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## NEWS OF NORTHWEST CONTROL-LINE MODEL AVIATION

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1073 Windemere Dr. NW, Salem, OR 97304

Editor: Mike Hazel

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### JANUARY-FEBRUARY 1996

### ISSUE #128

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NW FLYING CLOWN RACE*

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Welcome to this first issue of the year. It has been some winter! First winds, then ice, then major flooding. Sure hope everyone came out ok.

The Northwest rules-making process is being kick-started with this issue. First off, John Thompson extensively outlines some thoughts regarding the popular 80 mph combat event, and some proposed changes therein. Secondly, this editor has a piece regarding the very popular clown racing event. If you have any interest in either of these events, we strongly urge you to write or call.

How does the NW rules-making process work? FLYING LINES has generally been the official organ in this area for over fifteen years now. The majority of the competitors in the NW subscribe, and therefore participate in the process. For reasons unknown to this editor, there still are a significant number of competitors who chose not to be informed as to the NW rules, the latest and usually most accurate contest calendar, and other general CL news via this newsletter. Most of the non-subscribers will therefore, not be "in the loop". But back to the issue: Now that the information has been shared, readers are invited to give input which can be published. In next month's issue, there will be a polling form for the subscribers to formally give thumbs up or down on any possible rules changes.

The next issue will be out in mid-March, and will be a large one. Please get those contributions for the issue in by March 10th, or so. See you then.

# NORTHWEST CL CONTEST CALENDAR

THE FOLLOWING LISTING IS A SUMMARY OF ALL KNOWN A.M.A. AND M.A.A.C. SANCTIONED EVENTS AS OF 2-15-96. FOR FURTHER INFORMATION, PLEASE CONTACT THE INDIVIDUAL LISTED. CONTEST DIRECTORS AND CLUB LEADERS ARE ENCOURAGED TO CONTACT FLYING LINES AS SOON AS POSSIBLE WITH THEIR PLANS, INCLUDING REVISIONS AND TENTATIVE DETAILS.

**MARCH 16 :** RICHLAND, WASHINGTON EVENTS: MOUSE RACE I, NORTHWEST SPORT RACE, NW FLYING CLOWN RACE. SITE: HORN RAPIDS ATHLETIC COMPLEX. SPONSOR: COLUMBIA BASIN Balsa BASHERS. CONTACT: PAUL RICE (509) 627-3142

**APRIL 20:** PORTLAND, OREGON EVENTS: MOUSE RACE I (JR ONLY), NORTHWEST SPORT RACE, NW FLYING CLOWN RACE, CARRIER: CLASS I, CLASS II, & PROFILE FLOWN RECORD RATIO SITE: DELTA PARK. SPONSOR: NORTHWEST FIREBALLS. CONTACT: WAYNE SPEARS, 7454 N. BURR, PORTLAND, OR 97203 PHONE: (503) 286-1397

**MAY 24 & 25 & 26: EUGENE, OREGON NORTHWEST CL REGIONALS**  
EVENTS: PRECISION AEROBATICS IN FOUR PAMPA CLASSES, OLD TIME STUNT, CLASSIC STUNT, AMA FAST COMBAT, AMA SLOW COMBAT, AMA 1/2 A COMBAT, 80 MPH COMBAT, PROFILE CARRIER, CLASS I CARRIER, CLASS II CARRIER, .15 CARRIER, MOUSE RACE I, MOUSE RACE II, AMA RAT RACE, SLOW RAT, AMA GOODYEAR, NW GOODYEAR, NW SPORT RACE, NW SUPER SPORT RACE, NW FLYING CLOWN RACE, AMA PRECISION SCALE, AMA SPORT SCALE, PROFILE SCALE, 1/2 A SPEED, A SPEED, B SPEED, D SPEED, JET SPEED, FAI SPEED, FORMULA 40 SPEED, .21 SPORT SPEED, 1/2 A PROFILE PROTO SPEED, .21 PROTO SPEED. SITE: EUGENE AIRPORT. SPONSOR: EUGENE PROPSPINNERS. CONTACT: CRAIG BARTLETT, 205 NE CEDAR LANE, CORVALLIS, OREGON 97330 PHONE: (541) 745-2025

**JUNE 14 & 15: KENT, WASHINGTON 1996 STUNTATHON**  
EVENTS: PRECISION AEROBATICS, OLD TIME STUNT, CLASSIC STUNT. SITE: BOEING SPACE CENTER. SPONSOR: SEATTLE SKYRAIDERS. CONTACT: JOE DILL, 22533 152ND AVE SE, KENT, WA 98042 PHONE: (206) 631-2367

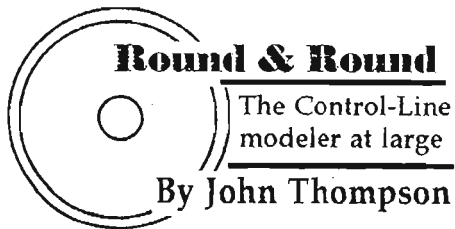
**JULY 8 - 13: MUNCIE, INDIANA AMA CONTROL LINE NATIONALS**

**JULY 20 & 21: RICHMOND, B.C. CAN-AM SPEED CHAMPIONSHIPS**  
EVENTS: ALL CLASSES OF SPEED, & SPECIAL JR ONLY CLASS I MOUSE PROTO EVENT. SITE: RICE MILL ROAD. SPONSOR: VANCOUVER GAS MODEL CLUB. CONTACT: BRUCE DUNCAN (604) 855-7295 OR RON SALO (604) 279-0530

**SEPTEMBER 14 & 15: KENT, WASHINGTON 1996 RAIDER ROUNDUP**  
EVENTS: TENTATIVE SITE: BOEING SPACE CENTER SPONSOR: SEATTLE SKYRAIDERS CONTACT: JOE DILL, 22533 152ND AVE SE, KENT, WA 98042 PHONE: (206) 631-2367

STAY TUNED FOR THE NEXT ISSUE, AS WE SHOULD HAVE DATES AND DETAILS FOR THE REST OF THE MEETS. CONTEST DIRECTORS, GET THAT SANCTION SENT OFF, AND SEND INFORMATION TO FLYING LINES!!!!!!!!!!!!!! REMEMBER, WE CAN ALSO CIRCULATE YOUR CONTEST FLYER.

FOR THOSE OF YOU WHO MAY BE INTERESTED IN ATTENDING CONTESTS IN SOUTHERN CALIFORNIA, YOU CAN CONTACT FRED CRONENWETT FOR A COMPLETE SCHEDULE. THE CONTEST SEASON IS ALREADY UNDERWAY DOWN THERE, AND RUNS THROUGH DECEMBER. IF SPACE IS AVAILABLE, WE MAY RUN A CONDENSED VERSION OF THAT SCHEDULE IN THE NEXT ISSUE. MEANWHILE, YOU CAN GET THE FULL LIST NOW BY WRITING TO FRED CRONENWETT AT: 7352 INDEPENDENCE AVE. APT #201, CANOGA PARK, CA 91303; OR PHONE (818) 719-0167.



## Round & Round

The Control-Line  
modeler at large

By John Thompson

Modeling thought for the month:

*"There's no job so simple that it cannot be done wrong."*

— Perrussel's Law

## 80-mph combat: Getting bigger and getting better

People who win a lot of contests — no matter what type of activity they compete in — are people who are doing more than just competing. They're also thinking all the time. "How can I do this better?" And: "How can I help improve the activity as a whole?"

You can spot these guys on the field of battle — in our case, model airplane competition. They're one step ahead of the rest of us with their equipment, their flying technique, and their level of practice. And they win.

One of these guys who thinks like a champion is combat flier Jeff Rein. He's always analyzing, always figuring out a way to do things better. And, like other true champions, Jeff is always looking for ways to improve the event for everybody.

Lately he has been thinking about 80-mph combat, which is the fastest-growing CL event in these parts. It's only been around about three years, and Jeff observes that it's time for some fine tuning.

He recently offered four proposals for improving the 80-mph event. Jeff's comments were directed in particular at the Northwest Control-Line Regionals on Memorial Day weekend, but they also are issues of a broader scale.

That's the cue for me to jump into the discussion because I'm the informal coordinator of the Northwest rulebook. I keep custody of the rules recognized by *Flying Lines* for standings and record purposes. They're also the rules used at the Regionals and in most other Northwest contests. There's no absolute requirement that these rules be followed but their use is strongly encouraged to standardize Northwest competition. The rules

have been developed over a number of years, and those for most of the events have been the subject of formal voting in *FL* polls. Rules changes also have in most cases been submitted to a vote. This has been going on since *FL* began publication in 1979.

I wrote the original 80-mph combat rules that have been used since the 1994 Regionals. They were descended directly from Northwest Sport Combat through FoxDoo and Fox .35 events. In a very short summary, the 80-mph combat rules are exactly the same as AMA fast combat except for the 80-mph speed limit and a two-airplane limit.

Jeff has made four suggestions, two of which bear directly on the Northwest rules, one of which bears on national rules, and one of which relates to the Regionals but could be applied to any 80-mph contest.

All of these ideas have some significant merit and are worth consideration. As you'll see below, I support three out of the four ideas Jeff has advanced. The one I disagree with is a matter of opinion, and it eventually will come down to which of two viable alternatives is favored by most of the fliers. I hope we can reach a consensus that pleases everybody.

It's definitely time for Northwest fliers to take a formal vote to approve the 80-mph rules, so a ballot will be published in the next edition of *Flying Lines*. The ballot will be intended to get the rules, now in provisional status, formally on the Northwest books, and it will contain a couple of alternatives. All of you interested in this topic are urged to take part in the voting.

I'll list below Jeff's four suggestions, along with his reasoning and my own reactions. First, Jeff's proposals:

1. Slow combat should be dropped from the Regionals, and replaced by 80-mph. Jeff reasons that slow combat is all but dead in the Northwest, the rules don't make good sense, the planes are hard to set up and trim, and removing the event from the Regionals would make time on the schedule for the more popular events.

2. The two-plane limit should be dropped from the 80-mph rules. Jeff says most Northwest fliers he has talked to don't see a need for the limit. He says it causes uncharacteristic flying that may actually cause, rather than prevent, collisions, and it results in poorly flying planes as a result of repairs, with dull matches as a result.

3. The kill should be dropped from the 80-mph rules. Jeff says many fliers like flying longer

matches that result from the lack of a kill, and there is a different and interesting strategy used in cuts-only flying. He also points out that cuts-only would add a bit of FAI-style flavor to the event.

**4. Novice fliers should be flown together** in early rounds of the Regionals, and a separate trophy awarded to the top novice. Jeff says this would give the novices a bit more fun and experience flying against people at their own level, and would not significantly add to the contest management's workload.

Here are my thoughts about the above proposals. Influences on my thinking include my experience with the Northwest rules process, the national rules process (I am currently chairman of the Control-Line Contest Board), my occasional work as a contest official, and my own flying experience.

**1. Slow combat:** Jeff is absolutely right; this event is indeed a failure. And it's not slow. It will be on the 1996 Regionals schedule because the contest planning, including sanction, is already under way. Furthermore, we have tried to keep all the AMA rulebook events on the Regionals schedule in order to retain the contest's status as a true championship.

Coincidentally, however, the decision already had been made to move slow combat to the Friday afternoon schedule. That leaves all day Saturday for 80-mph and 1/2-A combat, and all day Sunday for AMA fast combat. Whether to include slow combat in the 1997 schedule can be discussed at this year's contest. We have until Jan. 1 to decide.

In the long run, Jeff raises a good issue for national debate. I believe that 80-mph has become the event that slow was intended to be: slow combat. I would support a national rules change proposal to overhaul slow combat into an 80-mph event with unlimited airplanes. My own preference would be for 80 to be exactly as AMA combat, except for the speed limit. As we've seen in the Northwest, I believe that entries would skyrocket. And, we could eliminate one event from our crowded schedule.

There is, however, a vocal core of supporters of the present slow combat event. As chairman, I am not going to put in a proposal to change it, but I would encourage anyone with strong feelings about this to get a rules proposal form from AMA headquarters and make a formal proposal.

**The two-plane limit:** The two airplane

limit was part of the original Northwest Sport Combat rules developed around 1980 by Gene Pape. It was an attempt to make the event less workshop-intensive by discourage reckless flying or purposeful bashing by a flier ahead in the score. It has always seemed to me to be the most effective method of preventing reckless flying; and much easier for contest officials to administer than complex scoring penalties that have been tried in some events (Formula GX being an example). However, the tone of Northwest sport combat events always has been less intense than the faster events. In drawing up the Northwest (provisional) 80-mph rules, I felt that maybe the airplane limit wouldn't be needed; I left it in the provisional rules more or less on a trial basis.

Is there less carnage in 80-mph because we fly more carefully to preserve our two airplanes, or because the events are slow enough that they just don't tend to bash as much? The ballot in the next issue of *FL* will give Northwest fliers a chance to answer that question. We'll include a yes/no option for the two-plane limit.

**The kill:** This is the area where Jeff and I have a friendly disagreement, and I'd like to encourage Northwest fliers to retain the kill as part of 80-mph combat.

My observation is that the kill saves airplanes. A kill ends a match, the planes level out, and everybody comes down with equipment intact. If there's no kill, the match goes on and on with less and less streamer, usually until one or both planes have nothing more than knots, and a bash in that circumstance is almost inevitable. Kills also shorten contests, allowing the officials to get the event finished on time (so does the 2-plane limit, by the way, to a lesser degree). This is a serious concern with big multievent contests.

I also view 80-mph as a training ground and practice venue for fast combat. The rules should be exactly the same, particularly if 80 will eventually replace slow, as it seems to be doing, as the logical stepping stone. I view FAI as irrelevant to our limited combat event. Those who desire to compete for the world championship have their own avenues of practice that need not cause changes in our better-conceived U.S. flying rules.

However, Jeff points out that some fliers do enjoy the no-cut style of flying, and an experiment with an 80-mph contest under that rule probably would be worth while. We'll keep the kill at the Regionals this year, but I propose a contest later in the year for 80-mph that would

test the cuts-only concept.

I suggest a two-day meet, broken into two separate events. On Saturday, no kill. On Sunday, a kill. The entry in each event, and the reaction of fliers after the weekend was over, would give us some guidance on how the rules should read for the long run. Is somebody interested in stepping forward to put on such a contest?

In view of the fact that the kill/no kill issue reflects a major change in the event we've been flying for the past three years, the ballot in the next issue of *Flying Lines* will not deal with that issue. I don't think we should handle the two-plane limit and the kill issue at the same time. Together, they could have a major impact. Let's deal with the plane limit first, and address the kill later, hopefully after a trial contest.

**Bracketing of novice fliers in early rounds of the Regionals:** This is an excellent idea. I'll sponsor a Top Novice trophy, and in the early rounds of the Regionals, novices (assuming there are at least two) will be flown together.

I'm excited to see all the interest in 80-mph combat. The quick growth of the event has been very encouraging. I think Jeff's suggestions and the input of other Northwest fliers over the next year or so will lead us to a strong combat event that we can enjoy for years to come.

One plug to combat fliers: Since these issues will be the subject of *Flying Lines* polling, I urge combat fliers who are subscribers to spread the word about this vital newsletter to your flying friends. You want to make sure they get ballots, and also that they have the opportunity to keep up on model aviation news throughout the year. *FL* on subscribers for its continuing success, and there's a need right now to boost circulation.

Show your copies of *Flying Lines* to your friends, but don't give them a free ride every month — sign them up as subscribers!

— John Thompson, 295 W. 38th Ave., Eugene,  
OR 97405...e-mail JohnT4051@aol.com.

## SUBSCRIPTION EXPIRATION DEPARTMENT

PLEASE RENEW PROMPTLY TO ENSURE CONTINUOUS SERVICE  
SUBSCRIPTION PRICE IS \$13 FOR USA, AND \$15 FOR CANADA (U.S. FUNDS)

This is the last issue for the following subscribers: CRAIG BARTLETT, TOM KNOPPI, WAYNE SPEARS, RORY TENNISON, DAVID THOMPSON, JERRY THOMAS

This is the next to last issue for the following subscribers: BILL DARKOW, CHARLES & EUAN EDMONDS, ROBERT HOLLAND, DONALD HANSEN, PRESTON HUSTED, ALLEN LIKELY, JEFF REIN, EDWARD SHUNK, BOB STALEY, LEONARD TRIPP

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### NORTHWEST FLYING CLOWN RACE....TIME FOR AN UPDATE?

Clown racing has really become popular within the last couple of years here in the Northwest. It started as a club event within the Columbia Basin Balsa Bashers about five or six years ago, then started showing up at meets elsewhere in the region a couple of years later. In case you are not familiar with the event, here are the bone basics: Everyone uses the old PDQ Flying Clown design (27 inch wing), and up to a .19 engine and a one ounce maximum fuel tank; and (the best and novel part) flies a fifteen minute race. Instead of a time score, you receive a lap score.

The concern that is before this editor and at least a handful of others, is that the rules do not have a specific provision for fuel capacity verification. As a low key event within a club venue, this probably was not important. However, since the event has NW record roster status, and now has the what might be the largest racing following, perhaps it is time to address this.

The issue is with the fact that racers are using tanks labeled "one ounce". The problem is that not all one ounce tanks are equal, that is, they may be of a nominal capacity, and perhaps oversize. Now that the record has hit the 300 mark and with many others over the 200 lap mark, it may be time to split hairs. A tank only slightly over capacity will yield a significant advantage when 200+ lap performance is being realized. We must have a level playing field for all.

Tank capacity verification need not be a complicated matter, we are open to suggestions on procedures and wording of any possible rules addendum. Let's hear from you. More on this next month.

1-25-96

# "Oh, Cool!"

by  
Alan Olsen

Maria backed up until the flying lines attached to her plane were taut. I stood behind her, one hand on her shoulder and the other assisting her flying hand. We gave the signal to launch and her plane accelerated upward. I immediately helped her capture her take off with a slight down elevator movement. I explained to her that once she put in an elevator control movement to correct a climb or decent, that she would need to neutralize the control. I did not want to overload her with verbal instructions at this point because we were now both spinning around in a circle flying her control line model airplane.

We had tried several times the day earlier and on each solo flight attempt Maria lost control and her plane would bury itself in the sod on the Hoquiam High School football field. I would pull the plane from the ground, clean it off, top off the fuel and once again try to help her achieve one of this year's Aerospace Science class requirements; five solo laps with a model airplane she had built. On each attempt, I would be standing behind her helping, instructing and eventually letting go. Each time the plane won and out maneuvered Maria's control inputs. She masked her frustrations well. This was a new experience for her and the expression on her face reflected total concentration and determination. Her fourth attempt would be her last this day as the end of 1st period was minutes away. Again the launch, the climb, the capture and my release of her hand. A half circle flight and Maria's plane again stuck itself into the wet sod, engine steaming like some miniature WWI pilot training mission gone array. "Would she be as interested to try again tomorrow morning," I wondered? I watched her walk alone up the road to the school complex plucking dirt and grass from the little gas engine.

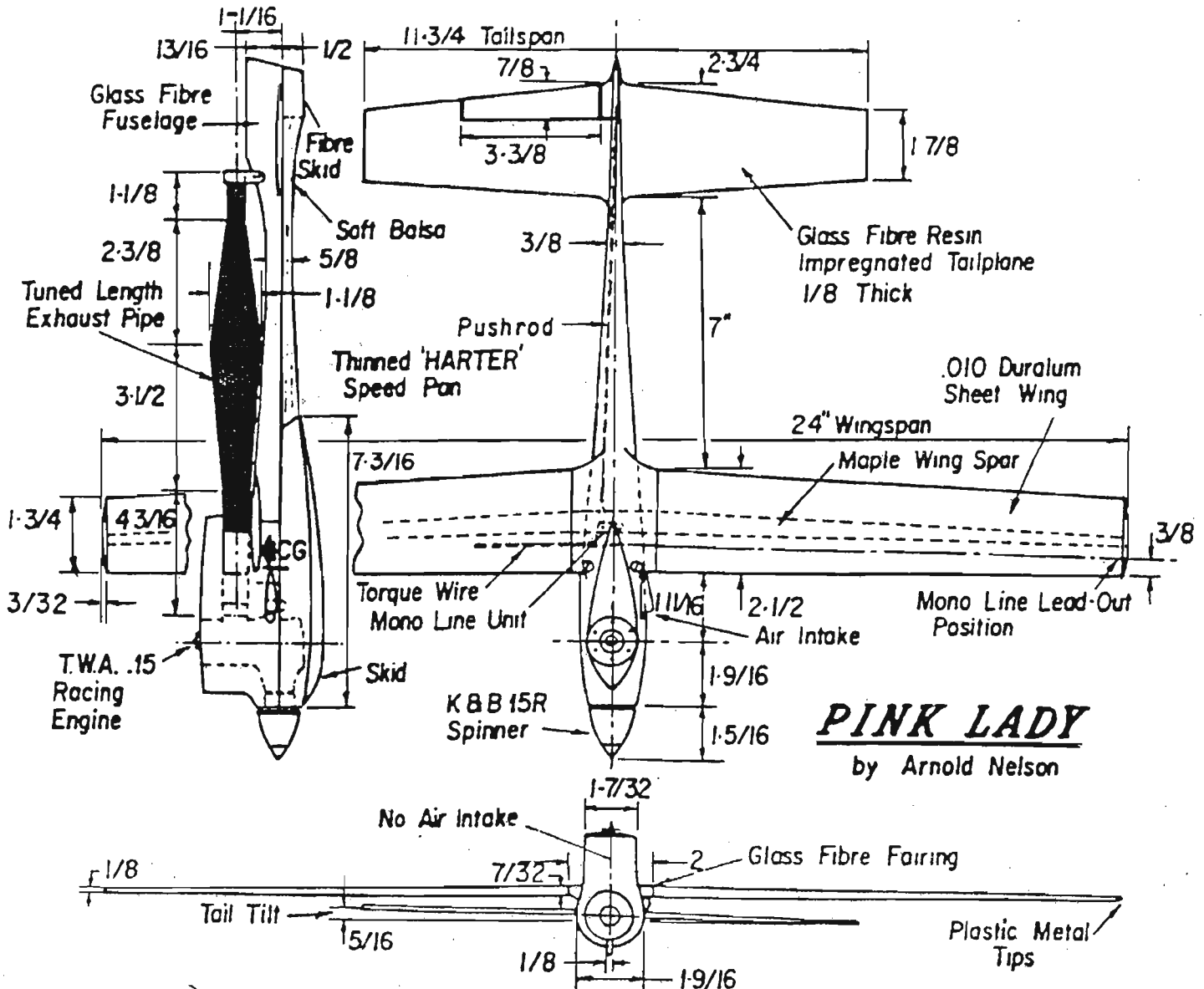
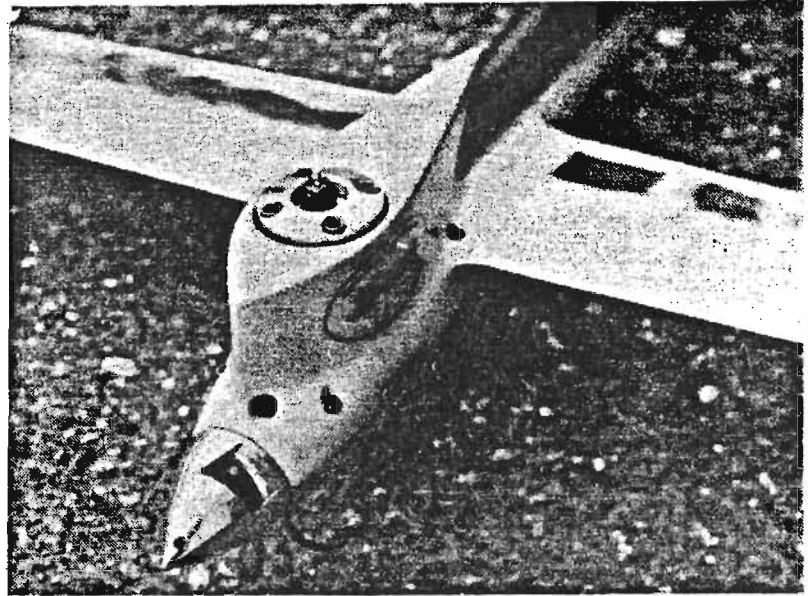
I released my hand from hers and stepped back as we completed our third dual lap. I crouched down and watched Maria again start her five solo-lap class requirement. Her flying hand was outstretched and her eyes were following every little movement of the plane. I could tell that the plane was climbing and diving in large arcs by her up and down head and arm movements. She seemed to have control. On the third lap I muttered to myself a silent "Keep it going" and noticed a faint smile on her face. "Lap four: so close Maria," I thought. "Concentrate" is all I said to her. She turned towards me completing her fifth lap and stopped my silent cheer with an barely audible, "Oh, cool." Her face was now painted with a bigger smile. Maria had just done something she had never ever done before in her life. She had taken something she built with her own hands, applied some theory learned in the classroom and made it fly. Maria Villalobos didn't realize, of course, that her "Oh, cool" response summerized the reason I teach. That look on her face and the continuation of laps nine, ten and eleven, was ending nineteen weeks of academics and modeling for both of us. Her expression of accomplishment, her joy of success and course work completion, was all there on her face. I knew the lessons took!

Her experience is not unique in this classroom. All the students start the school year with theory in basic airplane and helicopter aerodynamics, balsa and bass wood pieces, and some instruction on model airplane building. A mixture of theory, lecture, note taking, home work, and hands on learning offers the students taking this science class, a variety of interconnected learning experiences. Never before has a classroom full of teenagers been so challenging given today's world of images and information available to them outside the classroom. Model airplane building and flying is my secret tool to keep them continually wading through the daily academics associated with this science class.

This week ends this semester of the Aerospace Science class at Hoquiam High School. Amidst the mixture of rain and snow, the final eight students soloed their model airplanes. The cold wet weather did not dampen their spirits or determination to succeed. My final words to the class were reflective of the fact that working together we all completed the final course work with a 100% success rate. As a teacher, I can live with that.

The below is from the latest issue of "SPEED TIMES", publication of the NORTH AMERICAN SPEED SOCIETY. Interested in speed flying? Write to N.A.S.S., BOX 82294, N. BURNABY, B.C., CANADA V5C 5P7

A perfect subject for a AMA class A speed model is the venerable PINK LADY design. The first versions of this FAI sized model date back to 1960 with many versions in between. The plan presented is a 1970 version by Arnie NELSON. You simply can't find a model with better proportions...you can even use a 21 Sport ship too. The NASS offers a full size plan of the Latest Wisniewski version with all the modern updates. Plans are \$5.00 postpaid...a must for anyone trying out Class A speed. Nelson Pink Lady plan courtesy of Don Laird,





# The Flying Flea Market

Classified advertisements — FREE for FL subscribers

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**FOR SALE:** CUSTOM CONTROL LINE HANDLES. \$40. ALSO, LARGE SELECTION OF MODEL MAGAZINES (2500+) FROM 1946 TO PRESENT. CALL MARK WAHLSTER (503) 873-3775.

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**WANTED:** ANYONE HAVE A COPY OF THE KIT PLANS FOR THE "ARTESIAN"? THIS WAS A SPORT RACE DESIGN THAT DICK PETERSON HAD PRODUCED BY A MANUFACTURER, AND HE DISTRIBUTED THE KITS HIMSELF. MIKE HAZEL (503) 364-8593

## FLYING LINES

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