA CMR 2293, APO NY, 09458.

CONTEST -- Sept. 7, 8, Dayton, Ohio, COLD CASH SPEED BASH. All CL Speed events, including FAI. Eighty percent of entry fees returned to the first three places. C.D. Bob Heywood, (513) 890-7555.

WANTED -- Two servos for Cox 2-Channel radio. Also wanted, speed pans, engines, and/or parts for engines. Call (604) 433-0305, ask for Robert.

CLUB -- Control-line is alive and well in Chicagoland. Chicagoland Circle Cutters: Combat, stunt, scale, sport, racing and AMA CL show team. For information, contact Mike Palermo, 749 Colorado Court, Carol Stream, Ill. 60188.

CONTROLS -- New E-Z Just handles, \$10. Jim Walker

U-Reely handles, including .015 or .018x70 lines, \$18. Flight Control 3-line handles, \$18. Upright and suspended 3-line bellcranks, \$8 each. Sturdi-Bilt Model Mfg., Inc., Box 6157, Boise, Idaho, 83707.

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.

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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.

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RANDOM TIPS AND RIBS FROM THE FL WORKSHOP FLOOR

[====GOOD STUFF: April's mail brought us new calendars for Carolina-Taffinder and Kustom Kraftsmanship, both with an ever-expanding line of excellent control-line products. In spite of what may be happening in the hobby shops, there is an excellent supply of many kinds of items available through the mail. So, if you can't find it at your neighborhood shop, don't give up trying...start next with a FL advertiser.

[====SCALE MAIL: The mailbox also brought, from our pen pal in England, two copies of AIRCRAFT MODELWORLD, an excellent resource of odd and unusual scale aircraft subjects. Though the construction articles are aimed at plastics, the drawings and photos are excellent. They deal with details such as guns, engines and others. Our two copies can be passed on to anyone interested.

[====PIPE BOMBS: The proposal to ban the tuned pipe in CL speed events, submitted by Tom Blankmann and promoted by Gene Hempel, raised an unprecedented flurry of mail to Control Line Contest Board members. North American Speed Society members opposed the proposal en-masse. Speed fliers definitely have spoken on this issue. The voting is being tabulated, but our expectation is that the ban will be rejected.

[====WELL TRAVELED: SPEED TIMES reports the results of the Australian Nationals, and there at the top of the Formula 40 results was none other than Tim Gillott, a Northwest Regionals regular. Now, there's a guy that makes the rounds. By the way, his winning F-40 time, using his usual Rat Racer, was 164.65 mph.

[====HONOR ROLL: Congratulations to Gary Byerley for finishing No. 12 in the Miniature Aircraft Combat Association Top 20 for 1984. Gary also finished No. 7 in Half-A Combat and No. 8 in AMA Combat.

[====MISSING PARTS: MACA NEWSLETTER reports that Fox Manufacturing Co. is out of pistons and liners for the Mark III and IV Combat Specials. P/1 sets for the Mark V successor engines are available.

[====NEW HANDLES: The E-Z Just is back! It looks a little different in its new incarnation, manufactured by Sturdi-Bilt Model Manufacturing Co. The new E-Z Just has the same line spacing as the old Hot Rock, and

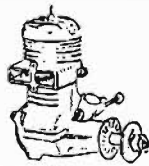
♥♥♥ FOX LOVES CONTROL LINE FLYERS TOO ♥♥♥



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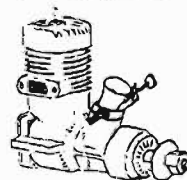
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FOX 35 STUNT

In 1949 this motor started winning control line contests, and has been at it ever since. In 36 years nobody has been able to improve on its easy starting and reliable control line performance. Same quality that has made it a legend — Still only

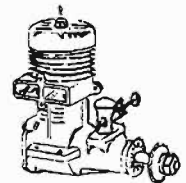
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FOX 19BB

This remarkable state of the art motor has to be one of the easiest starting, nicest running 19's ever produced. Super hot restarts too. Not advertised as C.L. but available from the factory on request. Specify pressure or Suction Intake

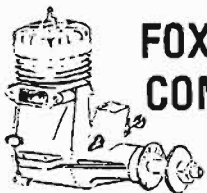
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FOX 25

Lighter weight than even our Stunt 35, but has about equal power. Smaller displacement makes use of smaller line size legal. You will like flying this one. Priced at only

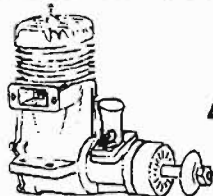
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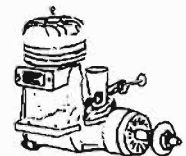
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Has the power to fly heavy scale models. You had better have a strong arm however. On special order.

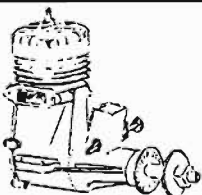
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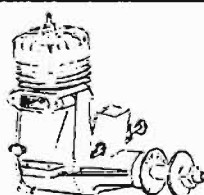
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FOX 29BB

A sleeved down version of our famous Combat motor. Hot restarts like no aluminum piston motor. Mehanite piston. Leaded steel cylinder. Alloy crankshaft.

Only **\$44.95**



FOX 36BB

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the same adjustment system, and it is made out of very lightweight plastic. However, it is similar to the Fox handle in design, with the vertical bar in front of the handle. Feels good. Sturdi-Bilt also makes the U-Reely and the J-Roberts three-line control system. Sturdi-Bilt Model Manufacturing, Inc., Box 6157, Boise, ID 83707.

[====CHEAP HEAT: Twinn-K, Inc., has announced that the price of the GloBee sport plug will be reduced for 1985 to induce more fliers to try the always excellent _ and expensive, plugs. Look for them at your hobby shop.

[====LEGAL EAGLES: The Seattle Skyraiders are now recognized as a non-profit corporation by the state of Washington,

[====FLYING TIGER: Dick Peterson, a pilot for the Flying Tigers transport airline and a Northwest model aviator par excellence, has arranged for transport of Seattle Skyraiders models Massachusetts for the 1985 Nats. For information, contact Dick via Motors & Memories, see advertisement elsewhere in this issue for address.

[====STUNT POWER: Precision Aerobatics pilots are preparing a stunt clinic featuring Art Adamisin for July 6, in conjunction with the Boeing Air Fair and Stuntathon. Money is being raised to pay Art's way to the Northwest. Keeper of the funds is Bob Parker, 15707 129th Place SE, Renton, WA, 98055.

OUR MAN AT THE WORLD CHAMPIONSHIPS

Flying Lines asked Howard Rush to give us a first-hand team member's report on the World Championships in FAI Combat. Howard, of Kirkland, Wash., has provided the following report, written by Marilou Tablazon with his assistance. Though it's a bit after the fact, all combat fliers should find it of interest.

COMBAT WORLD CHAMPIONSHIPS CHICOPEE, MASSACHUSETTS

Everybody went home all excited and tired after watching the control line world championships. For every contestant, it must be a wonderful feeling to be part of a team. The weather was perfect, the flying field was excellent, and the contest was well managed. Congratulations to the AMA people, event directors and team officials for the job well done which made the event an unforgettable experience for everybody.

The combat event had 43 entries (including the world champion) from 14 countries. Each country was allowed three pilot representatives. The contest was full double elimination. There were also local spectators and supporters who traveled from all parts of the world to see this exciting event. As a supporter, I would like to share my thoughts of the entire event.

- FASTEST PLANE - HOWARD RUSH (U.S.A.)
- MOST SPECTACULAR PLANE - HOWARD RUSH (U.S.A.)
- BEST FLYER - ROLAND FORSTNER (W. GERMANY) AND
FRED MEYER (NETHERLANDS)
- BEST PLANE - HAKEN OSTMAN (SWEDEN) AND FRED MEYER (NETHERLANDS)
- LUCKIEST - AUSTRALIAN TEAM
- UNLUCKIEST - U.S.A. TEAM
- FRIENDLIEST - MA TIANYU (RED CHINA)
- UNFRIENDLIEST - NETHERLANDS TEAM
- MOST ENTERTAINING - RUSH, MEYER AND WAKKERMAN MATCHES
- BUSIEST DOCTOR - CHUCK RUDNER
- BEST OF IT ALL - THE PEOPLE, THE BANQUET

The U.S.A. team supposedly fielded the strongest-ever team for the 1984 world championship with Tom Flucker competing as the reigning world champion. However, all were eliminated in the third round, except for Howard Rush. How come? Well, Ron Colombo looked like a rookie. He had poorly built airplanes and was using substandard engines. One of his airplanes disintegrated during launching. And in this event, the Nelson engine is the name of the game. George Cleveland looked rusty-maybe lack of practice. For Tom Flucker, it was not his day.

Why did Howard lose? Howard had the fastest (117 mph) and most spectacular plane of all the competitors. They were powered by rear drum Nelsons with AAC setups running on 40% nitro and some good-working Myles Lawrence carbon fiber props. The models used a lot of carbon fiber. Even the bladder tube is molded carbon fiber. It was a state-of-the-art airplane. So, why did he lose? First loss: Howard lost to E. Salerma of Finland. Howard's plane made two cuts against the Finn's - none but there was a long delay caused by blowing the end plug out of the fuel bladder at launch and subsequently flooding the engine. He lost by 16 seconds. The second loss was against Fred Meyer. Meyer used the 'Freddie fake' on Howard's airplane in the 6th round and Howard's model flew straight into the ground. I noticed earlier that Meyer used

WORLD CHAMPIONSHIPS, continued

this same S-turn fake against everybody but Howard took the bait. It was an embarrassing moment for him. I should say that pilots should observe how their future opponents fly instead of paying too much attention to their equipment. Maybe you can learn something from their moves or strategies.

After Howard lost, everybody (friends and strangers alike) came to give their condolences. He was the only American to finish close to the final and to have a chance to win. He came out fifth, tied with Ma Tianyu of Red China. When the matches were over, one guy told me that Howard's airplane was too fast for him. I disagreed. I had watched Howard a lot during the practice. My theory is as long as you can control the speed of your airplane, you have a great advantage over your opponent's airplane.

Siegrid Ksiensyk from West Germany was the only female combat contestant. Charlie said she had beaten her husband for a spot on the West German team and left him home to babysit. Haken Ostman of Sweden was the most spectacular test flier and had the best airplane of all the competitors. His model can do a lot of wiggles and fakes, and turns tight. But during the contest he did not handle it very well. Inexperienced? This kid is only 19 years old and had a lot of potential. Watch out.

The best match was Forstner (W. Germany) against Fred Meyer (Netherlands). Forstner's airplane was no comparison to Meyer's airplane when it comes to speed. However, with his brilliant maneuvers he delivered Meyer's first loss.

The final match had a little controversy. Most everybody thought that Meyer won, but the officials declared Loet Wakkerman the winner. Meyer lost by eight seconds against his teammate. Third place went to Roland Forstner from West Germany.

The Dutch team had two types of airplane: the wind airplane and no-wind airplane. The no-wind airplane is light and had the USE .15 engine on low nitro fuel. Wakkerman used this model during the final match. Wakkerman also had lots of practice earlier due to flyaway models. I wonder if these reflights increased his sharpness.

There was a lot of stomping and temper tantrums by the pilots on the sideline after they lost. One of them, a member of Canadian team, was a poor loser and a crybaby. The former world champion was very quiet. The Mexicans and the Brazilians had a good time. Their equipment was about a century old. The Chinese were fun of 'sawing' lines during the line tangles and it was blatant. The Chinese pilots had radios attached to their helmet to receive instructions from outside. The Canadians had two-way radios. Ma Tianyu from Red China was very friendly and so was Mike Walters (New Zealand).

I found out that in this international event I lost my nationality. The Chinese spoke Chinese to me and the Mexicans talked to me in Spanish. Howard Rush tried to teach the Chinese the word 'High Zoot', but to no avail.

In my mind, it was the best combat I'd seen. The Europeans had the best moves I have seen. They took most of the trophies home. There were some substandard flyers, but it was obvious that they were eliminated early. The banquet tickets were sold out. There were the usual trading of trinkets, the renewal of long friendships and the making of new ones. There is one word to describe the event, 'FANTASTIC'.

- M. Tablazon

COMBAT (F2D) SCORES (won/lost/points)

Pl.	Contestant	Ctry	ROUNDS								WIN	LOSS	POINTS
			1	2	3	4	5	6	7	8			
1	L. Wakkerman	NET	W	L	W	W	W	W	W	W	7	1	6
2	F. Meyer	NET	W	W	W	W	W	W	L	L	6	2	4
3	R. Forstner	FRG	W	W	W	W	L	W	L		5	2	3
4	E. Burles	UK	W	W	L	W	W	W	L		5	2	3
5	M. Tianyu	PRC	L	W	W	W	W	L			4	2	2
5	H. Rush	USA	W	L	W	W	W	L			4	2	2
	R. Bellis	AUS	W	W	W	L	L				3	2	1
	P. Henry	FRA	L	W	W	W	L				3	2	1
	C. Gibson	CAN	W	W	L	W	L				3	2	1
	I. Kennedy	UK	L	W	W	W	L				3	2	1
	G. Benincasa	ITL	L	W	W	W	L				3	2	1

WORLD CHAMPIONSHIPS, continued

S. Tomelleri	ITL	W	W	L	W	L	3	2	1
B. Bellis	AUS	W	L	W	L		2	2	0
G. Turna	AUS	W	W	L	L		2	2	0
T. Ougen	FRA	L	W	W	L		2	2	0
O. Sequin	FRA	L	W	W	L		2	2	0
P. Siquin	CAN	W	L	W	L		2	2	0
H. Walters	NZE	L	W	W	L		2	2	0
H. Ostman	SWE	W	L	W	L		2	2	0
Q. Zheng	PRC	W	L	W	L		2	2	0
V. Hunt	UK	L	W	W	L		2	2	0
P. Salerma	FIN	L	W	W	L		2	2	0
A. Koch	NET	L	W	W	L		2	2	0
F. Quezada	MEX	L	W	L			1	2	-1
L. Silva	MEX	L	W	L			1	2	-1
S. Ksiensyk	FRG	W	L	L			1	2	-1
R. Monge	MEX	W	L	L			1	2	-1
P. Stjarnesund	SWE	W	L	L			1	2	-1
Y. Weimin	PRC	W	L	L			1	2	-1
R. Colombo	USA	L	W	L			1	2	-1
G. Cleveland	USA	W	L	L			1	2	-1
T. Fluker	USA	W	L	L			1	2	-1
J. Niskanen	FIN	W	L	L			1	2	-1
E. Niskanen	FIN	L	W	L			1	2	-1
P. Lanfredini	ITL	W	L	L			1	2	-1
P. Delboni	BRZ	L	L				0	2	-2
R. Lichtenfels	BRZ	L	L				0	2	-2
M. Serafin	BRZ	L	L				0	2	-2
R. Melhuish	CAN	L	L				0	2	-2
J. Karger	FRG	L	L				0	2	-2
B. Gibson	NZE	L	L				0	2	-2
L. Goransson	SWE	L	L				0	2	-2


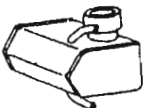

F2D WORLD CHAMPIONSHIP TEAM STANDINGS


Points	Points
1. Netherlands.....10	8. U.S.A.....0
2. United Kingdom.....4	9. Canada.....-1
3. Australia.....1	10. New Zealand.....-2
4. France.....1	11. Finland.....-2
5. P.R. China.....1	12. Sweden.....-3
6. Italy.....1	13. Mexico.....-3
7. F.R. Germany.....1	14. Brazil.....-6

CAROLINA-TAFFINDER

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	3oz	4.65	3.70
	4oz	4.95	3.90
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Profile Stunt Tanks			
	1 1/2oz	6.75	5.40
	2oz	6.50	5.20
	2 1/2oz	6.50	5.20
Goodyear Tanks			
	3oz	6.50	5.20
	4oz	7.50	6.00
	5oz	8.75	7.00
Rat Race Tanks			
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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.

- 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. New event: Junior-Senior record ratio speed.
- 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. Will somebody please fill us in?
- 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.
- July 27-Aug. 4 ... 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 Control Line 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

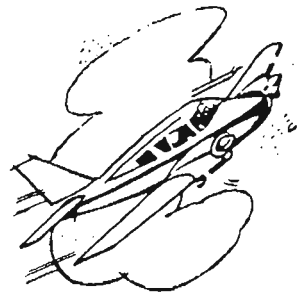
The following activities are listed as a service to FL readers living outside the Northwest. Contact person or contest directors are listed for details. This space is available for listing of any CL contest. Listings must include all scheduled CL events, and be accompanied by a contact person's phone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

- May 15 ... MECHANICSBURG, Pa. -- AMA, Slow, Super Slow Combat. G. Reedy, (717) 697-6759.
- May 19 ... MIDDLESEX, NJ -- Mouse I, Mouse II, Goodyear, Half-A Goodyear I. R. Sacek, (201) 873-2059.
- May 19 ... BRIDGEWATER, Mass. -- Precision Aerobatics (4 classes), AMA, Slow Combat, .15 Profile Carrier, Profile Carrier. A. Dedekian, (617) 527-0034.
- May 25-26 ... JACKSONVILLE, Fla. -- Rat, Slow Rat, Mouse I, Goodyear, Class I, II, Profile Carrier, Novice Aerobatics, AMA, Slow, Half-A combat, Advanced Stunt, Open Stunt, Florida Slow Rat. D. McBride, (904) 641-3653.
- May 25-26 ... BUCKEYE, Ariz. -- Mouse II, Goodyear, Precision Aerobatics (B/I)(A/E), AMA, Half-A Combat, Formula Unlimited Racing, Scale exhibition. K. McClenahan, (602) 998-3262.
- May 25-26 ... AMARILLO, Texas -- Mouse I, Carrier I-II, Profile Carrier, Novice Aerobatics, AMA, Slow, Half-A Combat, Class II Goodyear, Fox .35 Big Goodyear, Super Slow Combat. G. Minor, (806) 373-6287.
- 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
- May 26 ... SUGAR GROVE, Ill. -- Rat, Slow Rat, Goodyear, Class I, II, Profile and Profile Sportsman Carrier, AMA, FAI, Slow Combat, Sport Scale, Precision Aerobatics (B/I)(A/E), Old-Time Stunt, Midwest Novice Stunt, Midwest Sport Race. J. Schuett, (312) 896-2846.
- May 26 ... QUEENS, NYC, NY -- Precision Aerobatics (4 classes). D. Figgs, (718) 857-9874.
- May 26 ... TORONTO, Ont. -- Precision Aerobatics (E)(I), Old-Time Stunt, Profile Stunt, Half-A Stunt, Jim Walker. (416) 679-6446.
- July 7 ... LOS ALTOS, Calif. -- Half-A, A, B, D, Jet, Formula 40, Half-A Proto Speed, Mouse I & II, Northwest Sport Race, Slow Ten-mile, Ten-mile Race. Don Chandler, (415) 364-0216.



AIR MAIL

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



Dear FL,

This seems to be the way all of the letters start out so why be different? Any how, Here is my very late renewal subscription check. I've enclosed a little extra in hopes that if there is a back issue I've missed, that you might send it out to me. My last received issue was #59. Thanks for not giving up on a dumb but faithful fan of control-line for about 25 years. I've also been an avid bowler for the same length of time. As I look back on it, I should have stuck to just models. I'd been a lot richer and probably an expert flyer to boot! As is I'm just mediocre in both hobbies. Enough hindsight! Time for an unsolicited endorsement. Thanks and a tip of the TM hat to Doug Taffinder and his fine products. With his support and letters and helpful advice, I might, just maybe will have put to rest my engine woes. The venerable Tutor as well as my Yak is now fitted with modern engines and Taff's uniflow tanks, so here's hopin'!!!! Doug's really a nice guy and his products are just First Rate! Thanks again to Flying Lines for firing up my interest in a fine phase of the modeling hobby known as Control-Line.

Hey you other clubs, have you ever had a Mall Show? My club, the Umpqua Valley Modelers of Roseburg, Oregon just had our third annual event. All types of planes, C/L, F/F, and of course mostly R/C were represented as well as John Allenby's fine antique ignition collection and antique gas powered Race Cars which he restores. I work for an appliance, TV, stereo store, so I provided a 45" Big Screen TV for the weekend event. We ran several AMA movies which were on VCR-VHS tape as well as the Byron Originals Fun-Fly tape. We had hundreds of people out and the movies were packed out all the time. We also had the audience vote for their favorite model, to kinda help get them involved in some small way. We also had an info sheet about the club and who we were and what we were doing and what we were all about! After all the votes were in a trophy made up by one of the modelers, was given out to the owner of the favorite model of the show. We always have gangs of fun, and get lots of free exposure. Think about using this concept to boost those sagging memberships. Plus, getting everybody involved boosts morale, especially in the boring winter months. Keep your lines tight!

Terry R. Miller, 328 W. Riverside Dr. Roseburg, Or. 97470
(503) 672-0554

DEAR FL:

Enclosed is 13 of those expensive American dollars to keep my subscription going for another year. However, for the class of newsletter I get, it's a bargain at twice the price. (OK, for you, Paul, \$26! --Ed.) Unlike the NFFS and other newsletters I receive, yours comes the most regularly and on time. Keep up the excellent work!

I have again made plans to attend the Northwest Regionals with my trusty chauffeur/pilot/pitman Dr. Roy Andrassy. You guys put on a great show and we really look forward to going. I think it's an excellent idea to start official flying on Friday afternoon, as we usually come a day or two early anyhow (providing my body stays intact during the preceding ski week!)

I fully expect the usual log jam with the speed fliers Sunday, but that always happens. It occurred to me that speed fliers are the fastest fliers in the circle but the slowest at getting to the circle. As far as I'm concerned, it's our own fault for not being ready early.

You see, what you've done is to allow a guy to get his speed flying out of the way Friday so that he can have a more leisurely Saturday and Sunday.

Would you believe I've hardly had a chance to see the stunt, carrier and combat guys fly? I myself truly like taking in everything whether I fly the event or not.

I'll close off in saying that I seem to enjoy the Regionals more every time I attend. Hats off to (how you say) "y'all."

--Paul Gibeault, 33 Bermuda Way NW, Calgary, Alberta, T3K 1H1.

DEAR FL:

I was very impressed with the newsletter!

I have enclosed a copy of a "Canadian Account" of last year's Bladder Grabber. I thought you might like to put it in a future FL issue. It's not exactly a who-won-what story but may be entertaining nevertheless!

We are planning quite a summer of combat up here. Time to build up the arsenal!

--Greg Wornell, 1221 West 33rd Ave., Vancouver, B.C. V6M 1A4.

DEAR FL:

As you can see, I'm a fair bit away from the Northwest. I hope to rectify the problem by moving back to Vancouver fairly soon. Vancouver, B.C., that is. I hope to be able to attend the NW Regionals also, as I had a great time last year.

I would like to commend you on the caliber of your newsletter. As I also receive the VGMC HOT HEAD, and SPEED TIMES, I feel that I couldn't get much more CL information than that.

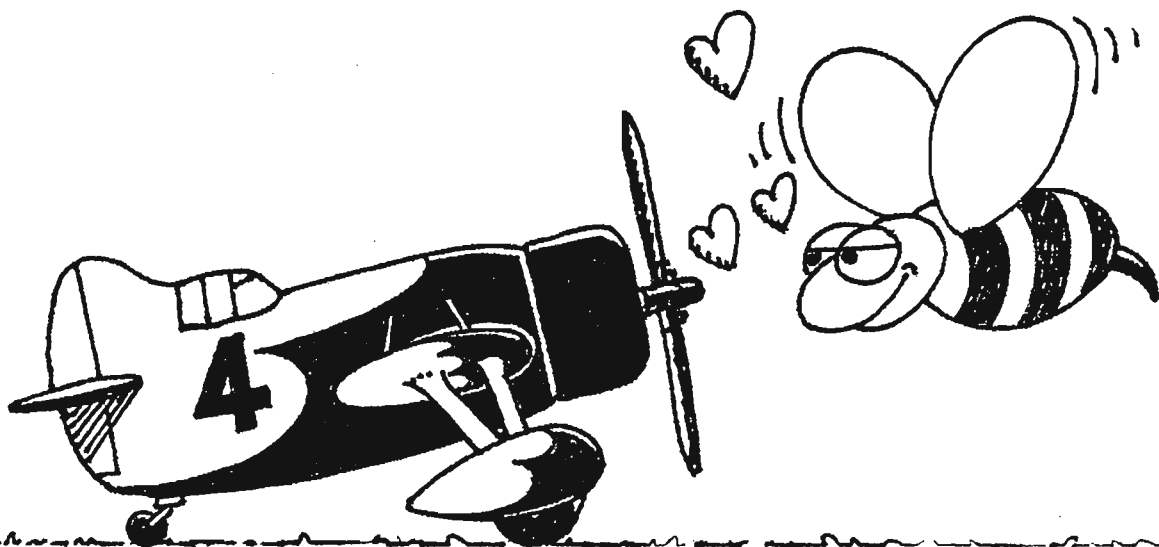
--Ron Salo, 760 16th St. West, Prince Albert, Saskatchewan S6V 3W1.

DEAR FL:

That article on uniflow tanks is open to controversy. I'd like to consider our uniflow as a "commercial success" since it's been in constant production for over 10 years!

--Doug Taffinder, Carolina-Taffinder, 8345 Delhi Road, N. Charleston, S.C. 29418.

**SUPPORT FLYING LINES ADVERTISERS
THEY SUPPORT CONTROL LINE FLYING**



LAST CHANCE TO WIN A "BIG ART" CUSTOM STUNT ENGINE

Now is the last chance to win one of the most coveted prizes ever offered in the Flying Lines Raffle. The drawing will be held June 1, so get your entries in now.

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.

It's a \$100 value. You'll be the envy of all the stunt fliers on your block if you win. Ticket prices remain the same bargain rates, and proceeds go to help keep Flying Lines publishing.

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

Name _____ Telephone _____

Address _____

I enclose \$ _____ for _____ tickets in the winter/spring 1985 FL raffle.

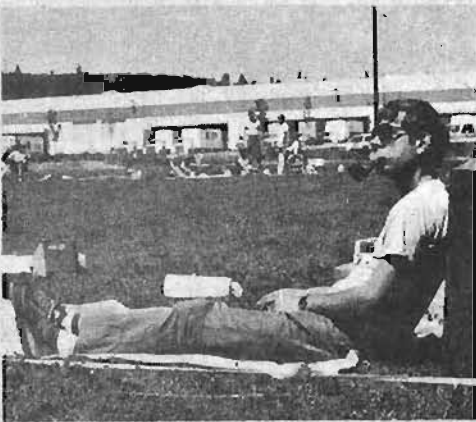
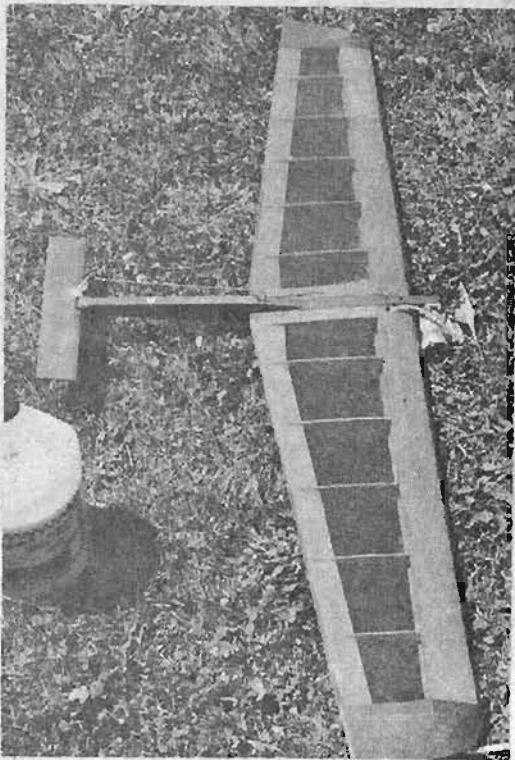


PHOTO FILES: Photo Editor Pete Bergstrom mailed FL a marvelous package of photos which have gone astray in the U.S. postal system and never been recieved. However, the FL files of unpublished photos from 1984 yielded some combat action shots that should get the juices flowing for 1985.

TOP: Look closely and you'll see that Steve Kott (right) has only one line, but Dick McConnell is still in the chase (note down control) at the Bladder Grabber (Charlie Johnson photo).

CENTER: Left: Finely crafted combat plane at Bladder Grabber (John Thompson photo). Right: Pitman Norm McFadden with Myles Lawrence FAI combat plane at Reno Nats (Mike Hazel photo).

BOTTOM: Left: Combat isn't all work, demonstrates Myles Lawrence at Bladder Grabber (Thompson). Center: How these pictures are taken, demonstrated by Mike Hazel (Steve Lindstedt photo). Right: Team Canada at Bladder Grabber, Greg Davis and unidentified partner (Thompson).

L & R Products is very pleased to announce the AVENGER series of combat airplanes. The AVENGERS are flying wing type aircraft constructed of balsa and plywood with foam leading edge. The Fast Combat model can be built in 2-2½ hours with no requirement for a jig. All you need is a flat building surface. As with the INSTANT REPLAY series, all controls are included in the kit. All you add is covering and dope. The INSTANT REPLAY series with easily replaceable foam wings are still available at 1984 prices. Send us your name and address to be put on our mailing list for new product announcements.

	Price Each	How Many	Total Price
AVENGER Fast Combat	\$15.50		
AVENGER FAI Combat	14.50		
AVENGER 1/2A Combat	12.50		
INSTANT REPLAY Slow Combat	17.00		
Extra Slow Combat Wings	6.00		
INSTANT REPLAY .35 Stunter	17.00		
Extra .35 Stunter Wings	6.00		
INSTANT REPLAY .15 Stunter	16.00		
Extra .15 Stunter Wings	6.00		
Name _____	Sub-Total		
Address _____	Shipping & Handling		\$ 3.00
_____	Illinois - 6% Tax		
City _____ State _____	Total Amount Sent		

Zip Code _____ **Please give street address for UPS delivery**

L & R Products P.O.Box 236 Mendon, Illinois 62351

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