

# FLYING LINES

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## DRIZZLE CIRCUIT HOTLY CONTESTED

The Northwest Sport Race Drizzle Circuit '79 was designed to keep us flying during the long winter, and keep us flying it did! The circuit brought us together five times during the winter to fly NWSR and a variety of other events, involving a total of 32 modelers in all. Contests were held in Eugene, Seattle, Portland and Astoria.

As might be expected, the fumbling and experimentation in the early contests evolved into some expert racing toward the end, with times getting faster and heats becoming ever more competitive. Those who found consistency as well as speed found success not far behind.

It all came down to one race, the finale in Eugene, with the championship in doubt until almost the end. It was not until the engines fell silent at the end of the final race that the top three positions were determined.

In the end it was Mike Hazel of Eugene on top of the heap with 61 points. Mike made the final four times in four contests he entered, using a Ringmaster with a Fox .36. He won one race, took two seconds and a third. His fastest heat was a 4:19 and his fastest final was a 9:19. Hazel won 12 preliminary heats to lead all competitors in that category, and was the only racer to make four finals.

Second place went to Mike's Nitroholics Racing Team partner, John Thompson of Cottage Grove, Ore., who garnered 52 points. Thompson made the final three times out of five contests, using a Ringmaster with a K&B .35, backed by a Ringmaster with a McCoy .35. He won once, took a second and a fourth. John's fastest heat was a 4:11, and he set the season record (believed to be an all-time NWSR record) of 7:53 for a final race, averaging 76.16 miles per hour. Thompson finished 18 out of a possible 20 preliminary heats to tie Bill Varner for that record. John won 11 heats.

Tracy Brazzle of Tacoma took third place with 51 points, using a K&B-powered Mongoose. Tracy made the final in three out of his four contests, taking a second, third and fourth. His fastest heat was 4:35, and his fastest final was 11:18. He won 6 preliminary heats. Tracy finished every one of the 16 heats he entered in four contests, a remarkable display of consistency.

Bill Varner of Astoria, Ore., fourth with 42 points, set the circuit heat time record with a blistering 3:55, averaging 76.57 mph. He used a Yak-9 with a K&B .35 to finish 18 heats, tying for the record in that category with John Thompson, and winning 11 heats.

John Simpson of Silverton, Ore., carried home a Ringmaster kit for emerging as top junior, beating out many old pros with 30 points. John and brother Richard (27 points) won the respect of many fliers with their steady improvement in flying skill and their increasing speeds. All the pitting for both planes was by dad Roger, who often was a busy man.

The Eugene Propspinners, organizers of the circuit, express heartfelt thanks to the Portland Aeroliners, North Coast CLAMS and Red-Max clubs for their help in running the circuit, and to Gary Stevens for the idea. Special thanks to contest directors Dave Green, Buzz Wilson, Gene Pape, and a multitude of lap timers, counters and general helpers.

Full results of the Eugene contest and complete circuit statistics are inside this issue.

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This is FLYING LINES -- A new publication dedicated exclusively to Northwest control-line model aviation. Subscriptions cost \$5 for 12 issues, for all the news and commentary of interest to Northwest modelers. Your contributions of letters, articles, contest results and other material is invited. See inside for details.

## FUEL CRISIS THREATENS MODEL AVIATION

Even though the subject has been glossed over in the modeling press and given bottom-of-the page play in the newsletters, we modelers are facing a critical fuel supply problem. Based on modeling press scannings, talk with hobby shop operators, correspondence with AMA and general scuttlebutt, here is what FL has learned about the fuel crisis:

There is one supplier of nitromethane to all of the hobby industry users, including modelers, car racers, motorcycles and the like. This supplier, for reasons to date unpublished, has reduced his supply to 10 percent of what he previously provided model aviation fuel makers. The cost of what is available has gone up 60 percent, according to one source. One manufacturer reported that he has been cut to six barrels of nitro a month from a previous two barrels a day.

"I wish I had the answer on the nitromethane," AMA President Earl Witt wrote to Flying Lines editor John Thompson recently. "Some (manufacturers) are not manufacturing the higher nitro content fuels in order to stretch the supply."

Bringing the matter close to home, the hobby shop in Astoria, Ore. told members of the CLAMS club that a previously ordered case of Fox Missile Mist arrived carrying the price of -- better sit down for this -- \$24.95 a gallon. That price is confirmed by other hobby dealers, who say they either can't get the stuff or will have to charge prohibitive prices.

A comment: What does this mean to us in CL competition? Chances are the competition will go on. However, some fliers are going to be forced to use low-nitro fuels. Those who can afford commercial fuels or can get nitro for their home brew will suddenly have an artificial advantage.

It may be time to follow the lead of our RC pylon racing brothers and limit the nitro percentage allowed -- perhaps by requiring competitors to use fuel supplied by contest management -- before the fuel content provides for lopsided competition.

In addition, we all should be writing to fuel suppliers, AMA and anybody else who might have influence, asking them to seek or develop alternatives that will alleviate the current crisis.

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Mike:

Good to see that you are back in the newsletter business and hope that your efforts improve the faltering control-line activity here in the Northwest.

As a fellow newsletter editor for the past 10 years I wish you the best of luck in this venture. As a businessman in the model field I offer any services our business can offer as an aid to flying in this area. We can only do so much as far as promoting one or more aspects of any hobby and thus have been utilizing most of our energies toward radio control because we have to make a rudimentary living at the very least. Since you seem willing to carry the ball, we will do our part by stocking, listening, promoting and aid in funding where we can. We have done it in RC and have a very well stocked and reputable hobby store in that area. We wish to expand our control-line stocks to the same degree of completeness and thus are able and willing to listen.

From James O. Trump, DJ's Hobbies, Corvallis, OR

## PROPSINNERS PRESCRIBE POTION FOR PETROL PAINS

Persons coming to the Northwest Control-Line Regional Championships in Eugene May 26-27 would be well-advised to fill your car fuel tanks as soon as you get here Friday night or Saturday. In case you have trouble finding gas, the Eugene Propspinnners will be making a telephone survey of stations scheduled to be open Sunday. We should have the information available at the contest.

## CONTEST DIRECTORS:

Send us information on your upcoming contests for inclusion in the FLYING LINES calendar. Send your flyers and we will publish them in full when space permits. Send us results of your contests promptly, and we'll get them in the first possible issue. Include complete results, times, notes on equipment and description of the activity.

NORTHWEST SPORT RACE DRIZZLE CIRCUIT '79

Final Statistics

POINT STANDINGS

1. Mike Hazel . . . . .	61
2. John Thompson . . . . .	52
3. Tracy Brazzle . . . . .	51
4. Bill Varner . . . . .	42
5. Jim Cameron . . . . .	40
6. John Simpson . . . . .	30
7. Richard Simpson . . . . .	27
8. Paul Wallace . . . . .	26
9. Gary Stevens . . . . .	23
10. Russ Wilcoxson . . . . .	18
11. Fred Williams . . . . .	14
12. Gene Pape . . . . .	13
13. Dave Green . . . . .	11
14. Bill Vail . . . . .	5
15. Tim Hancock . . . . .	4
Willie Naemura . . . . .	4
17. Jack Blankenship . . . . .	3
Tom Sisson . . . . .	3
David McFadden . . . . .	3
David Ireland . . . . .	3
21. Dan Rutherford . . . . .	2
Alan Stewart . . . . .	2
Keith Iwanski . . . . .	2
24. Chris Genna . . . . .	1
Norm McFadden . . . . .	1
Niels Madsen . . . . .	1
27. Ken Ferris	
Buzz Wilson	
Brian Scoones	
John Hammersly	
Dave Gardner	
Loren Howard	

Top Junior

John Simpson, 30 points

Preliminary Heats Finished  
(Top 10) (20 heats possible)

John Thompson . . . . .	18
Bill Varner . . . . .	18
John Simpson . . . . .	17
Richard Simpson . . . . .	16
Jim Cameron . . . . .	16
Tracy Brazzle . . . . .	16
Mike Hazel . . . . .	14
Gene Pape . . . . .	13
Paul Wallace . . . . .	8
Gary Stevens . . . . .	7

Finalists (5 times possible)

Mike Hazel . . . . .	4
John Thompson . . . . .	3
Tracy Brazzle . . . . .	3
Bill Varner . . . . .	2
Jim Cameron . . . . .	2
Fred Williams . . . . .	1
Gary Stevens . . . . .	1
Russ Wilcoxson . . . . .	1
Richard Simpson . . . . .	1
Paul Wallace . . . . .	1
John Simpson . . . . .	1

RECORDS

Fast Heat

3:55 -- Bill Varner,

Fast Final

7:53 -- John Thompson

Preliminary Heats Won

12 -- Mike Hazel

Preliminary Heats Finished

18 -- Varner, Thompson

Times Made Final Race

4 -- Mike Hazel

Highest Prelim. Heat Score

15 -- John Thompson

Most Champ. Pts. 1 Contest

20 -- Stevens, Thompson

Final Race Winners

Bill Varner, 9:11	
Yak-9, K&B .35	
Gary Stevens, 9:45	
Tomahawk, OS .35	
Mike Hazel, 8:46	
Ringmaster, Fox .36	
John Thompson, 7:53	
Ringmaster, K&B .35	
Jim Cameron, 9:11	
Yak-9, K&B .35	

Preliminary Heat Winners

Mike Hazel . . . . .	12
John Thompson . . . . .	11
Bill Varner . . . . .	11
Richard Simpson . . . . .	7
Tracy Brazzle . . . . .	6
Jim Cameron . . . . .	4
Paul Wallace . . . . .	4
John Simpson . . . . .	4
Fred Williams . . . . .	3
Russ Wilcoxson . . . . .	2
Gary Stevens . . . . .	2
Tom Sisson . . . . .	2
Ken Ferris . . . . .	1
Tim Hancock . . . . .	1
David Ireland . . . . .	1
Keith Iwanski . . . . .	1
Dave Green . . . . .	1

SHARE YOUR TECHNICAL  
KNOW-HOW with North-  
west modelers. Write  
letters or articles  
to FLYING LINES. We'll  
print them!

















