JUNE 1993

ISSUE #107

In this Eve of Summer issue..................................

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page one
Despite the occasional rain, it was still a great Regionals. Complete results are listed herein. Some of ye olde editor's observations included a general upswing in various racing events. We actually had some rat racers show up this year with some depth of competition. How about that Carrier entry? Thirty-nine altogether, with the top draw being the 15 event, and also the most hotly contested with a narrow spread among top placers. It has been a long time since the fast combat event has seen 8 entries. There was a general upsurge in the other combat events as well. This had to be the year of the multi-engine stunter, we had one twin, as well as Paul Walker's show-stopping B-17. We had good press coverage, including a nice color photo and article in the local rag. Below is the ad that Eugene Toy & Hobby had in the paper helping to promote the contest. Thank you!

The Regionals photos in this issue come courtesy of Frank Boden. Thank you for your effort in taking and preparing these, Frank.

After a bit of arm-twisting, Paul Gibeault has consented to rejoin the staff of FLYING LINES. He will be writing a column on engines, and associated stuff. He is looking for topics, so please send your questions c/o FL.

Several subscriptions run out with this issue. Please check your mailing label. If the issue number is circled, it's time to send in your renewal.

With some contests behind us now, look for the return of the Competition points standings in the next issue.

MEMORIAL DAY WEEKEND MAY 29 & 30:
THE PAUL AGERTER MEMORIAL
NORTHWEST REGIONALS '93
MODEL-AIRPLANE CONTEST

WHERE: THE EUGENE AIRPORT

WHEN: SATURDAY — 8:30-5:00,
       SUNDAY — 8:30-3:00

WHAT: THE 22ND ANNUAL MEET
       FEATURES WORLD-CLASS
       Fliers In 39 Events. The
       LARGEST OF ITS Kind In THE
       U.S. OUTSIDE THE NATIONALS.

THIS YEAR'S CONTEST IS DEDICATED TO THE MEMORY OF PAUL
AGERTER, OWNER OF EUGENE TOY & HOBBY AND A LIFE-LONG
SUPPORTER OF CONTROL-LINE MODEL AVIATION, THE EUGENE
PROP SPINNERS AND THE NORTHWEST REGIONALS.

EUGENE TOY AND HOBBY
on 11th between Oak and Willamette
32 E. 11th St 344-2117
THE FOLLOWING LISTING IS A SUMMARY OF ALL AMA AND MAAC SANCTIONED
CONTESTS IN THE NW REGION AS OF 6-1-93 FOR FURTHER DETAILS REGARDING
ANY OF THESE MEETS, CONTACT THE INDIVIDUAL INDICATED. CLUBS AND CONTEST
DIRECTORS ARE ENCOURAGED TO CONTACT FLYING LINES AS EARLY AS POSSIBLE
WITH THEIR SCHEDULING PLANS.

JUNE 26 & 27, COQUITLAM, B.C.

V.G.M.C. INTERNATS
EVENTS: CLASS I MOUSE RACE, NW GOODYEAR, .15 CARRIER, PROFILE CARRIER,
CLASS I CARRIER, CLASS II CARRIER, 1/2 A SPEED, 1/2 A PROFILE PROTO SPEED, A
SPEED, B SPEED, D SPEED, JET SPEED, FAI SPEED, FORMULA 40 SPEED, 21 SPORT
SPEED, 21 PROTO SPEED.
SITE: COQUITLAM PARK. CONTACT: BRUCE DUNCAN, PO BOX 58037, STN L., VANCOUVER
B.C. CANADA V6P 6C5 (604) 855-7295
SPONSOR: VANCOUVER GAS MODEL CLUB

JUNE 26 & 27, SNOHOMISH, WASH.

BLADDER GRABBER 1993
EVENT: AMA FAST COMBAT
SITE: HARVEY FIELD
CONTACT: DAN RUTHERFORD, 4705 237TH
PL SE, BOTHELL, WA 98021
(206) 481-5760, FAX (206) 487-1735

JULY 10, BURNABY, BRITISH COLUMBIA

EVENTS: PRECISION AEROBATICS, OLD TIME STUNT, JUNIOR STUNT, P.A.C. NOVACLONE
STUNT, P.A.C. NOVACLONE BALLOON BUST & BOMB DROP, .15 SPORT RACE, NW SPORT
RACE. SITE: BURNABY LAKE SPORTS COMPLEX. CONTACT: CHRIS COX (604)596-
7635. SPONSOR: PACIFIC AEROMODELERS CLUB.

JULY 17-25, LAWRENCEVILLE, ILLINOIS

1993 AMA NATIONALS

AUGUST 6 & 7, COQUITLAM, B.C.

NORTHWEST SPEED CHAMPIONSHIPS
EVENTS: 1/2 A SPEED, 1/2 A PROFILE PROTO
SPEED, A SPEED, B SPEED, D SPEED, JET SPEED, FAI SPEED, FORMULA 40 SPEED,
21 SPORT SPEED, 21 PROTO SPEED.
SITE: COQUITLAM PARK. CONTACT: CHRIS
SACKETT, PO BOX 82234, BURNABY, B.C.
CANADA V5C 5P7 (604) 299-4500
SPONSOR: BC Aces

AUGUST 21, RICHLAND, WASH.

EVENTS: 1/2 A COMBAT, BALLOON BUST
SITE: HANFORD SCHOOL. CONTACT: PAUL
RICE, RT 3, BOX 8642, RICHLAND, WA 99352
(509) 627-3142. SPONSOR: COLUMBIA BASIN
BALSA BASHERS.

SEPTEMBER 11 & 12, KENT, WASH.

RAIDER ROUND-UP
EVENTS: PRECISION AEROBATICS (PAMPA CLASSES), NOSTALGIA STUNT, OLD TIME
STUNT, NW SPORT RACE, NW SUPER SPORT
RACE, NW FLYING CLOWN RACE, BALLOON
BUST, RECORD RATIO SPEED, PROFILE CARRIER, .15 CARRIER, CLASS I & II
CARRIER COMBINED, PROFILE SCALE, SPORT SCALE.
SITE: BOEING SPACE CENTER.
CONTACT: DAVE GARDNER, 17210 109TH PL
SE, RENTON, WA 98055 (206) 226-9667, OR,
JOE DILL, 22533 152ND AVE SE, KENT, WA
98042 (206) 631-2367 SPONSOR: SEATTLE
SKYRAIDERS.

OCTOBER 2 & 3, RICHLAND, WASH.

DESERT CARRIER BASH
EVENTS: ALL CARRIER CLASSES, PLUS
RACING & OLD TIME STUNT (DETAILS TO BE
ANNOUNCED). SITE: HORN RAPIDS ATHLETIC
COMPLEX. CONTACT: PAUL RICE, RT 3,
BOX 8642, RICHLAND, WA 99352
(509) 627-3142. SPONSOR: COLUMBIA BASIN
BALSA BASHERS

OCTOBER 16 & 17, EUGENE, OREGON

REALLY RACING & FALL FOLLIES
EVENTS: CLASS I MOUSE RACE, CLASS II
MOUSE RACE, SCALE RACE, NW GOODYEAR
RAT RACE, SLOW RAT RACE, NW SPORT
RACE, NW SUPER SPORT RACE, FLYING
CLOWN RACE, PRECISION AEROBATICS
(PAMPA CLASSES), OLD TIME STUNT. SITE:
EUGENE AIRPORT. CONTACT:
MIKE HAZEL, 1073 WINDMERE DRIVE NW,
SALEM, OR 97304 (503) 364-8593
SPONSOR: EUGENE PROPSPINNERS
Northwest Regionals '93

Model airplane fliers can have a good time in any kind of weather, and the 22nd annual Northwest Regional Control Line Championships proved it. There all kinds of weather, and 79 competitors and their entourages had a good time participating in the 40 separate events over a two-and-a-half-day period.

The 1993 contest, held at Eugene Airport, Eugene, Ore., over Memorial Day Weekend, May 28-30, was dedicated to the memory of Paul Ageter, the longtime owner of Eugene Toy & Hobby. The ETH truck was there as usual, with Mark Ageter, Paul’s son, in charge.

Conditions for the contest were rain showers on Friday, hot and mostly sunny on Saturday, and rain on Sunday. All events were held as scheduled, with the 79 individuals making 230 event entries. There were no accidents or protests. News coverage was received in the daily paper, four local television stations and at least one radio station.

A total of 123 trophies, including three grand championship trophies, were handed out and all contestants also received merchandise prizes. In addition, top junior David Burdick received a prize. Approximately 120 people attended the Saturday night banquet, at which speakers were CL Precision Aerobatics World Champion Paul Walker and World War II P-38 Ace Larry Blumer.

Grand Champion of the contest was speed flier Bill Nusz of Beavercreek, Ohio. Second Grand Champion was Paul Gibeault of Calgary, Alberta and Third Grand Champion was Mike MacCarthy of Glen Ellen, Calif.

A highlight of the contest was Paul Walker’s flying of his new four-engine B-17 semi-scale airplane in expert Precision Aerobatics, which drew a crowd and some news coverage — as well as first place.

The results:

**Fox .35 Combat — 9 entries**
1. Jeff Rein, Bothell, Wash.
2. Dave Curley, Moses Lake, Wash.
3. Todd Ryan, Pasco, Wash.
5. Roy Beers, Ariel, Wash.
8. Terry Miller, Roseburg, Ore.

**Dive Bombing and Strafing (Junior) — 1 entry**
1. Tim Strom — High-speed only, no total score.

**Dive Bombing and Strafing (Senior-Open) — 9 entries**
1. Michael McConnell — 599.04 points
2. Dave Cleaver, Moses Lake, Wash. — 206.4
3. Todd Ryan, Pasco, Wash. — 157.72

**Class I Navy Carrier — 10 entries**
1. Rick Wallace, Sequim, Wash. — 282.5 points
2. John Hall, Tacoma, Wash. — 233.3
3. Terry Miller, Roseburg, Ore. — 203.2

**Class II Navy Carrier — 7 entries**
1. Loren Howard, Vancouver, Wash. — 295.7 points
2. Rick Wallace — 213.3
3. John Hall — 188.2
4. Don Chandler, Corning, Calif. — 154.4

**Profile Navy Carrier — 10 entries**
1. John Hall — 235.9 points
2. Tom Strom — 212.66
3. Don Chandler — 190.4
4. Richard McConnell — 154.4

**Junior Navy Carrier — 12 entries**
1. Tim Strom — High-speed only, no total score.
2. Dave Cleaver, Moses Lake, Wash.
3. Todd Ryan, Pasco, Wash.
5. Roy Beers, Ariel, Wash.

**Old-Time Stunt — 7 entries**
1. Don McClave — 312 points
2. Bob Emmett — 259
3. Bob Hazle, Loomis, Calif. — 225

**Precision Aerobatics (Beginner pattern) — 3 entries**
1. Jim Holmack, Vancouver, Wash. — 412.5 points
2. James Dean, Klamath Falls, Ore. — 399
3. Nigel Mallinson, Gilroy, Calif. — 397
4. Bruce Perry, Edmonton, Alberta — 396.5

**Precision Aerobatics (Intermediate) — 9 entries**
1. Dave Royer, Portland, Ore. — 412.5 points
2. Monty Stimmel — 399
3. Nigel Mallinson, Gilroy, Calif. — 397
4. Bruce Perry, Edmonton, Alberta — 396.5

**Precision Aerobatics (Advanced) — 7 entries**
1. Bob Parker, Renton, Wash. — 450.5
2. Jim Cameron, Portland, Ore. — 444.5
3. Chris Cox, Delta, B.C. — 435.5
4. Bob Hazle — 424
5. Gordon Delaney, Sunnyvale, Calif. — 410

**Precision Aerobatics (Expert) — 4 entries**
1. Paul Walker, Kent, Wash. — 543
2. Brett Buck, Sunnyvale, Calif. — 511
3. Gordon Delaney — 488
4. Jack Pitcher — 410
<table>
<thead>
<tr>
<th>Race</th>
<th>Entries</th>
<th>Results</th>
</tr>
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| Rat Race              | 5       | 1. Mike MacCarthy, Glen Ellen, Calif. - 6:16  
|                       |         | 2. Gary Buffon, El Cerrito, Calif. - 7:25  
|                       |         | 3. Paul Gibeault, Calgary, Alberta - 3:21.5 heat  
|                       |         | 4. Jeff Cleaver, Port Ludlow, Wash. - 4:26.3 heat  
| Slow Rat Race         | 6       | 1. Nitroholics Racing Team (Mike Hazel), Salem, Ore. - 6:57  
|                       |         | 2. Mike MacCarthy - 7:41  
|                       |         | 3. Gary Buffon - DNF  
|                       |         | 4. Richard McConnell - 4:04.6 heat  
| Scale Race (Goodyear) | 6       | 1. Roy Andrassy, Calgary, Alberta - 7:03.4  
|                       |         | 2. Joe Rice - 10:21.5  
|                       |         | 3. Phantom Racing Team (Michael Hawk/Nigel Mallinson) - 13:44.5  
|                       |         | 4. Gary Buffon - 4:49 heat  
| Class I Mouse Race (Junior) | 3 | 1. David Diaz, El Cerrito, Calif. (new member) - 5:58.5  
|                       |         | 2. Tim Strom - 7:55  
|                       |         | 3. Julie Rice, Richland, Wash. - 9:32.69  
| Class I Mouse Race (Senior-Open) | 12 | 1. Paul Gibeault - 5:38.2  
|                       |         | 2. Gary Buffon - 6:01  
|                       |         | 3. Todd Ryan - 6:23.7  
|                       |         | 4. Phantom Racing Team - 6:50.7  
| Class II Mouse Race | 6       | 1. Paul Gibeault - 10:47.2  
|                       |         | 2. Ron Salo, Richmond, B.C. - 11:26.6  
|                       |         | 3. Bob Boling, Richmond, Calif. - 11:35.6  
|                       |         | 4. Dave Cleaver, 107 laps  
| Northwest Sport Race (Junior) | 2 | 1. David Diaz - 10:22  
|                       |         | 2. Tim Strom - 11:37  
| Northwest Sport Race (Senior-Open) | 10 | 1. Roger McIntyre, Novato, Calif. - 8:51  
|                       |         | 2. Mike MacCarthy - 10:00  
|                       |         | 3. Joe Rice - 10:05  
|                       |         | 4. Chris Cox - No Time  
| Northwest Super Sport Race | 9 | 1. Mike MacCarthy - 8:36  
|                       |         | 2. Phantom Racing Team - 9:01  
|                       |         | 3. Todd Ryan - 11:02  
|                       |         | 4. Dave Cleaver - 5:14 heat  
| Northwest Goodyear (Junior) | 2 | 1. David Burdick - 13:06  
|                       |         | 2. Tim Strom - DNF  
| Northwest Goodyear (Senior-Open) | 4 | 1. Joe Rice - 8:41  
|                       |         | 3. Mike MacCarthy - 10:24  
|                       |         | 4. Jeff Cleaver - DNF heat  

**Precision Scale — 2 entries**  
1. Tom Moore, Pleasant Hill, Calif. - 317 points  
2. Don Chandler - 225  

**Sport Scale — 3 entries**  
1. Fred Cronenwett - 179.8 points  
2. Tom Moore - 119.25  
3. Bill Darkow, Tacoma, Wash. - 106.9  

**1/2-A Profile Proto Speed (Junior) — 2 entries**  
1. Chris Hazel, Salem, Ore. - 69.52 mph  
2. David Burdick - attempt  

**1/2-A Profile Proto Speed (Senior-Open) — 3 entries**  
1. Bill Nusz, Beavercreek, Ohio - 92.89 mph  
2. Jeff Cleaver - 81.82  
3. Todd Ryan - attempt  

**A Speed — 5 entries**  
1. Ron Salo, Richmond, B.C. - 156.87 mph  
2. Bob Spahr, Brush Prairie, Wash. - 130.86  
3. Chuck Schuette, Vancouver, Wash. - 122.65  
4. Joe Rice - attempt  

**B Speed — 3 entries**  
1. Bill Nusz - 128.71 mph  
2. Bruce Duncan, Vancouver, B.C. - 90.38  
3. Fred Cronenwett - 89.65 mph  
4. Paul Gibeault - 86.82  
5. Joe Rice - attempt  

**C Speed — 5 entries**  
1. Jerry Rocha, Napa, Calif. - 159.65 mph  
2. Bob Spahr, Brush Prairie, Wash. - 130.86  
3. Chuck Schuette, Vancouver, Wash. - 122.65  
4. Joe Rice - attempt  
5. Bob Spahr - 107.67 mph  

**D Speed — 3 entries**  
1. Bill Nusz - 156.87 mph  
2. Glen Dye, Draper, Utah - 181.93  
3. Lynn Morris, Dixon, Calif. - 175.37  
4. Bill Nusz - 152.61  
5. Joe Rice - 146.3 mph  

**Jet Speed (3 entries)**  
1. Bill Nusz - 184.92 mph (AMA record application forwarded separately)  
2. Jerry Thomas - 172.84  
3. Jim Rhoades, Salt Lake City, Utah - 160.79  

**Formula .40 Speed — 7 entries**  
1. Bill Nusz - 151.26 mph  
2. Paul Gibeault - 150.82  
3. Glen Dye - 140.35  
4. Joe Rice - 130.29  
5. Jerry Thomas - 128.71 mph  
6. Bill Nusz - 128.71 mph  
7. Bob Spahr - 122.65 mph  

**FAI Speed — 3 entries**  
1. Paul Gibeault - 150.82  
2. Bob Spahr - 141.72  
3. Roy Andrassy - 135.78  

**21 Sport Speed — 6 entries**  
1. Chuck Schuette - 141.45 mph  
2. Lynn Morris - 138.51  
3. Todd Ryan - 121.74  
4. Joe Rice - 119.55
Regionals '93 Prize Donors

Nick Arpino — Darp speed pans
Astro Flight Inc. — Video, discount certificates
Brodak's Distributing — Three-line bellcrank and handle
Dick Byron — Discount certificates
CB-Tatone Inc. — Spinners
Coverite — Discount certificates
Cox Hobbies — Discount certificates
Dremel — Cordless Mini-Mite tool
Eastern Tool & Supply — Wire-bending tool
Eugene Prop Spinners — various prizes.
Eugene Toy & Hobby — Various products and financial support
Flite Line — Discount certificates
Flying Lines — Subscriptions
Fourmost Products — Miscellaneous products
Fox Manufacturing — Fox .35 stunt engine
Golden State Models — Kits
Harding Productions — Instructional video
Hobby Lobby — Catalogs, discount certificates
Hobby Poxy — Discount certificates
J&Z Products — Discount certificates
Leisure Electronics — Discount certificate
Model Builder — Subscriptions
Northeast Screen Graphics — Decals, discount certificates
Pacer Technology — Zap adhesives
RJL Industries — Discount certificates
Romeo Manufacturing — Tru-Turn spinner, adapter
Dan Rutherford — ARF CO2 plane
Satellite City — Discount certificates
Sig Manufacturing Co. — Miscellaneous products
Tower Hobbies — Catalogs, discount certificates
Windsor Propeller Co. — Props, filters, discount certificates
ZZ Prop — Propellers

V.G.M.C Internationals
Control-line Model Meet


All classes of speed: 1/2A Proto, 1/2A A,B,D, Jet F.40 and Sport .21 FAL. All classes of Carrier/NW, .15, Profile, Class I and Class II, Northwest Goodyear, Northwest Sport Race and Mouse Race Class I. At the club's Coquitlam River Park field. Fees: Can $10. Trophies to third place and Cash-Bash Record-Ratio contest. CD Bruce Duncan (604) 855-7295, CD Marty Higgs (604) 737-7357.
CONTEST REPORT: MAY BALSA BASH, MAY 1 & 2, RICHLAND, WASHINGTON

MOUSE RACE CLASS I (7 ENTRIES)
1) PAUL GIBEAUT 6:44.75
2) JOE RICE 7:20.78
3) BRUCE DUNCAN 7:38.91
4) KEVIN MAGNUSON HEAT- 3:12.00
5) (7 ENTRIES)
6:44.75
7:20.78
7:38.91

NORTHWEST GOODYEAR (4 ENTRIES)
1) JOE RICE 9:07.53
2) JEFF CLEAVER 15:12.75
3) TODD RYAN 35 LAPS
4) KEVIN MAGNUSON HEAT- 5 LAPS

NW FLYING CLOWN (7 ENTRIES)
1) JOE RICE 238 LAPS
2) TODD RYAN 226 LAPS
3) JIM CLEAVER 144 LAPS
4) RICK MAGNUSON HEAT-190 LAPS

NW SUPER SPORT RACE(4 ENTRIES)
HEAT TIMES ONLY
1) TODD RYAN 4:11.53
2) JIM CLEAVER 4:19.94
3) KEVIN MAGNUSON 13:00.12
4) JOE RICE 12 LAPS

1/2 A PROFILE PROTO (2 ENTRIES)
1) JEFF CLEAVER 82.12
2) TODD RYAN 59.70

FAI SPEED (1 ENTRY)
1) PAUL GIBEAUT 173.00

PROFILE CARRIER (7 ENTRIES)
1) JOHN HALL 231.50
2) JOE JUST 192.94
3) KEVIN MAGNUSON 180.77
4) BILL DARKOW 161.04

CARRIER CLASS I & II (3 ENTRIES)
1) KEVIN MAGNUSON 194.87
2) BILL DARKOW 175.52
3) JOHN HALL 168.04

OLD TIME STUNT (2 ENTRIES)
1) DAVID THOMPSON 271
2) JOE JUST 191

21 SPORT SPEED (3 ENTRIES)
1) CHUCK SCHUETTE 143.48
2) TODD RYAN 118.53
3) JOE RICE 115.26

FORMULA 40 SPEED (1 ENTRY)
1) JOE RICE ATT.

1/5 CARRIER (6 ENTRIES)
1) JOHN HALL 188.43
2) BILL DARKOW 184.12
3) ORIN HUMPHRIES 182.25
4) JOE RICE 161.74

The Flying Flea Market
Classified advertisements — FREE for FL subscribers

WANTED: OLD CL SPEED KITS FOR COLLECTION. LOOKING FOR: CLASS A HELLRAZOR, HARTER’S "DIZZY BOY" AND "DIZZY BUG", ELIMINATION MODELS "FIREDART" (JET), BERKELEY "SUPER SQUIRT", MAGNA MODEL-ANY SIZE, SPEEDMASTER PRODUCTS "KANSAS TWISTER", CLASS B; PLUS ANY OTHER SIMILAR KITS FROM 40'S, 50'S, & 60'S. MIKE HAZEL, 1073 WINDMERE DR. NW, SALEM, OREGON 97304

FOR SALE: BACK ISSUES OF FLYING LINES. MOST ISSUES STILL AVAILABLE, SEND FOR A LISTING. COMPLETE YOUR FL LIBRARY.

FL SUBSCRIBERS, THIS SPACE IS FOR YOU! SELL, SWAP, WANTS, ETC., ETC. WHEN PLACING YOUR AD, INDICATE HOW MANY ISSUES YOU WOULD LIKE YOUR AD TO RUN. CHANGE AT ANY TIME. REMEMBER, ONE MODELER'S JUNK IS ANOTHER ONE'S TREASURE.
DEAR FLYING LINES READERS,

I am conducting pull tests of control line components such as line connectors and line termination methods. Please send me a few of your spare line connectors-- all kinds and sizes, a few feet of single strand and multi-strand-- all diameters.

This project is to re-qualify AMA's guidelines. These tests are being done in a world class materials testing laboratory. Thanks for your help.

.....Orin Humphries, 19065 48th Ave W., Lynnwood, WA 98036

(Ok, fellow wire-fliers, let's give Orin a hand with this important project, send along some sample wires and ends,.....ED)

Dear Flying Lines,

I was not able to make the Regionals this year, but had I, the grand championship award would be going back to my hometown. I fly most all of the racing events, but when I saw that Flying Clown Race was not on the racing schedule, I did not want to waste my time just cleaning up in the other events. My pit crew and entourage, and especially myself, have spent a considerable amount of time and effort selecting my Flying Clown outfit. I was greatly looking forward to showing off my floppy shoes, baggy pants, and squirting lapel flower. My big red nose is an exact match for my hair color. We are also training a monkey to hand the pitman a fuel bottle, but he keeps taking sips out it, and so far have spent a couple of hundred bucks at the vet. We might have to give up on the little ape, and keep concentrating on improving piloting skills while riding the unicycle. I will have to attend another one of your meets sometime, and look forward to beating you all, especially the Canadians.

.....Slackrat Magoo, Central Podunkville, California.

(Uh, yeh, can't wait to see you in the racing circle,.....ED)
In the last issue of FLYING LINES, Joe Just had written a piece explaining why he would disallow Autogyros in the Profile Carrier event. Bill Darkow filed a formal protest in Richland, and he received a reply from the CL contest board chairman just before the NW Regionals. Following is a partial reprint of the letter from the chairman of the CLCB. In the interest of space, only the portion which cites the facts and final conclusions is included.

"...As it is my responsibility to determine whether the specific model in question can legally compete in Profile Carrier, I must examine the wing area rule for intent. When the Profile Carrier event was introduced, it was meant as an entry level event. The model and engine restrictions were meant to create a model which was large enough to fly well and have a lower top speed that novices could comfortably handle. A minimum 300 sq. in. wing area meant a large model, compared to the "scale" class models which usually had only half that much area. The 300 sq. in. size was basically arbitrary.

Mr. Darkow's autogiro is very similar in size to current Profile Carrier models (27" length, 40 oz. weight). In this instance I find no reason to disallow this model due to size constraints.

It is also necessary to discuss the issue of leadout guide placement. Page 44, par 4.3 states that the lines shall emerge from the model within the fore-and-aft range of the wing root chord. Mr. Darkow's model utilizes a fixed position leadout guide with the lines emerging within one inch aft of the center of gravity. On a fixed wing aircraft, this would be well within the allowable range, so this is not an issue.

To summarize, I feel that the existing Carrier rules do not specifically prohibit autogyros from entering. Furthermore, it is not my objective to completely redefine the rules for Carrier or any other event. I feel that while Mr. Darkow's model cannot be judged by the rules exactly as they are written, the general size and configuration are appropriate for a Profile class model.

As Chairman of the Control Line Contest Board, it is my determination that Mr. William Darkow should be allowed to enter his profile Kayaba Ka-1 autogiro in AMA Profile Carrier, event 321, until such time as any conflicting or contrary rules are approved by the CLCB.

I would also like to offer some comments regarding contest procedures for this model. It is my feeling that since the model is timed for high speed from a standing start, adding energy to the model on launch should be prohibited. Just as with fixed wing models, there should be no pushing the model, nor should the rotor be "spun up" by hand. Using engine power to spin the rotor prior to takeoff should be permitted.

As for scale bonus points, it is my opinion that since the rotor assembly takes the place of the wing, the rotor should have the size, shape and number of blades appropriate for the prototype being depicted. However, I acknowledge that awarding of bonus points in Profile Carrier is purely a judgement call by an official, and as such is irrefutable."

Respectfully submitted,

[Signature]
Bill Bischoff
Chairman, CLCB
SPRAYING AND EQUIPMENT

In regard to last month's column, here is a note on using SIG Retarder with K&B epoxy. If the volume of SIG Retarder you want to use is going to be more than the volume of mixed parts A & B, then the reducer you cut the paint with must be 50/50 Retarder and K&B Thinner. Retarder may be used up to 1:1 with mixed paint for brush mark elimination or orange peel reduction, but I recommend your reducer be 9:1 Retarder: thinner in this case.

Thinking about this column and last month's first installment on the subject of painting scale models, I found there was much basic ground to be covered before it would be the time to get into detailing. Let's talk about equipment and your situation this month.

I have bought and used everything that is available to modelers in this country over the years. The bottom line is, I wish I'd had the chance to try the Miller Spray Equipment at the start. Doing so would have saved me a bunch of bucks and a whole lot of time. These days I value time above all else (after family matters). Tower lists the complete set for $120, and I'm sure it is in some other catalogues. You need the whole set, i.e., both size jars and nozzles, the large metal spray gun, the pump, etc. You would then perhaps need only one other item, a good air brush if: (1) you will be doing camouflage jobs or, (2) plastic models. One exception: if you live in an apartment where quietness is required, you should get the Badger 180-1 compressor as it is phenomenally quiet, and then all the rest of the small items from the Miller set.

You see, air brushes were built for small items; not flying models. I tried to use a Paasche' air brush, top of the line, to paint my T-34. It put out a paint strip as wide as my finger, and it looked even when wet. When dry, though, it was streaked. I guesstimate it may have taken 30+ coats to get an even appearance when dry. Air brushes are for very small detail. There were two solutions. Either use the Badger el cheapo spray jars with their external mix design or get the larger metal "detail gun" you see in the catalogues. The cruder the spray jar outfit, the bigger the paint fan, and the more even the job when dry. Even the cheap spray jar will leave a bit of a streaked look, but four coats looks even. I just sprayed my CORSAIR's repairs with the Miller jar, and by spraying successive coats crosswise to the previous, four coats did it. I believe the Badger or Miller detail guns would have done it in two, maybe three. (I had loaned my detail gun out.)

There are two kinds of sprayers. "External mix" means the mixing of the air stream and the paint takes place outside of the equipment, between the sprayer and the project. This is the typical cheap spray jar. It has a pipe going down into a jar and there's a nipple on top of the pipe. The air comes out of the handle, sucks the paint up out of the nipple, and they mix on the way to the plane. "Internal mix" means the air and paint come together before anything gets out of the equipment, as in the Badger and Miller detail guns, i.e., like a professional spray gun. Expensive air brushes are internal mixers. The best control of the paint fan comes from internal mix types. The detail guns take more air than some of the smallest compressors can furnish.
There is another pair of terms in spray equipment. "Continuous bleed" means the compressor has no relief valve and the sprayer used with it has to have a hole in it to let the air out when you're not actually spraying. You make it spray by covering the bleed hole with your thumb. I can't remember the term for the other style, but look for the words, "relief valve", on the box or in the poop sheet that comes with it. You cannot use a non-bleed sprayer on a continuous bleed compressor!

You can spray using the pressure cans. Read the label to see if that brand harms the ozone. Using pressure cans is expensive, and I would recommend it only if you intend not to spray anything else for the next five years. Why invest in hardware if you're not going to use it? You must take pains to prevent the can's being able to tip over when in use. The gas that comes out (if it is freon) was manufactured for use in refrigeration equipment and so it contains a lubricant. If the can falls over, the lube will get into the sprayer and you will lube your unfinished paint job on the spot. It will look awful, but it won't rust! No, you can't just set it upright again. Nice try. You must put the can up on something making it the highest point in the system and spray into a waste basket with the gun at the lowest point until the lube clears. You WILL know it when it does. I did my A-26 with cans in the late 60's. As you spray, the can gets very cold and the pressure drops off. I countered this by lashing the can to a brick and putting it in a bucket of water not over 100F. Higher temperatures will blow you up! The water kept the can warm enough for a long time, but I had to have a second bucket standing by half way through.

Ventilation is a problem in many cases. I live in an apartment, and even a house can present problems for your marriage with the aromas modeling generates. The thing everybody tries is to close the door to the hobby room, open a window, and put a big fan in the bottom part of it. Doesn't work too well, does it? I worked out a system like they use in high tech operating rooms, a uniflow ventilation pattern. You see, with the closed door w/fan in window arrangement, the fan blows air out of the room, lowering the pressure a teeny bit. Outside air then comes in the top of the window to replace it. It smells in there, and the overall wind pattern around your house/apartment usually causes some of the odor laden air in the room to get to other parts of the house where it goes out some other opening. The uniflow scheme works much better, but nothing is perfect. In this system, you open a window on the far side of the house. This is your air intake. You leave the door to your paint room open, forming a giant duct to move the air in only one direction in the house. The fan is in the window to pull air past the model, picking up vapors on the way by. This is important: you must put something up to block the space above the fan so air can't come in that window. You have thus established a unidirectional air flow pattern. It comes in one end, picks up the vapors at the last moment, and then it's out the hobby room window. The closer the model is to the window, the better, like directly in front of it. If you are using epoxy paint, don't turn the heat down in the house as you ventilate. If you do, you will be pulling cold air (in the cool part of the year) past your epoxy which will not set up below 70F worth beans, and it will thus have more time to pick up dust. Pull warm air past it.

In summary, flying models can't be painted with expensive air brushes which were designed for small, intricate work. The Miller gear will do you fine except for trimming the edges of camouflage, then you use the air brush. The Badger 180-1 is the quietest compressor I've used.
COME TO A CARRIER MEET PREPARED

OK, your equipment is ready, you have practiced and you are ready to give serious competition a try. You have checked everything out and you’re off to the big meet. You pay your entry fee and get your plane to the carrier circle and then it begins. The event director, of course, has to have the mandatory pilots meeting, and then your plane is inspected for its eligibility to compete, and following are just a few things you may have forgotten or overlooked.

LINE CLIPS

You are only allowed two clips per line! You can not use more to lengthen or shorten a line to give you equal up and down throw. And more likely, you didn’t cut your throttle line for that particular model and one clip per end doesn’t quite make it, so, you added another or two shorter clips. NOPE!!! No can do!!!! You will be asked to remove the offending clip, and there you are trying to find a piece of flying line just the right length. This can be a real problem, particularly if you try to buy one at any meet other than Eugene. Next, you have the correct number of clips, but they are of the keluxkelar barbell type, with the sliding clip holder. Once again, you will find that you can not use these for Carrier. You must use the “clam shell” type of line connector, and I’ll bet you won’t find any of them easily available either, especially if you need more than one size.

THREE-VIEWS

You must be able to prove that the airplane that you have entered is eligible for Carrier flying. Sure, everybody knows that a Mustang is eligible, but if you don’t have a three view and documentation that it actually is eligible, you technically cannot fly! Also, make sure that your three view matches your plane, or vice versa. Some event directors can be really strict about this. If you are flying Class I or II your plane must be within certain % limitations. Be prepared to prove it with the three views. Just because you entered a plane at one meet and got full scale credit, don’t expect it follow that you will get it elsewhere. Be sure everything is correct wherever you compete.

MARKINGS

You must show national markings on the plane’s wing of the nation using that particular airplane. Examples: Corsair, U.S. bars & star; Spearfish, Great Britain Roundell, etc. etc. I have been to many Carrier meets where this is often overlooked. Don’t wait for a hard nosed event director to call you on this one. This is a tough penalty for such an easy application.

PROFILE SCALE POINTS

Just because your plane got the full ten points at a previous meet, don’t assume you will always be awarded the ten points everywhere because the rules state several interpretive points. Namely, “in the judge’s opinion”, and even more strangely, “closely resembles”! I have seen a number of Profile planes, usually scratch built profiles that didn’t get the extra scale points because the judge did not think in his opinion the plane closely resemble the three views. And guess what, even if you protest, and the c.d. agrees with you, he can not change the ruling on this one because it is the judge’s opinion only that counts here. Each of us can try to push this ruling to the limit, but don’t cry if it happens to you, just grin and bear it.

LANDING POINTS

You are sixty feet from the deck at the landing. The event director is usually the judge of your landing. Don’t be surprised if your view is slightly different than his. What you think might have been a good landing looks much different from next to the deck, and there is no room here for argument either. Accept his judgement. This is the toughest part of the Carrier flight to judge as it happens so fast and so many things can go wrong in a split second that you are either “safe” or “out”, it’s that quick. Be a sport. Let the decision stand. At the 92 Nats, I was the landing judge in the .15 Carrier event. A gentleman had his hook touch the ramp area on his landing and lost landing points on the best flight of the day. He was upset, but kept it to himself when I told him about it. He tried harder on the next flight but did not have as good a flight as his first, and missed first place by 0.1 points. At the awards he took the second place trophy and said, “you were closer than I was”. Some day I hope to be able to be as good a competitor as he is, i doubt I’ll ever be as good a sportsman as he is. Could you be?
Northwest Competition Records

We had a great number of NW records that were upped in May, most of them set at the NW Regionals in Eugene. During the first weekend, the Columbia Basin Balsa Bashers hosted their big two day do, where Chuck Schuette upped his own .21 Speed mark from 139 to 143. Joe Rice took the NW Goodyear final race into single digit minute figures, a good 9:08. Records in all categories fell at the Regionals. In 1/2 A Speed, Bruce Duncan edged up to 90 (yes Bruce, we know you can go lots faster!). Ron Salo bumped his class B record from 138 way up to 156. The record books were wide open in Jet, as the standard fuel formula had changed. Jerry Thomas set the new mark with a not to shabby 172. Over in the racing circle, Joe Rice was cleaning everybody’s clock in NW Goodyear. He already held both 70 and 140 laps best times, but managed to take 17 seconds off the prelim mark, and nearly half a minute off the feature. It should also be noted that Richard McConnell had also beaten the previous prelim record—right on Joe’s tail. Also in the racing circle, the team of Hazel/Thompson shaved off 4 seconds in the prelim Slow Rat Race event, for a 3:10 mark. Last, and certainly not least, Todd Ryan took the .15 Carrier record away from John Hall. Todd scored 199.40 in this very hotly contested event. Who will be the first to top 200 points? Congratulations to you all !!!!!!!!!!!!!

1/2 A SPEED .......................... 90.36  .... Bruce Duncan  .... 5-29-93  .... Eugene, OR
A SPEED .............................. 151.07  .... Chuck Schuette  .... 5-24-92  .... Eugene, OR
B SPEED .............................. 156.87  .... Ron Salo  .... 5-29-93  .... Eugene, OR
D SPEED .............................. 172.34  .... Loren Howard  .... 5-24-92  .... Eugene, OR
JET SPEED ............................. 172.84  .... Jerry Thomas  .... 5-29-93  .... Eugene, OR
FORMULA 40 ........................... 147.85  .... Marty Higgs  .... 10-25-92  .... Richland, WA
21 SPORT SPEED ...................... 143.48  .... Chuck Schuette  .... 5-1-93  .... Richland, WA
FAI SPEED .............................. 179.75  .... Chris Sackett  .... 9-22-91  .... Coquitlam, BC
1/2 A PROTO SPEED ............... 84.04  .... Jeff Cleaver  .... 5-24-92  .... Eugene, OR
21 PROTO SPEED ..................... 84.04  .... Jeff Cleaver  .... 5-24-92  .... Eugene, OR

MOUSE RACE I - 50 LAP .......... 2:43  .... Joe Rice  .... 10-3-92  .... Richland, WA
MOUSE RACE I - 100 LAP ...... 5.59  .... Joe Rice  .... 5-23-92  .... Eugene, OR
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 ........ 3.25  .... Marty Higgs  .... 7-20-89  .... Richland, WA
AMA SCALE RACE - 140 LAP ...... 9.02  .... Clarence Bull  .... 5-24-86  .... Eugene, OR
NW GOODYEAR - 70 LAP ........ 4.12  .... Joe Rice  .... 5-30-93  .... Eugene, OR
NW GOODYEAR - 140 LAP ........ 8.41  .... Joe Rice  .... 5-30-93  .... Eugene, OR
SLOW RAT RACE - 70 LAP .......... 3.10  .... Hazel / Thompson  .... 5-30-93  .... Eugene, OR
SLOW RAT RACE - 140 LAP ........ 6.38  .... Hazel / Thompson  .... 10-17-92  .... Eugene, OR
AMA RAT RACE - 70 LAP .......... 2.40  .... Dick Salter  .... 7-22-86  .... Richmond, BC
AMA RAT RACE - 140 LAP .......... 5.46  .... Dick Salter  .... 7-22-86  .... Richmond, BC
FAI TEAM RACE - 100 LAP ....... 3.36  .... Knoppi / McCollum  .... 6-84  .... Shanghai, China
FAI TEAM RACE - 200 LAP ....... 7.40  .... Knoppi / McCollum  .... 6-84  .... Shanghai, China
NW SPORT RACE - 70 LAP ........ 4.00  .... Bruce Duncan  .... 5-12-87  .... Richmond, BC
NW SPORT RACE - 140 LAP ........ 8.50  .... Mel Lyne  .... 7-11-92  .... Burnaby, 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
FLYING CLOWN RACE (15 MINUTE) 244 laps  .... Joe Rice  .... 5-2-92  .... Richland, WA

CLASS I CARRIER .......................... 318.30  .... Roy Beers  .... 9-13-86  .... Kent, WA
CLASS II CARRIER ...................... 330.25  .... Orin Humphries  .... 9-19-87  .... Kent, WA
PROFILE CARRIER ........................ 240.11  .... Bob Parker  .... 9-17-88  .... Kent, WA
.15 CARRIER ............................... 199.40  .... Todd Ryan  .... 5-29-93  .... Eugene, OR

AMA ENDURANCE ...................... 18.37  .... Wesley Mullens  .... 8-15-87  .... Kent, WA

records as of 6-1-93
Entry fee is $10. AMA membership is required and is available when you enter the contest. Flying begins at 9:00 a.m.

There will be no flying at the field before Saturday, and not before 8:30 on Saturday.

It is illegal (big fines) to carry fuel on airplanes. Ship fuel by UPS to Norm McFadden, 14625 42nd Ave. W.,
Lynnwood, WA 98037. Allow two weeks for UPS to get it to Norm.

For further information call Norm at (206) 745-1314 or Dan Rutherford at (206) 431-5760.
We strongly recommend that models flown in the Bladder Grabber be equipped with fuel shut-offs.
JUST A FEW OF THE WINNERS AT THE NW REGIONALS

top left: Paul Gibeault captured 2nd place in the grand championship category.
top center: David Burdick took home plenty of booty, was top Junior competitor.
top right: V.G.M.C. Prexy Bruce Duncan, participated in speed and racing events.

bottom left: Roy Andrassy won AMA Goodyear, piloted other winning entries, too.
bottom center: Chris Cox picks up his Aerobatics award, hey! not a subscriber!!!!
bottom right: Jeff Rein placed in every Combat event, CD John Thompson on right.
top left: Richard McDonnell was the top "balloon destroyer" in the combat and racing events.
center left: Gary Svetkey's most speed and combat event was caught in a photo, inspecting enemy V-1 flying bomb plane.
center right: Sensation of the contest was Paul Walker's winning semi-scale B-47 jet plane entry.
bottom left: Gene Humphries with his "Humper's Hawg".
bottom center: Another multi-engage stunt entry. This twin belongs to a young Delaney.
bottom right: Sorry! Don't have the owner's name of this "Hibbit 50" aerobatics entry.
FLYING LINES is produced by a dedicated staff of volunteers interested in keeping lines of communication open between Northwest Region control line modelers. FLYING LINES is independent of any organization, and depends upon the financial support of its base of subscribers. FLYING LINES is published nine times per year. Subscription rate for USA is $14.50, and $18.00 for Canadian subscriptions. Check or money order may be made payable to FLYING LINES. U.S. funds, please.