

FLYING LINES



NEWS OF NORTHWEST CONTROL LINE MODEL AVIATION

1073 WINDEMERE DRIVE NW
SALEM, OREGON 97304

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JUNE 1991 ISSUE #90

In this, the returning Premiere issue:

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THE EDITOR'S WORKBENCH

In both my workplace and with my hobby activities, I have worn a lot of hats. At the 1988 Regionals, I was presented with a special hat that was decorated with the words, "Flying Lines Editor- Retired." I continue to wear a lot of hats, but now that hat is retired.

Personal circumstances have allowed me to be able to welcome everybody back to FLYING LINES, and fortunately at a time where it is needed. Please read John Thompson's column for some historical digression and a thoughtful overview of current state of affairs.

As in the past, this newsletter is one that is dependent, and most effective, with your participation. One feature missing for this first return issue, is the reader's mailbag. All subscribers are encouraged to write in with their views and thoughts regarding any relevant topic concerning control line activity in the region. In the past years, it was sometime disappointing to receive lots of mail for the newsletter when it only came from out of the region. This newsletter is for the Northwest, and response should come from NW readers. (no offense to our many friends in other Western states!).

Speaking of that, our philosophy on circulation will now be a bit different. In an effort to make this thing more manageable, no effort will be made to solicit subscriptions from outside of our general region. When FL was at it's height in readership, it was going to thirty-one states, plus Canada, plus two or three foreign countries! By keeping most of the readership within the region, and with a good saturation of all pockets of activity, FL will be much more manageable from an administrative and production viewpoint, and will still be cost effective from a financial standpoint. Speaking of money, please be assured that sufficient research went into the financial considerations. Meaning, that the subscription price will take care of things, and there will be no need for fund-raisers like there was before. I would like to thank Dick Peterson for a generous donation that he made to help with the initial start-up expenses. Beyond this, we are on a roll.

The layout and "look" of FLYING LINES will be much the same as before. One thing that is missing now, is the nice touch of special graphics for all the departments. None of the original materials are in my possession. As the cobwebs and rust are removed from the editor's desk, the layout will look a bit slicker, and go together faster.

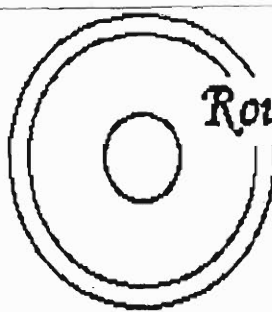
Something else that is missing right now, is a full roster of contributing editors for all the competition disciplines. Joe Just and Orin Humphries have signed on as Carrier and Scale columnists, respectively. We need some folks for Racing, Stunt, Speed, and Combat. If you do not want to commit to any ongoing thing, one-off articles are also very welcome.

The Competition Records are a returning feature, and are included in this issue. I believe the listings to be nearly 100% accurate. If not, let us know. Most of the racing records are old, but things are kind of slack there anyway, in terms of performance. Hmmm, something to address, but later. Remember the basic criteria for the records: Set at a sanctioned event, included in the contest, and flown as an official flight at the contest. The record need not be set in the NW, but some documentation may be necessary for out of area performances. For our purposes, the NW is defined as AMA district XI (excluding Alaska), and British Columbia.

Competition standings will also return in the next issue. Could not get them in this time.

One last thing. If you can't write, and need to call that is okay. Because of family schedule, absolutely do not call after 9 PM. Thanks!

And now.... read, or should we say----- participate!



Round and Round

The Control-Line
modeler at large

By John Thompson

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THE LAST INSTALLMENT of this column appeared in *Flying Lines* Issue No. 87 in January of 1988. Little did we know that, after No. 88 later that spring, *FL* would not publish again for more than three years.

Think it's been a while? Issue No. 87, the last one edited by Mike Hazel, reported that the Regionals would be held on the Eugene Prop Spinners' new field. Last month we held the *fourth* Regionals on that field!

FL's return helps to confirm that control-line model aviation is alive and well — and at the same time it reminds us what keeps a far-flung activity like ours healthy: communication. If the left hand doesn't know that the right hand is doing, you end up with, uh, the sound of one hand clapping. OK, forgive the hokey metaphor.

It's an old story to the old-timers who remember it, but perhaps a little bit of Northwest CL history is in order on a momentous occasion such as this.

When *Flying Lines* published issue No. 1, around Regionals time of 1979, it filled a vital need. Had it not appeared, there may have been no constituency in 1991 to send a newsletter to.

Control-line activity reached a peak in the Northwest in 1977 — lots of contests and lots of fliers. Then — for whatever reasons, over-competition, burnout, you name it — CL flying took a nosedive (another lousy metaphor!). In 1978 and 1979, contests went begging for entrants. There were fliers around, but they were out of touch. Mike Hazel and I put on a contest called Race Time 79 in Eugene, Ore., and a total of eight contestants showed up for a full AMA/Northwest racing program with full-blown trophies and merchandise prizes.

Something had to be done.

Two solutions came to mind: communication and consistency of competition.

Taking the latter idea first, a number of fliers cooked up the notion of a winter contest circuit to bridge the gap from one season to the next. Keep people flying and in touch — give them something to strive for such as long-term goals in the form of perpetual trophies, etc. — and maybe we wouldn't have dropouts over the off-season. It came to be called the Northwest Sport Race Drizzle Circuit and ran for 11 years — 60 contests! — through the 1989-90 season. It was suspended in 90-91, but it, too, might be back.

Problem No. 1 was communication. The solution was seen to be an independent newsletter for the entire region, which came to be called *Flying Lines*. There were about eight paid subscribers for issue No. 1. By issue No. 88, there were subscribers all across the United States and several foreign countries. Though there were a couple of individuals primarily responsible for its publication, it was a group effort.

Control-line fliers used *FL* for contest news, technical tips and communications about issues of mutual concern. There were contest results, standings and records to keep competition interest up, and photos.

And control-line activity began a steady increase in 1980.

FL, unfortunately, in its previous form became too much work for any one or two people to coordinate; it took over the modeling lives of its producers. The new *FL* is designed to be less of a monster for its makers — read more about that in the editor's notes.

But *FL* had to come back, because the communications network it represents continues to be vital for the health of the hobby across the region. It's not that *FL* is important — it's the ability of modelers to be in touch with each other. *FL* is just the conduit.

I hope CL modelers across the region are as happy to see it back as I am. It falls on all of

us to serve as support staff for the editor to make the job reasonable and rewarding. It's also important to spread the word and make sure that the newsletter is circulating wherever CL activity has a potential to exist.

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WITH THAT HISTORICAL preface, a few words about this column. As the logo indicates, it is to be a chronicle of some general observations of the Northwest modeling scene.

It will be written from the vantage of a "generalist." One of my disappointments with control-line model aviation in modern times is the tendency toward specialization. We have too many "combat fliers" and "stunt fliers" — and so forth — and not enough "control-line fliers."

Nobody could be really successful in any one type of CL competition without specializing to some degree. I have no objection to specialization — I have my own pet events as everyone knows — but I am bothered by another "ation" — isolation. When one group of fliers sequesters themselves away on one corner of the field and refuses to associate with the others, everyone suffers.

I try to make it my business to know a little bit about everything that's going on in CL model aviation whether I have the time to fly the event myself. But there are things I know more about than others. So, if there's something that should be discussed about carrier for example, let me hear about it, and we'll get a dialog going (this applies to my column in *Model Builder* as well, by the way).

Without concentrating on any one event, let's take a quick look at the status of CL flying in the Northwest as it stands in June of 1991 — warts and all. Let's see if it gives us some things to think and talk about in coming months. This is my view. Yours may be different, and if so, let's hear from you.

Racing...

Northwest events are *potentially* healthy. NW Sport Race and NW Super Sport Race are arguably the best CL sport racing classes in the country. They suffer at present from a slight doldrums of activity, in part due to just plain a lot of racing in the past 14 years. I think they'll continue to be the strongest racing events, but could use an infusion of new enthusiasm. Let's get some new people out and use the events as they have been in the past as a classroom for beginners and a place where the pros have fun and competition while spreading their knowledge.

Northwest Goodyear is (*Alert...controversial opinion coming!*) a more or less superfluous event that in its "entry level" concept duplicates NWSR — the same goes for Flying Clown, .15 sport, etc. But as long as people are having fun at it, fine. I just wish our efforts could be focused in the good strong events we have rather than in new offshoots with the same basic goals.

Aside from mouse race, the AMA racing classes are basically dead in the Northwest. Some efforts are being made to reintroduce AMA racing. With the addition of the Really Racing contest in October, there now are two annual Northwest opportunities to fly AMA events — but it's not enough.

The problems with AMA events are with the AMA rules — no thanks to a decade of efforts through the Control-line Contest Board to push for improvements. I was dismayed by the failure of the latest Rat Race proposal which would have restricted .40 engine venturles and equalized .21 engines competitively. The proposal was defeated on a 5-4 positive vote (2/3 majority required) because two pro-change members failed to vote. The no votes came from that same old Nats clique that has killed every attempt to revitalize rat and slow rat. We have another chance to try again in two years.

Combat...

Combat will thrive on its pure thrill despite its most obvious problem — the issue, real or perceived, of safety. The potential never has been greater for solving that problem, with the demonstration of working shutoffs at the Northwest Regionals. If combat fliers will take the obvious responsible approach to "shutting off" the safety problem, combat will continue to be one of the Northwest's strongest events.

Fox .35 combat is proving to be an excellent way of getting people involved, without the intimidation of a million rpm and a plane that's too quick for novices to fly. It's also easy on equipment and gives people a chance to build some confidence. Half-A has the attraction of speed and low cost.

Where does slow fit into this picture? Modern technology has made slow airplanes, engines and tanks a lot less mysterious than they used to be, but with four events requiring planes, slow could be the one that gets the "superflous" tag. That seems to be the trend in the region.

Precision Aerobatics...

Stunt has the best possible circumstances: stable rules, strong leadership, excellent competitors in the region, spectator and novice appeal, and a good support system for modelers as they move up the classes — no wonder it's one of the biggest contest draws. It is *not* fragmented by too many classes as most of the categories are — but add about one more type (after PA, old-time and nostalgia) and you'll begin to see the same problems as in the others. I vote for having fun with what we've got, and not spreading things too thin.

Carrier...

I have my one profile carrier trophy, so my carrier friends will indulge me repeating my standard line in regard to carrier: Why do we have to have four classes that all involve virtually the same activity? If I were czar there would be two classes: Profile and scale. Of course, if I were czar, there would be fewer classes of everything. And I wouldn't have to work and would have time to fly carrier.

Know what I would do if I had time to fly carrier? I'd make an assault on those records. First get the Northwest records above the "embarrassing" level and then go for the national records. There's the challenge — will anybody pick it up?

Speed...

I haven't seen much indication that the new national .21 sport speed event has generated much interest in the Northwest, but then again, isn't "sport speed" an oxymoron. (No, that's not a jet fuel ingredient!) The Northwest has long been home to some great speed wizards, along with a generous sampling of more casual fliers in Formula .40. Speed is in no danger of disappearing from the scene, and in fact may be among the most stable events we have. It will never be a big draw for beginners, but those with a nose for pure nitro will find it on their own.

Scale...

Seeing those umpteen scale planes at the Regionals, one would have to say that scale is, um, taking off!

How about some control-line "generalist" dialog? Write me at 1145 Birch Ave., Cottage Grove, OR 97424.

FLYING LINES CLASSIFIEDS

High quality FIBERGLASS PROPS for speed, racing, combat, carrier, etc. Send for price list. Mike Hazel, 1073 Windemere Drive NW, Salem, Oregon 97304

WANTED: CL speed kits for collection. Mike Hazel, 1073 Windemere Drive NW, Salem, Oregon 97304

This space is for you, the FLYING LINES subscriber. At no charge, you can let the rest of the subscribers know what you have to sell, swap, or what you are looking for.

Unless requested otherwise, your listing will run for two consecutive issues.

CONTROL LINE

SCALE

by orin humphries



Welcome to Flying Lines once again. It's great to be back with you all. This time around, I would like to have a lot of two way communication, sort of an interactive scale column. Rather than my always picking the topic, I would appreciate it if some of you would write with questions or comments of interest to scale types or questions about whatever. I can't really tell just what topics you need help with or would like to share. There was a fellow at the Regionals this year who brought an He-177 with wings that were detachable outboard of the engines. I think it would be a neat thing in this space if he, for instance, would write and tell us how he made them that way, what he learned from that approach, and what, if anything, he would do differently next time. Let us know what you're up to, troops. Lets talk.

The turnout this year was a phenomenon. Maybe 22 airplanes in three scale categories! Partly this must be due to the coverage this contest has gotten in the magazines over the last several years. People finally decided to put this on their calendar. THANK YOU, to the huge contingent from California. We enjoyed seeing your work and your electronic controls. Lets look at the turnout for a minute.

There were only two planes in Precision Scale and one of them didn't make a flight. Why the strict avoidance of this event? If some of you who entered Sport Scale and didn't get a trophy had entered Precision instead, you would have one. Hmmm. That's the way it was at the '89 Nats in the Tri-Cities, also. The majority of the planes in Sport Scale here as in '89, were just as good as any in Precision. The psychological factor is a boogey man. Come to think of it, the turnout here was as big as the turnout for the '89 Nats.

Part of the reason for the large turnout was the variety of categories offered. Freedom of choice makes a big difference, a gentle hint to the Prop Spinners, whom, by the way, I want to thank for their Herculean efforts for the last 20 years in our behalf. Back on the subject, it seems to me that there is a potential for an even larger scope to scale, one that has been ignored.

I am proposing that we start up a new Scale category. There are a lot of kits having fiberglass fuselages and usually foam wings, such as offered by Bob Hollman Plans. I have wanted to build a couple of kits like this but didn't want to take a beating in craftsmanship by not having built major portions of the planes. We would keep the BOM rule and structure the scores toward what the owner accomplishes himself, primarily working systems, finish, and the flying of it. Another way of putting it would be a "value added" score sheet. There are so many kits available and so much less time required to get something into the air, time being a big detractor from scale turnouts. Lets aim it for the '93 Regionals so people have time to program this project. What should we call this event, people? Let me know if you would like to get a project together for this, please. I will sponsor the trophies, Morrie.

My personal bias in Scale is good flying qualities to the airplane. Biases are okay, we all have them, and this one is mine. You will hear me urging you down this particular road in this column. We will get into this as time rolls on. How do you fly in the wind? My ability to do that won me two third places in the '87 Nats with otherwise inferior airplanes. What's wrong with our engines size choices? What about this CG business? Lots to write about, but again, I think this would be more interesting a column to you if you interact with us. Write me, folks. What's on your mind?
Orin Humphries, 19805 48th Av. W., #A101, Lynnwood, WA 98036, (206)776-5517

The following piece is reprinted from the HOT HEAD, n/1 of V.G.M.C.

SHURIKEN UP-DATE by Bruce Duncan

Shuriken Model .050 FIRE-P (Front Intake Rear Exhaust-Pipe timed) Basic cost \$205.00 U.S., Manufactured by BV Competition Engines. The Manufacturer claims 40,000 R.P.M. on a single blade 3.75 inch diameter prop. running on 50% nitro. Our early test indicate that this claim is right on, for a stock engine. First day of running I had three(3) head gaskets and ran on 10% nitro sport fuel with castor added. The engine was easy to start and turned up an estimated 27,000 to 30,000 R.P.M. on a 4.75 X 3 prop. (estimated because I didn't have a tack) The engine was easy to needle and ran very cool. I then tried some 50% nitro fuel, there was no increase in R.P.M. and the engine was very hard to keep running.

The second day of testing I went down to two(2) head gaskets and this time I had a tack. Using a 3.75 X 3 two blade prop. on 10% fuel we turned 33,000 R.P.M. open face and 37,000 R.P.M. on a Bradshaw pipe. We then tried the 50% nitro fuel again and this time we turned 36,400 R.P.M. open face. It was much easier to adjust and keep running this time on the 50% fuel, but I decided not to test with the pipe just yet. I have no doubt that close to 40,000 R.P.M. can be obtained without the pipe and well over with the pipe.

This is a quality product for the serious competitor, and is worth every dollar invested in it. As of the time of the writing of this BV. has orders for 500 of the various .050 size engines. The majority are the Standard .050 FIRE version and are being gobbled up by the 1/2A Combat and Free-Flight Competitors. Please remember one thing, this quality engine is still in its early development stage, and it will continue to be improved as the information is received by BV Competition Engines. There are very few high performance items that do not have some small bugs to work out, and I believe B.V. has acted responsibly by not pumping out all 500 engines at once. This allows time for those testing the units, under competition conditions, to identify any problems, and allows B.V. to adjust or modify as required before you have 500 plus problems.

1991 NORTHWEST REGIONAL CONTROL LINE CHAMPIONSHIPS

The Northwest's big one, known simply to most as the Regionals, passed a major milestone with the completion of the 20th running of the event. It was not the largest one we've had, but participation levels rank right up there. A total of 68 entrants entered 188 events. Besides the competitors, the usual crowd of modelers also showed to spectate.

The real standout feature this year had to have been the outstanding display of Scale entries. Perhaps the difference of having three different classes made the difference in bringing them out of the woodwork. Scale director Earl Moorhead was both shocked and elated with the vast array of entries.

Entries in the Stunt and Speed events were about average. Profile Carrier was very strong, with the other classes somewhat light on entry. Combat was overall a bit light, even with the fast event being put back on the agenda. It would appear that most of the hi-tech guys flying the fast class don't have enough tech to cobble up a simple flyaway shutoff as now required for the field.

Overall action in Racing was also a bit light. Big disappointment was to see a zero entry in Rat Race, first time in Regionals history.

A new addition to activities this year was the learn-to-fly sessions being manned by the Portland-based Aeroliners club. There was close to some thirty trainees that had signed up - and received stick time, including one news reporter.

It was a great Regionals, with all the usual trappings one now comes to expect: The Saturday nite together, good deals in the hobby truck from Eugene Toy & Hobby, renewing friendships from last year, meeting with new modelers, looking over lots of new ships from the winter building season, etc. etc. etc. , and last, but not least, planning for next years Regionals.

RESULTS

NAVY CARRIER I (5 entries)

- 1) 299.0 Terry Miller
- 2) 259.6 Bob Parker
- 3) 203.5 Roy Beers

NAVY CARRIER II (2 entries)

- 1) 205.7 John Hall
- 2) attempt Roy Beers

PROFILE CARRIER (13 entries)

- 1) 233.3 John Hall
- 2) 194.7 Terry Miller
- 3) 189.7 Tom Strom

.15 CARRIER (4 entries)

- 1) 188.2 John Hall
- 2) 183.6 Orin Humphries
- 3) 40.9 Don Chandler

PROFILE SCALE (10 entries)

- 1) 138 Grant Heistamp
- 2) 103 Bill Darkow
- 3) 97 Merle Mohring

AMA SPORT SCALE (6 entries)

- 1) 152 Merle Mohring
- 2) 95 Fred Cronewit
- 3) 84 James Fuller

PRECISION SCALE (1 entry)

- 1) 184 James Fuller

RAT RACE (no entries)

~~SLOW RAT RACE~~ (2 entries)

- 1) 10:31.8 Richard McConnell

AMA SCALE RACING (3 entries)

- 1) 9:06.8 Paul Gibeault
- 2) 10:56.9 Mike Rule

NW GOODYEAR/SR-OP (3 entries)

- 1) 12:59 Joe Rice
- 2) 14:39 Richard McConnell
- 3) 21:34 Michael McCarthy

NW GOODYEAR/ JR. (2 entries)

- 1) 12:38 Tim Strom
- 2) 20:45 Todd Ryan

NW SPORT RACE/SR-OP (8 entries)

- 1) 9:55.73 Henry Hajdik
- 2) 11:19.19 Joe Rice
- 3) DNF Ron Salo

NW SPORT RACE/JR (3 entries)

- 1) 10:00.62 Tim Strom
- 2) 11:47.03 Todd Ryan

MOUSE RACE I/SR-OP (7 entries)

- 1) 4:50.78 Paul Gibeault
- 2) 5:79.42 Bob Boling
- 3) 6:35.04 Jeff Cleaver

MOUSE RACE I/JR (1 entry)

- 1) 10:54.74 Tim Strom

MOUSE RACE II (5 entries)

- 1) 10:39.59 Paul Gibeault
- 2) 14:38.71 Bob Boling

NW SUPER SPORT RACE (8 entries)

- 1) 10:45.8 Richard McConnell
- 2) 16:11.3 Bob Boling
- 3) 14 laps William Fisher

BALLOON BURST/SR-OP (16 entries)

- 1) 836 Roy Nakano
- 2) 690 Richard McConnell
- 3) 360 Jim Horstrup

BALLOON BURST/JR (3 entries)

- 1) 374 Tim Strom
- 2) 188 Todd Ryan

OLD TIME STUNT (5 entries)

- 1) 290.25 Donald McClave
- 2) 272.75 Darrell Harvin
- 3) 255.25 Bob Emmett

NOSTALGIA STUNT (7 entries)

- 1) 481.5 Donald McClave
- 2) 464.5 Bob Emmett
- 3) 456.5 Darrell Harvin

BEGINNER P.A. (5 entries)

- 1) 181 David Finnie
- 2) 90.5 Jim Sofra
- 3) 62.5 Don Chandler

INTERMEDIATE P.A. (3 entries)

- 1) 423 Barry Shandel
- 2) 344.5 Dave Royer
- 3) 342.5 James Fuller

ADVANCED P.A. (7 entries)

- 1) 459.5 Ron Holloway
- 2) 458 Bob Emmett
- 3) 450 Darrell Harvin

EXPERT P.A. (3 entries)

- 1) 545.5 Paul Walker
- 2) 509.5 Brett Buck
- 3) 505 Alan Resinger

FAI SPEED (6 entries)

- 1) 171.55 Chris Sackett
- 2) 157.54 Bob Spahr
- 3) 136.31 Roy Andrassy

FORMULA 40 SPEED (5 entries)

- 1) 159.79 Paul Gibeault
- 2) 157.56 Glen Dye
- 3) attempt Roy Beers

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|------------------------------|--------------------------|
| 21 SPORT SPEED (3 entries) | ½A SPEED (6 entries) |
| 1) 127.88 Glen Dye | 1) 104.25 Margarido Team |
| 2) 111.07 Joe Rice | 2) 98.32 Bruce Duncan |
| 3) attempt Mike Rule | 3) attempt Ron Salo |

- | | |
|--------------------------|-------------------------|
| A SPEED (6 entries) | B SPEED (4 entries) |
| 1) 165.38 Margarido Team | 1) 193.06 Frank Hunt |
| 2) 157.42 Frank Hunt | 2) 151.97 Greg Beers |
| 3) 126.44 James Rhoades | 3) 146.78 James Rhoades |

- | | |
|------------------------|-------------------------|
| D SPEED (5 entries) | JET SPEED (3 entries) |
| 1) 204.70 William Nusz | 1) 194.31 William Nusz |
| 2) 196.64 Loren Howard | 2) 187.62 Jerry Thomas |
| 3) 176.40 Glen Dye | 3) attempt Luke Roy |

- | | |
|-------------------------|-----------------------------|
| ½A COMBAT (6 entries) | FOX 35 COMBAT (7 entries) |
| 1) Dick Salter | 1) Roy Nakano |
| 2) Tom Strom | 2) John Bampffield |
| 3) Mike Rule | 3) Tom Strom |

- | | |
|---------------------------|---------------------------|
| FAST COMBAT (3 entries) | SLOW COMBAT (3 entries) |
| 1) Norm McFadden | 1) Dick Salter |
| 2) John Thompson | 2) Frank Boden |
| 3) Frank Boden | 3) Richard McConnell |



1992 DUES STRUCTURE ANNOUNCED

The Executive Council announced the 1992 dues structure, as follows, to be effective January 1, 1992:

Youth (includes publication)	\$14.00
Second Adult Membership	22.00
Senior Citizen	30.00
Affiliate	20.00
Open Member	40.00

Open Limited Member and Booster categories have been dropped. Life Member classification will be \$1,500.00.

It should be noted that "no pub" membership classes are true no publication classifications. That is, members will either receive the magazine or they will not receive the magazine. No reprint sections will be mailed.

A further change in the system was announced and applies to NEW Full Open category members only. (The term, *new*, is intended to mean not current or former AMA members.)

When joining AMA for the first time, all Full Open members pay the current Full Open membership rate (currently \$40.00).

On that person's renewal notice for the following year, there will be printed a rate for that year's dues, derived as follows:

First Quarter: Those new members joining the AMA through March 31st will renew at the Full Open Rate (currently \$40.00).

Second Quarter: Those new members joining the AMA April 1st through June 31st will renew at the Full Open rate, less 25% (currently \$40.00 minus \$10.00, for a total of \$30.00).

Third Quarter: Those new members joining the AMA July 1st through September 30th will renew at the Full Open rate, less 50% (currently \$40.00 minus \$20.00, for a total of \$20.00).

Fourth Quarter: Those new members joining the AMA after September 30th will pay the Full Open rate (currently \$40.00), and will receive the remainder of that year plus membership for the following year.

editor's note: I asked to receive some information regarding the newly revitalized Portland-based Aeroliners club. We received an excellent report from club secretary Laura Beers. They will be renaming their club to the Northwest Fireballs in 1992.

NORTHWEST AEROLINERS

Around the end of the 1990 year, word was being spread around that the flailing Northwest Aeroliners club was being rekindled. We first began by getting the old members together for a meeting as to vote in new officials. Greg Beers was voted in as President, Jim Cameron for Vice-President, and Laura Beers as Secretary/Treasurer.

Formalities done with, we began to plan for a Fun Fly after the beginning of the year, so first we began by rechartering our club, which was slightly less than easy, as our former club number had been reassigned to a club somewhere out East, so there was a double dose of paperwork for the secretary, everything said and done we once again became a chartered club!

February 17th, the day is finally here! After many meetings and time spend spreading flyers out by hand, thanks largely to Jim Cameron's availability to attend different events and functions at the first of the year, this day was a great success. The weather was chilly but no wind or rain, perfect for a day of flying. Everything went very smoothly and we all had a wonderful time. We met some new people and got reacquainted with some old friends, one of which was Frank Macy, it was wonderful to see him there with his beautiful fleet of Fireballs. This was going to prove to be very important to us in the future. All in all, we had a super day of flying and friendship, we will plan another one for the end of summer.

March 3rd & 17th: We are discussing many issues now most important of which is trying to get in at the Pearson Airpark. Frank Macy is the one who was able to open that door for us. We sent a letter to the museum's historical society outlining our requests, including; putting on static displays, flying demos, using a meeting room, and possibly an insured flying site. We are waiting on a response, although we have been told that they want us as involved as we want to be.

April 7th & 21st: Everyone is getting ready for the NW Regionals, and a great idea has been in the working, we are planning to teach people to fly during lunch break on both days. Frank and Jim have come up with a great boardwing trainer called the Firebaby II, we all built a couple of them to bring, we had some excitement while holding a special meeting at Frank's AJ snop, it began to storm and within a half hour we were standing in a foot of water. We all stayed and helped sweep water until midnight. Something good will come out of this for Frank's business, he will hopefully be relocating to McMinnville where his company will receive the backing it needs.

May 25th & 26th: It's here, and the first day isn't too bad weather-wise, a bit cold. We finally announce over the PA that it's time to learn to fly! We had 16 sign up, kids and adults alike. The trainers worked out great and proved they could take the abuse. Sunday was a bit warmer and a lot more hectic, we weren't able to start training until 2:30. Fourteen more signed up, along with a channel 13 TV news reporter who did great until the flight ended and she became dizzy and fell down. The weekend was great, several club members placed in the contest.

June 3rd: Today was a beautiful day for flying, and we also had some good news for Frank Macy. His storage unit had been broken into, and some very old irreplaceable AJ items had been taken, but he was able to recover a few items, and we got a lead on some more of the items, and on the thief. We had about ten people show up to be trained as a result of the demo and talk, Wayne Spears, Jim Cameron, and Dave Royer put on.

We also have another training session in the works, it will be the 17th and 24th of June. One thing will be quite different in this session, as the kids being trained are blind! Greg and Jim both have been flying blindfolded, it can be done, it just takes practice like everything else.

(editor's note: the Aeroliners are now 15 members strong and growing, watch for more activities in the future!)

NORTHWEST COMPETITION RECORDS

Record performances established between Northwest CL
modelers in sanctioned competition

½A SPEED	109.09	Duncan/Sackett	7-16-89	Richland, WA
A SPEED	181.56	Chris Sackett	6-29-85	Richmond, BC
B SPEED	187.66	Chris Sackett	6-22-86	Richmond, BC
D SPEED	203.71	Loren Howard	5-27-90	Eugene, OR
JET SPEED	202.39	Jerry Thomas	7-19-89	Richland, WA
FORMULA 40	154.84	Dick Peterson	9-13-86	Kent, WA
21 SPORT SPEED	128.06	Jerry Thomas	8-12-90	Richmond, BC
FAI SPEED	174.56	Chris Sackett	9-30-90	Coquitlam, BC
½A PROFILE PROTO	83.63	Paul Wallace	3-29-81	Eugene, OR
MOUSE RACE I -50 Lap	2:52	Mike Hazel	9-13-86	Kent, WA
MOUSE RACE I -100 Lap	6:33	Salter/Salter	9-13-86	Kent, WA
MOUSE RACE II -75 Lap	3:40	Dave Green	5-24-86	Eugene, OR
MOUSE RACE II -200 Lap	10:04	Hazel/Thompson	9-19-87	Kent, WA
AMA SCALE RACE -70 Lap	4:22	Clarence Bull	5-24-86	Eugene, OR
AMA SCALE RACE -140 Lap	9:02	Clarence Bull	5-24-86	Eugene, OR
SLOW RAT RACE -70 Lap	3:56	Dave Green	4-14-85	Portland, OR
SLOW RAT RACE -140 Lap	7:14	Dave Green	4-13-86	Portland, OR
RAT RACE -70 Lap	2:40	Dick Salter	7-22-86	Richmond, BC
RAT RACE -140 Lap	5:46	Dick Salter	7-22-86	Richmond, BC
FAI TEAM RACE -100 Lap	3:48	Knoppi/McCollum	1986	Pecs, Hungary
FAI TEAM RACE -200 Lap	7:49	Knoppi/McCollum	?	?
NW SPORT RACE -70 Lap	4:00	Bruce Duncan	5-12-87	Richmond, BC
NW SPORT RACE -140 Lap	7:47	Henry Hajdik	6-8-86	Richmond, BC
NW SUPER SPORT -70 Lap	3:14	Dave Green	4-13-86	Portland, OR
NW SUPER SPORT -140 Lap	7:03	Dave Green	3-8-87	Portland, OR
CLASS I CARRIER	318.3	Roy Beers	9-13-86	Kent, WA
CLASS II CARRIER	330.25	Orin Humphries	9-19-87	Kent, WA
PROFILE CARRIER	238.44	Bob Parker	9-19-87	Kent, WA
.15 CARRIER	188.20	John Hall	5-25-91	Eugene, OR
AMA ENDURANCE	18:37	Wesley Mullens	8-15-87	Kent, WA

NORTHWEST CONTEST CALENDAR

JUNE 22/23 -----KENT, WASHINGTON-----

STUNTATHON

Events: Old Time Stunt, Nostalgia Stunt,
Precision Aerobatics. Site: Boeing
Space Center. Contact: Bob Emmett
(206) 432-5808

JUNE 29/30 -----SNOHOMISH, WASHINGTON-----

BLADDER GRABBER 16

Event: AMA Fast Combat, flown triple
elimination. Site: Harvey Field
Contact: Norm McFadden (206) 745-1314 or
Howard Rush (206) 746-5997

JULY 6/7 -----RICHMOND, BRITISH COLUMBIA-----

NW CL SPEED CHAMPIONSHIPS

Events: ½A, A, B, D, Jet, Formula 40,
FAI, 21 Sport, Jr. ½A Profile Proto.
Site: Rice Mill Road. Contact: Chris
Sackett, Box 82294, Burnaby, BC V5C 5P7
Canada (604) 299-4500 Sponsor:
Vancouver Gas Model Club

JULY 13/20 -----LAWRENCEVILLE, ILLINOIS-----

AMA NATIONALS

AUGUST 3/4 -----RICHMOND, BRITISH COLUMBIA-----

Events: Old Time Stunt, Precision Aero-
batics, Record Ratio: Speed, NW Sport
Race. Site: Rice Mill Road. Contact:
Marty Higgs (604) 873-8849. Sponsor:
Vancouver Gas Model Club.

AUGUST 11 -----RICHLAND, WASHINGTON-----

Events: Old Time Stunt, Balloon Burst,
Clown Race. Contact: Joe Just, 709
Crescent, Sunnyside, WA 98944
(509) 837-5983

AUG 31/SEP 1 -----RICHMOND, BRITISH COLUMBIA-----

1991 VGMC INTERNATIONALS (tentative)

SEPTEMBER 8 -----RICHLAND, WASHINGTON-----

Events: Mouse Race Class I, Clown Race.
Contact: Joe Just, 709 Crescent, Sunnyside,
WA 98944 (509) 837-5983
Sponsor: Columbia Basin Balsa Bashers.

SEPTEMBER 14/15 ---KENT, WASHINGTON-----

RAIDER ROUND UP

Details ? Contact: Joe Dill (206)631-2367

OCTOBER 5/6 -----RICHLAND, WASHINGTON-----

Events: Old Time Stunt, Profile Carrier,
Carrier Class I, Carrier Class II, 15
Carrier, NW Sport Race, Mouse Race CL I,
Clown Race. Contact: Joe Just, 709
Crescent, Sunnyside, WA 98944
(509) 837-5983 Sponsor: Columbia Basin
Balsa Bashers.

OCTOBER 12 -----EUGENE, OREGON-----

REALLY RACING 1991

Events: Mouse Race I, Mouse Race II,
NW Goodyear, AMA Goodyear, AMA Slow Rat,
Rat Race, NW Sport Race, NW Super Sport
Race, plus Pit Stop event. Site: Eugene
Airport. Contact: John Thompson, 1145
Birch Ave., Cottage Grove, OR 97424
(503) 942-7324 Sponsor: Eugene Prop-
spinners

OCTOBER 13 -----EUGENE, OREGON-----

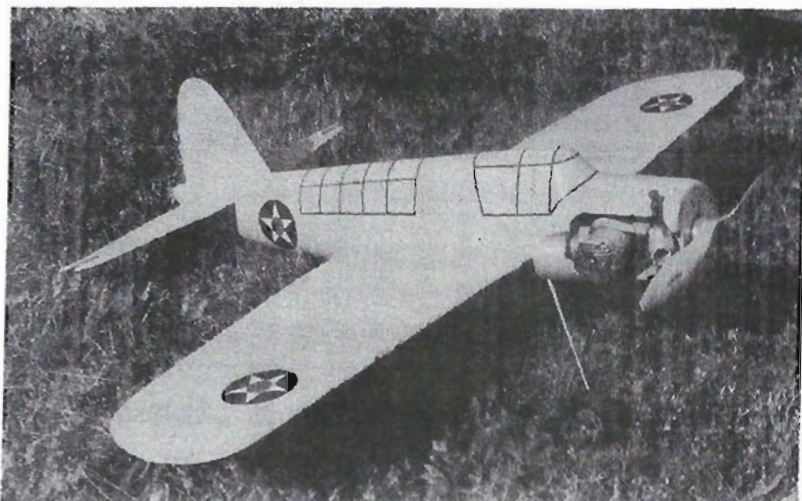
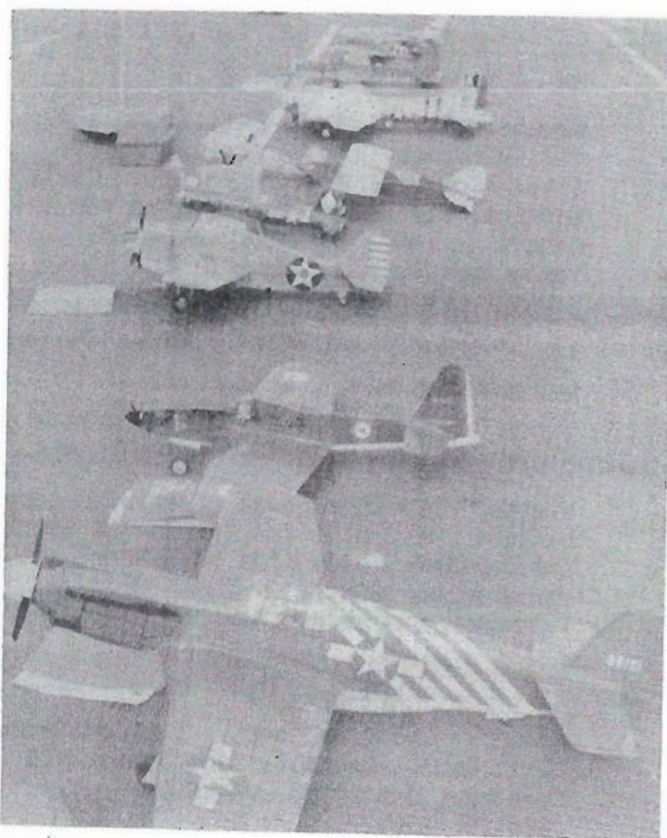
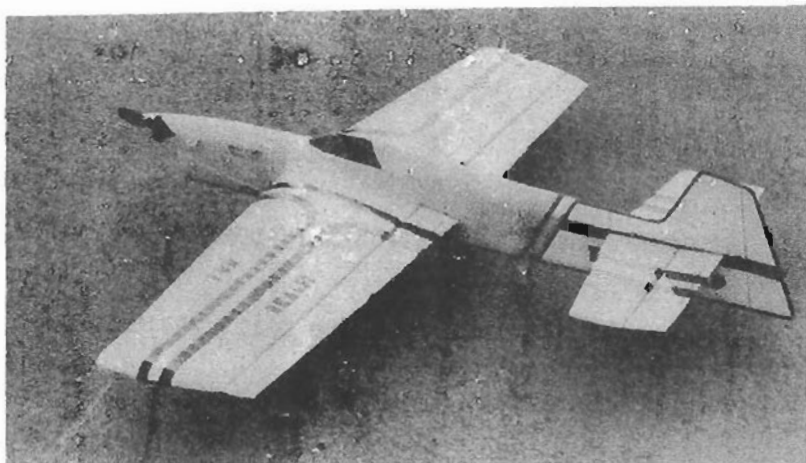
FIFTH ANNUAL FALL FOLLIES

Events: Precision Aerobatics, Fox 35
Combat. Site and contact same as above.

CONTEST DIRECTORS AND CLUB LEADERS:

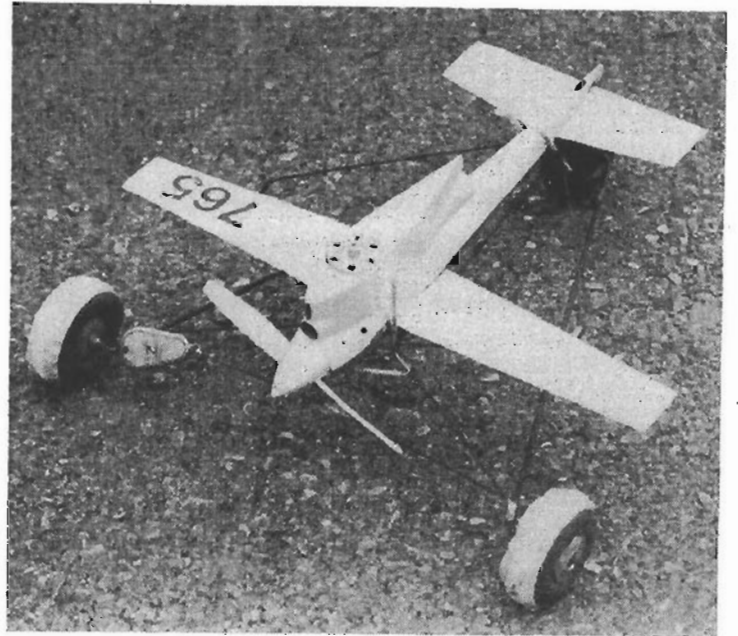
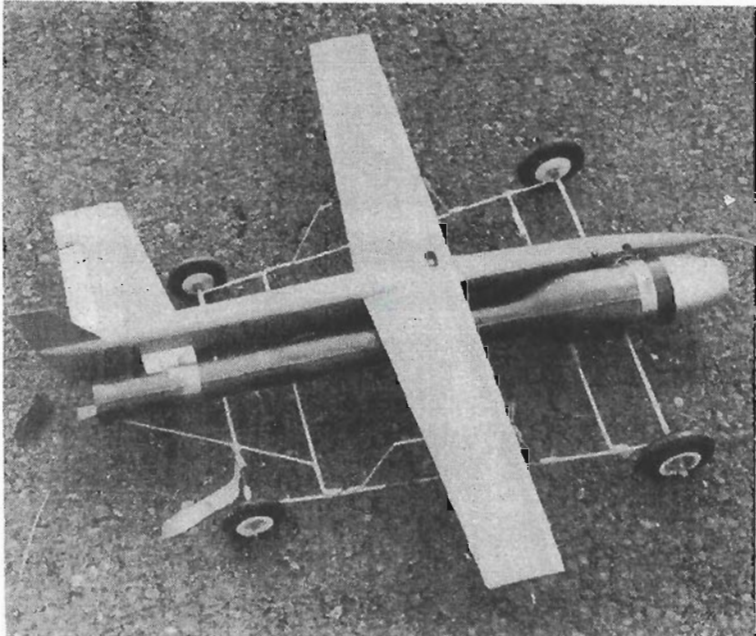
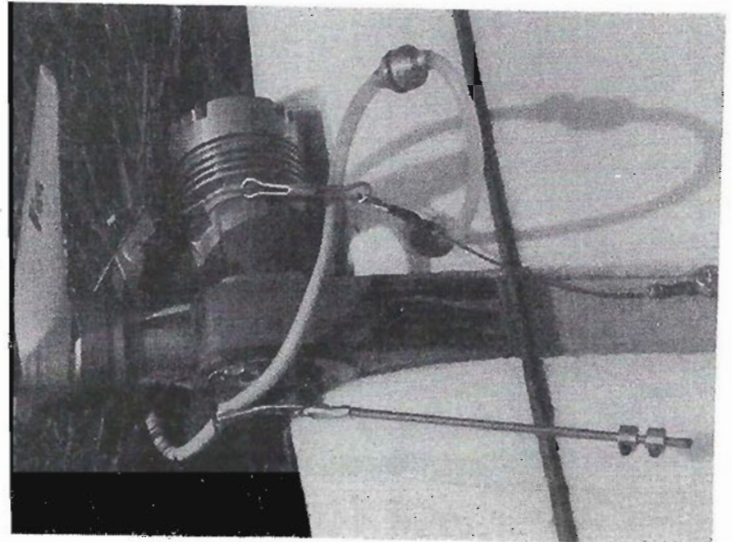
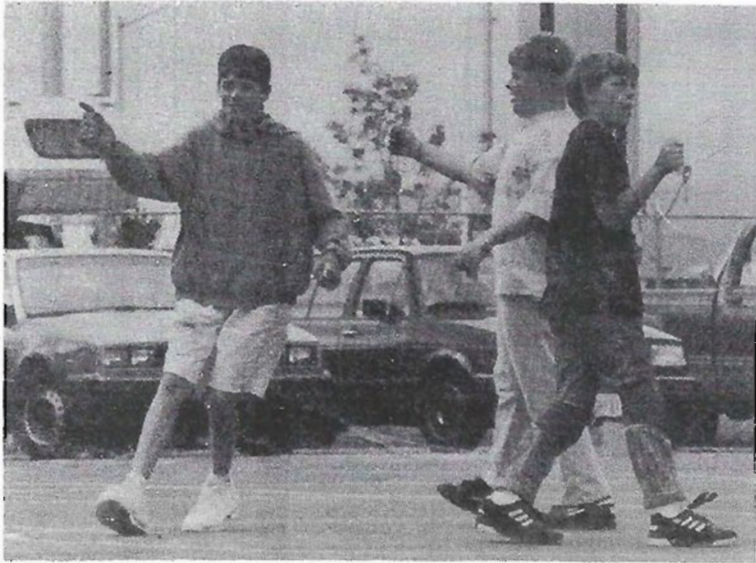
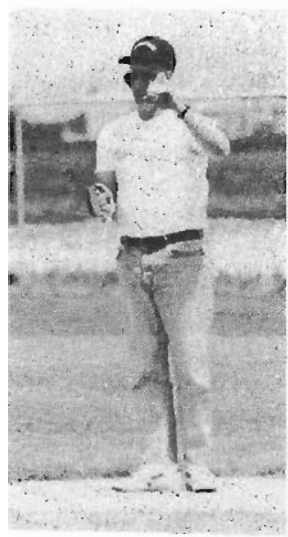
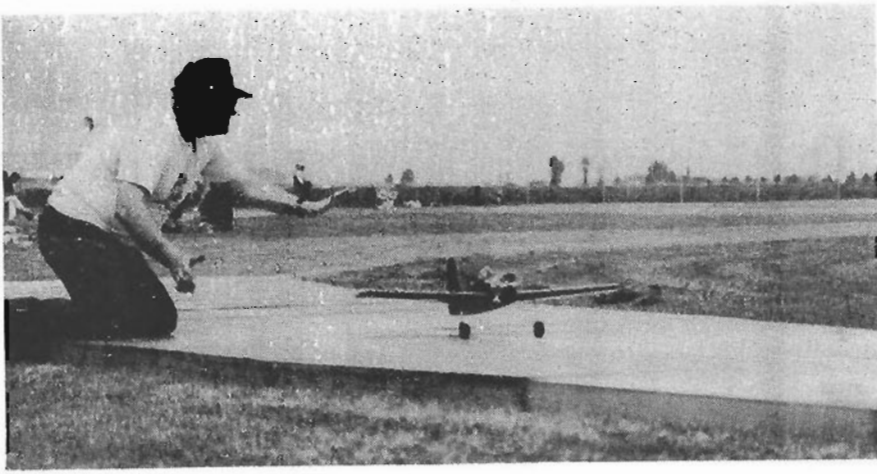
Your sanctioned event should be listed
here! Send all pertinent information
to FLYING LINES in as far advance as
possible to realize best publicity!!!

FLYING LINES can also distribute your
contest flyer, contact editor for
details.



1991 NW REGIONALS!!!! (from upper left, going clockwise)

Paul Walker's winning Aerobatics ship was so brightly painted it nearly showed its color on the black/white photo. Pit area with just some of the fantastic Scale entry. Another shot of same with some more ships. Bob Parker's Kingfisher flew in Class I Carrier. Jim Cameron coaching one of the many aspiring CL pilots. The learn-to-fly program was a great success.



(clockwise, from upper left) Dick Salter releases Tom Strom's Profile Carrier entry. Tom Strom at the handle end of his entry. Flyaway shutoff as used on John Thompson's Fast Combat entry, simple and effective. Chuck Schuette's .21 speed ship, did not fly. Sidewinder Jet Speed entry by Luke Roy. Junior racers have at it in the racing circle.

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