

# FLYING LINES



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## NEWS OF NORTHWEST CONTROL LINE MODEL AVIATION

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1073 WINDEMERE DRIVE NW  
SALEM, OREGON 97304

EDITOR: MIKE HAZEL

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JANUARY 1987

NUMBER 79

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# COCKPIT CHATTER



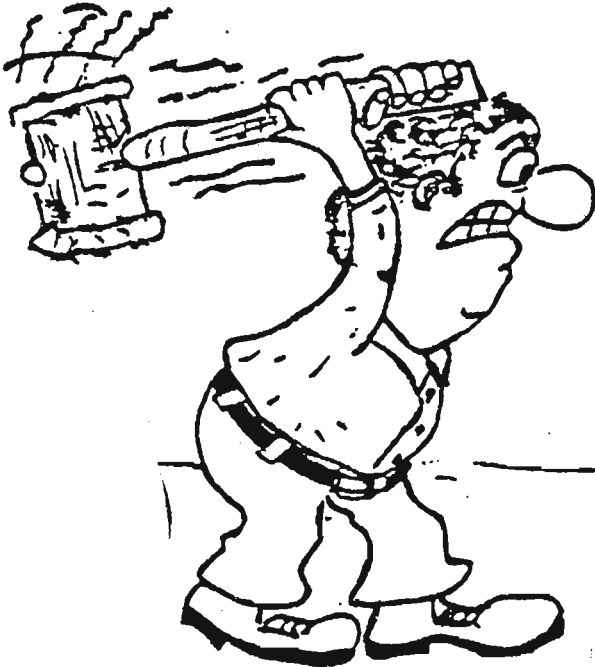
NOTES FROM THE EDITORS' DESK

This is going to be just a quick blurb, so you can get into the good stuff in this issue. It's also because it is late, and I am trying to get this issue put to bed. Here we are in February with the January issue. Maybe the Feb. issue will get out before March.

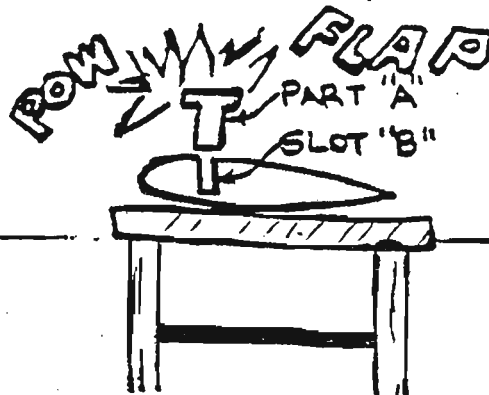
You'll see it elsewhere in this issue, but here it is again. Please get in all contest plans to us soon so that a schedule can be put out next month. If plans are tentative, then they will so be indicated. There is a schedule in this issue based upon what is firmed up at this point.

I had a chance to drop in at the NW Model Expo in Puyallup. Things were a bit changed around from what they were in past years. The show itself moved into a different building at the fairground facility. The booth arrangement and other floor plan considerations were not as nice, in that things were so crowded. Perhaps attendance was up, but things did not seem as spacious. Lots of CL modelers were seen about. (lost of course, in the wave of RC) It was nice to see a few folks outside of the hectic contest atmosphere. I finally ran across something in the swap meet that I had been wanting for years: a Tiger Jet. Eat your heart out, collectors, even though it is brand new I'm going to run it anyway! Well, its off to the shop!

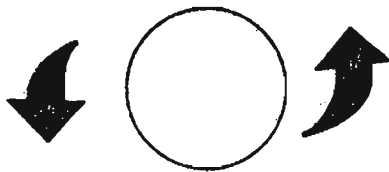
## MURPHY'S MODELING LAW #6



LONG BEFORE PART "A" FITS  
INTO SLOT "B", YOU WILL  
HAVE YOUR OWN  
PERSONAL FIT!



From HANGER TALK, Chris Peter, Editor



# ROUND & ROUND

By: John Thompson

Hey, it's winter time, right?

Aside from the odd Drizzle Circuit contest, perhaps, it's sport flying time. So, how do we while away those Sunday afternoons when the weather is calm and not too cool, the airplanes beckon and the engines call?

Just boring holes in the sky? Well maybe, but it sounds a little RC-ish for some tastes. Testing competition gear for next season? Well, maybe some of the time. But why not spend a few afternoons doing something a little more creative, possibly educational, and certainly entertaining?

We're talking the CL fun-fly. It's just such a thing the Eugene Propspinnners are planning in the near future -- a good-natured competition in some oddball "game" using model airplanes. No prizes, no sanction, no heavy-duty competition. Just play a game and have fun. Everybody has their own style of sport-flying game. Here are a few ideas I've collected over the years. Most of these have been done by somebody, somewhere...a few are only figments of my imagination. Unless otherwise noted, they use any airplane on a standard length and diameter lines (in case speed needs to be calculated):

**HIGH-LOW:** Time the plane for seven laps at its high speed, and calculate the speed in miles per hour. Allow the flier five minutes to change prop, plug and/or fuel. Then time the plane for seven laps at its lowest flying speed (it must be capable of taking off within one lap). The difference in mph is the score.

**TIME TARGET:** Set a prescribed flight time, such as two minutes (120 seconds). Plane is timed from takeoff to touchdown. The number of seconds less or more than the target is the score. Low score wins. (No watches or signals from the gallery!)

**SPEED PATTERN:** Design a simple stunt pattern, and then see how long it takes each contestant to complete it. Keep it to something most everyone can do, such as: Takeoff, level flight, inside loops, inverted flight, outside loops, lazy eights, more level laps inverted flight.

**SPOT LANDING:** Number of inches before or past the spot is the score.

**PAYLOAD:** Design a strap-on cargo carrier for profile planes. Then see how much weight, besides its own, that a plane/engine combination can lift off the ground. Takeoff must be accomplished within one lap, and the plane must be aloft 10 laps. Keep adding a little at a time until only one plane can lift it.

**BLIND-MAN'S BALLOON BUST:** A pilot, a plane and a balloon. One balloon, no barrier. Blindfold the pilot, let a helper guide him to the right distance from the balloon, and let him take a crack at it. The pilot who needs fewest passes to pop balloon wins.

**FREEWAY:** Get as many planes in the air, in a single circle, as possible at one time. Should be able to handle 10 or 12 if everyone keeps cool. There is no winner, only survivors.

**PIT STOP:** Good off-season drill for racers. Start the stopwatch at the moment the shutoff is hit or the engine dies, refuel/restart, and time until one lap after takeoff. With a good racer, shoot for 10 seconds...with a sport plane, 20.

**RELAY RACE:** A standard sport-race type race, with three or four pilots trading off, 70 laps each. Or, one pilot using three or four airplanes. You figure it out.

**LEMANS RACE:** Pilot has to start and pit his own plane...only helper is a launcher. Careful pilots only need apply, high flying is allowed when necessary for safety.

**DEMOLITION DERBY:** We all complain about those old obsolete junk planes that won't go away. Here's how to get rid of them. All planes on same length lines. All entrants (pit/pilot teams), no matter how many, are up on the "go" signal. The object is to bring down everyone else by clipping elevators, or however. When everyone is down, there's a five-minute repair period. Everybody flyable goes back up. Repeat until only one plane can fly. Burn the rest. No pit stops allowed, for safety.

**MULTI-PLANE ENDURANCE:** See how long the club can keep at least one plane in the air. It's a team effort.

**CRATE RACE:** Club supplies materials for simple airplane. Game is to build the plane and fly it in the shortest possible time. Name comes from materials made from apple crates.

**BOMB DROP:** Rig planes with a simple bomb release (could be a cup which lets cargo fall out upon turning inverted), and aim at a target. He who gets closest wins.

**TRASH CAN DERBY:** Another way to get rid of flying trash. Put a trash can on the edge of the circle and let contestants try to dive into it. Prize for the closest or best attack. It's harder than you think.

**DESIGN COMPETITION:** Give everyone a radical design concept and give them a month to build an .049 powered plane. A canard, a pusher, a push-pull twin, an autogyro. Nothing pretty required, but it has to fly. Best performance wins.

**EGG TRANSPORTER:** Rig planes with a cargo bay big enough for an egg. How many takeoffs and landings can the pilot do without breaking the egg? Too easy? How about powered touch-and gos -- no throttle allowed?

**TETHER PLANES:** Build .020 or .049-powered planes, with no controls, only a tether connection. They fly on one line around a pole. What competition? Just try to make them fly! Good indoor event, if you can find a big garage.

**YOUR IDEAS HERE:** These are only a few ideas for Sunday afternoon club entertainment. We'll list any others you might come up with. And let us know how your day went...write a report for FL, and send pictures. Now, don't say you couldn't think of anything to do on a Sunday afternoon!

NUMB-BERS -- AMA's presidential election results are in. Don Lowe beat out John Grigg by four votes, 5,439 to 5,435. John Worth was third with 4,934, and others trailed. It's a sad commentary that an organization with nearly 120,000 members can get only 17,687 to vote in its presidential election.

TOP PROP(SPINNERS) -- Gerald Schamp has been elected president of the Eugene Prop Spinners; Walter Sweet vice president, Mel Marcum Secretary, Theresa Shelby treasurer.

SPINNING WITH DELIGHT -- Latest indications are that the Eugene Mahlon Sweet Airport field, home of the Regionals, when it is lost later this year, will be REPLACED with two asphalt circles and two grass circles.

HOT SHOTS -- In case you didn't notice, the Voyager, which flew around the world on one tank of gas, was built with none other than our venerable cyanoacrylate, Hot Stuff.

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

# THE FLYING FLEA MARKET

BUY, SELL, TRADE

WANTED: Still looking for those old combat kits- Barry Baxter, 10121 Cabo, Westminster, CA 92683 (714) 531-7270

FOR SALE: over 150 kits of all kinds, UC, FF, and RC. Send SASE for list or tell me what you want. Burt Brokaw, 494 E. 700 N. Ogden, Utah 84404 call (801) 782-7723

WANTED: Super Tigre 60 new or like new. Also 50's & 60's UC stunt kits. - Walt Menges, 8040 N. 1st Street, Phoenix, AZ 85020 or call evenings (602) 944-1763

WANTED: Webra Mach I 2.5 cc Diesel, E.D. 2.46 cc Diesel, MVVS or Oliver Tiger Diesels- 2.5 cc- Henry Hajdik, 1629 London St., New Westminster, B.C. V3M3C8, or call evenings(604) 526-9554

FOR SALE: Flying Lines back issues. Fill in the gaps of your FL library. Singles \$1 each. Four or more @ 50¢. Issues available:

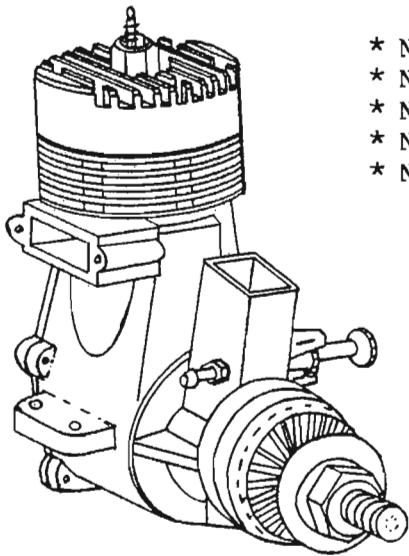
4	11	13	16	17	29
32	33	35	36	37	38
39	43	44	45	47	48
49	50	51	52	53	54
57	60	61	62	64	65
66	68	69	70	71	72
74	75	76	77	78	

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

AN IMPROVED VERSION OF THE WELL KNOWN MK-IV.

### FEATURING.....

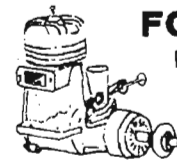
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# THE DRIZZLE CIRCUIT

ROUND and ROUND In the RAIN?

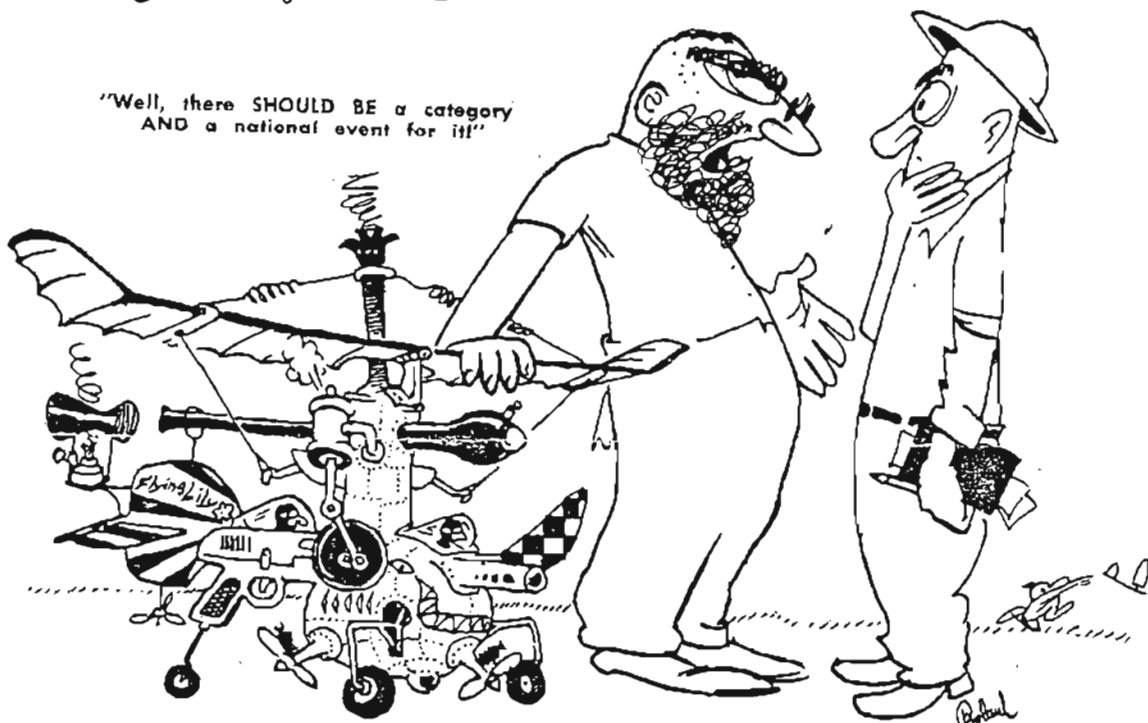


The usual motley crew gathered on January 11th for the second installation of the drizzle circuit. Entry was slightly down, but the surprise had to be the five Goodyears coming out of the woodwork to compete in the secondary event. One thing that is not a surprise, is that of Dave Green setting new records. In the Super Sport event, he blasted his way to a 7:09 time for the finals. Can times in the high sixes be far off?

NW SPORT RACE (8 entries)			NW SUPER SPORT RACE (6 entries)		
1st	9:02	SHT team	1st	7:09	Dave Green
2nd	11:50	Bob Danielson	2nd	8:55	SHT team
3rd	11:56	Jim Cameron	3rd	10:02	Dick McConnell
4th	47 laps	Dave Green	4th	5:38 heat	Bob Danielson

## DRIZZLE CIRCUIT POINTS STANDINGS

NW SPORT RACE			NW SUPER SPORT RACE		
1.	Jim Cameron	16	1.	Dave Green	14
	SHT team	16	2.	SHT team	12
3.	Dave Green	12	3.	Dick McConnell	10
4.	Wayne Drake	9	4.	Bob Danielson	3
	Bob Danielson	9		Jim Cameron	3
6.	Dick Peterson	4	6.	S&S team	2
	Dick McConnell	4		George Mickey	2
	S&S team	4	8.	Dick Peterson	1
9.	Dan Burdick	2			
10.	George Mickey	1			



George Lieb found this cartoon.

# WHERE THE ACTION IS

## CONTESTS and EVENTS THAT ARE COMING UP

Next month this department will be given what should be a more or less final update. That will include firm dates, details, etc. Contest directors, club honchos, please let us know ASAP. Next month we will also integrate the VGMC schedule, which is listed separately.

Date	City / Site	Meet	Contest Director
Feb 8	Portland/ Delta Park	Drizzle Circuit #3	Gene Pape
Feb 28	Seattle/ Carkeek Park	Skyriders Beginners Day	?
Mar 8	Portland/ Delta Park	Drizzle Circuit #4	Mike Hazel
Mar 22	Seattle/ Carkeek Park	Skyriders 3X1	?
Apr 12	Portland/ Delta Park	Drizzle Circuit #5	Wayne Spears
Apr ?	????????????????????	Spring Tune Up (Skyriders)	tentative
May 22-24	Eugene/ Mahlon Sweet	NW Regionals	Dave Green
Jun ?	Astoria / ?	ClamBash	Dave Green ?
Jul 11-19	Lincoln, Nebraska	AMA Nationals	
Aug ?	Kent/ Boeing Center	NW Record Trials	Dick Peterson
Sep 19-20	Kent/ Boeing Center	Raider Roundup	?
Summertime	Somewhere	Bladder Grabber ?	

### 1987 V.G.M.C. CONTEST SCHEDULE FOR CONTROLINE AT RICHMOND FIELD

A	MARCH 1,	FIRST ANNUAL 1/2A SNAPPER EVENT (Stunt, Spot Landing, Beauty)
A	MARCH 15	VGMC SPORT RACING SERIES No 1 (NW Sport Race, 15 Sport Race)
A	APRIL 12	VGMC SPORT RACING SERIES, No 2 " "
AA	MAY 17	SPRING UKIE TUNE UP ( 33 1/3, Sport Race, 15 Combat, Snapper)
A	JUNE 14	VGMC SPORT RACING SERIES No 3 (NW Sport Race, 15 Sport )
AA	JUNE 20/21	NORTHWEST C/L SPEED CHAMPIONSHIPS (All Classes C/L Speed)
A	JULY 26	WEST COAST FAI TEAM TRIALS (FAI Speed)
A	AUGUST 2	VGMC SPORT RACING SERIES No 4 (NW Sport Race, 15 Sport Race)
AAA	SEPT 5/6	43rd VGMC INTERNATS (18 events for STUNT, RACING, SPEED, CARRIER COMBAT, SCALE & SPORT EVENTS)
AA	OCT 4	VGMC SPORT RACING GRAND FINALE (NW SPORT RACE \$250 in prizes)

# You Know You're A Model Flier's Wife ... When ...

- Your entire cooking repertoire consists of things that keep well in the oven.
- You can never find your scissors, bowls, waxed paper, pins, or cookie sheets.
- You only doll up when hubby is taking pictures to send to a magazine.
- You find you have stopped worrying about other women.
- You pray for rain regularly on Tuesday and Sunday evenings.
- Anything is apt to happen when the glue is drying.
- You quit looking at furniture and drapery ads.
- You find yourself on the roof repairing the TV antenna by yourself.
- You have the groceries delivered just so you can talk to a man... any man!
- You can quit wondering what to get hubby for Christmas, he's already got it!!
- So many men enter your back door in the evening that the neighbors are looking at you funny!
- Your house smells funny and you've quit making excuses for it.
- You absolutely DO NOT unplug anything.
- It doesn't bother you anymore when your minister just shakes his head sadly when you leave church on Sunday.
- You finally dare to throw out that stinking old fishing hat and shirt.
- You make a determined effort to beat him to the club newsletter when the mail comes.



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3/32 x 2	.40	1/16 x 3/8	.10
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	.58	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	1/8 x 1/4	.11
3/32 x 3	.44	1/8 x 3/8	.12
1/8 x 3	.54	1/8 x 1/2	.18
3/16 x 3	.62	3/16 x 3/16	.11
1/4 x 3	.73	3/16 x 3/8	.17
5/16 x 3	.85	3/16 x 1/2	.22
3/8 x 3	.88	1/4 x 1/4	.16
1/2 x 3	1.10	1/4 x 3/8	.21
3/4 x 3	1.65	1/4 x 1/2	.21
1/16 x 4	.58	1/4 x 3/4	.34
3/32 x 4	.70	1/4 x 1	.40
1/8 x 4	.80	5/16 x 5/16	.21
3/16 x 4	.93	3/8 x 3/8	.27
1/4 x 4	1.10	3/8 x 1/2	.32
3/8 x 4	1.65	3/8 x 3/4	.42
1/2 x 4	2.25	3/8 x 1	.52
		1/2 x 1/2	.36
		1/2 x 3/4	.46
		1/2 x 1	.58
		5/8 x 5/8	.48
		3/4 x 3/4	.67

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3/8 x 3/8	.30
1/2 x 1/2	.35
3/4 x 3/4	.45
1" x 1"	.55

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1 x 2	1.50
1 x 3	2.00
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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"**

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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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**INSTANT GLUE**

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 1/4	.60
1/4 x 3/8	.42
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

**BUNDLE DEALS**

20-1/6 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	6.30
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	8.55
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

**PINE STICKS 36" 48"**

1/8 x 1/8	.13
1/8 x 1/4	.16
1/8 x 3/8	.20
3/16 x 3/16	.17
3/16 x 3/8	.23
3/16 x 1/2	.30
1/4 x 1/4	.26
1/4 x 3/8	.30
1/4 x 1/2	.34
3/8 x 3/8	.37

**SPRUCE STICKS 36" 48"**

1/8 x 1/8	.15
1/8 x 1/4	.18
1/8 x 3/8	.20
3/16 x 3/16	.25
1/4 x 1/4	.31
1/4 x 3/8	.36
3/8 x 3/8	.45
3/8 x 1/2	.55
1/2 x 1/2	.60
1/2 x 3/4	.68

**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"**

3/32 x 12	5.70
1/8 x 12	5.85
3/16 x 12	5.85
1/4 x 12	6.00

**SPRUCE TRIANGLES 36"**

3/8 x 3/8	.45
1/2 x 1/2	.61
3/4 x 3/4	.77

**LITE PLY 48"**

1/8 x 6	1.50
1/8 x 12	3.00

**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

**GROOVED L.G. MOUNTS 12 inches**

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1/2 x 3/4 (3/16)	.45

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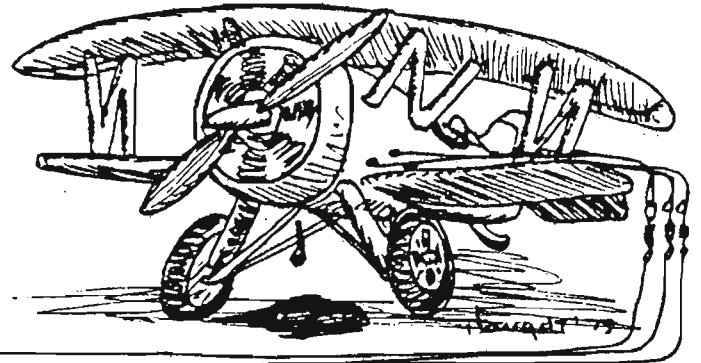
★ ★ ★ ★ ★ **LONE ★ STAR ★ MODELS ★ ★ ★ ★ ★**



# CONTROL LINE

## SCALE

by orin humphries



This is a collection of unrelated things for scale buffs and a few others, perhaps.

### LANDING GEAR

There are some very good scale action landing gear legs out, now, for scale builders of larger models. ROBERT (P.O. Box 1247, St. Charles, IL 60174) offers legs in several sizes which may be slipped onto a piano wire stub or mounted in aluminum channel. They also come with complete retract mechanism. Another company is P&E, available through the Tower Hobby catalog if your local store can't get them for you. These come in single wheel and dual axel styles. The P&E legs are not expensive, but the ROBERT legs are. If you consider the scrounging of proper steel tubings, welding them, forming the scissors pieces, etc., though, I think you may find the time saved justifies the cost.

### PAINT

Years ago I gave up using Aerogloss paint for several reasons. For one thing it made its own paint fillets at right-angle joints pretty badly. For another, it lacked sufficient (if any) plasticizer which made it crack upon drying. I gave some I'd picked up at the '85 Regionals to a friend for his profile ship recently. That is a great way to strain a friendship, I found, because the problems with the paint had not been resolved in the fifteen years since I'd abandoned it. I found that hard to excuse.

### POINTS VS. FLIGHT

I want to re-iterate one of my fundamental beliefs about scale model building. In selecting which aircraft to model, consider very carefully making a few non-scale deviations that will guarantee a high probability of a successful flight. I suggest you rake your landing gear forward to avoid the model's tipping on takeoff roll on a breezy day, enlarging the wing a bit for a better flight, etc. I am building a JEMCO MUSTANG and I mounted the engine right side up instead of inverted. This will cost me a few impression points in static judging, but I will not have engine starting problems that comes with inverted mounts during the flight portion of the contest, which could cost me ALL of my flight points. Such deviations are a bargain: give up a few static points to guarantee a BUNCH of flight points.

### KITS

There is a shortage of C/L Scale kits, but there are a terrific amount of R/C Scale kits that are easily converted. I suggest you stockpile a few WHILE THEY ARE AVAILABLE. They have a habit of going off the market after a while, just before you decide it's time to build one of them. My personal philosophy is not to mess around with detecting any kit scale deviations. There isn't that much competition in the Northwest. Just build the kit and go out and enjoy flying your nice model.

### DOCUMENTATION

There are several excellent sources of information on aircraft for us modelers. A few are: REPLA-TECH, 48500 MC KENZIE HWY, VIDA, OR 97488, and Bob Hollman Plans, Box 741, San Bernardino, CA 92402, or RARE BIRDS, 791 Nisqually, Sunyvale, CA 94087.

## ABOVE ALL

Fall in love with a model that has enough room for the engine, tank, and bellcrank, and a adequately-sized tail section. Spitfires don't make it in small size models. My son when he was eight years old beat a teenager at the Canadian Nats. The older boy's Spitfire tipped on its nose when taxiing in the wind for takeoff. My son's profile .049 got by him as a result and got a trophy. A lot of thinking should precede falling in love with some particular full-sized subject. I know an old man in a suburb of Portland who claims to have read the rule book in his youth. I don't know of any practicing Scale or Carrier pilot who believes him. (Okay, maybe I'm just funning' ya. A little.)

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# SUNDAY FLIER

**FLY'N for FUN**

SUNDAY

**by: LARRY MILES**

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## CORRUGATED COMBAT - Continued

My self debate about whether this subject deserved a second article or not ended when I heard (even if it is rumor only) that the Goldberg produced "Voodoo" may soon be history. Even rumors are sometimes self-fulfilling prophecies.

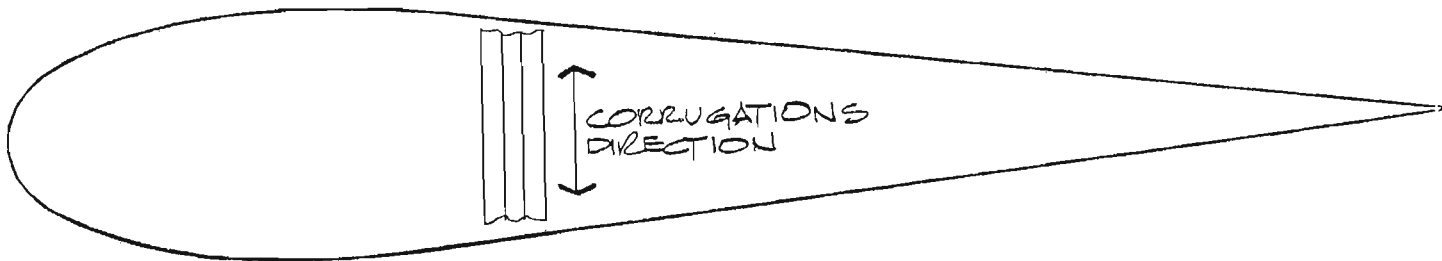
Although I didn't give it much thought at the time, on reflection now I recall the somewhat incredulous looks on the faces of my flying buddies the first time I appeared at our flying field with my first cardboard combat model. You know the skeptic scenario that if given voice might say--"yeah-sure, Miles, what's your next trick?!" Actually I can't fault my friends for being mildly doubtful - after all, a corrugated cardboard model finished with clear urethane varnish and without embellishment is not exactly a thing of beauty forever; nor your run of the mill, everyday, garden variety model. In any case a couple rotations around the circle illicited some rather surprised looks and one of the guys heading for his flight box to procure his stopwatch followed by a signal to me to fly flat and level for timing. On this maiden voyage of my corrugated combat model powered by the then latest Fox Combat Special, Series MK I (brand new out of the box), Sig 10% fuel and Grish Brothers polyester filled 8-8 prop., the speed was timed at 106 m.p.h. Furthermore, the plane's maneuverability was comparable to that I have seen and flown using Voodoos.

I've attempted to convince you that a properly designed and constructed cardboard combat model is more than up to the task of serving as a suitable vehicle for beginning, sport, local club combat. As explained in the previous article, cardboard combat is cheap (very cheap, comparatively), building methods are straightforward and fast. And here I hope is enough information to show the the medium is more than adequate in the performance department.

The only real drawback to cardboard models other than the already alluded to beauty factor which can be ameliorated somewhat, is the fact that no kits or plans exist for any - at least none exist that I'm aware of including ones of my own planes. My combat flying ended a few years ago with my loss of peripheral vision following cataract eye surgery, so my combat planes are no more. However I do still have the pattern I used for the corrugated ribs cut out with scissors as was all the cardboard on that first plane. It is presented below for your use if that's your pleasure. (Please note the flat versus the normal curved taper after of about 25% of the chord - that's nice for working with corrugated skins.)

Incidentally, if some of you older readers have a vague feeling of Deja Vu over this airfoil, that may be because it's from the BeeWare, a 'Voodoo genre' model (how appropriate) that appeared around the turn of the century in the pages of M.A.N.

Some of you will look askance at my mention of using a Tornado prop of "plastic" on a fast revving combat engine. That's fine - I'm neither



recommending nor am I condemning the procedure. As a matter of fact there are some "plastic" props I could not use on the higher displacement and/or faster revving engines that I would not hesitate to use under less trying conditions. For the record I never experienced any unexpected failures of the Grish "plastic" props but then I never pushed to get every extra r.p.m. from my engines that could be wrought. A couple of fellow pilots mentioned similar experiences back then. Neither has Grish warned against such use of their props to the best of my knowledge and that's a rather risky position to be in, in today's lawsuit insane society, if you're not rather confident of your products capacity to withstand the normal rigors it might be reasonably subjected to. To my way of thinking the very fact that an 8-8 prop. was produced signals tacit approval of use under such or similar conditions as I know of no normal use for an 8 pitch prop. that is not relatively high r.p.m. (Rubber power props are the one irrelevant exception.)

Larry Miles, 2112 Scott Ave., Independence, Mo. 64052

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# AIRMAIL



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## COMMENTS, NEWS , and VIEWS from FL READERS

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Dear Mike,

Control Line is very much alive in Casper, Wyoming. We have formed the Casper Circle Hawks AMA charter club #322. Our club has 10 members and growing. The youngest is 11 years old to 62 years young, and he just soloed after 5 training flights. We have acquired a flying site from the parks dept. and hope to have it ready to use by Feb or March next year. We are planning some club contest for next year plus maybe a bigger AMA contest.

I attended a control line contest in Denver, Colo. this summer and it was called the Rocky Mountain CL Championships. This is one fine meet to attend. They have a local event called Denver Sport Race that is a lot of fun plus it gets jms and srs involved because the Carl Goldberg Shoestring stunter fits in perfect.

This contest is sponsored by the Rocky Mountain Aeromodelers. The club and their two contest directors Lee Boss and Gerry Deneau all deserve a big pat on the back for all their work to keep control line so much fun at such a big event.

For your information I have included a copy of their rules which might be of interest to readers. Also sending a copy of their flyer to show what events they had last year.

Keep up the good work Mike, it is just great. How many states do you send Flying Lines to?

.....Gene Corson, Box 2832, Casper, Wyoming 82602

(ED NOTE: Thanks for the Rocky Mountain area update. At last count, FL goes to 31 states and 2 provinces.)

Dear Mike and John,

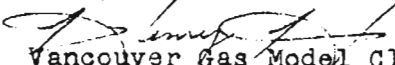
C/L UPDATE: V.G.M.C. has just concluded a very successful Sport Race Series of eight contests for 1986. Results of the last three competitions including the V.G.M.C. 42nd Internationals (Aug.30), Sports Race Series Event (Oct.5) and Sport Race Series Final combined with Special Sport Race Pylon 7-Lap Speed Event (Nov.9) have been tabulated by Chris Sackett and will be made available shortly.(Flying Lines & VGMC Hothead).

There is little doubt that controline flying in general, and Sports Racing in particular, is gaining impetus in leaps and bounds in Vancouver and the Pacific Northwest. There has been a great deal of activity "behind the scenes" in local hangars.

Although the Internats and the October 5th Sport Race events involved only 5 teams, the November 9th Sports Race Final attracted not fewer than 12 Teams despite gale force winds gusting over 40 M.P.H. ! Controliners are Tough! And just to prove it the following special guests travelled hundreds of miles to provide some very tough competition: Dick and Rich Salter(S & S Team)

Glenn Salter  
Dick McConnell  
Dan Burdick

New V.G.M.C. Sport Race Teams which promise to offer some very formidable competition in 1987 include: Al Resinger (M & P Racer)  
Barry Chandelle(Bonanza)  
Dennis Matthews(Prof.Bipe)  
Henry Hajdik, M.A.A.C. 1712L (V.Pres.) Bruce Duncan(Bonanza)  
Marty Higgs( Bonanza)

  
Vancouver Gas Model Club  
(Res. Phone (604-526-9554)

Dear Mike,

Here's a cartoon that I think is really good. Because of the source, you should be able to run it in your column in Model Builder, or Flying Lines with no problems if you want to. It really strikes home as far as I'm concerned, as people are still trying to create special events for themselves or others. It really reminds me of the people who keep trying to create a "beginners" Control Line racing event. There never has been and never will be an AMA beginners event, as long as entry is open to people of all skill levels. Let's face it, if there was a C/L racing event requiring Berkely Brigadeer planes with GHQ engines, experts like John Ballard would still beat any beginner!

Sincerely, George F. Lieb  
5202 Emeline Street  
Omaha, Nebraska, 68157

(ED NOTE: Thanks for the cartoon! I remember it from my younger days of perusing through the magazines, and had forgotten about it. It would seem that the joke content is perhaps different than when it first appeared, as you allude to.)

Dear Mike,

I just received Nov 1986, Flying Lines number 77. I really enjoy reading this newsletter.

After 20 years retirement from Controline flying, I came back.

Here in Michigan it seems like the flying season is too short, as it probably seems to all modelers who live in the North country. Oh well we can look forward to four months of building- rebuilding and creating a new design in a controline model.

I really enjoyed reading the B.C. Bellcranker prized secrets revealed. I'll have to remember some of there tips for next year. Thanks for Flying Lines.

If you wish to hear from me periodically on controline meets and contests here in Michigan, let me know. I would be glad to report on these events.

..... T.W. Rollison, 1828 Sherwood, Pontiac, Michigan 48053

(ED NOTE: Thanks for writing. How 'bout some information on what you folks do for sport racing?)

Dear FL,

From the enclosed drawing, it's very obvious that I can't draw worth a darn. However, it's an idea that I had for a modeling cartoon. How's about getting your resident cartoonist to draw a good version of it and putting it in flying lines. As a long time racer, I really liked the cartoon you ran of a pit man catching a racer with a catchers mit. A couple of our local racers have it on their T-shirts.

Speaking of cartoonists, can you supply me with Don Shultz's address. I flew with him in the 60's when I was stationed in Tacoma, Wash. Last I heard, he lived in Puyallup.

Sincerely, George F. Lieb  
5202 Emeline Street  
Omaha, Nebraska, 68157

(ED NOTE: Can anyone help George? Don is not a FL subscriber. Shame!)

Dear FL.

Thanks to everyone 4 a great newsletter! Being a hard core sport flier, I like airmail, R&R, & Larry Mile's excellent "Sunday Flier" best. but I do like it all. It seems though to have been a little skimpy on airmail lately. (Are guvs not writing in anymore?)

I enjoyed reading about a turkey benefit in the rain fiasco you guvs staged sometime. Really sounded like my kind of imprecision aerowhatzitz! WE have had loads of fun flying this summer in Kalispell & Libby Montana. After many fun flies with only the lively company of my stooge (You never know what that crazy thing will say or do next!) The buzz saw drone of my .15-X finnaly drew out some of the old buzzards. (And some young buzzardlings!) We have been tryin~~g~~ real hard to learn stunt, except my wife (definetly NOT one of the old buzzard's) who prefers scale. She's been at this 4 mos. and she builds with the best of us!

Now that the merc. has dropped & theres 2 in. of snow, only the fanatics (myself) will fly. This winter I plan to do a lot of ski flyin~~g~~, building, and perfecting the beginner pattern. Next spring I plan to terrorize the regionals in beginner stunt (there WILL be a regionals & a beginner stunt won't there?) with my FOX .15 BB powered biplane ("Aztek" original) Or one of my "secret weapon" .19 profiles. And maybe some racing & or combat, but these still sound pretty tricky, and it's hard to practice these event's when you are isolated like this.

I'd like to see, and I think it would be good for the newsletter if there was more fly-for-fun and beginner material in the paper. I would gladly contribute with anecdotes and plans if you can tolerate some horse-pucky sometimes.

Also whv don't you stick in the enclosed sase, your ad rates and (if you don't mind) your circulation, & I will kick out some letters to some of these straxlers who REALLY should be advertizing in our newsletter. (And don't worry; I don't always ramble like this, I write in English (and a little Russian) too.

KEEP 'EM TURNIN'- Pat Leonard-

100 Roger's Lake Rd. - spc.2-Kila. MT 59920

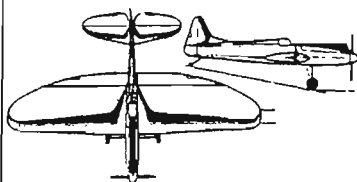
P.S. ...If it has 2 or more wheels it should be plowin~~g~~ a feild (it sure ain't an airplane)

...If it burns more than 2 oz. per flight it's too big.

(don't want to escalate like an arms race!)

...I believe in mufflers - EVERYBODY else should use one.

(ED. NOTE: Thanks for the update in Montana. Yes, sometimes the reader mail is a bit skimpy. Haven't heard much from people in Oregon and Washington lately. (!) )



Tom Dixon  
Suite 401  
1938 Peachtree Road  
Atlanta, Georgia 30309

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Hi Mike,

Here's \$13 of your big U.S. variety for another year's worth of your great newsletter.

I Just received a flyer for the "First Annual Pro Combat Money Nats" in LA. \$1000 US first prize sure sounds professional to me. I have always flown model airplanes of one sort or another for fun or sport if you wish. I sure hope that large cash prizes don't spoil the "fun" part of the event. The Bladder Grabber is a fun event with stereo prizes generously donated by Bob Carver. But with \$1000 at stake, how much harder is everyone going to be trying? Is this becomes a trend, I can foresee a genre of flyer equivalent to Ile Nastase or John McEnroe (super brat) evolving, with endless disputes and a non-existent level of sportsmanship. I sure hope I'm wrong because I want Combat to go on being fun. If it isn't fun, then to me, Combat will have lost it's greatest attraction.

Whilst on the topic of Combat, here are some observations that could go in John's Combat column.

At Bladder Grabber '86 the Texans did very well, and yet their aircraft were not all that fast. Most of us strive for more speed and and more maneuverability, but usually wind up lacking in control. The Texans impressed me the most with their total control over the plane. A lot of faster planes flew against them, but very few beat them.

I first flew modern "fast" combat at Bladder Grabber '85. I had a fast motor and what I thought was a reasonably good plane. To me at that time, fast combat was a bunch of wild snipes at the general area of my opponent's streamer. That year I had a lot of mid-air and used up a lot of equipment.

In 1986 my motors were slower, but I was able to have greater control over the plane. I also tried an easier plane to fly, a copy of a Gotcha 500. I found that I could actually stay with my opponents for some following, just the way it used to be with diesels back in the early 60's in Britain.

Then at the Raider Roundup last September I blew both my stock Foxes and I borrowed a very "hot" Fox. The speed increase was phenomenal. The first match I tried to line up my opponents and when I took a swipe at him, I totally overshot and gave him my streamer. I then noticed that my nice flying, tight-turning Gotcha 500 was turning much much wider at the higher speed.

My conclusion from all this is: If you're a Howard Rush and can handle a hot fast plane and stay in control at high speed, fine. If you are not quite up to Howard's level (like me) then there's a lot to be said for flying in total control with a slower, tight-turning model.

One last item. Northwest "Nostalgia 15" sport race is going strong in B.C. this year. Several of us have models. It would be nice to have you guys give it a try. I understand Henry Hajdik sent you a set of rules. A sport Goodyear with 200 square inches can be used.

Have a Great 1987.

.....Mel Lyne, Box 608, Garibaldi Highlands, B.C. Canada V0N 1T0

(ED NOTE: Any other opinions for pro combat? Are there enough events like this to make it a concern? Regarding .15 sport race, it sounds like a fun club event, but I'm not sure that we need another event for the region.)

---

#### NEW CONTEST COORDINATOR

Dick Salter is the new District XI Contest Coordinator for controline and free flight. Dick is replacing Tom Cope who is heading South for the Winters. Dick's address is: 7217 S 133rd St., Seattle, WA 98178. The telephone is: 226-1129. All contest sanctions should be forwarded to Dick.

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## 1986 FLYING LINES Table of Contents Summary

Listed below for your reference, are the main features included in each issue last year. You will notice that only a general reference is given, rather than a detailed list of content. Remember that back issues are available to complete your FL library gaps. The price is \$1 each for singles (amount, not marital status, dummy!) or only 50¢ each if ordering four or more. The only issue not available from last year is #73, sorry 'bout that. However, anyone desperate for it, or any other oldie could pay a premium price for an archive copy to be photocopied. Many old issues are still available, check the listing in the flying flea market section.

- |     |            |  |
|-----|------------|--|
| #69 | Jan. 86    | 1985 competition final standings, drizzle circuit #1 report, racing roundup, airmail, round & round.   |
| #70 | Feb. 86    | drizzle circuit #2 report, cuts & kills, scale, round & round, airmail. (first issue in new format)  |
| #71 | Mar. 86    | drizzle circuit #3 report, sport speed article, sunday flier, round & round, hook nook, speed scoop, airmail   |
| #72 | Apr. 86    | airmail, round & round, drizzle circuit #4 report, racing roundup, flight school, stunt scene  |
| #73 | May 86     | drizzle circuit #5 report and final d.c. standings, nw speed record trials report, round & round, scale. "batteries can be dangerous" article, sunday flier                |
| #74 | Jun/Jul 86 | 1986 nw regionals report, round & round, engines, spanaway spring tuneup, vgmcc sport race, vgmcc spring meet, 1986 clambash. massive issue with triple page photo layout. |
| #75 | Aug. 86    | round & round, bladder grabber XI, regionals records, canadian nats, muffler diagram, airmail  |
| #76 | Sep/Oct 86 | '86 raider roundup, round & round, cuts & kills, stunt scene.  |
| #77 | Nov. 86    | round & round, b.c. bellcrankers combat secrets revealed, flight school, eugene fall follies, hook nook, airmail   |
| #78 | Dec. 86    | drizzle circuit #1 report, round & round, engines, vgmcc sport race results, four coat finish for stunt planes, final 1986 competition standings.                          |

Once upon a time, two girls were out walking. Suddenly a frog jumped out in front of them and said, "I'm an RC modeler changed into a frog by a wicked witch. The spell can only be broken if a pretty girl kisses me." One of the girls picked up the frog and put him in her pocket.

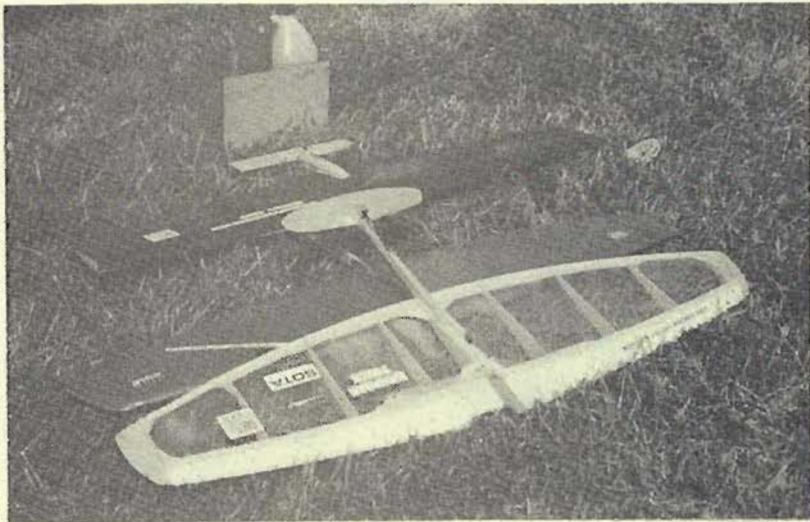
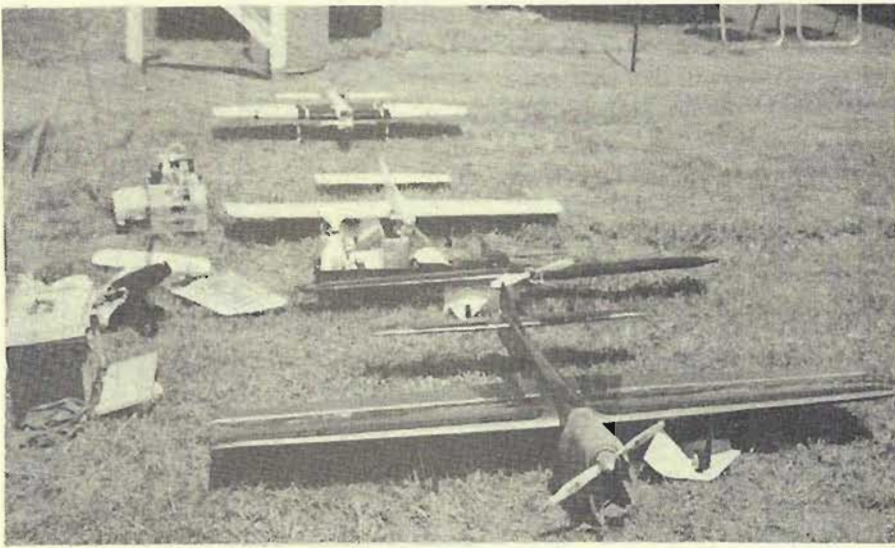
"Aren't you going to kiss him?" asked the other girl. Said the first, "H..., no. A talking frog is worth lots more than an RC modeler any day."

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## NEW SANCTION CARD AVAILABLE

A new sanction card is now available from Headquarters. Printed on blue, 8-1/2 x 11 stock, the card has updated event information. All CDs and Contest Coordinators are encouraged to use the new card rather than any stock they might have of the older, smaller white cards. Some of the older cards still appear from many years ago with incomplete or inaccurate information. Your help in "bringing us up to date" would be greatly appreciated by the Competition Department.





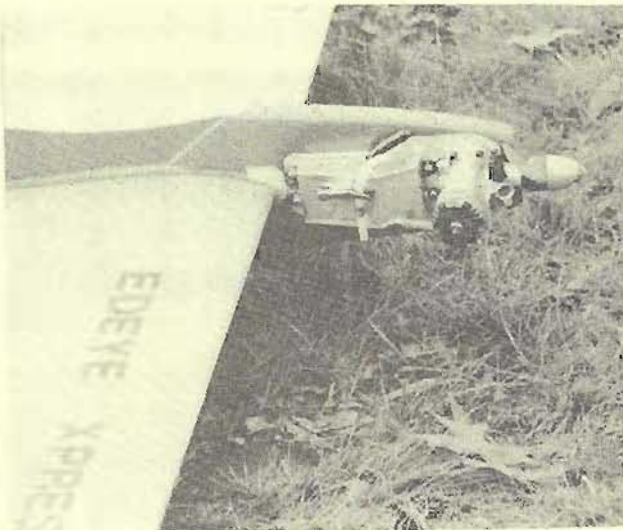
ACTION THEN AND NOW.....

The combat and stunt pits are from the 1986 NW Regionals, as captured by Rory Tennison.

Top scene is from Drizzle Circuit #1, action from NWSR race.

Below that, Dick Salter gets ready to release the Redeye Express.

At the left, the Redeye Express.





FLYING LINES is produced ten times a year by a dedicated staff of volunteers interested in keeping lines of communication open between Northwest control line modelers. FL is totally independent of any organization, depending entirely upon support from subscribers, advertisers, and donors.

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