

FLYING LINES



NEWS OF NORTHWEST CONTROL LINE MODEL AVIATION

1073 WINDEMERE DRIVE NW
SALEM, OREGON 97304

EDITOR: MIKE HAZEL

SEPTEMBER/OCTOBER 1986

ISSUE NUMBER 76

INSIDE!

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- * Round & Round by John Thompson
- * Updated Competition Stats
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Subscribers: Please note the issue numbers listed on your mailing sticker. If the last number is circled, then this is your last issue. Please send in renewal promptly to ensure continuous service.

COCKPIT CHATTER



NOTES FROM THE EDITORS' DESK

Well, here we are in October with what should be the September issue coming. A quick fix of calling it a combined time period issue and all is well, right? Well, actually wrong.

Nothing has been said for the last couple of months regarding the need for additional help in putting out this publication. It is going to be said now. This will be put into the most simple plain English that I can think of, here it is..... I need some help.

Everyone knows that this is not a one man show, never has been, and I can guarantee you that it will never be. The minute that this rag loses its wonderful and self sacrificing volunteer staff is the minute that Flying Lines will die an instant death.

On the front of the newsletter there is a staff block. Those of you new to our readership can see right there the number of people that contribute to make this thing a success. By the way, thanks to Paul Gibeault who has recently signed on as our engine columnist, The staff block has not yet been revised to reflect this. Anyway, since John T. handed the editorship position to me, my workload has increased. Various operational aspects of assembling and distributing were streamlined to minimize the extra time. There are additional things that can probably be done. But the bottom line is that putting out this thing takes an enormous effort, and one that I would rather look forward to as a labor of love, rather than some obligatory duty that I dread.

The current staff cannot be asked to do anymore than they are already doing. What we need here is some new blood. (additional blood).

Some job duties and positions that a couple or more people would graciously take on will ensure this publications continuing quality and frequency. (at some future time, it may determine this newsletters continuing, period!)

Here's what we need: Typist, this individual would transcribe into typed form from written notes, and anything that needed re-typed that was directed to them from FL HQ. Either a typewriter or a word processor is obviously required for this duty. Workload here would be reasonably light, probably 2 to 3 hours a month.

Also needed is a new Speed columnist. Actually this could be done on a rotating basis if one did not want to write many columns. Only three columns a year would be the minimum necessary here.

A photo editor would also take a bit of burden off. This is one job that does take a bit of effort. Photographs must be gathered, sorted, have a screen shot, sized, layed out, captioned, etc. Anyone wishing to take this on I will help with the technical operations.

Also, contest reporters are always appreciated, even if on a one-shot basis. Don't delay, Volunteer Today!

Please note the blurb regarding the muffler proposal rule on opposite page. Mufflers have a place in modeling, but not in the throats of CL modelers. Each specific modeling group should take care of their own legislation, in their own way, and in their own time.

By now you have probably seen all the info regarding our election for the AMA president election. Normally FL does not get into politics, and we won't for this either. The truth is, who do we really know will do control line any good? It's as if you must select the lesser of the evils, so to speak. "Yes, I have flown ukie" (in the fifties)
"I have made great progress for the aeromodeling community" (have served on a frequency committee)

COCKPIT CHATTER CONTINUED ON PAGE 8

READERS ~ TAKE NOTE !!!

MUFFLER RULE PROPOSAL IS BACK -- AND WITH MORE CLOUT

Northwest CL fliers with an interest in the future of their events should express their opinions NOW on a very important matter pending before all AMA contest boards.

The universal muffler rule proposal has re-emerged, and this time it has a better chance of passing than last time.

The reason the chance of passing is better is that the proposal has been turned in by a Redmond, Wash., free-flight participant as a GENERAL rules proposal. It would affect ALL internal combustion engines over .051.

The CL Contest Board is not the only board to consider this issue. In fact, CLCB members make up only 11 of the 88 votes in the AMA general rules process. Another 11 votes are from Scale enthusiasts, 22 from Free-Flight, and 44 from Radio Control.

If you have an opinion about this matter, I urge you to personally write ALL contest boards listed in the Competition Directory section of Model Aviation's Competition News section. You can do this with ONE stamp!

All you do is send your letter, stating your feelings, to AMA headquarters and ask that it be distributed to ALL contest board members. AMA will do the rest.

--John Thompson, Dist. XI CLCB, 1505 Ash Ave., Cottage Grove, OR 97424.

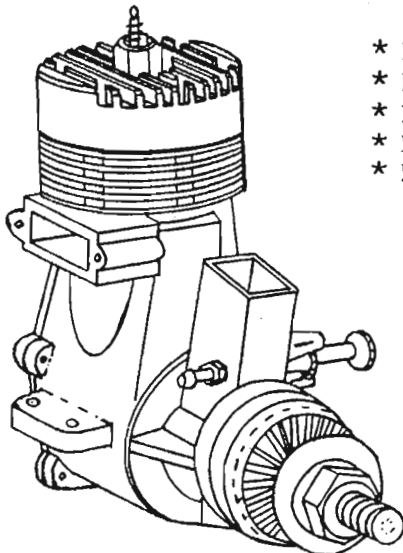
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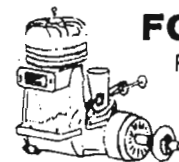
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Two Sizes

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Raider Roundup Caps off the Year in Style.....

The Seattle Skyraiders put on a great meet to round out the summer competitive trail. Alternately known as the Washington State Champs, the meet drew a record 57 entrants over the September 13/14th dates. There were 146 event entries.

Dave Gardner was the primary contest director, but as usual received lots of help (mostly Skyraiders) to put on this big event.

The weather was a 50/50 affair. Saturday was a bit gloomy looking, with some drizzle coming down and the clouds looking very threatening. However, things cleared up beautifully for Sunday.

Before reporting the individual placings, there are some other noteworthy awards to make known. The Sportsman trophy is a perpetual award given to the contestant who makes the best overall showing in all the events they enter. Dave Green and Dick Salter have been battling back and forth for this award since its inception. This year Dave came out with top points.

This is the second year of the Bill Skelton (Memorial) Carrier award. This is given to the carrier flyer with the best total placings for the year. Bob Parker earned top honors with 32 points. Orin Humphries was close behind with 29 points.

The Junior age fliers also get some special recognition. Wesley Mullens came in first place for performances in the meet. Brother Shawn and Travis Lyne tied for second place. They were followed by Teresa and Corina Byerley.

Balloon Bust- Junior (5 entries)

- 1) Wesley Mullens, Seattle Wash., 709.52 points; Sterling Ringmaster Jr., Enya 19, Fox 2 oz tank, 9x6 nylon prop, RedMax 10% fuel.
- 2) Teresa Byerley, Spanaway, Wash, 687.04 points.
- 3) Shawn Mullens, Seattle, Wash, 325.80 points
- 4) Corina Byerley, Spanaway, Wash., 48.76 points

Balloon Bust- Senior/Open (13 entries)

- 1) John Hall, Sumner, Wash., 899.2 points; MidWest Mustang, O.S. 15, Top Flite 8x6 prop, Fox RC plug, RedMax 15% fuel, .012 x 60 lines, Fox 2 ounce tank
- 2) Randy Schultz, Seattle, Wash., 808.7 points
- 3) Glenn Salter, Seattle, Wash., 504.0 points
- 4) Bob Danielson, Seattle, Wash., 285.6 points

Old Time Stunt (5 entries)

- 1) Randy Schultz, Seattle, Wash., 280 points; Ringmaster, O.S. Max 35, Zinger 10.5x6 wood prop, Thunderbolt RC glow plug, RedMax 10% fuel, Kustom Kraftsmanship needle valve, own 4 ounce uniflow tank, .015 x 60 lines, Hot Rock handle.
- 2) John Hall, Sumner, Wash., 277.5 points
- 3) Bob Danielson, Seattle, Wash., 251 points
- 4) Gerald Schamp, Albany, Ore., 235.5 points

Precision Aerobatics- Beginner (5 entries)

- 1) Rich Salter, Seattle, Wash., 184 points; Goldberg Buster, dope and silk finish, OS Max 35, Grish 10x6 3 blade prop, Aldrich long glow plug, Motors & Memories 5% fuel, Perfect 4 ounce tank, .018 x 60 lines, Hot Rock handle.
- 2) Shawn Mullens, Seattle, Wash., 105.5 points
- 3) Steve Scott, Puyallup, Wash., 91.5 points
- 4) Corina Byerley, Spanaway, Wash., 85.5 points

Precision Aerobatics- Intermediate (4 entries)

- 1) Gerald Schamp, Albany, Ore., 426.3 points; Challenger, Sarpolus design, 50 inch span, 50 ounces, balsa, ply, silkspan, Aero-gloss and sig finish; adjustable leadouts, tip weight; .015 x 67 lines, OS Max FSR 40, Zinger 12 cut to 11x6 wood prop, GloBee RC long glow plug, RedMax 10% nitro fuel, ST 60 needle valve, Robbert uniflow tank.
- 2) Mel Marcum, Eugene, Ore., 377 points
- 3) Bob Danielson, Seattle, Wash., 286 points
- 4) Joe Just, Sunnyside, Wash., 175 points

Precision Aerobatics- Advanced (5 entries)

- 1) Ray Mathis, Bremerton, Wash., 450.3 points; Stilletto, 59 inch span, 56 ounces, balsa, foam, Monokote and paint finish, .015 x 65 lines, O.S. 40, Zinger 11x6 wood prop, K&B idle bar glow plug, muffler pressure, Sound 5% fuel.
- 2) John Hall, Sumner, Wash., 438.3 points
- 3) Dave Mullens, Seattle, Wash., 431.3 points
- 4) Jack Pitcher, Gresham, Ore., 422.3 points

Precision Aerobatics- Expert (6 entries)

- 1) Paul Walker, Kent, Wash., 536 points; (editor not responsible for data accuracy!) Bad News 5, 62 inch span, 82 ounces, Monokote finish, .015 x ? lines, Cox handle, Enya 4 stroke 46, Toys-R-Us 14 x 8.5 nylon prop, Autolight Resistor glow plug, STP 60% fuel, B.F. Goodrich 10 ounce bladder tank.
- 2) Don McClave, Portland, Ore., 516.7 points
- 3) Randy Schultz, Seattle, Wash., 511.7 points
- 4) Don Schultz, Seattle, Wash., 490.7 points

Mouse Race I- Junior (4 entries)

- 1) Wesley Mullens, Seattle, Wash., 9:19 (data unavailable)
- 2) Corina Byerley, Spanaway, Wash., 11:34
- 3) Teresa Byerley, " " 10:10- heat
- 4) Shawn Mullens, Seattle, Wash., DNF

Mouse Race I- Senior/Open (4 entries)

- 1) Dick Salter, Seattle, Wash., 6:33; Streaker, basswood, Cox .049, own rework, J&J 5x4 carbon fiber prop, Cox 1702 glow plug, own 60% nitro fuel. pilot- Rich Salter.
- 2) Mike Hazel, Salem, Ore., 41 laps
- 3) Dick McConnel, Seattle, Wash., 7:10 -heat
- 4) Dave Mullens, Seattle, Wash., ½ lap

Mouse Race II (5 entries)

- 1) Dave Green, Astoria, Ore., 11:49; Midwest Supermouse, 17 inch span, 6½ ounces, balsa-spruce construction, clear epoxy finish, .010x42 lines, own handle, Cox 049, own rework, Grish 5x4 nylon prop, Cox high compression glow plug, Cool Power 40% fuel, crankcase pressure tank, 1-3/4 ounce capacity, fastfill, shutoff, hot glove, pilot- Bill Varner
- 2) Dick Salter, Seattle, Wash., 14:07
- 3) Mike Hazel, Salem, Ore., 5:36 -heat
- 4) Ron Salo, Vancouver, B.C. 67 laps- heat

Sport Goodyear (3 entries)

- 1) Dave Mullens, Seattle, Wash., 12:44; Buster, Fox .15, Top Flite 7x6 prop, RedMax 10% fuel, pilot- Dick McConnell
- 2) Ron Salo, Vancouver, B.C., 80 laps
- 3) Dave Green, Astoria, Ore., did not start

Rat Race (3 entries)

- 1) Dave Green, Astoria, Ore., 6:26; Yippee, Hazel design, 32 inch span, 32 ounces, balsa-spruce-maple-basswood, mag pan, clear epoxy finish, .018x60 lines, Fox handle, K&B 40S, own 8½x7½ glass prop, K&B long glow plug, 10% fuel, 4 ounce pressure tank, fast fill, shutoff, hot glove, pilot- Bill Varner
- 2) Dick Salter, Seattle, Wash., 6:45
- 3) Dick McConnell, Seattle, Wash., DNF

Northwest Sport Race (11 entries)

- 1) Henry Hajdik, New Westminster, B.C., 8:14; M&P Bonanza, 36 inch span, 27 ounces, balsa-paper, dope and K&B epoxy finish, Fox 35, Rev-Up 8½x8½ wood prop, K&B glow plug, 10% fuel, own 1.65 ounce uniflow tank, .018x60 lines, EZ Just handle, pit crew- Chris Sackett.
- 2) Mel Lyne, Garibaldi Highlands, B.C., 8:25
- 3) Dave Green, Astoria, Ore., 10:11
- 4) Dick Peterson, Seattle, Wash., 63 laps

Northwest Super Sport Race (8 entries)

- 1) Dick Peterson, Seattle, Wash., 8:12; own design Artesian, 38 inch span, 32 ounces, balsa-spruce-ply, dope & monokote finish, K&B 35, reworked by self, 8½x7 glass prop by Dave Green, McCoy racing glow plug, RedMax 10% fuel, own 3½ ounce tank, .018x60 lines, EZ Just handle, pilot- Glenn Salter.

Record Ratio Speed (8 entries)

- 1) Dick Peterson, Seattle, Wash., 93.8% (formula 40- 154.84 mph)
The Move, Hazel design, 24 inch span, basswood, balsa, maple, half pan, clear epoxy finish, K&B 6.5 FI, 8x8-7/8 glass prop by Dave Green, McCoy racing glow plug, RedMax 40% fuel, Modified Taffinder tank, pilot- Greg Beers.
- 2) Dave Green, Astoria, Ore., 88.8% (formula 40- 146.52 mph)
- 3) Ron Salo, Vancouver, B.C., 86.3% (class A- 156.05 mph)
- 4) Loren Howard, Vancouver, Wash., 81.3% (class D- 172.68 mph)

Formula 40 Speed (2 entries)

- 1) Dick Peterson, Seattle, Wash., 153.26 mph (same data as R/R speed)
- 2) Dave Green, Astoria, Ore., 145.34 mph

Profile Carrier (7 entries)

- 1) Dave Green, Astoria, Ore., 229.7 points; Sterling P-51 Mustang, 38 inch span, 32 ounces, Econokote and dope finish, .018x60 lines, G-S handle, SuperTigre 35, Rev-Up 9x7 wood prop, K&B idle bar glow plug, Cool Power 40% fuel, own uniflow tank.
- 2) Bob Danielson, Seattle, Wash., 198.8 points
- 3) John Hall, Sumner, Wash., 198.2 points
- 4) Bob Parker, Renton, Wash., 180.1 points

Navy Carrier I/II combined (3 entries)

- 1) Roy Beers, Vancouver, Wash., 318.3 points; Wildcat built from M.A.N. plans, 30 inch span, 26 ounces, balsa, Aerogloss finish, .015x60 lines, J Roberts handle, K&B 40, Zinger 9x7 wood prop, Fox glow plug, Fox 25% fuel, Perry Carburetor.
- 2) Orin Humphries, Spokane, Wash., 228.8 points
- 3) John Hall, Sumner, Wash., DNF

Profile Scale (7 entries)

- 1) Dave Mullens, Seattle, Wash., 167; Beech Staggerwing, from Model Aviation plans, Imron finish, .015x60 lines, OS 40, Zinger 12x6 prop, own uniflow tank, RedMax 10% fuel.
- 2) Bob Danielson, Seattle, Wash., 164.5
- 3) Randy Schultz, Seattle, Wash., 159.5
- 4) Dick Peterson, Seattle, Wash., 102.5

Sport Scale (4 entries)

- 1) Jim McCurrach, Vancouver, B.C., 143; P-51D, 49 inch span, 64 ounces, doped nylon and aluminum plate finish, Enya 45, Master Airscrew 10x6 nylon prop, Fox glow plug, own 15% fuel, own 6 ounce tank, model was flown RC- then converted to UC in 1976.
- 2) Dave Mullens, Seattle, Wash., 139.5
- 3) Orin Humphries, Spokane, Wash., 137.0
- 4) Bob Danielson, Seattle, Wash., 113.0

$\frac{1}{2}$ A Combat (12 entries)

- 1) Mel Lyne, Garibaldi Highlands, B.C.; own $\frac{1}{2}$ A Lyne Cutter, 30 inch span, 6 ounces, foam-spruce-balsa, Fascal covering, metal motor mounts, fishing rod boom, TeeDee 049, Top Flite $5\frac{1}{4}$ x3 nylon prop, Cox high compression glow head, 40% nitro fuel, Kirn Kraft NVA, pit crew- Travis Lyne/Jim Booker
- 2) Richard Birch, Everett, Wash.
- 3) Dick Salter, Seattle, Wash.
- 4) Gary Byerley, Spanaway, Wash.

FoxDoo Combat (6 entries)

- 1) Rich Salter, Seattle, Wash.; Goldberg VooDoo, dope and Fascal finish, .018x60 lines, Hot Rock handle, Fox 35, Tornado 8x8 nylon prop, Aldrich long glow plug, Cool Power 10% fuel, Pacifier tank.
- 2) Bob Nelson, Seattle, Wash.
- 3) Randy Schultz, Seattle, Wash.
- 4) Mel Lyne, Garibaldi Highland, B.C.

Slow Combat (4 entries)

- 1) Mel Lyne, Garibaldi Highlands, B.C.; Slow Lyne Cutter, 45 inch span, 26 ounces, foam-spruce-balsa-ply-strapping tape, Fascal covering, uses 350 sq inch Sly-Sir wing, .018x60 lines, Hot Rock handle, Fox C.S. Mk III, Taipan 9x6 prop, Rossi R4 glow plug, own 16% fuel, own balloon tank, pit crew- Travis Lyne
- 2) Jim Green, ?
- 3) Frank Boden, Burnaby, B.C.

AMA Combat (12 entries)

- 1) Dick Salter, Seattle, Wash.; Granderdog (Granderson design), foam-balsa, Fox 36 reworked by Gary Byerley, Fox glow plug, own fuel, bladder tank with pressure regulator.
- 2) Mel Lyne, Garibaldi Highlands, B.C.
- 3) John Thompson, Cottage Grove, Ore.
- 4) Phil Granderson, Portland, Ore.

COCKPIT CHATTER- continued

We have received just about zero input regarding the Drizzle Circuit. I know that this is not indicative of interest, but of the usual laziness of picking up the phone or pencil. Again, is there interest in splitting the site? Also, check out any other questions in last months issue. This year Dave Green and Greg Beers are serving as co-coordinaters for the circuit. Please contact them direct, or thru the newsletter. Please do it soon.

Those of you who saw me in action at the Raider Roundup probably noticed that something was "a-foot". At the time, I was still in a walking cast to immobilize a foot injury sustained a month earlier. Oh, agony of de-feet! I don't know which felt worse running/hobbling to the other side of the racing circle while pitting, the foot pain, or the laughing from the other participants. (curse you, pilot!)

Looking forward; The November issue will come out early in the month as a neccesity to giving the Drizzle Circuit some advance notice. With the Raider Roundup out of the way as the last major meet of the season, we will see a return to mostly technical features in these pages, rather than lengthy contest reports.

Also next month, we will catch up on the letters from ReaderLand. We have quite a few in the file. But at this time, out of space, out of time.

As the season winds down, there aren't too many dates to circle on your calender. Coming up immediately is the Eugene Propspinners "Fall Follies". Check out the flyer below for details.

For our readers immediately South, the Golden State Stunt Championships will be held on October 26 in Fresno, California. This looks like a real class event. Precision Aerobatics will be flown in PAMPA classes, and Old Time Stunt is also on the schedule. The flying site features eight practice circles, and will be open the day before the meet. There is also a banquet scheduled for the nite before the meet. The meet is sponsored by the Clovis Controliners. For more information contact: Bob Ellis, 5310 E. Huntington, Fresno, CA 93727 (209) 255-3870

The Vancouver Gas Model Club is wrapping up their racing series with a grand finale on November 9th. The event is NW Sport Race. They have nearly \$200 of prizes lined up, and awards will be given thru fifth place. The awards consist of both trophies and merchandise. First place gets top booty of a Fox 35 and a M&P kit. Sounds like a good opportunity to start tuning up for the Drizzle Circuit. The site is Richmond field. Call Chris Sackett for details. (604) 299-4500

OCT 12

THE EUGENE PROP SPINNERS
present...

The 1986

Fall Follies

FEATURING

PRECISION AEROBATICS

AND

FOXDOO COMBAT

DETAILS:

PRECISION AEROBATICS:

- * Classes: Beginner, Intermediate, Advanced, Expert.
- * Asphalt or grass circles -- your choice.

FOXDOO COMBAT:

- * Goldberg VooDoo from kit or accurate reproduction.
- * Stock Fox .35 stunt engine (needle valve/spraybar mods OK).
- * Any fuel system.
- * .018x60 lines.
- * Maximum two airplanes per contestant.
- * AMA Fast Combat flying rules.

ENTRY FEES:

- * \$4 for first event, \$2 for second event.
- * Prizes: Trophies and merchandise through third place.

DATE:

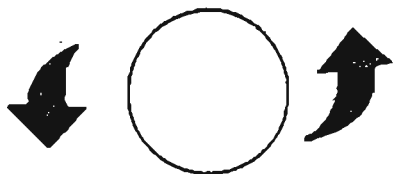
- * Sunday, Oct. 12, 1986, 10 a.m.

PLACE:

- * Mahlon Sweet Airport, Eugene, Ore.

FOR INFORMATION:

- * John Thompson, Contest Director
(503) 942-7324



ROUND & ROUND

By: John Thompson

UNSUNG HEROICS

As another delightful season of model airplane flying winds down, I am again amazed at the behind-the-scenes heroics of a cadre of modelers who give the rest of us a year of pleasure without much in the way of recognition. I wonder if the majority of us realize how much we depend on these people for our fun.

Examples were all over the place at the Seattle Skyraiders' Washington State Control-line Championships, which again was a superbly well-run contest.

I couldn't possibly name all the unsung heroes, but perhaps a few examples from my own knowledge will be worth mentioning. Certainly you have some of your own to add to the list -- write me a note and I'll give them a good word here. Meanwhile, why not say a word of thanks to these guys next time you see them?

How could control-line Precision Aerobatics exist in the Northwest without Jim Parsons, Bob Parker, Pete Bergstrom, Dave Gardner and Don McClave? Without their judging and organizational skills -- and unceasing willingness to work at every contest, it wouldn't exist.

Who is the man behind that stopwatch. It's Dan Cronyn, racing director at the Roundup. One of the best in the business at counting backwards, and perhaps the most amiable voice of authority we encounter in our hundreds of laps of roundy-round go-fast over a year. And he doesn't race himself...he does it all to help us out!

Combat officiating: It's a dirty job but somebody has to do it. It's the old joke...the sergeant calls for volunteers and everybody steps back one pace. Left out front there are just a few bulletproof souls, willing to withstand the slings and arrows of adrenaline-crazed, nail-eating Combat goons for long days in the hot sun. Dave Childs, Gene Pape, Norm, Jim and Dave McFadden, Howard Rush, Heather Hawley, Gary Byerley. Perhaps the best and most recent example of grace under pressure was Dick McConnell, who ran four events at the Raider Roundup with that soft, cajoling manner of his, with very little help, and who consistently made the right decisions and kept the inmates under control for two very trying days. Let's not forget the itinerant John Salvin of Orinda, Calif., who officiated 157 Bladder Grabber matches in two days, at one to two minute intervals, and remains free on the streets and evidently sane after it all.

This could go on and on.

Wayne Spears and Roy Beers seem to ooze out of the woodwork just when it looks like Navy Carrier is going to go begging for an official, and Orin Humphries is never far away from the stopwatch or scoresheet.

Mike Hazel sits under his canopy, gently guiding that enigmatic bevy of eccentrics grouped loosely under the title of speed fliers. Meanwhile, Chris Sackett crystalizes an entire continent by founding and leading the North American Speed Society.

Earle Moorhead is a free-flighter who finds times to judge scale when asked...and he doesn't usually have to be asked.

And then there are the general factotums, the guys who do a little bit of it all, all the time. Dave Mullens, the man who is everywhere at a big contest, either directing it, shepherding the balloon busters to the circle, promoting or just generally offering his hands. Mel Marcum, the man behind the Regionals as leader of the Eugene Prop Spinners, out there alone countless Sunday afternoons driving the lawn mower around the grass circles, or negotiating for bigger and more spectacular trophies. Dave Green, contest director, competitor, and catalyst for all kinds of modeling activity, who leads the entire hobby by his examples of sportsmanship, craftsmanship and championship work ethic. Dick Peterson, who keeps us all supplied. Dick Salter, on-call official for any kind of competition. And, good heavens, Rich Porter, for infecting us all with how much FUN this is!

Off the circles but firmly cemented in the foundations of the hobby are the spouses who lend both personpower and support: Carolyn Mullens, Alice Gardner, Doris Marcum and a host of others too numerous to mention.

Finally, let us not forget those tutors of the next generation of modelers. It's a heartwarming sight to see such fathers as Gary Byerley, Dave Mullens, Randy Schultz, Dick Salter, Orin Humphries and Ken Howell out there bringing up skilled modelers that will soon make mincemeat out of us old coots in the competition circle.

Ah, truly, it's an interesting hobby but it isn't model airplanes. It's people helping people. Now that's flying!

RULES, JULES -- AMA rules proposals continue to pile up for the 1988 cycle. Here are the latest proposals to arrive in Dist. XI rules HQ:

- * Reduce Rat Race engine displacement to .21. Rationale: Safety and accessibility to average flier.
- * Reduce Slow Rat Race engine displacement to .21 Rationale: Match Rat Race.
- * Require Carrier airplane to maintain forward motion during landing phase. Rationale: Prohibit backing up to land. (Three separate proposals submitted.)
- * Revise pull-test requirements for four-stroke engines. Rationale: To make four-stroke engines more practical.
- * Redefine failure to use safety thong as a foul. Rationale: Clarification.
- * Make Quickie Rat a national sport race event. Rationale: National three-up racing.
- * Increase Profile Carrier displacement to .4028. Rationale: Make more engines available.
- * Increase Class I and Profile Carrier total maximum multi-engine displacement to .4272. Rationale: Allow twin .21 engines.
- * Prohibit more than one competitor to use same Carrier plane or engine in the same contest. Rationale: Removal of builder rule allowed pilots to share equipment.
- * Make sanction applications specify time of meet. Rationale: Limit CD's responsibility to specific hours.
- * Require AMA numbers on models entered in rulebook events. Rationale: Clarify what kinds of competition in which numbers are required.
- * Allow officials to file protest. Rationale: Allow an official to attempt to correct another official's error.

NOTE: All of these are PROPOSALS only. Your input is welcomed. Your Dist XI Control Line Contest Board representative is this column's author. The address is at the bottom of this column. Please give me your comments, before I have to vote!

PANTHER POUNCES -- Congratulations to Vancouver, B.C.'s Henry Hajdik for his win at the Washington State CL Championships with the record-holding Pink Panther. It gave southern NWSR lappers to see that the Pink Panther is for real, and should have taught some lessons about the value of a good solid, clean airplane and lots of practice.

QUOTE, UNQUOTE -- Yes, an AMA official really said this: "I personally feel that in a short time we will lose CL and FF. I certainly hope not but the future is mightily bleak." We've heard this before, and this time it comes from Jim Sears, AMA VP for Dist. VI, in a letter to the Miniature Aircraft Combat Association. I don't feel lost, do you?

TENNIS, ANYONE? -- Lou Melancon of Roswell, Ga., has suggested that the Precision Aerobatics Model Pilots Assn. set up a tennis-style computer ranking system.

POSTAL SPEED -- Ivars Dislers, a North American Speed Society member from Australia, suggests a worldwide postal speed contest involving use of plain bearing Fox .15 engines for entry-level speed fliers.

I LIKE MAIL -- Send your comments, questions, tips, hints, etc., for "ROUND & ROUND" to:

--John Thompson, 1505 Ash Ave., Cottage Grove, OR 97424

NORTHWEST COMPETITION STANDINGS

CONTESTS COUNTED

These standings include scores from the following contests.

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.
 Seattle Skyraiders 3x1, March.
 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 Ukia Meet, May 4.
 Northwest Regional Controline Championships, May 23-25.
 VGMC CL Meet, June 8.
 CLAMBash, June 8.
 Bladder Grabber, June 21-22.
 Northwest CL Speed Championships, June 21-22
 Stuntathon '86, June 28
 Canadian National Model Airplane Championships, July 21-24.
 Washington State CL Championships (Raider Roundup), Sept. 13-14

| | | | | | |
|--|------------------|----|--|------------------|------|
| PROFILE NAVY CARRIER (5 contests, 33 entries) | | | PRECISION SCALE (1 contests, 3 entries) | | |
| 1. Bob Parker | Renton, Wash. | 27 | 1. Orin Humphries | Spokane, Wash. | 3 |
| 2. Dave Green | Astoria, Ore. | 19 | 2. Dave Mullens | Seattle, Wash. | 2 |
| 3. John Hall | Puyallup, Wash. | 14 | 3. Bob Danielson | Bothell, Wash. | 1 |
| 4. Orin Humphries | Spokane, Wash. | 13 | SPORT/PROFILE SCALE (6 contests, 26 entries) | | |
| 5. Bob Danielson | Bothell, Wash. | 6 | 1. Dave Mullens | Seattle, Wash. | 18 |
| CLASS I NAVY CARRIER (3 contests, 13 entries) | | | 2. Randy Schultz | Seattle, Wash. | 13 |
| 1. Orin Humphries | Spokane, Wash. | 8 | 3. Bob Danielson | Bothell, Wash. | 12 |
| 2. David Shrum | Roseburg, Ore. | 7 | 4. Jim McCurrach | Vancouver, B.C. | 7 |
| 3. Terry Miller | Roseburg, Ore. | 6 | 5. Orin Humphries | Spanaway, Wash. | 6 |
| 4. Rick Wallace | Sequim, Wash. | 5 | OVERALL SCALE (7 contests, 29 entries) * | | |
| CLASS II NAVY CARRIER (3 contests, 7 entries) | | | 1. Dave Mullens | Seattle, Wash. | 20 |
| 1. Wayne Spears | Portland, Ore. | 6 | 2. Randy Schultz | Seattle, Wash. | 13 |
| Orin Humphries | Spokane, Wash. | 4 | 3. Bob Danielson | Bothell, Wash. | 13 |
| 3. Roy Beers | Vancouver, Wash. | 2 | 4. Orin Humphries | Spokane, Wash. | 9 |
| 4. Rick Wallace | Sequim, Wash. | 2 | 5. Jim McCurrach | Vancouver, B.C. | 7 |
| OVERALL NAVY CARRIER (13 contests, 59 entries) * | | | BALLOON BUST (8 contests, 64 entries) | | |
| 1. Bob Parker | Renton, Wash. | 29 | 1. Dick Salter | Seattle, Wash. | 34 |
| 2. Orin Humphries | Spokane, Wash. | 27 | 2. Glenn Salter | Seattle, Wash. | 26 |
| 3. Dave Green | Astoria, Ore. | 19 | 3. John Hall | Puyallup, Wash. | 25 |
| 4. John Hall | Puyallup, Wash. | 15 | 4. Dave Green | Astoria, Ore. | 14 |
| 5. Rick Wallace | Sequim, Wash. | 10 | 5. Dick Peterson | Renton, Wash. | 12 |
| 6. David Shrum | Roseburg, Ore. | 7 | Randy Schultz | Seattle, Wash. | 12 |
| 7. Terry Miller | Roseburg, Ore. | 6 | PRECISION AEROBATICS (21 contests, 91 entries) | | |
| Wayne Spears | Portland, Ore. | 6 | 1. Paul Walker | Kent, Wash. | 42 |
| Bob Danielson | Bothell, Wash. | 6 | 2. Randy Schultz | Seattle, Wash. | 38 |
| 10. Rick Humphries (J) | Spokane, Wash. | 5 | 3. Dave Mullens | Seattle, Wash. | 31 |
| Roy Beers | Vancouver, Wash. | 5 | 4. Don McClave | Portland, Ore. | 28.5 |
| SPEED (All classes combined) (18 contests, 65 entries) | | | 5. Randy Powell | Nampa, Idaho | 18 |
| 1. Loren Howard | Vancouver, Wash. | 21 | 6. Ray Mathis | Bremerton, Wash. | 16.5 |
| 2. Dick Peterson | Renton, Wash. | 19 | 7. John Hall | Puyallup, Wash. | 13.5 |
| 3. Dave Green | Astoria, Ore. | 16 | 8. Jack Pitcher | Greshman, Ore. | 13 |
| 4. Ron Salo | Burnaby, B.C. | 15 | 9. Corina Byerley | Spanaway, Wash. | 11 |
| 5. Chris Sackett | Burnaby, B.C. | 8 | 10. Joe Dill | Seattle?, Wash. | 10.5 |
| Jerry Thomas | Puyallup, Wash. | 8 | OLD-TIME STUNT (4 contests, 23 entries) | | |
| 7. Mike Hazel | Salem, Ore. | 5 | 1. Randy Schultz | Seattle, Wash. | 22 |
| 8. Bob Danielson | Bothell, Wash. | 4 | 2. John Hall | Puyallup, Wash. | 14 |
| 9. Chuck Schuette | Vancouver, Wash. | 3 | 3. Bob Danielson | Bothell, Wash. | 8 |
| Greg Beers | Vancouver, Wash. | 3 | 4. Dave Gardner | Renton, Wash. | 6 |
| | | | 5. Don McClave | Portland, Ore. | 5 |

NORTHWEST SPORT RACE (12 contests, 85 entries)

| | | |
|--------------------|-----------------------|----|
| 1. S&S Racing Team | Seattle, Wash. | 49 |
| 2. Dave Green | Astoria, Ore. | 44 |
| 3. Henry Hajdik | Vancouver, B.C. | 30 |
| 4. Mel Lyne | Grblidi Hghlnds, B.C. | 26 |
| 5. Glenn Salter | Seattle, Wash. | 23 |
| Dick Peterson | Renton, Wash. | 23 |

NORTHWEST SUPER SPORT RACE (8 contests, 55 entries)

| | | |
|------------------|---------------------|----|
| 1. Dave Green | Astoria, Ore. | 38 |
| 2. John Thompson | Cottage Grove, Ore. | 29 |
| 3. Glenn Salter | Seattle, Wash. | 21 |
| 4. John Hall | Puyallup, Wash. | 20 |
| 5. Dick Peterson | Renton, Wash. | 19 |

SLOW RAT RACE (2 contests, 6 entries)

| | | |
|-------------------|----------------|---|
| 1. Dave Green | Astoria, Ore. | 4 |
| 2. Dick McConnell | Seattle, Wash. | 2 |
| 3. Glenn Salter | Seattle, Wash. | 1 |

RAT RACE (4 contests, 11 entries)

| | | |
|-----------------|-----------------|---|
| 1. Dick Salter | Seattle, Wash. | 8 |
| 2. Dave Green | Astoria, Ore. | 4 |
| 3. Roy Andrassy | Vancouver, B.C. | 2 |
| 4. Mike Hazel | Salem, Ore. | 1 |
| Dick McConnell | Seattle, Wash. | 1 |

GOODYEAR (2 contests, 8 entries)

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

CLASS I MOUSE RACE (4 contests, 17 entries)

| | | |
|--------------------|-----------------|---|
| 1. Dick Salter | Seattle, Wash. | 4 |
| Wesley Mullens (J) | Seattle, Wash. | 4 |
| 3. Mike Hazel | Salem, Ore. | 3 |
| Corina Byerley (J) | Spanaway, Wash. | 3 |
| 5. Dick McConnell | Seattle, Wash. | 2 |
| Teresa Byerley (J) | Spanaway, Wash. | 2 |

CLASS II MOUSE RACE (3 contests, 16 entries)

| | | |
|-----------------|-----------------|---|
| 1. Dave Green | Astoria, Ore. | 9 |
| 2. Dick Salter | Seattle, Wash. | 8 |
| 3. Ron Salo | Burnaby, B.C. | 5 |
| 4. Mike Hazel | Salem, Ore. | 3 |
| 5. Roy Andrassy | Vancouver, B.C. | 2 |

OVERALL RACING (34 contests, 198 entries)

| | | |
|----------------------|-------------------------|-----|
| 1. Dave Green | Astoria, Ore. | 100 |
| 2. S&S Racing Team | Seattle, Wash. | 71 |
| 3. Glenn Salter | Seattle, Wash. | 44 |
| 4. Dick Peterson | Renton, Wash. | 42 |
| 5. John Thompson | Cottage Grove, Ore. | 33 |
| 6. Henry Hajdik | Vancouver, B.C. | 30 |
| 7. John Hall | Puyallup, Wash. | 29 |
| 8. Mel Lyne | Garibaldi Hghlnds, B.C. | 26 |
| 9. Beers-Cole Racing | Portland/Vancouver | 23 |
| 10. Dick McConnell | Seattle, Wash. | 19 |

AMA COMBAT (6 contests, 97 entries)

| | | |
|------------------|------------------------|----|
| 1. John Thompson | Cottage Grove, Ore. | 61 |
| 2. Howard Rush | Kirkland, Wash. | 50 |
| 3. Dick Salter | Seattle, Wash. | 31 |
| 4. Mel Lyne | Grblidi Highlnds, B.C. | 23 |
| 5. Mike Rule | Bothell, Wash. | 20 |

HALF-A COMBAT (5 contests, 42 entries)

| | | |
|------------------|-----------------------|----|
| 1. Richard Birch | Everett, Wash. | 19 |
| 2. Dick Salter | Seattle, Wash. | 15 |
| 3. Mel Lyne | Grblidi Hghlnds, B.C. | 12 |
| Glenn Birch | Everett, Wash. | 12 |
| 5. Bill Varner | Astoria, Ore. | 11 |

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 (4 contests, 13 entries)

| | | |
|---------------------|-----------------------|----|
| 1. Mel Lyne | Grblidi Hghlnds, B.C. | 13 |
| 2. Dick Salter | Seattle, Wash. | 11 |
| 3. Glenn Salter | Seattle, Wash. | 10 |
| 4. Gary Byerley | Spanaway, Wash. | 6 |
| 5. Jason Howell (J) | Tacoma, Wash. | 5 |

NW SPORT/FOXDOO COMBAT (3 contests, 19 entries)

| | | |
|---------------------|-----------------|----|
| 1. Rich Salter (S) | Seattle, Wash. | 18 |
| 2. Dave Mullens | Seattle, Wash. | 7 |
| 3. Jason Howell (J) | Tacoma, Wash. | 6 |
| 4. Frank Boden | Burnaby, B.C. | 5 |
| Glenn Salter | Seattle, Wash. | 5 |
| Bob Nelson | Seattle?, Wash. | 5 |

OVERALL COMBAT (21 contests, 188 entries) @

| | | |
|---------------------|------------------------|----|
| 1. John Thompson | Cottage Grove, Ore. | 61 |
| 2. Dick Salter | Seattle, Wash. | 60 |
| 3. Mel Lyne | Grblidi Highlnds, B.C. | 56 |
| 4. Howard Rush | Kirkland, Wash. | 50 |
| 5. Rich Salter (S) | Seattle, Wash. | 28 |
| 6. Gary Byerley | Spanaway, Wash. | 28 |
| 7. Phil Granderson | Portland, Ore. | 24 |
| 8. Glenn Salter | Seattle, Wash. | 23 |
| 9. Jason Howell (J) | Tacoma, Wash. | 20 |
| Mike Rule | Bothell, Wash. | 20 |

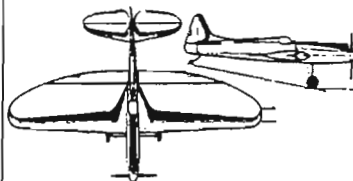
JUNIOR OVERALL COMPETITION STANDINGS

| | | |
|-------------------|--------------------|----|
| 1. Corina Byerley | Spanaway, Wash. | 22 |
| 2. Jason Howell | Tacoma, Wash. | 20 |
| Wesley Mullens | Seattle, Wash. | 20 |
| 4. Shawn Mullens | Seattle, Wash. | 16 |
| 5. Teresa Byerley | Spanaway, Wash. | 15 |
| 6. Rick Humphries | Spokane, Wash. | 8 |
| 7. John Rupnow | Federal Way, Wash. | 2 |

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|----|---------------|---------------|---------------|----|----|
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| 16 | 17 | 18 | 22 | 23 | 26 |
| 29 | 30 | 32 | 33 | 35 | 36 |
| 37 | 38 | 39 | 41 | 43 | 44 |
| 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 | 75 | | | |

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KITS: Sterling 35 inch Corsair-\$28. Scientific .049 Mentor-\$8. Carl Goldberg .049 Jumpin' Bean-\$7. PLANS: Li'l Rebel .15 Goodyear, Sig Shoestring (.15), Tercel (3/4 stunt), Pink Fink rat racer (quickie rat style) EACH PLAN \$1

ENGINES: K&B 40 RC with Perry pump/carb, new in box-\$58; K&B 3.5 uc/ff-new in box-\$44; O.S. 20 FP-S, new in box-\$32; Testors .049 new in box-\$9; K&B 40 RR series 71, new-\$35; McCoy 29 stunt, like new-\$14

ENGINE PARTS: 2-Super Tigre 15 spinners-\$5 ea; 4-Fox Combat special suction venturi inserts-50¢ ea; 1-Super Tigre AA 35/5 gasket set- 50¢; 1- custom suction venturi for K&B 5.8 with TWA n.v.a.-\$9; 4-K&B 40 nylon racing venturi with n.v.a.-\$3 ea; 1-K&B 35 plain bearing RC carb-\$5; 1-Super Tigre G40 conrod-\$2; 1-O.S. 60-65 spinner-\$10; 1-O.S. 60-65 conrod-\$7; 1-Cox 15 conquest bottom end w/ rear bearing (used)-\$3; 1-Cox Thermal Hopper needs, original package-\$2; 1-Super Tigre 29/40 racing venturi with spraybar-\$1; 1-K&B 6.5 minipipe, cut to 3-3/4 inch-\$1; 1-E.D. #2 tuned pipe (29/40)-\$10; 1-E.D. #2 long exhaust manifold (for pipe)-\$4; 1-Jim Walker fuel regulator, original package- collector's item-\$10; 1-Miebach .15 size tuned pipe, collector's item-\$20

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PROPS, \$1.00 EACH GROUP: 2- TF thick hub 9x12 1/2, 2- TF 6x7, 4- TF 6x7 1/2, 1- Rev-Up 8x9 1/2

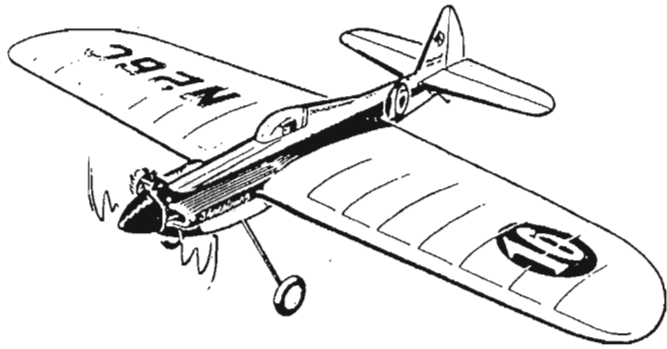
PROPS, \$2.00 EACH GROUP: 7- Rev-Up 9x12, 3- Rev-Up 9x13, 1- ?custom 9x12

LINES: 2 sets-.008 x 42 solid on plastic reel-\$3 ea; 1 set-.008 x 70 solid on cardboard reel-\$2; 1 set-.014 x 60 solid on cardboard reel-\$2; 1 set- 60 foot Sullivan Tufstrand on plastic reel-\$1; 1 set-.006 x 52 solid on cardboard reel (rare size) -\$3; 2-.020 x 60 Sta-Bright monoline-\$2 ea; original package Stanzel monoline wire: 1-.022 x 60, 3-.028 x 70, \$1 ea.

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| 1/8 x 2 | .43 | 1/8 x 1/2 .14 |
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| 1/4 x 2 | .58 | 3/32 x 3/8 .12 |
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| 1/20 x 3 | .37 | 1/8 x 1/8 .08 |
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BALSA TRIANGLES 36"

| | |
|-----------|-----|
| 1/4 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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| | |
|-----------|------|
| 1/32 x 3 | .49 |
| 1/20 x 3 | .49 |
| 1/16 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 | 1.39 |
| 3/4 x 3 | 2.20 |
| 1" x 3 | 3.00 |
| 1 1/8 x 4 | .78 |
| 3/32 x 4 | .91 |
| 1/8 x 4 | 1.00 |
| 3/16 x 4 | 1.17 |
| 1/4 x 4 | 1.38 |
| 3/8 x 4 | 2.07 |
| 1/2 x 4 | 2.82 |

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| 1/4 x 1" | .32 |
| 5/16 x 1 1/4 | .39 |
| 3/8 x 1 1/2 | .46 |
| 1/2 x 2" | .70 |

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| 1 oz. Thick | 2.98 |
| 1 oz. Thin | 2.98 |
| 2 oz. Thick | 5.50 |
| 2 oz. Thin | 5.50 |

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 | .46 |
| 1/4 x 3/4 | .60 |
| 1/4 x 1/4 | .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 |
| 1/4 x 1/2 | .34 .47 |
| 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 |

BIRCH DOWELS 36"

| | |
|------|-----|
| 1/8 | .09 |
| 3/16 | .11 |
| 1/4 | .14 |
| 5/16 | .25 |
| 3/8 | .32 |

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 |
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CUTS & KILLS

Combat News by John Thompson .

STRATEGY, REVISITED

One of the nice things about Combat flying is that one doesn't forget the basic unwritten rules for very long. These are rules that have a way of teaching themselves -- and re-teaching those who forget.

One of those rules, as stated previously by the author of this column, is: "Don't over-think!"

Stated another way another way, the rule is: "There is only one strategy -- go for the string!"

There's another rule which I'm glad to pass along to those who have forgotten it. Since the story of my inglorious loss to Mel Lyne in the second-third flyoff at the Raider Roundup probably has been the source of jokes and ridicule throughout the Northwest Combat community by now, I have nothing to lose by using myself as a case in point.

The rule is: Anyone sharp enough to fly Combat at all learns quickly and won't make the same mistake twice -- not in the same day, at least.

Applied together, these rules combine to form the following guideline:

When you see a flier get beat by some particularly shrewd move, don't assume the same move will work the next time. The loser will have learned the lesson as well as you did, dummy!

Surely, if you weren't there, you begin to see how I gave away a match to Mel Lyne without flying any real Combat. Wily old Dick Salter taught Mel a lesson, and then Mel taught me one -- again -- when I tried the same trick.

What it was is of no consequence. The point is that my basic mistake was twofold: I violated the cardinal rule of Combat by thinking strategy instead of flying -- and compounded the felony by trying to beat Mel with the same move that Salter had used a scant match earlier.

Now Mel and I are looking forward to that next match, wherever it may be. Having been cheated out of a good match, we'll be taking the gloves off for a good one -- and we'll both be a bit smarter as a result.

But wait a minute. If you don't use your head at all, what's it up there for? Shouldn't you have something in mind when you start a match?

Sure. Here's what you should have in mind: See the other plane.

If you have the other plane in sight when the starting horn blows, you are in the best possible position you can be at that point. What then?

You have two choices. Go for the kill quickly, or wait for your opponent to move first. (Don't wait too long, though, eh, Mel?)

Here's some food for thought on that first move:

You should have in mind the consequences of a collision at the beginning of the match, as the two planes approach each other and before they "hook up" in a good duel.

Did you get up first, or second?

If you got up first, you have less to lose in a bash. A quick first move may be acceptable -- you'll either get the kill, lose by a kill, win by airtime on a collision, or miss altogether. Three out of four chances ain't bad.

If you got up second, you're not in a good position for a sudden strike. A quick first move will result in a win by kill, a loss by airtime in a bash, a loss by a kill, or a complete miss. Now your chances are down to 50-50. Better let the other guy make the first move -- or be cautious in making it yourself and avoid any head-on approaches.

But you can't make any of those decisions if you can't see your opponent.

How do you keep your opponent in sight, in view of the likely speed difference? How do you keep him from getting around out of your field of vision just as the horn blows, and making you have to turn your head and hunt for him?

Easy! Vary the height of your airplane to speed it up or slow it down, thus keeping it at 180 degrees as the horn is about to blow.

If you are going faster, don't sweat it, because you are going to be able to see your opponent as you catch up. The place where it counts if you are slower. If you are slower, fly higher to speed up as the planes approach 180 degrees. that will keep your opponent's plane in sight as the horn blows.

Then you either make your move, or watch his plane as he prepares his.

A tip: As the horn blows, if you aren't making the first move, fly higher yet. That will speed you up, give a better view of his plane, and it might look like a move and decoy him into an attack. If he buys it and makes an opening move, you'll be in a position to see it clearly, react and put your prop in his string before he has a good look at you. Even if you don't get the kill, you'll be on top of him and if you stay close, he'll never get the upper hand.

All of this takes place in the first few seconds of the match, and takes very little thought. Restated simply, it's this concise: See your opponent's plane equalize speed as necessary, and get the upper hand quickly.

Over the years, I have reached the conclusion that sharp focus on the opponent's plane and an opening that keeps it in sight -- and avoids head-on passes -- is the safest and most consistent winning tactic.

After that, go for the string.

Anything else depends too much on assumptions about what the other guy might do. And, as discussed above, if he did, something once, he probably won't do it again.

Combat is nearly over for 1986, except for the FoxDoo bash at Eugene Oct. 12. It's time to get working on 1987 projects. Building now for next year may seem like work, but it'll be a nice feeling to open the season next spring with a year's supply of planes and engines for each of your chosen events.

Remember the biggies: The Regionals in May, the Bladder Grabber in July, the Nats (easy to reach in Lincoln, Neb.) around the first of August, and the Raider Roundup in September.

This season is barely over, and I can't wait for that next match!

This column is open for input from any flier with something to say about his favorite Combat event. As you all know, I'm mostly concentrating these days on fast Combat with some dabbling in Half-A. I'd like help in keeping this column interesting to fliers of Slow and FAI.

Send your contributions of tips articles, or your Combat questions, to:
--John Thompson, 1505 Ash Ave., Cottage Grove, OR 97424.

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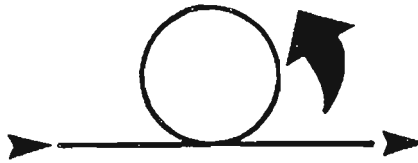
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STUNT SCENE

inverted anyone?



by: PAUL WALKER

MY TRIP TO THE WORLD CHAMPIONSHIPS-

The 1986 World Championships were held in Pe'cs Hungary from August 1st through August 3rd. The Hungarians went all out to give us a nice championship. The people of Pe'cs were also very friendly and glad that we were there.

Most of the team arrived in Pe'cs on July 25th. Arriving this early allowed time for practice and adjustment to the nine hour time change. I was not able to arrive at this time with the team thanks to TWA. They managed to lose my model box at JFK. The box was checked only to JFK from Seattle because of special handling to be given by SAS. Without my model box I was not leaving for Hungary. It took two days to find it! My wife Shal finally received a call from the team manager in Hungary wanting to know where I was. It seems that my box made the trip to Hungary on its own. It was somehow magically checked through at JFK without TWA knowing about it.

The prospect of flying and travelling through Europe alone at this point did not appear attractive. As it turned out, Chuck Rudner's wife had a medical emergency earlier in the week, and he was unable to leave until Saturday also. We flew from JFK to Copenhagen together. There we met the rest of the combat team. Together we then flew to Vienna.

Security at Vienna airport is unlike those in the U.S. After passing through customs you are met with guards toting big machine guns. It leaves you feeling a little uncomfortable.

Once we picked up our rental car (actually a Toyota van) we proceeded on to Hungary. We made a miscalculation though and got on the wrong road unaware of the consequences. We found out when we got to the border and attempted to cross. For some reason they would not let us across. Then we discovered that we were trying to cross into Czechoslovakia. They weren't very friendly towards us at all. We then retraced our steps until we discovered the wrong turn. We then headed for Hungary.

Contrary to what I was told prior to the trip, crossing into Hungary was not unlike that of crossing into Canada. Just a show of passports and visas, a few questions and we were through. It was Sunday and everyone was out for a Sunday drive so it took us four hours to get to Pe'cs which was about 100 miles away. All the roads were two lanes with little or no shoulder. Passing was tough and people drove slowly. We finally arrived in Pe'cs at about 6PM local time. The car was quickly unloaded and the planes assembled for flying the next day.

On Monday we all separated into groups (stunt, combat, team race, and speed) Jim Casale, Bill Werwage and I went out early for practice. On my first flight a piece of dirt lodged in my needle valve and caused a lean run. Then upon landing I broke the landing gear support structure in the wing. It had a weakened structure from the crash it suffered three weeks earlier. It was back to the motel to do a quick fix. In the early afternoon we went to the official flying site. We nicknamed this site "the pit" and the "chamber of horrors". It made the air at Delta Park feel like a runway with no obstructions. "The pit" was lowered five feet from street level and was surrounded by trees and buildings. When the wind blew it was near impossible to tell where the wind was. The best air occurred when it was near still. At any rate we tried to fly there at least once a day. Not too many contestants had shown up at this time so the waiting line was short. After fighting with the air we went back to the hotel for dinner.

After dinner it was back out to practice at the grass field. Practice didn't last long for me as I broke both landing gear structures for the second time this day. This time it required a more substantial repair. Fortunately there were no more problems with it the rest of the week. Jimmy and Billy were still in good shape and were slowing starting to fly faster to cope with the bad air.

Tuesday we went straight to "the pit" and flew two flights each. This took four hours as more people had arrived. Afterwards we went searching for a practice site. (the previous field we used was now the combat site). We were fortunate to find a soccer field with clean air and a grounds keeper who was friendly. Without a word of Hungarian on our part or English on his, we got him to understand what we were attempting to do. He allowed us to fly there whenever there wasn't a soccer game taking place. (it must be noted that this was his sole job in life. He maintained this field for a living). This field was also hidden so nobody else knew about it. We practiced there without incident Tuesday and Wednesday. Thursday was time for official practice, processing and opening ceremonies.

The weather cooperated the entire time we were there. No storms or rain. The daytime temperatures were in the 90 to 100° F range with the humidity in the 80 - 90% area. Most of the buildings there were made of stone or some other earthen material. What this means is that when the sun goes down the buildings pour their heat back into the air.

The hotel room never cooled below 80° F as they had no air conditioning. Aside from the heat, the weather was fine except for the wind. The wind didn't blow that hard but it didn't take much to create a problem flying in "the pit". To make matters worse it was always changing directions. Fun fun fun!

Friday was the beginning of official flying. All competitors (stunt) flew one flight each on Friday and Saturday. The highest score from either day was used to determine the placings. The top fifteen advanced to Sunday. Sunday, each of the remaining competitors flew two flights. The highest score Sunday plus the highest score of either Friday's or Saturday's score determine the final placings.

One small little glitch developed Thursday evening. It was discovered at this time that three of the five judges were not there. The two that did make it were from Switzerland and China. The organizers however did "find" three substitute judges. A Russian (who happened to be the head of the Russian equivalent of the AMA), was told to judge against his will. He said that if he "had" to judge he would insure that a Russian would win. Along with this gem they recruited a Hungarian. The third judge they "found" was the Italian who judged at the '84 World champs. It was evident from looking at the scores from the '84 champs that this judge disliked Americans. So the judges going into competition Friday were from the following countries: USSR, Hungary, Italy, China, and Switzerland. It was not looking real good for the Americans already.

The USA team drew flights Friday as follows: 11:00- Walker, 2:30- Casale, and 4:00- Werwege. I was the first American to fly and had some relatively good air to fly in, and put in a very good flight. Before long, it was Jimmy's turn to fly and the air had turned ugly. He did get bounced around pretty good. Quite promptly, Jimmy's score went up. He received a 2411. He was quite behind as the Russian preceding us "received" a 2710. My score was still not up yet. Soon it was Billy's turn and he also had bad air to fly in. Billy was the next to last person to fly. But still his score came up before mine. He received a 2319. Finally my score came up and it was 2331. I was 379 points out of first, the person in second, Zang Xiandong, was nearly 200 points out of first place. The politics were showing already. This score took all the air out of my sails as after the first day I was in 7th place after flying one of my best ever flights! All I could do was to continue to do my best.

Friday's flight order was reversed for Saturday. There was no good air to fly in this day so you just had to slug it out. But now, the scores were computerized with a monitor for everyone to see. Within one flight you knew your score. After Saturday's flying, I was in third place, 160 points out of first.

Much better, but first was almost out of reach. Casale was in sixth, Werwege in tenth.

There was another Northwest flier in stunt, also. Alan Resinger was on the Canadian team. Alan unfortunately had a case of nerves on his first flight and didn't do so well. He recovered on his second flight and did much better but the judges seemed to have remembered his first flight and got stingy with the score. He finished in 43rd position.

Sunday was the final day and the wind saved the best for last. It was very difficult to read all day long. Politics again showed its ugly side. The Russians were in second place as a team but the judges "fixed" that. The second and third Russians got very inflated scores in the second round and somehow managed to pull out the team title. In individual placings, the Russian pulled farther ahead and Jimmy slipped to seventh. Other than that, no placings changed Sunday. The final placings and scores were as follows:

| | | | |
|----|--------------------|-------|------|
| 1 | Anatoly Kolesnikov | USSR | 5753 |
| 2 | Zang Xiandong | China | 5648 |
| 3 | Paul Walker | USA | 5457 |
| 4 | Wang Janzhong | China | 5455 |
| 5 | Zhu Younan | China | 5437 |
| 6 | Nio An Lon | China | 5431 |
| 7 | Jim Casale | USA | 5367 |
| 8 | Sergej Klochkov | USSR | 5326 |
| 9 | Valentin Salonek | USSR | 5306 |
| 10 | Bill Werwage | USA | 5196 |

TEAM: 1- Russia 16,839; 2- China 16,751; 3- USA 16,228

As time passes it doesn't seem so bad now as it did then. I had many of the other competitors come up to me and tell me that I was the real winner. I felt that my scores should have been higher. The judging was unacceptable for a World championship level event. Even with these problems I do look forward to going to another World championships some day.

NW COMPETITION RECORDS

RECORD PERFORMANCES ESTABLISHED BETWEEN NORTHWEST MODELERS IN SANCTIONED COMPETITION

Nine Northwest control-line competition records have been established or broken since the last time FL records were updated. It has been a "record summer" for new records.

Chris Sackett bumped the B Speed record up to 187.66 mph at the Northwest CL Speed Championships in June in Richmond, B.C. The mark erases Sackett's old record of 184.57 mph.

Chuck Schuette went all the way to Pecs, Hungary, to establish a new FAI Speed record of 172.33 miles per hour. At the World Championships, Schuette erased Scott Newkirk's long-standing Northwest FAI record of 158.98 mph.

Also at the World Champs, Tom Knoppi and John McCollum set a new 100-lap FAI Team Race record of 3:48, replacing their own 3:51.

The season's biggest weekend for record-smashing was at the Washington State CL Championships in September, with six new standards recorded.

Mike Hazel turned a 2:52 heat race time in Class I Mouse, replacing his own 3:21. The S&S Racing Team of Dick and Rich Salter established the Mouse I feature race record at 6:33. No Mouse I feature record had been established since the switch to .010" lines.

Dave Green bumped the Mouse II feature race record to 11:49, replacing Dick Salter's 12:58.

Roy Beers snatched the Class I Navy Carrier record with a 318.3 score, replacing the 311.1 mark set by Rick Wallace.

Dick Peterson edged up the coveted Formula 40 Speed record with a 154.84-mph performance, replacing a long-standing Scott Newkirk mark of 152.28 mph. Loren Howard's 172.68 mph in D Speed replaced Mike Hazel's old 170.17 mph mark.

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 Sept. 27:

| | |
|---|---|
| MOUSE RACE I 50-lap: 2:52 (Mike Hazel) | 100-lap: 6:33 (S&S Racing Team) |
| MOUSE RACE II 75-lap: 3:40 (Dave Green) | 200-lap: 11:49 (Dave Green) |
| 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: 3:48 (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: 172.33 mph (Chuck Schuette) |
| 1/2-A PROTO: 83.63 (Paul Wallace) | FORMULA 21: 79.54 (Rich Salter) |
| A SPEED: 181.56 (Chris Sackett) | FORMULA 40: 154.84 (Dick Peterson) |
| B SPEED: 187.66 (Chris Sackett) | JET SPEED: 194.73 (Chris Sackett) |
| D SPEED: 172.68 (Loren Howard) | PROFILE NAVY CARRIER: 232.5 (Bob Parker) |
| | CLASS I NAVY CARRIER: 318.3 (Roy Beers) |
| | CLASS II NAVY CARRIER: 324.3 (Wayne Spears) |



Stunt and Speed Scenes from
the Washington State Champs

...left) That Shoestring
belongs to one of the Mullens
boys (sorry, missed which one)
Interesting to note placement
ahead of Dad's plane in the
appearance judging lineup.



Precision Aerobatics had a
very good entry. Twenty
planes in the lineup here.



Randy Schultz
and
Dave Gardner
hob-nob by the
stunt circle.

Canadian Ron Salo took 3rd
place in record ratio speed
with his class "eh?" entry



The usual motley crew
at work in the speed
pits.

At left Greg Beers
twists one of many
entries in the pylon



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