

# FLYING LINES



## NEWS OF NORTHWEST CONTROL LINE MODEL AVIATION

1073 WINDEMERE DRIVE NW  
SALEM, OREGON 97304

EDITOR: MIKE HAZEL

August 1986

# 75

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Reports on.....Bladder Grabber

.....Canadian Nationals

.....World Champs

Updated Contest Calendar

Statistics and the other usual stuff

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# COCKPIT CHATTER



## NOTES FROM THE EDITORS' DESK

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Hello Readers, hopefully your calendar will say August as you receive this issue, as it is the August issue. That may sound trite, but the intent was to get this out early in the month. Ye Olde Editor has been beset with some setbacks, including, heavy duty work schedule, illness, lack of willpower, and now, a foot injury. Not only this thing wrapped about my right foot is ugly, (the doc obviously ain't a modeler) it also makes mobility and comfort something to wish for. Enuf of my problems for now.

Obituaries are one subject that editors would just as soon not deal with, but unfortunately, are a fact of life when dealing with the news. We have not one, but three to report.

Don Zipoy passed away on July 16th. Don was an avid free flighter who resided in the Seattle area, and was much respected among his NW peers. Although Don was known as a FF'er, he was active in CL back in the sixties. After that, he occasionally helped out at the early Boeing meets, and showed up a time or two in the early drizzle circuits.

On the 27th of the same month, Bill Skelton passed away. As many of you know, Bill had been quite ill during the last year. For those of you who did not know Bill, he was an enthusiastic Carrier flier. Hailing from the Astoria, Oregon area, he was very faithful in participating and supporting the Carrier event throughout the Northwest.

And another crushing loss..... On August 16th we lost Mr. Obie L. St. Clair at the age of 74. It's hard to know where to start when talking about Obie. As most of you know, he was quite instrumental in the development of the Control Line mode. Please refer to the two part article in Model Builder magazine published in 1981.

Besides the basic work in did in developing CL flight, he has many other inventions and devices to his credit. A training flight simulator, in-flight adjustable control handle, launching devices, fuel feed system for the Eugene Propspinner World absolute endurance record in 1957. were just some of his remarkable mechanical accomplishments. I remember being amazed many years ago when he brought out a plane to fly at the Eugene airport. The plane was powered by an ignition Forster .99 with a pull-start (homemade) with its own magneto! (homemade). He flew it with a U-Reely type handle that was built with spring-loading to take up any line slack. (definitely homemade!)

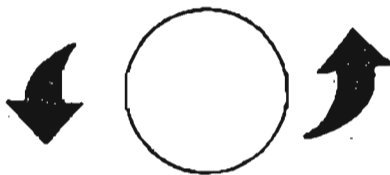
He had a flying field alongside his house in Eugene. His notable planes also included his pre-CL biplane, which flew successfully one one line, with a fishing pole tether. He had an all metal P-40, among others. It's also interesting to note that Obie still had, at his death, every airplane that he ever built, with the exception of the original biplane, which he gave away because of space limitations in his home. That's quite an accomplishment- to spend a lifetime flying and never crash!

Obie was born April 5, 1912 in Ridgefield, Washington, and grew up near Orofino, Idaho. He lived for a time in the Yamhill area before coming to Eugene in 1946.

He worked as a sawyer and millwright at Brownsvill Timber Co., and co-owned several family sawmills and logging operations, during which time he invented several pieces of mill machinery. He then changed careers, spending 31 years as a watchmaker and service manager at Skie's Jewelers in Eugene.

He is survived by three brothers, one sister, one daughter, and two grandchildren.

GOODBYE OBIE, AND THANK YOU.



## ROUND & ROUND

By: John Thompson

### THE MAX FACTOR -- ANSWER TO NWSR TIMES GOING OUT OF SIGHT?

Northwest regional racing events have gone through several cycles since the inception of Northwest Sport Race about a decade ago. The ends of the swinging 'pendulum' have been periods of relative parity between racers, and periods of domination by one racer or team.

For the newcomers to Northwest racing, a little history:

Northwest Sport Race was conceived and first flown at the Regionals, I believe, in 1976, as a smashing success. Rules at that time limited the event to common kit airplanes powered by plain-bearing, single-bypass .36 engines.

Parity lasted for two or three years, until it became evident that it was possible to find a stock .35 that would be a killer of an engine, and dominate the event. Speeds became much faster, and the separation between the front-runners and the casual and entry-level fliers widened.

That was when the idea of the split classes that now exist in the Northwest was formulated. As it happened, the author of this column suggested that NWSR become a Fox .35-only event, and that a new event, Northwest Super Sport Race, be created to utilize the old NWSR engines and provide a stepping stone to the pure racing events. NWSR would retain the ban on trick equipment and require stock engines, NWSS would allow rework and trick equipment.

Northwest fliers voted in the Flying Lines rules poll to adopt the new two-class format, and it was an immediate success. Super Sport Race has become the most popular pure racing form in the region, while NWSR continued to be a popular entry-level and casual event, a place where many modelers broke into competition.

The domination/parity cycles continued, however. Dick Salter dominated NWSR for a time in its early years until agreeing voluntarily to retire a killer engine that just seemed to make more horsepower than anybody else's. Since then, there have been circuit champions, and racers with that championship flair, like Dave Green, but the parity seemed to remain until recently.

Now another flier is running away with the records, and the familiar rumbles are being heard. Nobody is willing to accuse another Northwest modeler of cheating by reworking equipment, but people who've been around just find it hard to believe that anybody can beat the best by that much.

It's possible and it's true. But the uneasiness exists in an event that's supposed to be free of such high-competition stress.

There's a solution worth considering. I'd like to suggest \_ for thought only \_ a possible rules modification that would avoid a speed escalation, take away the temptation to cheat, and preserve the sportsmanlike nature of the event. It would not obsolete any equipment and require no special race procedures. If fliers like this idea, it could be run through the FL rules proposal process for possible adoption with the 1986 Drizzle Circuit.

Call it the 'Max.'

In simple terms, it's a racing speed limit.

Here's how it would work.

An arbitrary minimum time would be established for heat and feature races.

Let's say, 4:15 for a heat and 8:20 for a feature.

Those are times that are hard to turn, but which we all know can be done with stock equipment.

In any race, any airplane which turned a time below those arbitrary standards would be scored as having hit the standard exactly (e.g.: A racer turns a heat time of 4:10. His score is recorded as 4:15.) This would be the CL equivalent of what Free Flight modelers call a 'max'. In the unlikely event that more than one flier maxes, a flyoff would result.

Northwest records could continue to be maintained on the basis of scratch speeds, but there would be no incentive to use reworked equipment to win races. At the same time, entry level and casual fliers would know that their own efforts to comply with rules could pay off with winning times, just like the pros \_ because the "max" is attainable to anyone with standard stock equipment and adequate training and practice.

This is an idea that has been kicked around the racing circles for about a year now. What do you fliers think? Should this become a formal Northwest rules proposal? Write your opinion to me at the address below and let's see if we can reach a consensus.

**HOT HOOKERS** -- Northwest fliers have suddenly made a rare appearance in the Navy Carrier Society's national Top 10 standings as published in Hi-Low Landings in July. Orin Humphries and David Shrum are No. 9 and 10 respectively with scores of 293.4 and 272.5 in Class I. Wayne Spears is a lofty third in Class II with 324.3. Keep up the good work, fellers.

**CREAM OF THE COMBAT CROP** -- Speaking of standings, Gary Byerley weighs in at No. 7 in the Miniature Aircraft Combat Association overall Top 20 standings and Norm McFadden is at No. 20. Byerley is at No. 10 in 1/2-A. Only MACA members are counted. Care to join up? See the author at the address below.

**QUOTABLE** -- "If at first you don't succeed, find out if the loser gets anything." (Bill Lyons in the Philadelphia Inquirer).

**RULES, JULES** -- The CL Contest Board has three more rules proposals to chew on, all regarding Precision Aerobatics. Bill Zimmer proposes the following:

- \* Clarify that four-leaf clover ends at top of circle; recovery into normal level flight is not scored.

- \* Clarify definition and scoring of attempted incomplete maneuvers.

- \* Eliminate required entry to level flight by 1/4 lap after outside square loops.

They all sound reasonable to me. Before I vote as a CLCB member, let me hear your opinion.

**THANKS, EH?** -- A heartfelt thanks from the FL editor and me for the hospitality of the Vancouver Gas Model Club fliers, particularly Baron Von Frank Boden, during the Canadian Nats. Our condolences to the hard workers, who seemed to get short shrift from the RC-oriented Canadian national organization. We enjoyed ourselves anyway, and the VGMC folks held up their end splendidly.

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**HEY!** It's about that time when Fox and K&B 35's congregate under the cloudy skies and engage in some more or less fun type racing. Yes, folks! It will soon be DRIZZLE CIRCUIT time!

Please note that it is important to get some input on this subject soon. Firstly, we will need a circuit coordinator (contact FL for training). Next we need to determine what changes, if any, are in order. What do you think of John Thompson's idea of having a max speed score? What about any other restrictions? Location? We have been doing it in Portland now for years. It was suggested that a couple of installments be put in the Seattle area so that the Vancouver, BC bunch can participate. Whatcha think? Let's get started on this in plenty of time this year. December comes quick, and we really need to have everything buttoned down by mid-October.

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## WORLD CHAMPS SUMMARY

The Russians said nyet to the possibility of any Americans coming home with gold from the 1986 World CL Champs recently held in Hungary. Evidently there is some thought that there was a bit of maneuvering in the officiation to give the Soviet Union some advantage. However, as Chuck Schuette reported, the Russians were very well prepared and very ready to win, and win they did, taking several top places and virtually sweeping the team race event.

Following is a summary of the placings attained by the U.S. team. Sorry, I did not receive any information on how the Canadian team did, maybe Al Resinger can send that in for future publication.

Congratulations to the Northwest's own Paul Walker for taking the top placing in all of our events.

Stunt: Paul Walker- 3rd; Jim Casale- 7th; Bill Werwage- 10th

Team Race: Gillot/Hollfelder- 22nd; Knoppi/McCollum- 26th; Oge/Willoughby- 30th

Speed: Carl Dodge- 4th; Chuck Schuette- 10th; John Newton- (30th?)

Combat: Chuck Rudner- 10th; George Cleveland- 11th; John Stubblefield- 20th.

U.S. Team Placings: Stunt- 3rd; TR, Speed, Combat, each 5th.

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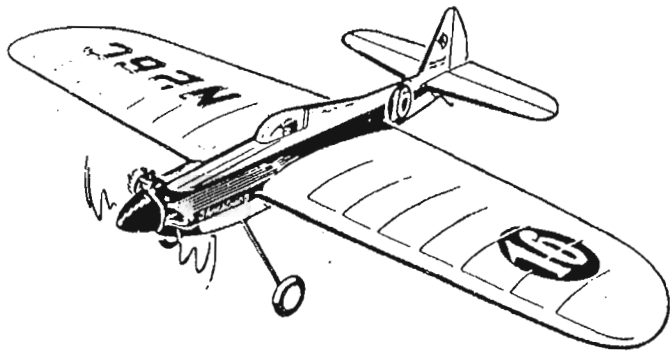
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- One- Super Tigre X-15, About 1 ounce removed from case and fins. Special head insert and venturi. Bench run only-strong. \$75
- One- Rossi .15 Old style with 10½ MM crank. All new insides, has not been run. Special made head insert, venturi, and front bearing cover. \$120
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- One- Rossi .15 #2 tuned exhaust pipe, new in box \$25
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1/8 x 2	.43			1/16 x 1/2 .14
3/16 x 2	.49			3/32 x 1/4 .10
1/4 x 2	.56			3/32 x 3/8 .12
1/32 x 3	.37			3/32 x 1/2 .16
1/20 x 3	.37			1/8 x 1/8 .08
1/16 x 3	.37	.49	.31	1/8 x 1/4 .11 .18
3/32 x 3	.44	.58	.37	1/8 x 3/8 .12 .18
1/8 x 3	.54	.71	.45	1/8 x 1/2 .18 .24
3/16 x 3	.62	.82	.56	3/16 x 3/16 .11 .18
1/4 x 3	.73	.95	.61	3/16 x 3/8 .17
5/16 x 3	.85			3/16 x 1/2 .22 .30
3/8 x 3	.88	1.24	.71	1/4 x 1/4 .16 .24
1/2 x 3	1.10	1.58		1/4 x 3/8 .19 .28
3/4 x 3	1.65			1/4 x 1/2 .21 .30
1/16 x 4	.58	.78	.48	1/4 x 3/4 .34 .44
3/32 x 4	.70	.94	.56	1/4 x 1 .40
1/8 x 4	.80	1.08	.68	5/16 x 5/16 .21 .28
3/16 x 4	.93	1.22	.75	3/8 x 3/8 .27 .37
1/4 x 4	1.10	1.34	.84	3/8 x 1/2 .32 .44
3/8 x 4	1.65	2.25		3/8 x 3/4 .42 .56
1/2 x 4	2.25	2.91		3/8 x 1 .52
				1/2 x 1/2 .36 .53
				1/2 x 3/4 .46 .62
				1/2 x 1 .58
				5/8 x 5/8 .48
				3/4 x 3/4 .67

**Balsa Triangles 36"**

1/8 x 1/4	.25
3/8 x 3/8	.30
1/2 x 1/2	.39
3/4 x 3/4	.45
1" x 1"	.55

**Balsa Planks 36"**

1 x 1	.85
1 x 2	1.50
1 x 3	2.00
1 x 4	2.80
1 1/2 x 3	2.75
1 1/2 x 4	3.60
2 x 2	2.25
2 x 3	3.25
2 x 4	4.35
3 x 3	4.95
3 x 4	6.88

**Tapered Sheets 36"**

1/4 x 2	.65
1/4 x 3	.85
3/8 x 2	.68
3/8 x 3	.98
1/2 x 3	1.20

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1/16 x 3	.49
1/8 x 3	.49
3/32 x 3	.58
1/8 x 3	.67
3/16 x 3	.78
1/4 x 3	.85
3/8 x 3	1.15
1/2 x 3	1.38
3/4 x 3	2.20
1" x 3	3.00
1 1/8 x 4	.78
1 1/2 x 4	.91
2 x 2	1.00
2 x 3	1.17
2 x 4	1.38
3 x 3	2.07
1/2 x 4	2.82

**Basswood 48"**

3/16 x 3/16	.26
3/16 x 1/4	.30
3/16 x 3/8	.38
3/16 x 1/2	.48
1/4 x 1/4	.60
1/4 x 1/8	.42
1/4 x 3/8	.49
1/4 x 3/4	.80
3/8 x 3/8	.60
3/8 x 1/2	.70
3/8 x 3/4	.90
1/2 x 1/2	.90
1/2 x 3/4	1.00

**Pine Sticks 36" 48"**

1/8 x 1/8	.13	.17
1/8 x 1/4	.16	.23
1/8 x 3/8	.20	.27
3/16 x 3/16	.17	.24
3/16 x 3/8	.23	.32
3/16 x 1/2	.30	.40
1/4 x 1/4	.26	.37
1/4 x 3/8	.30	.42
3/8 x 3/8	.37	.52

**Hard Maple 18"**

1/4 x 3/8	.40
3/8 x 3/8	.45
3/8 x 1/2	.50
3/8 x 3/4	.58
1/2 x 3/4	.68

**Bundle Deals**

20-1/8 x 3 x 36	6.85
20-1/16 x 4 x 36	10.20
20-3/32 x 3 x 36	8.45
15-3/32 x 4 x 36	9.55
15-1/8 x 3 x 36	7.15
10-1/8 x 4 x 36	6.75
15-3/16 x 3 x 36	9.00
10-3/16 x 4 x 36	8.10
10-1/4 x 3 x 36	8.30
10-1/4 x 4 x 36	8.90
10-3/8 x 3 x 36	8.50
5-3/8 x 4 x 36	6.25
5-1/2 x 3 x 36	5.40
5-1/2 x 4 x 36	6.55
10-3/32 x 4 x 48	8.45
5-1/8 x 4 x 48	4.85
5-3/16 x 4 x 48	5.85
5-1/4 x 4 x 48	6.25

**Spruce Sticks 36" 48"**

1/8 x 1/8	15	
1/8 x 1/4	18	24
1/8 x 3/8	20	29
3/16 x 3/16	25	34
1/4 x 1/4	31	45
1/4 x 3/8	36	50
3/8 x 3/8	45	63
3/8 x 1/2	55	70
1/2 x 1/2	60	80
1/2 x 3/4	68	88

**3 Ply Birch 48"**

1/64 x 12	5.25
1/32 x 12	4.25
1/16 x 12	4.35
1/8 x 12	4.50

**5 Ply Birch 48"**

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1/8 x 12	5.85
3/16 x 12	5.85
1/4 x 12	6.00

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## BLADDER GRABBER XI -- A STUDY IN EXCELLENCE

REDMOND, Wash. -- Call it what you want: Gunfight at OK Corral...the World Series...the Super Bowl...the Thrilla in Manila...the Indy 500. There is nothing to which the Bladder Grabber can be compared. For a Combat flier, it is, simply put, the best contest.

It may be 20 years before Michael Willcox, 15, realizes fully what he accomplished on the weekend of June 21 and 22, 1986, 2,000 miles from his Texas home. He beat 47 of North America's best Combat champions in a triple-elimination contest that has become legendary on this continent.

On hand were a list of former national champions, world championship team members, former Bladder Grabber champions, regional and state champions that is far too long to enumerate here.

From Saturday morning through Sunday afternoon, those superstars battled out 157 AMA Combat matches as they whittled away the field. By the end, the top five fliers had flown a dozen matches each.

The fliers came from Washington, Oregon, British Columbia, California, Michigan, Utah, Arizona, Texas and Idaho. In spite of a Saturday drizzle, the contest clicked off with two minutes between matches in the first two rounds, moving to one minute between matches for the bulk of the contest.

Through it all, Contest Director John Salvin of Orinda, Calif., maintained a tight and professional operation. To a man, fliers agreed afterward that Salvin and his crew equaled the finest team of officials ever seen in Combat.

Typical of the Bladder Grabber, the flying was by and large clean and low on destruction, but there were the inevitable bashes, crashes, cutaways and blown engines.

The engines were Foxes, Hoffelts, TWAs, K&Bs and Supertigres; the planes an endless variety of SlySirs, Underdogs, Proctologists, Dogfighters, Undertakers, Coyotes, Gotchas, Atropos and others unnamed and unknown. The top five places were dominated as usual by foam airplanes and Fox Combat Special engines.

True enough, the \$8,000 of high-tech stereo prizes donated by Bob Carver, owner of Carver Corp. and a contestant, would draw competitors to any contest. But the simple pewter mugs, each inscribed with "Bladder Grabber -- '86" and a place number, were the real status symbols.

At the end, when the preliminary rounds were done, the sorting out of the lower places were completed, quiet descended on the field. There were two fliers left.

On the one side, Richard Stubblefield, a name in Combat to be compared with Reggie Jackson, Larry Bird, O.J. Simpson...with national championships and trophies by the score and the flying tenacity of a distance runner. On the other, Michael Willcox, son of Texas star Pat Willcox and Stubblefield teammate, the young upstart who had brushed off opponents for 10 matches as if he had written the book on Combat.

Stubblefield was pushed to the wall with two losses; the young Willcox had survived with only one. Spectators now in the hundreds stood riveted as the first match went up and Stubblefield won. The pit crews regrouped for the rubber match and the silence was broken for the last time as the youth from Texas defeated the old master.

For his weekend's performance Michael Willcox took home two six-drive Carver speakers, top-of-the-line Carver amplifier and pre-amp, and a new Carver compact disk speaker. The prize list continued through fifth place, with that flier winning a new Carver car stereo amplifier.

Each flier, whether a winner or an also-flew, took home indelible memories of the biggest and best running of the biggest and best independent Combat contest in existence.

The final placings were:

AMA COMBAT (48 entries)

1. Michael Willcox, Texas.
2. Richard Stubblefield, Texas.
3. Howard Rush, Kirkland, Wash.
4. John Thompson, Cottage Grove, Ore.
5. Mike Petri, Redwood City, Calif.

Special thanks from the competitors were due CD John Salvin, officials Jim McFadden and others whose names escaped this reporter, pull-testers Bruce Kimball and Bob McKain, Bob Carver, and Carver Corp. engineer, contest general manager and supporter Heather Hawley, as well as other unknown workers.

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#### YOU ASKED FOR IT DEPARTMENT-----

One of the non-NW contestants at the Eugene Regionals was lamenting the fact that their contest performances don't really count, so far as the newsletter is concerned. That is, they do not count towards any records recognition. The suggestion made was that since we have so many people from all over, that Regionals records be recognized.

This sounds crazy enough to make sense, so ye olde editor dug through the results over the last few years and came up with a list. Note that the racing records, with the exception of Slow Rat, were all set this year. This was due to rules changes that took effect after last year's meet. Only feature times are noted for racing.

We'll print this again prior to next year's Regionals.

Profile Carrier-	Bob Parker, Renton Washington	226.3	(1986)
Class I Carrier-	Bob Danielson, Bothell, Wash.	300.3	(1984)
Class II Carrier-	Wayne Spears, Portland, Oregon	324.3	(1986)
1/2 A Speed-	Dave Williams, Yorba Linda, California	128.43	(1985)
A Speed-	Frank Hunt, Merced, California	171.20	(1985)
B Speed-	Frank Hunt, Merced, California	187.87	(1986)
D Speed-	Frank Hunt, Merced, California	191.41	(1981)
Jet Speed-	Chris Sacket, Burnaby, B.C.	192.64	(1982)
F40 Speed-	John Boles, Salt Lake City, Utah	152.09	(1985)
FAI Speed-	Chuck Schuette, Vancouver, Washington	157.87	(1986)
Slow Rat-	Vic Garner, Livermore, California	6:31	(1984)
Fast Rat-	Paul Gibeault, Calgary, Alberta	6:31	(1986)
Goodyear-	Paul Gibeault, Calgary, Alberta	7:55	(1986)
Mouse I-	Bob Boling, Richmond, California	4:52	(1986)
Mouse II-	Bob Boling, Richmond, California	10:52	(1986)
NW Sport Race-	Mel Lyne, Garibaldi Highlands, B.C.	9:06	(1986)
NW Super Sport-	S&S Team, Seattle, Washington	8:05	(1986)



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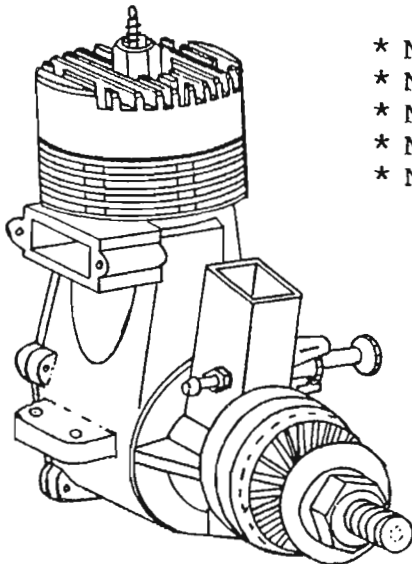
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45	46	47	48	49	50
51	52	53	54	57	59
60	61	62	63	64	65
66	67	68	69	70	71
72	74				

## FOX "COMBAT SPECIAL" MK-VI .36

AN IMPROVED VERSION OF THE WELL KNOWN MK-IV.

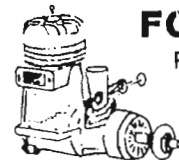
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- THE WEIGHT IS ABOUT THE SAME.
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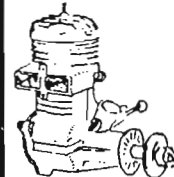
## FOX 15BB

Powered the World's Champion Combat Model. You still

cannot beat it without paying over \$100.00.

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Two Sizes

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# NW COMPETITION RECORDS

## RECORD PERFORMANCES ESTABLISHED BETWEEN NORTHWEST MODELERS IN SANCTIONED COMPETITION

Racing records continued to be established under recent rules changes, as the contest season hit full stride during the early summer months.

Henry Hajdik of Vancouver, B.C., continued his assault on Northwest Sport Race records by knocking the feature race record down to 7:47, replacing his own 8:09. That performance came at the VGMC CL meet June 8 in Richmond, B.C.

Richmond also was the scene of new Mouse II and Rat Race records a month later with the Canadian National Championships.

Dick Salter established the Rat heat time at 2:40, and the feature time at 5:46 (the feature time replaced the temporary record of 5:38 held by Salter from a solo race). Salter also established the Class II Mouse Race feature record at 12:58.

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 Northwest Regional events.

Here are the complete records as of July 30:

MOUSE RACE I 50-lap: 3:21 (Mike Hazel)	100-lap: ---
MOUSE RACE II 75-lap: 3:40 (Dave Green)	200-lap: 12:58 (Dick Salter)
GOODYEAR 70-lap: 4:22 (Clarence Bull)	140-lap: 9:02 (Clarence Bull)
SLOW RAT 70-lap: 3:56 (Dave Green)	140-lap: 7:14 (Dave Green)
RAT RACE 70-lap: 2:40 (Dick Salter)	140-lap: 5:46 (Dick Salter)
TEAM RACE 100-lap: 3:51 (Knoppi-McCollum)	200-lap: (Knoppi-McCollum)
NW SPORT RACE 70-lap: 4:03 (Henry Hajdik)	140-lap: 7:47 (Henry Hajdik)
NW SUPER SPORT 70-lap: 3:14 (Dave Green)	140-lap: 7:44 (John Thompson)
1/2-A SPEED: 88.2 mph (Paul Wallace)	FAI SPEED: 158.98 mph (Scott Newkirk)
1/2-A PROTO: 83.63 (Paul Wallace)	FORMULA 21: 79.54 (Rich Salter)
A SPEED: 181.56 (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: 232.5 (Bob Parker)
	CLASS I NAVY CARRIER: 311.1 (Rick Wallace)
	CLASS II NAVY CARRIER: 324.3 (Wayne Spears)

### CANADIAN NATIONALS, RICHMOND, BRITISH COLUMBIA July 21-24.

To say that the "Canned Nats" was lightly attended would be an understatement. At least that is how it went in the CL department. It seems that the RC sport flying type management simply did not understand how you are supposed to put on a good contest.

The Vancouver Gas Model Club, who put on the CL section, managed to rise above the less than ideal organization and put on a good show all in spite of things. They didn't really want to do it, but could you see RC'ers trying to officiate? Thanks guys.

Here are the final results, with a few of the technical details on the winning entries.

#### Mouse Race II (5 entries)

- 1) Paul Gibeault, Edmonton, Alberta---- 10:24 Streaker IV, Cox reed valve .049, 60% nitro fuel, 4.5 x 4 prop
- 2) Dick Salter, Seattle, Washington---- 12:58
- 3) Ron Salo, Vancouver, British Columbia---- DNF

CANADIAN NATIONALS- continued

.15 Combat (4 entries)

- 1) Phil Granderson, Portland, Oregon
- 2) Mel Lyne, Garibaldi Highlands, British Columbia
- 3) Frank Boden, Burnaby, British Columbia
- 4) Kelly Crozier, Vancouver, British Columbia

Slow Combat (4 entries)

- 1) Dick Salter, Seattle, Washington
- 2) Kelly Crozier, Vancouver, British Columbia
- 3) Frank Boden, Burnaby, British Columbia
- 4) Mel Lyne, Garibaldi Highlands, British Columbia

Fast Combat (9 entries)

- 1) Gary Ryerley, Spanaway, Washington
- 2) Dick Salter, Seattle, Washington
- 3) Phil Granderson, Portland, Oregon
- 4) John Thompson, Cottage Grove, Oregon

A & B SPEED (2 entries)

- 1) Ron Salo, Vancouver, British Columbia----- 164.92
- 2) Mike Hazel, Salem, Oregon ----- 114.53

F 40 Speed (2 entries)

- 1) Paul Gibeault, Edmonton, Alberta----- 150.69
- 2) Mike Hazel, Salem, Oregon ----- 138.62

Record Ratio Speed (4 entries)

- 1) Paul Gibeault, Edmonton, Alberta ----- 90.76% (149.82, F40)
- 2) Ron Salo, Vancouver, British Columbia-- 90.37% (163.42, A)
- 3) Mike Hazel, Salem, Oregon ----- 83.91% (138.51, F40)
- 4) Roy Andrassay, Vancouver, British Col.- 62.00% ( ? , A)

NW Sport Race (7 entries)

- 1) Henry Hajdik, New Westminster, B.C. -----8:40
- 2) Mel Lyne, Garibaldi Highlands, B.C. -----8:58
- 3) Frank Boden, Burnaby, B.C. -----10:33
- 4) John Thompson, Cottage Grove, Oregon -----11:27

Goodyear (2 entries)

- 1) Paul Gibeault, Edmonton, Alberta---- 8:09. Midget Mustang, Nelson  
.15, contest 10% fuel, shutoff, fastfill, pressure tank, 6 x 4.5 fiber-  
glass prop.
- 2) Ron Salo, Vancouver, British Columbia---- 10:43.

AMA Rat Race (4 entries)

- 1) Dick Salter, Seattle, Washington----- 5:46. Yippee (Mike Hazel  
design) 32 inch span, balsa, basswood, spruce, fiberglass, full length  
mag pan. OS 40 SR, Randy's 4 ounce cylindrical tank. 10% contest fuel,  
fiberglass prop.
- 2) Paul Gibeault, Edmonton, Alberta----- 6:13.
- 3) Roy Andrassay, Vancouver, British Columbia----- 2:58 heat
- 4) Mike Hazel, Salem, Oregon----- 3:00 heat.

Scale (4 entries)

- 1) Orin Humphries, Spokane, Washington----393 Mentor T-3<sup>1/2</sup>
- 2) Jim McCurrach, Vancouver, British Columbia---338 F-51D Mustang
- 3) Dennis Matthews, Vancouver, British Columbia---275 P-47D Thunderbolt

Profile Carrier (4 entries)

- 1) Rob Parker, Renton, Washington----- 228.6. G-S Bearcat, K&B 5.8, G-S bellcrank, Roberts handle.
- 2) Joe Just, Sunnyside, Washington----- 191.5
- 3) Orin Humphries, Spokane, Washington----- 182.6

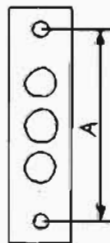
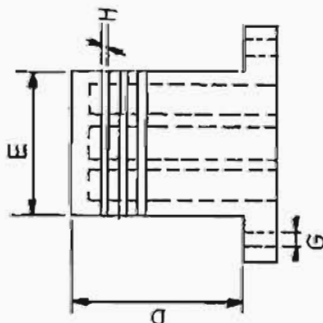
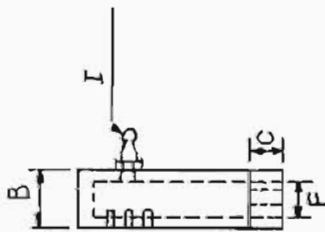
Carrier I & II (3 entries)

- 1) Richard Wallace, Sequim, Washington----- 303.66 Kingfisher, OS 45 FSR, Roberts controls, K&B 1000 fuel
- 2) Bob Parker, Renton, Washington----- 211.3

Precision Aerobatics (3 entries)

- 1) Randy Schultz, Seattle, Washington ----- 509.5 (no data)
- 2) Al Resinger, Delta, British Columbia----- 487.5
- 3) Ray Mathis, Bremerton, Washington ----- 458.5

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HUNT STYLE MUFFLER

NO SCALE

- A = DISTANCE BETWEEN MUFFLER MOUNTING HOLES
  - B = WIDTH OF MUFFLER OPENING (OUTSIDE) ±
  - C = 3/16"
  - D = 1/4"
  - E = LENGTH OF EXHAUST OPENING + 1/4"
  - F = HOLES DRILLED TO INSIDE SIZE OF EXHAUST OPENING
  - G = CLEARANCE HOLES FOR MOUNTING SCREWS
  - H = BANDSAW CUTS FOR EXHAUST
  - I = PRESSURE FITTING
- MAT-6061 T6 ALUM

BY: DAN CRONYN

# NORTHWEST COMPETITION STANDINGS

Flying Lines keeps track of standings in all AMA and Northwest Control-line competition categories. Performances of Northwest modelers in Northwest contests are scored according to placement in the top four.

For details on the scoring system or a complete printout of standings, contact acting statistician John Thompson at 1505 Ash Ave., Cottage Grove, OR 97424.

Below are standings in all events that have changed since issue No. 74, computed as of July 30.

## NORTHWEST SPORT RACE (11 contests, 74 entries)

1. S&S Racing Team	Seattle, Wash.	49
2. Dave Green	Astoria, Ore.	35
3. Glenn Salter	Seattle, Wash.	23
4. Henry Hajdik	Vancouver, B.C.	19
5. Beers-Cole Racing	Vancouver/Portland	17

## NORTHWEST SUPER SPORT RACE (6 contests, 39 entries)

1. Dave Green	Astoria, Ore.	31
2. John Thompson	Cottage Grove, Ore.	23
3. John Hall	Puyallup, Wash.	15
4. S&S Racing Team	Seattle, Wash.	14
5. Dick Peterson	Renton, Wash.	11

## RAT RACE (3 contests, 8 entries)

1. Dick Salter	Seattle, Wash.	6
2. Roy Andrassy	Vancouver, B.C.	2
3. Dave Green	Astoria, Ore.	1
Mike Hazel	Salem, Ore.	1

## GOODYEAR (2 contests, 8 entries)

1. Clarence Bull	Eugene, Ore.	4
2. Ron Salo	Burnaby, B.C.	1

## CLASS I MOUSE RACE (2 contests, 9 entries)

No Northwest entries placed.

## CLASS II MOUSE RACE (2 contests, 11 entries)

1. Dave Green	Astoria, Ore.	4
Dick Salter	Seattle, Wash.	4
3. Ron Salo	Burnaby, B.C.	3
4. Roy Andrassy	Vancouver, B.C.	2

## OVERALL RACING (26 contests, 152 entries)

1. Dave Green	Astoria, Ore.	75
2. S&S Racing Team	Seattle, Wash.	63
3. Glenn Salter	Seattle, Wash.	32
4. John Thompson	Cottage Grove, Ore.	27
5. Dick Peterson	Renton, Wash.	26

## AMA COMBAT (5 contests, 85 entries)

1. John Thompson	Cottage Grove, Ore.	51
2. Howard Rush	Kirkland, Wash.	50
3. Mike Rule	Bothell, Wash.	20
4. Dick Salter	Seattle, Wash.	19
5. Mel Lyne	Grblidi Highlnds, B.C.	12

## HALF-A COMBAT (4 contests, 30 entries)

1. Bill Varner	Astoria, Ore.	11
2. Rich Salter (S)	Seattle, Wash.	10
3. Jason Howell (J)	Tacoma, Wash.	9
4. Richard Birch	Everett, Wash.	8
5. Glenn Birch	Everett, Wash.	12

## FAI COMBAT (2 contests, 6 entries)

1. Phil Granderson	Portland, Ore.	4
2. Mel Lyne	Grblidi Hghlnds, B.C.	3
3. Gary Byerley	Spanaway, Wash.	2
4. Frank Boden	Burnaby, B.C.	1

## SLOW COMBAT (3 contests, 10 entries)

1. Dick Salter	Seattle, Wash.	11
2. Glenn Salter	Seattle, Wash.	10
Mel Lyne	Grblidi Hghlnds, B.C.	10
4. Gary Byerley	Spanaway, Wash.	6
5. Jason Howell (J)	Tacoma, Wash.	5

## OVERALL COMBAT (17 contests, 155 entries) @

1. John Thompson	Cottage Grove, Ore.	51
2. Howard Rush	Kirkland, Wash.	50
3. Dick Salter	Seattle, Wash.	38
4. Mel Lyne	Grblidi Highlnds, B.C.	27
5. Glenn Salter	Seattle, Wash.	23

## PRECISION AEROBATICS (13 contests, 45 entries)

1. Paul Walker	Kent, Wash.	25.5
2. Randy Schultz	Seattle, Wash.	21
3. Don McClave	Portland, Ore.	16.5
4. Dave Mullens	Seattle, Wash.	10.5
5. Jack Pitcher	Greshman, Ore.	10

PROFILE NAVY CARRIER (4 contests, 26 entries)

1. Bob Parker	Renton, Wash.	23
2. Orin Humphries	Spokane, Wash.	13
3. Dave Green	Astoria, Ore.	12
4. John Hall	Puyallup, Wash.	9
5. Rick Humphries (J)	Spokane, Wash.	5

CLASS I NAVY CARRIER (3 contests, 13 entries)

1. Orin Humphries	Spokane, Wash.	8
2. David Shrum	Roseburg, Ore.	7
3. Terry Miller	Roseburg, Ore.	6
4. Rick Wallace	Sequim, Wash.	5

CLASS II NAVY CARRIER (3 contests, 7 entries)

1. Wayne Spears	Portland, Ore.	6
Orin Humphries	Spokane, Wash.	4
3. Roy Beers	Vancouver, Wash.	2
4. Rick Wallace	Sequim, Wash.	2

OVERALL NAVY CARRIER (11 contests, 49 entries) \*

1. Orin Humphries	Spokane, Wash.	25
Bob Parker	Renton, Wash.	25
3. Dave Green	Astoria, Ore.	12
4. Rick Wallace	Sequim, Wash.	10

SPEED (All classes combined) (15 contests, 49 entries)

1. Loren Howard	Vancouver, Wash.	16
2. Dick Peterson	Renton, Wash.	9
3. Dave Green	Astoria, Ore.	8
4. Ron Salo	Burnaby, B.C.	7
5. Mike Hazel	Salem, Ore.	5

JUNIOR OVERALL COMPETITION STANDINGS

1. Jason Howell	Tacoma, Wash.	20
2. Corina Byerley	Spanaway, Wash.	10
3. Shawn Mullens	Seattle, Wash.	8
4. Wesley Mullens	Seattle, Wash.	7
5. Teresa Byerley	Spanaway, Wash.	6
6. Rick Humphries	Spokane, Wash.	5

SPORT/PROFILE SCALE (4 contests, 15 entries)

1. Dave Mullens	Seattle, Wash.	8
Randy Schultz	Seattle, Wash.	8
3. Bob Danielson	Bothell, Wash.	5
4. Orin Humphries	Spanaway, Wash.	4
5. Jim McCurrach	Vancouver, B.C.	3

OVERALL SCALE (5 contests, 18 entries) \*

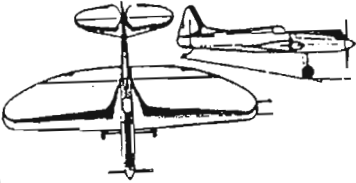
1. Dave Mullens	Seattle, Wash.	10
2. Randy Schultz	Seattle, Wash.	8
3. Orin Humphries	Spokane, Wash.	7
4. Bob Danielson	Bothell, Wash.	6
5. Jim McCurrach	Vancouver, B.C.	3

CONTESTS COUNTED

These standings include scores from the following contests. If an eligible contest has been held that is not listed here, the results have not been received by the statistician. Send results through FOURTH place and the number of entries in each event to John Thompson, 1505 Ash Ave., Cottage Grove, Ore. 97424.

- Northwest Sport Race Drizzle Circuit Contest 2, Jan. 12.
- Northwest Sport Race Drizzle Circuit Contest 3, Feb. 9.
- Northwest Sport Race Drizzle Circuit Contest 4, March 9.
- VGMC Sport Race, April 6.
- Northwest Sport Race Drizzle Circuit Contest 5, April 13.
- Northwest CL Speed Record Trials, April 20.
- Spanaway Spring Tune-Up, April 26-27.

- Richmond Spring Ukie Meet, May 4.
- Northwest Regional Controline Championships, May 23-25.
- VGMC CL Meet, June 8.
- CLAmbash, June 8.
- Bladder Grabber, June 21-22.
- Canadian National Model Airplane Championships, July 21-24.



**Tom Dixon**  
**Suite 401**  
**1938 Peachtree Road**  
**Atlanta, Georgia 30309**

**CLOSE OUT STUFF! CHEAP!**  
 O.S. & Tigre parts, mostly ST  
 46, 60 & O.S. 40, 40/45 FSR.  
 Also Rev-Up props, 11, 12, 13,  
 14, 15 diameter, only \$1 each.  
 Send large SASE for list.

THE 42nd ANNUAL VANCOUVER GAS MODEL CLUB

# V.G.M.C. INTERNATIONALS

## CONTROL LINE MODEL MEET

SACHTIONED 'AAA'

# AUG. 30, 31 1986

## RICHMOND, BC.

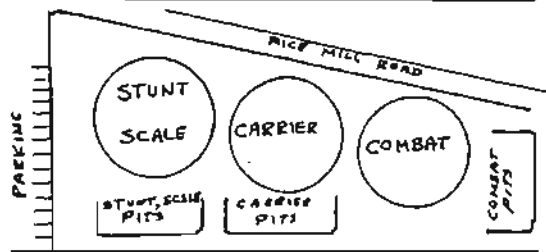
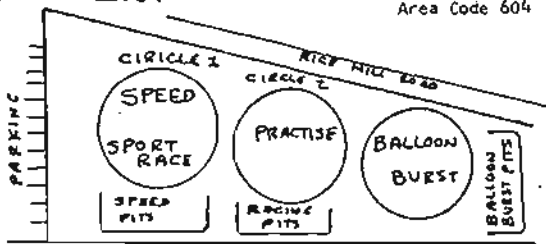
CO: CHRIS SACKETT 299-4500  
HENRY HAJDIK 526-9554  
Area Code 604

### EVENTS SATURDAY AUGUST 30

- RECORD RATIO SPEED
- NORTHWEST SPORT RACE
- BALLOON BURST

### EVENTS SUNDAY AUGUST 31

- JUNIOR STUNT
- OPEN STUNT
- SCALE
- COMBINED CARRIER
- 15 COMBAT
- SLOW COMBAT



(SEE AREA MAP ON BACK)

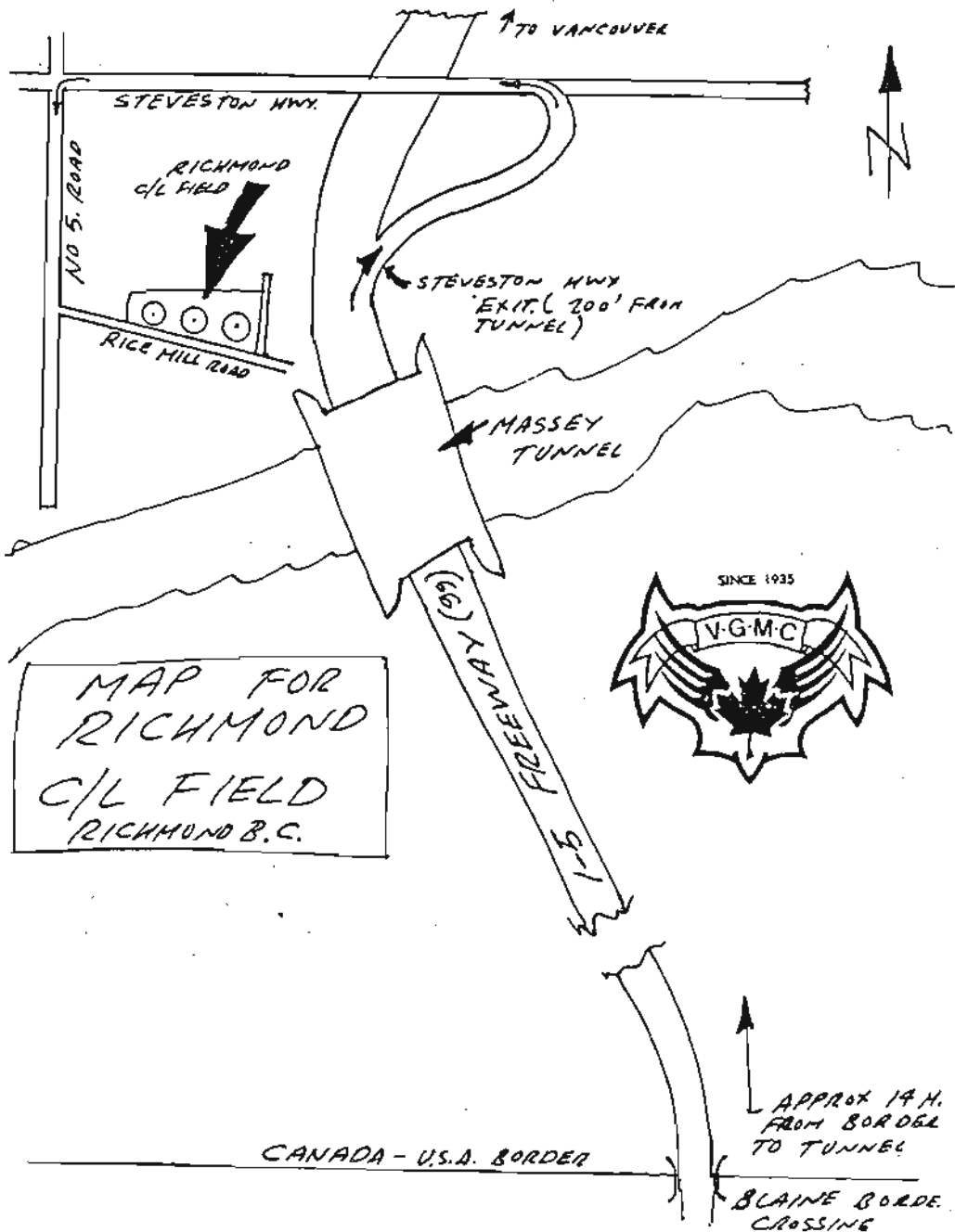
ENTRY FEE \$7.00 per EVENT; PROOF OF MAAC OR AMA LICENSE REQUIRED; FLYING FROM 9:00 AM TO 5:00 PM BOTH DAYS; JUNIOR UP TO 18 YRS OF AGE, OPEN 19 AND OVER; COMBAT FLYING IS DOUBLE ELIMINATION AND MUST START AT 10:00 AM SHARP; SPEED FLYING ON BEST % OF EXISTING NATIONAL AMA RECORDS; NORTHWEST SPORT RACE TYPICAL NW RULES; BALLOON BURST USES LOCAL RULES WITH BARRIER BALLOON IN FRONT OF TARGET BALLOON, 2 MIN TO BURST AS MANY AS POSSIBLE; SCALE WILL BE AMA SPORT TYPE WITH 15' STANDOFF; CARRIER CLASSES COMBINED USING EXISTING AMA RECORDS ON A PERCENTAGE OF THE RECORD BASIS; 15 COMBAT USES 15 ENGINE IN AMA FAST STYLE BOUTS, SLOW COMBAT AS PER AMA RULES; TROPHIES THROUGH THIRD PLACE IN ALL EVENTS

NAME \_\_\_\_\_ MAAC/AMA \_\_\_\_\_ AGE \_\_\_\_\_

ADDRESS \_\_\_\_\_

AREA CODE \_\_\_\_\_ PHONE \_\_\_\_\_

\$7.00 X NUMBER OF EVENTS  TOTAL ENTRY FEE  Send to VGMC, PO box 82294, Burnaby, BC, V5C-5P7 Canada.



Aug 86 Flying Lines page 15

AUGUST 30-31 --RICHMOND, BRITISH COLUMBIA---  
V.G.M.C. Internats-----

SEPT 13-14 ----KENT, WASHINGTON-----

Raider Roundup/Washington State Champs  
Events: RACING: NW Sport Race, NW Super  
Sport Race, Mouse I, Mouse II, Rat Race,  
Sport Goodyear; COMBAT: 1/2A, Slow, Fast;  
CARRIER: Class I, Class II, Profile;  
Precision Aerobatics- four PAMPA classes,  
Balloon Bust; AMA Sport Scale, Profile  
Scale; Formula 40 Speed, Record Ratio  
Speed. Site: Boeing Space Center  
CD: Dave Gardner, 17210 109th PL SE,  
Renton, WA 98055 (206) 226-9667

OCT 5 ----- RICHMOND, BRITISH COLUMBIA---

Vancouver Gas Model Club Racing Series  
Event: NW Sport Race Site: Richmond  
field CD: Chris Sackett (604) 299-4500

OCT 12 ----- EUGENE, OREGON -----

Eugene Propspinners Fall Follies  
Events: 4 PAMPA classes of Precision  
Aerobatics. FoxDoo Combat: (Fox 35,  
any fuel system, VooDoo, .018 x 60 lines,  
AMA Fast combat scoring) Trophies and  
merchandise awards. site: Mahlon Sweet  
Airport, Eugene. CD: John Thompson,  
1505 Ash Avenue, Cottage Grove, OR 97424  
phone (503) 942-7324

NOV 9 ----- RICHMOND, BRITISH COLUMBIA---

Vancouver Gas Model Club Racing Series  
Event: NW Sport Race Site: Richmond  
field CD: Chris Sackett (604)299-4500

#### CONTEST SCHEDULE NOTES

Included in this issue are flyers for the  
VGMC Internats, and the Seattle Skyraiders  
Washington Champs.

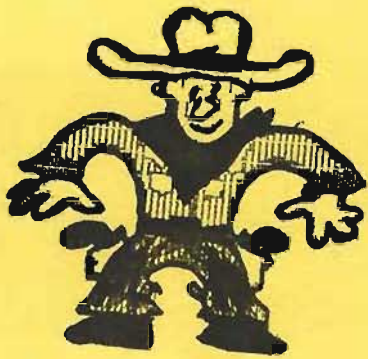
The VGMC Internats, hopefully you already  
knew about, otherwise this is rather a  
twelve hour notice. Sorry 'bout that.

Now that there is a two week spread between  
these two large meets, this should prove  
beneficial in attendance for both of them.

Please note that on the Washington Champs  
flyer, Fast Rat is not listed. It has,  
however, been added to the racing venue.  
It will be flown Saturday afternoon, most  
likely after the other racing events are  
completed. All of the rats hiding out  
there should show up, as there are few  
chances to fly this event during the year.

For those of you out of the NW, specific-  
ally South of us, I encourage you all to  
hit the big "AAA" meet that will take place  
October 18-19 at the Whittier site in El  
Monte, California. All CL events will be  
flown (they even fly NWSRI) over the two  
days. For further information on this  
meet (or other SoCal meets) send a SASE  
to: Morrie Leventhal, 1788 Niobe Ave.,  
Anaheim, CA 92804





# RAIDER ROUND-UP

# 86'

THE WASHINGTON STATE CONTROL LINE  
CHAMPIONSHIPS

SEPTEMBER 13TH AND 14TH, 1986 / AMA SANCTION NUMBER 764 / SITE: BOEING SPACE CENTER

TROPHIES THROUGH THIRD PLACE IF THERE ARE FOUR OR MORE ENTRIES OTHERWISE TROPHIES THROUGH SECOND PLACE.

MERCHANDISE AWARDS THROUGH THIRD PLACE

EVERY JUNIOR ENTRY WILL RECEIVE A MERCHANDISE AWARD!!

THE PERPETUAL SKYRAIDER SPORTSMAN AWARD TROPHY WILL BE PRESENTED TO THE CONTESTANT WITH THE HIGHEST OVERALL CUMULATIVE SCORE OF ALL EVENTS ENTERED.

## SCHEDULE OF EVENTS

SATURDAY SEPTEMBER 13TH			SUNDAY SEPTEMBER 14TH		
9:00	NW SPORT RACE	JSO	9:30	SLOW COMBAT	JSO
10:00	OLD TIME STUNT	JSO	9:30	PRECISION AEROBATICS	JSO
10:00	FoxDoo COMBAT	JSO		FOUR PAMPA CLASSES	
10:00 to 4:00	CARRIER CLASS I/CLASS II PROFILE	JSO	10:00 to 4:00	SPEED, RECORD RATIO SPEED	JSO
11:00	NW SUPER SPORT	JSO		FORMULA 40 SPEED	JSO
12:30	MOUSE RACE I	JR	12:00	AMA FAST COMBAT	JSO
1:00	MOUSE RACE I	Sr/OPEN	12:00	STATIC JUDGING FOR PROFILE SCALE AND SPORT SCALE.	JSO
2:00	MOUSE RACE II	JSO		ALL SCALE FLYING	
* 3:00	SPORT GOODYEAR	JSO	2:00		
3:00	½A COMBAT	JSO			
3:30	BALLOON BUST	Jr/S, OPEN			

\* SPORT GOODYEAR IS A FUN FLY TYPE RACE, NO NELSON OR ROSSI'S.

REGISTRATION FROM 9:00 AM EACH DAY UNTIL START OF EVENT.  
ENTRY FEES:

Sr/OPEN: \$10.00 1ST EVENT, \$5.00 EACH ADDITIONAL EVENT, \$25.00 MAXIMUM.

JUNIORS: \$5.00 1ST EVENT, \$2.00 EACH ADDITIONAL EVENT, \$10.00 MAXIMUM.

AMA MEMBERSHIP REQUIRED OF ALL PARTICIPANTS AND MECHANICS.

AMA MEMBERSHIP AVAILABLE AT REGISTRATION.

AMA EVENTS ARE PER CURRENT RULE BOOK.

AMA FAST COMBAT AND ½A COMBAT WILL BE FLOWN DOUBLE ELIMINATION.  
AWARDS PRESENTATION WILL FOLLOW THE FINISH OF EVENTS ON SUNDAY.

THE CONTEST SITE IS IN THE WEST PARKING LOT OF THE BOEING SPACE CENTER IN KENT, WA. FROM I-5, TAKE EXIT 152(ORILLIA ROAD), AND FOLLOW IT EAST, DOWN THE HILL. WHERE IT STRAIGHTENS OUT, ORILLIA BECOMES 212TH S. ENTER PARKING LOT FROM 212TH S. AT THE SIGNAL, ACROSS FROM THE KOA CAMPGROUND.

CONTEST DIRECTOR: DAVE GARDNER: 17210 109TH PL. SE, RENTON, WA 98055 (206) 226-9667

**AIRMAIL****COMMENTS, NEWS, and VIEWS from FL READERS**

Dear Mike,

Since subscribing to FL, I've received three issues and wanted to drop you a note. Mostly I think that you're doing a good job and its nice to know that people are still flying CL out there in the real world.

I live in the very heart of Manhattan and in order to reach the flying field in Flushing, I have a 1 hour subway ride with 3 train changes. Luckily people love model airplanes! I get lots of attention walking around NYC with a yellow and red Tutor under one arm!

Anyway, I never saw your old format so I can't comment on that, but your size is the same as PAMPA's newsletters. Please note that ours is folded in half and stapled before mailing. The smaller size results in less damage during mail delivery.

I would love to see you publish more stunt information. There must be lots of stuff going on out west that we easterners know nothing about.

----- Ken Thompson, 220 E. 95th St., NYC, NY 10028

Howdy Mike,

Rory Tennison of Libby, Montana (he told me to mention his name), recommended your Flying Lines magazine, so here is my \$\$ and a historic picture of two of my airplanes. We have about 5 fliers in this town and we fly sport-stunt (such as we can). Most use .35, but I use only .19 down. Next month I will send pictures of live airplanes rather than "history shots", but they aren't developed yet.

I know you like B&W 4 x 6, but is color 3 x 5 or color slide useable?

----- Pat Leonard, 100 Rogers lake Rd., #2 - Meadowbrook, Kila, MT 59920  
editor's note: Thanks for the pix, Pat. Any black and white, or sharp color prints are useable. Unfortunately slides are not.

Dear Flying Lines,

I am soon to be moving to the NW, and would like to offer some input on a few things. I am quite interested in competing in your Drizzle Circuit. I understand that there is some concern as to how fast the Fox 35's are getting, and would like to offer a solution. Have you ever tried using a Fox 25? These are great motors, and adequately power a Ringmaster, Yak-9, etc. By the way, I like to use a Jr. Flite Streak, is this legal? Since the wing area is a bit smallish, I have extended the trailing edge surface by leaving extra scrap iron-on covering flapping behind, so when viewed from above, there is more than enough area. Oh, back to the engines: I think we can kill two birds or more with one stone. With the Fox 25 size engine, planes will be slower, therefore we could fly with more than 4 up. Check the math: Fox 35 x 4 = 140; Fox 25 x 5 = 125. So you can easily see that five pilots will just fit as easily as four, so long as the smaller engine is used. An added benefit is that if any .25 engine is slightly over displacement, they could be allowed, as there is some tolerance between the 125 and 140 summary totals. If anyone is interested, I do happen to have a few Fox .25's for sale! I have made quite a name for myself in racing where I come from, and hope to do the same up in your parts. Yours for progressive racing.

----- Slackrat Magoo (no address given)

editor's note: Would you happen to be from California?

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